THE DAILY BEE.
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## THE DAILY BEE.

*MONDAY MORNING, OCTOBER 18.*

### THE TEHUANTEPEC COMPANY.

Those who take an interest in the progress of our city, and who favor enterprises intended to add to her wealth and resources, and expand her commerce, must be deeply gratified at the marked success which has thus far attended the operations of the Louisiana Tehuantepec Company. Quietly and with very little of publicnotice, or elaborate puffing, this spirited and energetic company has pushed forward its preparations, until now it is ready to fulfil its contract with the United States government for the transportation of a semi-monthly mail to California. The steamer Quaker City, purchased by the company, and designed to be placed on that portion of the route between New Orleans and Minatitlan, left New York on the 9th instant, and may arrive in our harbor even before this article meets the reader's eye. The Quaker City will make her first trip to Tehuantepec on the 27th instant, and will carry the United States mails together with a limited number of passengers. The company is not anxious to take all that may offer during the first trip or two, as it is desirable that the transportation department should be placed in thorough order; but no doubt whatever exists that any trifling impediments of difficulties incidental to the first voyage will disappear in the course of a few months, and that every succeding trip will be an improvement on the previous one.

Arriving at Minatitlan, the passengers and mails will be transferred to the new steamer Suchil, built expressly for the company, and provided with all requisite accommodations. This beautiful steamer is to run on the Coatzacoalcos river between Minatitlan and Suchil, a distance of seventy miles. From the latter point to Ventosa, on the Pacific side, is one hundred and ten miles. The New York *Daily News* of the 9th says:

Over this route passengers are to be conveyed by vehicles and placed on board the Pacific mail steamers for San Francisco and other Pacific ports. The distances may be stated as follows: From New Orleans to Minatitlan, by steamer, 740 miles; from Minatitlan to Suchil, 70 miles; from Suchil to Ventosa, 110 miles, making 1020 miles from New Orleans to Ventosa, which is 1250 miles from Panama, and that distance nearer San Francisco. The time occupied between New Orleans and San Francisco will not exceed fifteen days, and when the railroad is completed the time will be less. The estimated cost of the railroad, 110 miles long, is $5,000,000.

The railroad will eventually be continued down to Minatitlan, which will do away with all river navigation; then passengers will be transferred direct from the steamer and taken to the Pacific side by railroad, the same as now done by the Panama.

The road, when extended, will be 160 miles long, and, it is estimated, will cost $9,000,000.

With respect to the means of land conveyance provided by the company, we learn from the same source that the bark Flash sailed from New York a few days since for Minatitlan, carrying fifteen Concord stages, to run between Suchil and Ventosa, twenty eight men, agents and drivers, a supply of provisions, hay, coal, etc., for the road and steamer, one hundred horses and mules have been sent from New Orleans. The company have twenty-one more Concord coaches nearly ready, which will be dispatched at the earliest opportunity.

To the unflagging exertions, the heavy personal sacrifices, the indomitable public spirit, and the practical energy and zeal of a few individuals, will the citizens of New Orleans and of the entire South be indebted for the successful prosecution of an enterprise that is destined to add immensurably to their prosperity, and enhance their commerce almost beyond calculation. The route was surveyed by Maj. BARNARD, United States Engineer corps, associated with Wm H. Sidell, who is now the Chief Engineer of the Tehuantepec road. These gentlemen first made known to our people the facilities presented by the topography of the Isthmus for the construction of a wagon road or a railway. Hon. EDITH LA SEAR, the indefatigable President of the company, and Senator J. P. BAKER have toiled unwearedly, and amidst a thousand obstacles and discouragements, to convert a crude design to a tangible reality. But for their constant efforts, undeterred by derision, incredulity and hostility, this gigantic undertaking would have been long ago abandoned, instead of being now triumphantly successful.

We have on various occasions spoken so fully of the enormous advantages which will accrue to New Orleans especially, and to the country at large, from opening regular communication across the Isthmus of Tehuantepec, that their restatement would almost seem a wearying iteration. Nevertheless we find some of these advantages so succinctly and forcibly expressed in a late number of the Richmond *South* that we have concluded to transfer them to our columns. Says the *South*:

The establishment of the proposed route will revolutionize the commerce between the Atlantic States and California. It will save three thousand miles of ocean navigation—twelve days' time—nearly half the present passenger fare—and at least a quarter of a million of dollars in the cost of mail service. It will transfer, for transportation and distribution over the various railroads of the Western, Southwestern and Southern States, an annual value of $40,000,000 of gold, about 30,000 passengers, with express freights of great value.

A comparison of the distances from St. Louis, Chicago, Cincinnati and Charleston, respectively, to New Orleans and San Francisco, will show that it will require no more cost or time to place the California business of these cities in New Orleans than in New York, thereby assuring to them the full benefit of all the advantages presented by the Tehuantepec route over that by way of Panama.

The advantages of improved time, safety, comfort, and diminished expense in a journey so much more studious of infinite importance to the whole United States; but the connectionsof this new route with the railroads opened and opening from the Gulf ports to the Atlantic and interior cities, will enable these interests to participate in the immense sum now paid to the monopolist companies which conduct the California business by way of Panama.

There are other considerations connected with this enterprise of infinite consequence to the Southern and Middle States. The exclusive control of the gold crop, with almost the whole merchandise business transacted with Californiaas now centered in New York. The reduction of time and insurance upon the new route and its interior connections will place Baltimore, Philadelphia, Cincinnati, St. Louis, Philadelphia, and all cities south of them, between San Francisco and New York, and thus allow each of them to receive or forward its consignments without the agency of New York. This will have a valuable effect upon the circulation and deposits of the interior States and cities.

For without supposing that precious metals will cease to seek the European markets, it must be that some portion of the gold to which the interior is entitled will, by transmission through the Western States and cities, be added to their basis and circulation, instead of being repaid as at present by New York in local currency and merchandise. It is impossible that such a Pacific can flow the whole length of the Union without leaving more or less of its alluvion.

The foregoing enumeration does not embrace all the benefits we shall derive from the completion of the enterprise. It will render New Orleans the vast centre of all the travel to and from the Pacific. When an unbroken line of railroad communication is established between New York and New Orleans—which another year will witness—the journey from these two points will be accomplished in three and a half or four days, and the voyage from New York to San Francisco may be easily made in from seventeen to eighteen days. Hence travelers from the North to California will infinitely prefer going via the New Orleans mail route and taking the Tehuantepec steamer, to sailing from New York, as the difference will be at least a saving of three days.

We might fill columns with explanations of the value of the Tehuantepec road; its superiority over all other transit routes, and its immense importance to the citizens of the South: but we believe the labor to be now superfluous. The people of the South are beginning to understand the question, and to evince an abiding interest in its success. It needs nothing more than a just appreciation of its merits to command an unlimited support. Every dollar expended in this grand undertaking will be repaid tenfold in pouring into Southern coffers the wealth of India and the East: of the golden shores of the Pacific, of China and Australia. The South, in sustaining this enterprise, is merely letting to her own aggrandisement, her safety and her power. The policy is literally one of self-protection, and as such should be steadfastly and faithfully pursued.

**NEW ORLEANS READING ROOMS.**—Mr. Cooler gives notice in another column that the New Orleans Reading Rooms will be open to subscribers, and from this day. Captains and clerks of vessels, &c., are invited to visit the rooms free of charge. We trust the new establishment will be liberally patronized.

**"ARTHUR DIXIE."**—This is the title of an exceedingly interesting series of stories, by Sophie Cadwallader, author of the "Dead Secret." It is published by Dick & Fitzgerald, and for sale by J. G. Hogan & Co., Exchange Place. Mr. Cooper is one of the most popularly informed factors in Gotham.

## By Telegraph.

[TRANSMITTED TO THE NEW ORLEANS BEE.]

### FROM HAVANA.

ARRIVAL OF THE QUAKER CITY.

SOUTHWEST PASS, October 17.—The steamship Quaker City, from New York via Havana, passed up at 4 o'clock, P. M., today. The following dispatch is from the Agent of the New Orleans Associated Press, dated

HAVANA, October 14.—The Sugar market is easier, and the quotations are 9½ reals. Stock here and at Matanzas 100,000 boxes.

Lard is still declining—prices $16 25 for tierces and barrels, and $16 75 for kegs. Stock 2400 tierces and barrels, and 5500 kegs.

In Molasses there is little doing—quoted at 4 reals.

Exchanges are still off. On London 13½ prem.; New York and Philadelphia 4½ New Orleans short sight 6 per cent prem.

INDIANA ELECTION.

LOUISVILLE, October 16.—The returns of the election come in slowly. The State ticket is still doubtful. Three Democratic State Judges are probably elected, and it is probable that there will be a Democratic majority in the Senate. The House will be close.

IOWA ELECTION.

The official returns from ten counties in Iowa show a Republican gain on last year of 200.

Curtis is re-elected to Congress by 1000 majority.

KANSAS FREE STATE PARTY.

A free State Delegate Convention is to be held at Lawrence on the 10th of November, to organize a party for effecting the speedy admission of Kansas into the Union of States.

MEXICAN NEWS.

WASHINGTON, October 16.—Late accounts from the U. S. Consul at San Luis Potosi say that the reported battle between Vidaurri and Miramon is doubtful. He says a skirmish may have taken place outside, and discredits the report that Miramon had destroyed himself.

JEREZ ASKS INDULGENCE.

Jerez asks the indulgence of the government until he can communicate with Nicaragua.

THE BRAZIL AND PARAGUAY SQUADRON.

The Secretary of the Navy has appointed the remaining officers needed for the Brazil and Paraguay squadron.

The steamer Arago will carry 150 thirty two pounders; 21 nine-inch guns, besides mortars.

THE ARAGO SAILED.

The steamship Arago sailed today with $427,000 in specie for Europe.

UNITED STATES TREASURY.

The balance in the Treasury is $9,250,000. The receipts of the week were $700,000.—Increase over the preceding week, $200,000. Drafts paid nearly a million and a half. Drafts issued, $1,685,000. Reduction, $900,000.

ROWING MATCH.

DETROIT, October 16.—A rowing match for one thousand dollars came off here to-day, on the river, between boats from Chicago and Canada. The distance was five miles. The Canadian won the race by forty-two minutes. The Chicago boat swamped.

INDIANA ELECTION.

There are some further returns from this State, but they are too fragmentary to form any conclusions from them.

PEPIN & CO.—We invite attention to the advertisement of Messrs. A. Pepin & Co. This extensive house, which has enjoyed the reputation of being one of the best retail establishments in our city, has just received a large assortment of goods at their stores, corner of Chartres and St. Ann streets, and the Red Store, on the levee. Purchasers will find it to their advantage to call at Pepin & Co.'s before buying elsewhere

THE OLD STAND.—At the old and well known establishment of Alfred Munroe & Co., No. 34 Magazine street, may now be found an extensive and magnificent assortment of fall and winter clothing and furnishing goods for men, boys and children. See advertisement.

THE CHINA TREATY.—We understand, says the Washington *Union*, that the new treaty between the United States and the Celestial Empire, negotiated by Mr. Reed, is unmistakeably ratified, has been received at the Department of State. Of course its terms will not be made public till after the exchange of ratifications; but the reports of the negotiations between the British, French and Russian governments and the Chinese, and the details given of the general terms of the convention, leave no room for doubt as to the character of that which the American Commissioner has sent home.

MOBILE.—There were but five deaths in Mobile on the 14th instant to the fever.

KANSAS.—The *Herald of Freedom* says that no application can be made for the admission of Kansas till the opening of the next Congress in December, 1859.

ILLINOIS.—The following is a list of the candidates for Congress in the State of Illinois:

First District—E. B. Washburne, Republican; H. Bright, Democrat; S. H. Jackson, National.
Second District—J. Fox, Republican; T. Dyer, Democrat; J. Wentworth, National.
Third District—T. Lenzy, Republican; G. W. Armstrong, Democrat; J. Roy, National.
Fourth District—W. Kellogg, Republican; J. W. Davidson, Democrat; J. Gale, National.
Fifth District—E. Lamphier, Republican; S. Morris, Douglas; J. C. Davis, National.
Sixth District—J. H. Wickes, Republican; T. Harris, Douglas; J. Mc. Greer, National.
Seventh District—K. S. Oglesby, Republican; C. Mitchell, Douglas; J. M. Bailey, National.
Eighth District—J. Baker, Republican; P. Hodge, Douglas; T. M. Hope, National.
Ninth District—D. L. Phillips, Republican; J. A. Logan, Democrat.

No nomination has been made by the National Democrats in the Ninth District, and it is understood that they will sustain the election of J. A. Logan.

THE WAY THEY FIGHT HIM IN ILLINOIS.—The following paragraphs from the Chicago *Journal* of the 8th, a leading Republican paper, will show how that party fight Judge Douglas in Illinois:

Senator Brown, of Mississippi, says, in his speeches in defense of the administration, that the mistake of interfering with Walker's enterprise in Chiapagas will not be made again. He relies on Mr. Buchanan to do all that can be done to extend and strengthen slavery. As to Cuba he says:

"Whether we can obtain the territory while the Union lasts I do not know; I fear we cannot. But I would make an honest effort, and if we fail, I would go out of the Union and try it then. I speak plainly—I would make a refusal to acquire territory because it was to be a slave territory a cause for dissunion."

This same Brown will be a conspicuous candidate before the Charleston Democratic Convention for the Presidential nomination. He is one of *Senator Douglas's bosom friends, and on the matter of slavery, filibustering and territorial conquest they sympathize most fully.*

M. Von Humboldt has celebrated his ninetieth birthday. An English correspondent, writing from Berlin, says that "never did a sovereign receive congratulations from so many persons and such great distances as the poet boy had to carry on Tuesday morning in the new Swedish Palace, built in the Oranienburg Chaussee. Those who have been fortunate enough to enjoy a peep at the fifth volume of Cosmos, which is still under the hands, assert that neither in style nor contents does it in the least yield to the four volumes which preceded it. Humboldt himself is said to be of opinion that he will die next spring, just after having completed the last of the books he has undertaken; but his friends who observe him speak differently, and are bold enough to predict that this time he will prove to be altogether in error, and that a very different celebration from that which he anticipates will next year take place in his house.

IF.—The New York *Times*, after an appreciative and honorable notice of Gov. Hunt and the body of old Whigs whom he represents, adds the following on the chances of the campaign:

The meeting of the American State Committee at Albany, on Friday, took no steps towards a change of relations with the Republicans. The Republicans do not now appear to covet union. Their leaning that way terminated with the rebuff they received at Syracuse, and they seem, from all indications, abundantly content to stand by themselves during the current campaign. They fight, not for office and spoils—these good gifts have beyond their reach—but for position and weight in the canvass. Evidently, therefore, those who have supposed them anxious for coalition begin to perceive their error.

On the other hand, the Republicans, judging from the tone of their organs, are suffering more or less anxiety. That there is an ungovernable spirit abroad which inclines their men to a greater or less extent to vote the American ticket, is no longer to be disguised. Under this state of things they are strenuously summoning "a full vote." Their trust is in the large Fremont plurality of 1856. If the men who voted for the Pathfinder, or even the bulk of them, can be rallied to the polls, the leaders of that party are still confident of victory. But if is even a word of doubt and contingency.

A SINGING MOTES.—One of these little animals inhabits our office, remarks the editor of the Cumberland (Md.) Telegraph. For several years past he has made his home in it. He has become very familiar with all hands, and in broad daylight he can be seen playing around the feet of the compositors, or dancing about the cases, seemingly as little apprehensive of danger as if snugly away in his nest. The paste-pot is his delight, but he never objects to a bit of cake, or fruit, with which his admirers occasionally supply him. He is a remarkable little animal. A piece of cake puts him in high glee, and when he has devoured it he sits down and sings a song, a very merry song, the notes being sweet and melodious. Sometimes he will sing for an hour without intermission. It seems to afford him the greatest pleasure with impunity—and it imparts as it sort of fervor to the office. Never while he is in good humor is he slighted on the table, and he is ready to be slighted on the table, and he is ready to be slighted on the table, and he is ready to be