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NEW ORLEANS.
MONDAY MORNING, MARCH 24, 1862

SUBSCRIPTIONS BY THE WEEK.

The carriers of the Bee are authorized to receive subscriptions to our paper at the rate of 25 cents a week, payable in all cases to the carriers themselves.

We Must Have Patience.

The transfer of head-quarters from the East to the West has brought almost certain inconvenience which for the time being and ordinarily annoying.

For several weeks the mails have been shockingly irregular—sometimes failing altogether—sometimes arriving with the utmost tardiness. Our Western exchanges come to us on an average about twice a week, and are from five to seven days old when they do arrive. From Charleston and Savannah, and even from Mobile, mail intelligence is certain and frequent. Our Memphis exchanges—usually most welcome visitors—are entirely missing. This combination of the ordinary difficulties for journalism imposes increased difficulty to the performance of the duty of issuing a newspaper, and makes the task far more tedious and irksome than of yore. We are told, too, that private travel on the railways of the South is greatly impeded. Officers whom furloughs have expired, and who are anxious to rejoin their commands, find themselves hampered and delayed by the failure to make the proper connections at various points. The journey from New Orleans to Richmond, which was formerly completed in from three to five days, now requires from six to eight. As for goods and merchandise, destroyed from one place to another, there is literally no hope upon their arrival. Every depot is filled with soldiers, their baggage and equipments, munitions of war, field and siege artillery and the like. Private interests must give way to the public weal, and even though farms or factories should be exposed to loss from failing to receive his goods, no delay can be tolerated in fulfillment of the measures required for the defence of the country.

We must learn to bear these temporary troubles with patience. They constitute part of the system of privations and sacrifices which all of us have cheerfully to endure—from the highest and wealthiest to the humblest and poorest. Besides, they are in themselves no capricious signs. When we know that the difficulties and procrastination attendant upon the transportation of individuals or private property from point to point arise from the absolute necessity of the military companies of railroads and water-courses, we should be reconciled to our own annoyance by the reflection that the Confederate Government and State authorities are indefatigably at work, endeavoring to place, as speedily as possible, adequate supplies of troops for the defence of imperilled positions. It should therefore be borne in mind that the railroads have been abundantly provided with means of rapid transport and communication as the North, and that consequently, when most of our lines rooms are employed in behalf of the Government, civilians must unavoidably be subjected to unpleasant delays. The military authorities do the best they can, and we should be the last to complain of their conduct.

It is unquestionable that we are on the eve of important events in the West. The enemy has accumulated a force in Kentucky and Tennessee which has been estimated by some as high as 200,000 men. His intentions are clearly and manifestly to endeavor to overwhelm by dint of numbers any opposition he may encounter. Our generals are perfectly aware of his calculations and intentions, and are consequently engaged day and night in massing troops at such threatened points, and in perfecting all that contemptible skill, strategy and valor can devise to convert his sanguine anticipations of triumph into the mortification of defeat. We cannot afford to lose time. Any day may witness the impending conflict, and we may hear even before these lines meet our readers' eyes of the most awful and sanguinary battle ever fought in America. The least, then, that we, who are not active participants in the strife, can do, is to facilitate in every possible way the objects of our military commanders. They need the railroads, the locomotives and the rolling stock. So be it. We can afford for a while cheerfully to dispense with a thousand comforts and conveniences; with notions of economy; with fastidiousness; with other staple articles of food—rice and meat make up our staples to stand offending and short-commons; to pay huge prices for goods because of their scarcity, and to bear with fortitude all the privations to which we may be for a while subjected, when the grand object is being accomplished, of defending the South on the great battle-ground of Tennessee. The enemy once thoroughly checked or repulsed, affairs will doubtless resume their normal condition.

A. J. Powell, real estate broker, 26 Camp street, offers for sale a valuable sugar plantation, advantageously situated on the Mississippi river, together with seventy-five working hands, mules, horses, cattle, &c.; also, a well established cotton plantation, on a credit of ten years. See advertisement in another column.

DESPOTIC STRIDES.—We have received from Messrs. Greenwall, Simon & Co. a sample of home-made cheese, prepared at the Southern Starch Manufactory, Common street, near the Marine Hospital. The starch is perfectly white and firm, and seems to us in every respect suitable for the purposes to which the article is usually applied.

DECAPITATION.—The Senate have magnified the nominations sent in by President Lincoln with careful scrutiny, and have rejected an unusually large number of them, including General Stokes. A large number of colonels, lieutenant-colonels and commanders, and, we find, the Cabello their "accomplishments."

The Algerine Monkey says: Mr. gunboats we learn are about to be put under command at this vicinity. These are to be iron-clad and that at least to be added to coast navigation and warfare.

The Sheriff sale on counter this day, at half past 10 o'clock, A. M., of No. 200 Magazine, between Felicity and Melpomene, by Peter Joseph Bradley, three lots and buildings of the same, measuring 30 feet front on Magazine and same depth of said street. At 12 o'clock, M., at the counter Bienville, Royal street between Conti and St. Charles, several lots of ground fronting on Royal, and other valuable property. See advertisements.

THE NEW CABINET.—A special dispatch to the Memphis Appeal says:

Richmond, March 19—On receiving the Baltic mail to-night the following nominations for Cabinet officers are stated as the appointments of the Executive branch of the Confederate Government:

Secretary of State—John F. Rudgerds, of Louisiana.

Secretary of War—George W. Randolph, of Virginia.

Secretary of the Treasury—C. G. Memminger, of South Carolina.

Secretary of the Navy—S. R. Mallory, of Florida.

Attorney General—Thomas H. Wyatt, of Alabama.

Postmaster-General—J. H. Reagan, of Texas.

THE ARKANSAS PRESS.—A special dispatch from Fort Smith to the Memphis Appeal announces the subjoined further particulars of the fight near Benton Monday:

Fort Smith, March 19, 1862.—Mr. Hinkle, Orderly Sergeant of Capt. Gaithney's Company, in McCulloch's Regiment, was taken prisoner on the last day of the fight at Hitchen, made his escape, slightly wounded, on the evening after the battle, at Sulphur Fork, and arrived here to-day. From him I am able to give the additional particulars of the fight:

The enemy's loss was killed and wounded, was about four times 900 killed.

The Thirty-fifth Illinois Regiment, Colonel Gleaker, was nearly cut up. They had 300 men killed and wounded.

When Mr. Hinkle passed through Osceville there were 300 wounded at that place.

They took 400 of our men prisoners, including several officers, privates and officers of the Louisiana regiment, which was in the fight. Lieutenant-Colonel Gratiot, Col. Mitchell, of Arkansas, Col. Embry, of Arkansas, Capt. Gowney, of Logan county, Capt. Hallowell, of Pulaski, Ark., Capt. Hubbard, of Arkansas, Lieut. Morris, of the Second Texas, Major Emmet, of the Third Louisiana, Lieut. Hackett, Major Tunnard and Capt. Vaughn, of the Third Louisiana. Besides, Van Dorn have since been exchanged.

The Rolla was crowded with contrabands, wounded soldiers, moving to Springfield, and the Federal army near Rolla was in possession of the Secessionists.

Many Federals are now preparing to attack another attack.

Gen. Curtis and Gen. Wyman's friends, 2000 strong, left Batesville, 2000 Yankees of whom 1700 are sick. The rest of the regiment is here, and will be paid. This statement is made by Capt. Hinkle, who was in Batesville on the 15th inst. Capt. Hinkle, who was in Batesville on the 15th inst. Capt. Hinkle, who was in Batesville on the 15th inst.