The New Orleans Bee.

OFFICE 73 CHARTRES STREET. NEW ORLEANS, FRIDAY MORNING, MAY 14, 1869. 42d YEAR—Vol. XLII.—Whole—14,750.

THE NEW ORLEANS DAILY BEE.

DUFOUR & LIBERT, PUBLISHERS.

No. 73 Chartres Street.

TERMS OF THE BEE:

Terms of Subscription—Daily, per annum, in advance, $10; monthly, $1; quarterly, $4.

Price of the paper—Single copies, 10 cents.

The Semi-Weekly, published every Tuesday and Saturday. Subscription $6 per annum, invariably in advance.

Rates of Advertising—Transient advertisements, twenty cents a line, first insertion; $1 50 per square, each subsequent insertion, 75 cents per square.

First, or Editorial Page Transient Advertisements, each insertion, $1 50 per square.

Advertisements inserted at intervals, to be charged as new each insertion.

Third, or Editorial Page, Monthly Advertisements, each square, $75 per month.

Regular advertisements, when otherwise largely, shall be allowed some discretion in the matter of annual insertion at reduced rates as may be agreed upon. In no case shall such discount exceed 33 per cent.

All Business Notices of Advertisements to be charged 25 cents net per line, each insertion.

All Premium Advertisements must be paid for in advance.

All Advertisements not marked for any number of insertions, will be published till forbid.

All bills with regular advertisers shall be rendered monthly.

NEW ORLEANS:

FRIDAY MORNING, MAY 14, 1869.

TRY GEORGE ALCEE'S CIGARS, 185 ..... Hampert Street 185

ALDERMAN FISHER'S ORDINANCE.

When we penned our observations on the Ordinance introduced into the City Council on Tuesday evening last by Assistant Alderman Fisher, providing for the levy of a special tax for the purpose of paying the warrants drawn by the Metropolitan Police Board, we had not seen the text of the ordinance, nor its preamble which sets forth the grounds upon which this tax is proposed to be assessed. The reasons given, however, are substantially those upon which we presumed this remarkable and really bold proposition was based.

How does Mr. Fisher know many holders of warrants are about to use the city of New Orleans? How can it be done? The city is not responsible for these warrants. In a certain event, it is true she may be compelled to receive them in payment of her taxes, but this contingency is somewhat remote. The Supreme Court of the State and the Supreme Court at Washington have yet to pass upon the question of their validity. The Metropolitan Police Law does not itself require the city to pay these warrants, but only to receive them in payment of taxes. But the remarkable feature of this proceeding of Mr Fisher is that the city of New Orleans is now appellant to the Supreme Court from a decision of the Fourth District Court on the ground of the invalidity of the act of the Legislature, requiring New Orleans to levy a special tax for the payment of the Metropolitan Police and the invalidity of the act requiring her to receive these warrants for taxes. The result of that appeal neither Mr Fisher nor the "eminent counsel," alluded to in the ordinance, have any right to say will be against the city

But what sort of management of the city's affairs is that which leads a member of the city government to treat with disrespect the city's legal advisers, and to disregard the opinions of other lawyers in support of a proposed ordinance, when the city has already a competent attorney whose duty it is to direct and control in litigations? That officer has acted in the matter of the city's liability for these warrants. He is of opinion the city is not bound to receive them for taxes, and is now defending a suit instituted for the purpose of testing the question. Why does Mr Fisher propose to take the bread out of the City Attorney's hands? Why do not the members of the city government co-operate with each other? Why are they at cross purposes?

Mr Fisher gives as another reason why this tax should be levied, the liability of the city for "enormous damages," should the Supreme Court decide the case against her. This should have been thought of before the City Treasurer was enjoined by the Mayor, and before the suit was decided by Judge Theard was instituted. It is not a reason why an illegal tax should be levied upon the people, even were it certain the Supreme Court would decide against the city. Who has a right to say the Supreme Court of the United States will sustain the decision of the Louisiana Court should it be in favor of the validity of the warrants?

Where does Mr. Fisher obtain his information that the city will ultimately be compelled to levy a tax to pay these warrants? From Radical members of the Legislature? What business has representatives of the Democracy of New Orleans to listen to the breath of these Radical plunderers? If we are to be robbed let them do it themselves—let them bear the odium of devising and enacting measures in violation of their own laws to extort money from the people of New Orleans. It will be another pleasant reminiscence of their beneficent rule over Louisiana. But do not let us take ourselves because these Radicals have had the will to do it.

Mr. Fisher assigns another reason for yielding obedience to Radical behests. A mandamus is to be issued, says he, compelling the Council to levy this tax. Well, let this mandamus come. We have heard of such things before to-day, and look upon them with complacency. They are often times harmless. We have also heard of writs of prohibition from the Supreme Court of the United States, suspending proceedings in State courts when they violate Federal laws, and such writs are superior, we think, to State writs of mandamus.

Mr. Fisher had better consult counsel, whose opinions are more valuable than those of his "eminent" legal friends upon whose judgment he has based this ordinance. He will then be apt to learn that the city of New Orleans is in no immediate danger of being compelled to levy this tax or pay these warrants, provided the city builds herself to the utmost of all legal methods of resistance, which we understand to be the device of the City Attorney and the determination of the Mayor

Our readers will find bright production of Mr. Fisher in another part of this paper.

The following is the list of passengers per steamship Bienville, Capt Baker, from New York via Havana:

From New York—Mrs H B Lockwood, Joseph Davis, M G Lewis, F Fleischmann, Mrs J Fleischmann, W H Beckwith, Miss F Waite, Jas Clark, Ed Clark.

From Havana—Jas Fernandez, Augusto Gonzales, Wm Conde, Enrique Fernandez, Augusto Gonzales, and 3 children, Miss Mercedes Lopez, Miss Carlota Valdes, Miss Dolores Lopez, Miss Carlota Valdes, Miss Teresa Lopez, Mrs Manuel Lopez, Mrs Dr Aguilera and 2 children, Miss Louisa Tort, Mrs D Dubrueq and child and servant, Monsieur Nadal and 2 children and wife, Miss as a Sager, Miss Clara Sager, Miss Rosa Sager, Henry Sager, Jr, E Frick, Jas Frick, Mrs Charles Mitchell, Dr Jas Mitchell, Miss J M Lapsley, Miss Anna Mabie, Alex de Zerk, Mrs Alex de Zerk, Miss Estelle Jones, Joseph Menendez, Mrs Adelaide Sauvinet, Mrs Dr Gibbs, Mrs Dr Gibbs, Master Jas Gibbs, and child M U Hernandez, L B Mitchell, Jas Fernandez, W M Mitchell, Mrs Fernandez, Mrs Fernandez, M Lion, J A McAllister, F Gaine, H Bromich, Francisco Lopez, 2 D mile.

THE FRENCH OPERA.—On Saturday evening will be performed Donizetti's beautiful opera of "Lucia de Lamermoor." Mlle Hasselmans and Mr Poot in the principal parts.

On Sunday "Le Bijou" for the benefit of Mr Paul Abaisse, who will take leave of the New Orleans public on this occasion.

On Monday Mlle Bourgeois will take her benefit in the opera of "The Prophet," performed for the first time this season.

ACADEMY OF MUSIC.—A very fine audience greeted the Gregory Combination Wednesday night at the Academy of Music, and were evidently delighted with the entertainment, which embraced some excellent and novel features

There was a still better and crowded audience last night, the Gregories having evidently made a lasting impression on the playing before. They are bound to grow in favor the more they are seen. The trained dogs of Miss Gertrude, and her tarantoga lamp are the most wonderful, and excite the greatest admiration.

VARIETIES THEATRE.—The Bergen family and Swiss bell ringers are nightly attracting fine audiences to the Varietes Theatre. Their performance are varied and remarkably interesting No one should miss the opportunity of seeing the large and talented combination.

CENTRAL PACIFIC RAILROAD.—A San Francisco dispatch of the 3d says.

"The Central Pacific Railroad Company yesterday finished their portion of the road, except the two connecting rails, which Government will lay on Friday or Saturday of the present week Celebration of the event will be held in this city and Sacramento, for which extensive preparations have been made.

"The Pioneer survey of the Salt Lake and Columbia River Railroad has been abandoned for the present, and the surveyor has been recalled."

San Francisco, May 6—The people of this city and Sacramento are in a state of feverish excitement in regard to the completion of the Pacific railroad. Grand preparations have been made both places for the observance of the event, which will occur on Monday. The banners of this city have given a wide hint that they will be generally displayed. Barbecues have been made with the Western Union telegraph company that each stroke of the hammer on the last spike driven shall be reported simultaneously in New York and San Francisco by telegraph. Sunshine a silver to-morrow and what California is and a spike of gold, a silver spike and a silver hammer for the use of the new president of the road, have also been forwarded to the end of the track

The excursion train for the eastern end of the Central road, with the commissioners and Governor Stanford and their guests, was nearly wrecked yesterday by a large rock which had fallen across the track. The rock was discovered in time to preserve the passenger car uninjured, but the locomotive was damaged and thrown off the track.

THE EMPRESS CARLOTTA.—A communication from Brussels, in the Paris, says:

"For the last ten days the health of the Empress Carlotta has improved the most serious fears of her friends. She is now fond to her bed, and besides the manifest affection, which has increased in intensity, a slow fever now her pulse. Her eye is fixed and interesting, and her expression unprecedented. She often speaks of Maximilian. At times she refused to touch the slightest nourishment, and to her, and persuade to force prolonged by some one of the at those first the Queen of the Belgians is the only person that has sufficient influence over her, and in spite of her will, which is so strong, to make her take her moderate portion of food. She has now abandoned a desire to see Mr. Dubourcq, the Bishop of Malines and Prince de Rubrum, who, in consequence, is about to come and pay a visit to the Empress.

STEAMSHIPS, &c.

Only Direct Line to France.

The General Transatlantic Company's New Line of First-Class, Mail Steamships Between New York and Havre, Calling at Brest.

THE splendid new steamers on the Havre route are the following:

FRANCE ..... Dudemaine, Saturday, 1st May
LAFAYETTE ..... Rouzaud, Saturday, 15th May
ST LAURENT ..... Lamarie, Saturday, 29th May
VILLE DE PARIS ..... Surmont, Saturday, 12th June

PRICE OF PASSAGE (IN GOLD) TO BREST OR HAVRE

First Cabin, $100, Second Cabin, $60—including table wine for either class.

TO PARIS—(including Railway Tickets, furnished on board.)

First Cabin $104
Second Cabin 84
Third Cabin 48
Do. (including railway tickets) 57

Baggage checked through to Paris.

The steamers of this line do not carry steerage passengers.

Medical attendance free of charge.

ST Persons leaving for France may obtain the passage ticket here in New Orleans, by applying to the undersigned, instead of sculping or telegraphing to New York.

For passage apply to

L. GRAND & CO., Provisional Agents, 15 Carondelet street.

may 8 2m

For New York.

Merchants' Steamship Line.

Comprising the first-class Steamships

GEN'L GRANT ..... Capt. H. S. QUICK
CRESCENT CITY ..... Capt. E. W. HOLMES
GEN'L MEADE ..... Capt. WM F HENRY
GEN'L HEADS ..... Capt. A. W. SABOR
UNITED STATES ..... Capt. GEO. L. NORSOM

Sailing from New York and New Orleans: The steamship

GEN. MEADE,

A. W. Sampson, Commander, will leave her wharf, opposite Jackson street, on Saturday, May 15th, at 5 P. M.

These steamships superior accommodations for passengers.

CABIN PASSAGE $60 00

ST Through bills of lading signed to Liverpool.

For Freight or Passage apply to

WOOD, LOW & LUDWIGSEN,

No 120 Common street.

ST The UNITED STATES will follow—leaving on SATURDAY, May 22d, at 5 P. M.

For New York.

The Oranmouth Line.

This line is composed of the following steamships:

GEO. WASHINGTON, CORTES,
GEO. CROMWELL, MARIPOSA.

The steamship

CORTES,

Lemuele Reizen, Commander, will leave her wharf, foot of Tchoupitoulas street, on SUNDAY, May 16, at 5 P. M.

PASSAGE $60 00

Freight to Liverpool, ENGLAND, BREMEN and HAVRE taken by this line, through Bills of Lading given for the same.

For freight or passage apply to

ALFRED HOULTON,

may 12 ..... 4 Commercial Square.

Regular Weekly Packet.

Leaves every SATURDAY at 5 P. M. (VIA CANE AND LITTLE RIVERS)

For Grand Ecore, Red River Landing, Natchitoches, Alexandria, Marksville, Bayou Rapides, Cheneyville, Opelousas, Washington, Vermilionville, Vermilion, Carrollton, Lake Arthur, Calcasieu, Cameron, Sabine, Orange, Beaumont, Liberty, Trinity, Galveston, Indianola, Corpus Christi, Rockport, Lynnville, Saline, Fort Jesup, Mansfield, Pleasant Hill, Sabine Pass, Belle Plain, Fort Bend, Brazoria, Columbia, Matagorda, Lavaca, Port Lavaca, Saluria, Aransas, Copano, Lamar, Bolivar, Galveston, Houston, Liberty, Beaumont, Orange, Sabine Pass, Calcasieu, Lake Charles, Cameron, Carrollton, Vermilion, Vermilionville, Washington, Opelousas, Cheneyville, Marksville, Alexandria, Bayou Rapides, Mansfield, Grand Ecore, Shreveport, Jefferson, Marshall, Henderson