The New Orleans Bee.

Daily Paper, one year (in advance)..... $10
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In all cases, subscribers are also required to give notice in writing, before they can be discontinued. Any person sending the paper from the post office, or otherwise, will be considered a subscriber, and subject to pay unless due notice is given of the fact to the office.

Office, 73 Chartres street.

NEW ORLEANS, FRIDAY MORNING, APRIL 27, 1860.

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RATES OF ADVERTISING.

ONE DOLLAR for every line of Agate, or its equivalent in space, for the first insertion, and SEVENTY-FIVE CENTS each subsequent insertion.

Advertisements on the first page ONE DOLLAR per square for each insertion.

Advertisements inserted at intervals will be charged ONE DOLLAR for every TEN lines, for each insertion for the first three times.

The privilege of Annual Advertisers is limited to subscribers strictly within the line of their business, and is confined to one person or firm or other duly.

No subscription taken for less than one year. No subscription to advertising will be stopped until all arrearages are paid, unless at the option of the proprietors.

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.

Sales at Auction To-Day.

By S. Tarpis, at 10½ o'clock, at No. 56 Old Levee, above Bah.

By Rhodes & Lemmont, at 10 o'clock, at No. 89 Camp street, boots shoes, brogans, spring and summer clothing and shirts.

By P. S. Murphy, at 10½ o'clock, at No. 78 Tchoupitoulas street, Havana cigars.

By N. Vaggio, at 10½ o'clock, at corner of Royal and Capital streets, household furniture, piano, &c.

By the Sheriff, at noon, at the City Hotel, valuable improved property on Live Oak street, Fourth District.

A PLAUSIBLE PROJECT.

Whilst our Senators in Congress are engaged in demanding the passage of a bill to authorize the State Legislature to impose duties on vessels crossing the bar, with a view of providing means for clearing the Passes at the mouth of the Mississippi, a project of an entirely different character contemplates the abandonment of the Passes to their inevitable fate, and the excavation of a canal, by which the river and the sea will be connected, and which will enable the largest vessels to reach the port.

Mr. E. Montague, the author of this project, having the views on past experience and the testimonies of every imperial engineer who has studied the question of the removal of the bars at deposits, declares that the permanent clearing of the Passes is impracticable. Organ de Lesseps would be required to remove the impediments existing at any one of the bars, and the outlay would be a vain sacrifice, as the Passes are continually changing, and the progress of the river is perpetually filling up old bars and forming new ones. Mr. Montague proposes, therefore, to leave the Passes without effort at improvement, and to open to vessels a channel of his own, which he calls the perpetually navigable and unfailing Passes at the mouth of the Mississippi, which require constant labor to keep them free, upon which many hundred thousand dollars have been fruitlessly expended, and which, despite piling and dredging, and all other means, are becoming more and more difficult of access to vessels, owing to the river's ever increasing and gradual accession of sediment and impurities.

The Picayune Office.—In Norman on West's models, Parish was magnificent. With the exception of Gross, he contains who has ever written a work America can compare with Parish in the character. It is especially adapted to her lustrous coal gems, and her unpossessed style of play and coloring. She really merited the cash a number pinches and bouquets with which her performance was greeted.

Sammy Adams will cultivated and pure vegetable views in regard to great advantage in cash parties as Lucy, Valentine and Agnes. The interest of the hole has been unequivocal, and a touch Parish is an established favorite. Adams may fairly claim her meed of public approbation. We are pleased to notice the large attendance at the opera. It is an evidence of the musical taste and culture of our community.

Le Bon Ton.—Messrs. Bloomfield & Steel, No. 59 Camp street, have our thanks for the May number of this popular journal of fashion. It is as usual, enriched with a number of superb plates and contains two valuable dress patterns cut out of tissue paper. *Le Bon Ton* is published by S. T. Taylor & Son, No. 407 Broadway, New York.

Frank Leslie's Monthly.—The May number of this capital magazine has been received at Kneller's, No. 7 Exchange Place.

Musical Friend.—No 73 of the Musical Friend may be obtained at Kneller's, No. 7 Exchange Place. It contains the Bells of the Monastery, and a beautiful waltz from Le Trouvère.

Harper's New Monthly.—We are indebted to Bloomfield & Steel, No 59 Camp street, for the May number of Harper. It is one of the best we have seen.

The Sheriff sells at auction this day, at noon, at the City Hotel, Common street, valuable improved property on Live Oak street, Fourth District. See advertisement.

Worth Seeing.—We call the attention of the trade to the sale at auction this day, at 10½ o'clock, at Rhodes & Lemmont's auction rooms, No. 89 Chartres street. Terms at sale.

The attention of buyers, dealers and amateurs of fine Havana cigars is called to the sale which takes place at 10½ o'clock this morning, at No. 78 Tchoupitoulas street, auctioneer, Mr. P. S. Murphy.

The steamship Columbia, Capt J. W. Smith, sails at 9 o'clock this morning for New York via Havana, with the following passengers:

For New York—J Gaston Hodge, Mr Gaston and son, Mrs Mitchell and daughter, G H Johns and lady, Mrs Dr Mercer and son, Mrs Dr Mercer, Mrs A F Mercer, Mrs P Hall, Mrs A E Parker, J J Wise, Mrs McGlone, Miss Hunt, Miss Hunt, Mrs Gen Quitman and family, Mrs Dr J M Gaines, J K Smith, Mr Hamilton, Mr Chelsea, Mrs J Hooker, A Lambert and lady, Mrs J S Hall and son, Mrs J Hall and child.

For Havana—J McDonough and son, E Joyce, E Hall, Mrs Dr Hall and child, Mrs Dr Hall and servant, Mrs Dr Mercer and child, A R De Mena, J A Mercier, J A Balcazar.

Texas.—We have received Texas papers to the 20th inst. On the 9th inst a large crowd assembled on the battle ground of San Jacinto, and listened to several eloquent and stirring addresses. Resolutions were adopted commending Gen. Samuel Houston for the Presidency, and electors were appointed. We may republish the resolutions hereafter.

A letter from Washington says: "I hear that Senator Wigfall has written a letter to Lord Lyons expressing regret for using his name in debate during the presence of that gentleman in the Senate Chamber. He surrendered the incendiary remark to the plain, offhand style that prevails in the South-west. Lord Lyons returned a very friendly note in reply. Well, this, if true, relieves the Texas Senator of a great deal of censure which he deserved for his unprovoked rudeness. It was manly to make the apology. We respect him for it.

Much excitement has been produced among the Jews of Cincinnati in consequence of the refusal of abolition to several Irish servant girls who were employed in Jewish families.—The Hebrews, in return, threaten to discharge all Catholic workmen in their mercantile houses.

The House of L. J. Levy & Co., of this city, is one of those that suffered in the crisis of 1857, and was obliged to suspend and obtain an extension on its indebtedness, then amounting to over one million of dollars. We learn that yesterday Mr. Charles C. Gregis paid off his remaining indebtedness—the last installment of the whole of the above debt. Considering the times, the protracted illness of Mr Levy, the senior partner, and the death of Mr. Benjamin, the junior party, this is a circumstance worthy of honorable mention, as an unusual illustration of energy, and an example worthy of imitation every where.—*Philadelphia Bulletin.*

BY TELEGRAPH.

[TRANSMITTED TO THE NEW ORLEANS BEE.]

National Democratic Convention.

Douglas Delegation Admitted from Illinois—Wood's Delegation Excluded—Resistance to a Slave Code.

Charleston, April 26.—In the Convention yesterday, the Committee on Credentials reported the names of the delegates from the States of New York, Illinois, Massachusetts and Maryland.

Messrs Lanahan and Brant, from Maryland, were entitled to seats.

The report of the minority recommends the admission of the double delegation from the State of New York into the Convention, each delegation being entitled to cast seventeen votes.

According to the previous question, the Douglas delegation from Illinois were admitted.

After a lengthy debate the report of the Committee on Credentials respecting the right of Messrs. Brant and Lanahan to seats in the Convention was adopted.

The New York and Dean Richmond delegations were admitted in the Convention.

The Wood delegation was excluded by a vote of 110 yeas against 55 nays.

New York, April 26.—The Charleston correspondent of the New York *Tribune* telegraphs that Messrs Pugh and Barksdale have presented to the Platform Committee a series of resolutions to the effect that it is the duty of the Federal Government to protect every species of property in the Territories, and on the high seas, or wherever its jurisdiction extends, by all the constitutional means that lie within the power of Congress. These resolutions were offered as a compromise to the South, the latter, however demands something besides barren generalities.

The leading Douglas men are ready and willing to concede any thing to secure the nomination, but the rural or agricultural districts of the Northern States resist the slave code, as it is more than they need.

The Georgia delegation have instructed their members on the Platform Committee to insist on the principle of perpetually filling up old bars and forming new ones. Mr. Montague proposes, therefore, to leave the Passes without effort at improvement, and to open to vessels a channel of his own, which he calls the perpetually navigable and unfailing Passes at the mouth of the Mississippi, at a point within the Passes. He states that study and investigation have demonstrated the entire practicability of this enterprise. The approaches would select for the work is the prominent point formed by Breton Island, and the canal would open into the river at a point two miles below Fort St. Philip. The length of the canal would be six miles, and the estimated amount required for its completion would be $4,120,000—a very moderate sum when the magnitude of the undertaking is considered.

The views advanced by Mr Montague need but an investigation and serious research, and should be subject to rigid scientific calculation so that nothing should be surrendered to hazard or accident. This indeed is sought for by the author of the scheme. All he asks for the present is a contribution by the commerce of New Orleans of a sum sufficient to defray the expense of such enquiry and observations, and of such plans and estimates as it may be deemed necessary to prepare. The proposition is not absolutely new, for Mr. Montague acknowledges that in 1852 Benjamin Bonsor, Esq., pursued a similar course of study, and arrived at the same conclusion. The maps and plans submitted by Mr Bonsor induced the Legislature to pass a resolution requesting the Federal Government to take the necessary steps for the construction of the canal. In 1856 Major Chase addressed a letter to the New Orleans Chamber of Commerce, in which he sustained the practicability of digging a canal such as had been proposed by Major Bonsor, and pointed out the immense advantages which would accrue to the trade and business of New Orleans from its completion.

Before beginning the work it would be absolutely necessary to ascertain the depth of the water on the sea coast where the canal would commence, to show that vessels might easily pass through it, to provide for the protection of the canal from the influence of the winds and waves, to guard against the encroachments of the waters of the Mississippi, a project of an entirely different character contemplates the abandonment of the Passes to their inevitable fate, and the excavation of a canal, by which the river and the sea will be connected, and which will enable the largest vessels to reach the port.

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