THE DAILY BEE.
PUBLISHED BY
C. F. WEBSER & CO.
E. H. WEBSTER, E. DUPUY,
H. DUPUY.
Daily Bee, one year (in advance).....$12
Semi-Weekly Bee, one year.....4
Single copies, subscribers must give one week's notice in writing before they can be charged in discontinuing. Any person receiving the paper through error of the carrier, or otherwise, will be considered as a subscriber, and obliged to pay, unless due notice is given of the fact to the office.

NEW ORLEANS:
SATURDAY MORNING, JANUARY 21, 1860

The New Orleans Bee.

Office, 83 Chartres street. NEW ORLEANS, SATURDAY MORNING, JANUARY 21, 1860. Vol. XVII—New Series. Vol. XXXII.—Whole No. 11,580.

RATES OF ADVERTISING.
ONE DOLLAR for every TEN lines, in each language, for first insertion, and half that price for each subsequent one.
Advertisements on the first page ONE DOLLAR per square each insertion.
Advertisements inserted at intervals will be charged ONE DOLLAR for every TEN lines, for each language for each insertion.
The privilege of Annual Advertisers is limited to advertisements strictly within the line of their business, and to extract no more square every other day.
Non-subscription takers for less than one year. No non-subscription to advertising will be stopped until all arrears are paid, unless at the option of the proprietors.

Sales at Auction To-Day.

By E. Rogers & Co., at 10 o'clock, at their auction rooms, 42 and 44 Old Levee street, leather, shoe pegs and lasts; also, boots, shoes and brogans.

By H. Vignie, at 12 o'clock, at the St. Louis Exchange, real estate and dwelling in square bounded by Dumaine, Conde, St. Philip and Bagnol streets; also, at same hour and place, lot of ground in square bounded by Dumaine, Dauphine, St. Philip and Rocheblave streets; also a cottage in square bounded by Lafayette avenue, Marais, Fort and Goodchildren streets; also three fine lots and dwelling-house corner Dumaine and Dauphine street; also a large lot and dwelling corner Pinckney and Kerlerec streets; also the building in Julia.

By D. E. Murphy, at 10 o'clock, at store 48 Magazine street, Havana and German cigars; also, at same time and place, dried peers, apples and fresh prunes.

By Chas. E. Pentall, at 12 o'clock, St. Louis Exchange, a young creole negress, with her daughter.

By C. E. Forstall, at the St. Louis Exchange, a plantation in the parish of Plaquemines, and slaves thereon.

By the Sheriff, at half past 10 o'clock, corner of Canal and Hospital streets, the contents of a grocery store.

By Vincent & Co., at 10 o'clock, at their auction rooms, 39 Customhouse street, foreign and American dry goods.

The New Orleans and Jackson Railroad, and the Mississippi Legislature.

Some weeks ago we took occasion to advert to a memorial addressed by the President and Directors of the New Orleans, Jackson and Great Northern Railroad to the Legislature of the State of Mississippi, praying that body to grant them sufficient additional time to complete the road. The substance of the case is briefly as follows: In deference to the strongly expressed wish of the people of Mississippi for railway communication with Louisiana, the Legislature of the former State passed an act in 1852 granting certain privileges to the New Orleans and Jackson Railroad, with the proviso that if in ten years the road should not be completed in all its extent through Mississippi, the act should be null and void. The New Orleans and Jackson Railway Company have faithfully employed all the means at their disposal accruing from subscriptions, the sale of bonds and other resources, and have built and equipped the road as far as the town of Canton, Mississippi—a distance of 206 miles. To carry on the enterprise to the extremity of that State in accordance therewith, there remain but 94 miles, within the time prescribed by the above mentioned act, is clearly and confessedly impossible. In performing even half the work about nine million five hundred thousand dollars have been expended.

This is well understood even by those who have assumed a position of hostility to the New Orleans and Jackson Railroad, and accordingly a bill was introduced in the Legislature of Mississippi at its late session extending the time for the completion of the road to 1865, upon certain conditions therein specified. This bill does not in the slightest degree relieve the Company from threatened disaster, for it is justly impossible to effect the object aimed at in five years as it now stands. The friends of the Company succeeded in obtaining the reference of the bill to a committee of seven, five of whom reported another act of a liberal and satisfactory character, while the minority reported back the original bill. The Legislature of Mississippi, without taking action on either report, adjourned over to the 16th January, and is consequently now in session.

The memorial of the President and Directors of the Jackson Railroad sets forth as a proposed and comprehensive basis for the merits of the question, and shows so conclusively how grossly unjust, and how extremely detrimental to the interests of Mississippi, as well as of Louisiana it would be to insist upon the performance of what is entirely impracticable, or to exact the ruinous alternative of a forfeiture of the privileges and franchises of the Company, that it is hardly necessary to add any thing to that luminous exposition. Yet public sentiment against the proposed legislation may, however, be advanced. The road thus far is the offspring fully as much of credit and confidence as of hard cash. If any harsh, imperious and impossible conditions are to be now attached to the continuance of the enterprise, it is evident that the credit of the Company will be impaired and thus that it will lack the means of proceeding with the work whereas the favorable action of the Legislature of Mississippi will strengthen the Company, protect its credit and thus enable it to finish the road in the time that would be accomplished by the application of its surplus revenues to that purpose.

These and other considerations have impressed themselves so strongly on the public mind, that we have called upon to record the extraordinary fact of a unanimous appeal on the part of the Common Council of New Orleans, and the General Assembly of the State of Louisiana, to the Mississippi Legislature to grant the relief sought for in the memorial. We subjoin the resolutions of both bodies, with the expression of our earnest hope that they will not prove ineffectual.

RESOLUTIONS OF THE LOUISIANA LEGISLATURE.

Whereas, The New Orleans, Jackson and Great Northern Railroad Company was chartered by the State of Louisiana, with power to construct a railroad from New Orleans, northwardly, through the States of Louisiana and Mississippi, and whereas, the Legislature of the State of Mississippi passed an act entitled "An Act granting the right of way through the State of Mississippi, and other privileges, to the New Orleans, Jackson and Great Northern Railroad Company," approved March 11, 1852, the fifth section of which act is as follows:

"*Be it further enacted*, That the capital stock and property of said Company shall be exempt from taxation for the period of fifteen years, and shall never be taxed at a higher rate than the property belonging to other individuals or corporations within this State, and the said railroad shall be commenced in Louisiana or Mississippi in two years; and if the railroad by this act authorized, shall not be completed in all its extent as contemplated, within this State, so far as to transport freight and passengers, within the space of ten years from the passage of this act, and its acceptance by the said Company, this act shall be null and void, otherwise the rights and privileges it confers shall endure for fifty years."

And whereas, Notwithstanding the liberal pecuniary aid granted to this corporation by the States of Louisiana and Mississippi, all private subscribers of the two States, and of the corporation of New Orleans, the Company after the faithful application of all its subscriptions and bonds, after the expenditure of the proceeds of a funded debt for three millions of dollars, payable July 1st, 1866, which debt is secured by a first mortgage on all the property of the Company and its franchises from the city of New Orleans to the town of Canton, in Mississippi, a distance of 206 miles; and whereas, the time granted by law for the completion of a work of such magnitude was much too short, and has now nearly expired; and as the good credit of the Company, the value of its present property, and the procurement of necessary means for the ultimate completion of the railroad north of Canton, all depend upon the wisdom and liberal action of the State of Mississippi—

Be it therefore Resolved, by the Senate and House of Representatives of the State of Louisiana in General Assembly convened, That the State of Mississippi be most respectfully requested to confirm, by a special act, the New Orleans, Jackson and Great Northern Railroad Company, in perpetuity, and without forfeiture, all the rights, privileges, immunities and franchises now existing by law in that portion of the railroad completed and equipped, and lying between the State line of Louisiana and the town of Canton, in Mississippi, in such manner and hereafter no question may be raised as to the legality of the action of the Company, or the validity of the charter.

Be it further Resolved, That in order to allow sufficient time to complete and equip the said railroad in all its extent, north of Canton, the Legislature of Mississippi be further respectfully requested to provide by law that an act, approved March 11th, 1852, entitled "An act granting the right of way through the State of Mississippi, and other privileges, to the New Orleans, Jackson and Great Northern Railroad" shall remain in full force and effect until March 11th, eight-en hundred and seventy-two.

Resolved, That the Governor be requested to transmit forthwith, by a special messenger, a copy of the preamble and resolutions to the Governor of Mississippi, with the request that he will lay the same before the Legislature.

RESOLUTIONS OF THE COMMON COUNCIL.

Whereas, An act entitled "An Act to extend the time for the completion of the New Orleans, Jackson, and Great Northern Railroad, and for other purposes," has been introduced in the Legislature of Mississippi, and whereas, said act, should it become a law, would, in the opinion of this Council, be highly injurious to the interests and seriously impair the credit and usefulness of the New Orleans, Jackson and Great Northern Railroad, towards the construction of which this Council has contributed upwards of two millions of the public money, dollars, or more than half of the whole capital stock paid in; and whereas, the President and Directors of said Company have come before the Legislature of Mississippi a memorial as to what they pray the honorable Legislature not to enact said act, but to extend the allotted original time for the construction of said railroad, without the penalty of forfeiture of the franchises of the Company as to a portion of the road completed; be it therefore,

Resolved, That this Council earnestly unite with the President and Directors of the New Orleans, Jackson and Great Northern Railroad Company in the petition now before the honorable Legislature of Mississippi, and respectfully request them to grant the prayer of the petitioners.

Resolved, That the Mayor be requested to transmit forthwith to the Governor of Mississippi a copy of this preamble and resolutions, and respectfully ask him to lay the same before the Legislature.

THE SOUTHERN PATH-FINDER.—The first number of this paper, edited by Messrs. Wm. Preston McLean & Co., was laid yesterday on our desk. It is a handsome sheet and deserves the public patronage.

The sales at auction THIS DAY at the St. Louis Exchange, by H. Vignie, Auctioneer, comprise:

Dumaine and Dauphin streets.

A comfortable one story dwelling corner of Peoples and Kerlerec streets—one square from Elysian fields street.

A brick dwelling-house on Dumaine, near Conde street.

A lot of ground corner of Lafayette avenue and Marais street.

A lot of ground on Dumaine street, near Rocheblave street.

Also, the splendid and fast-sailing sloop Julia.

For further particulars see advertisements in our auction columns.

The Sheriff sells at auction this day, at 10½ o'clock A. M., on the premises, the contents of a grocery store, situate at the corner of Chartres (late Conde) and Hospital streets, formerly Pelletier's.

IS THERE A MISTAKE?—The telegraph on Thursday morning stated distinctly that the resolutions on the slavery question before our State Legislature were adopted in the House of Representatives. The report in the Baton Rouge *Advocate* of the same date says that they were ordered to lie over and be printed. The telegraph stated further that the same resolutions passed the Senate by a vote of 15 to 10. The report in the *Advocate* says they were *referred* by a vote of 15 to 10. We suppose the telegraph blundered as usual, and believing the report in the *Advocate* to be correct, are happy to admit that the Legislature has acted with commendable discretion.

Since penning the foregoing we have received a note from Senator Salomon corroborating our impression as to the errors in the telegraphic report, and recapitulating the facts as they occur. The resolutions before the Senate originated in that body, and were offered by Mr. Lawrence, while those in the House were proposed by Mr. Allen, who is now considered the leader of the Democratic party in that body. The former were referred to the Committee on Federal Relations, the latter were ordered to lie over and be printed.

LATER FROM CALIFORNIA.—We have news to the 24th ultimo from San Francisco by the overland mail. There is no news of importance, though we might fill our columns, if we had room, with extracts from the papers. Four more British war steamers are expected in Vancouver's Island. Business in San Francisco is exceedingly dull. Large quantities of guano have been found on various islands in the Pacific ocean.

We learn from Arizona that Capt. Elliott, with his dragoons, had succeeded in recovering a large number of cattle stolen by the Apache Indians, and in severely punishing the marauding thieves.

The United States, and ex-sheriff Empire City, Capt M. Gwynn, sailed at eight o'clock this morning for New York, via Havana, with the California mails and the following passengers:

For New York—S W Smith, W H Burridge, J Hudson, W H Wood, Mrs Abadie, E H Smith, Miss A L Smith, H Hoch and 28 in the steerage.

For Havana—N Broadhead, E P Allen, S Moses, F E Stevens, Mrs Dr Nelson, A M Clark, Rev Vincent Lybrandt, Mrs H M Hays, Mrs Lombard, Mrs Dr Spaulding and child, Mrs Dr Bailey, Mrs R M Hays, Jerome, A H Palmer, Rotherwood, Dr J Hudson, A S Hudson, Mrs J Hudson, J Wood, Dr Hood, M H Dunn and 6 in the steerage.

For California—Mr Moses, A J Kimball, Indian agent, Mr E Fox, Mr Dr Fox, Mr Dr Fox and child, Mr McCarty, lady and three children, F Bennett, lady and child, H L Wilson, Mr Moses and child, Mr Dr Wilson and child, Mr Dr Brewster and child, J M Dunn and child, Mr Dr Brewster, Mr Dr Brewster and child, Mr Mc Kelly, H Wilson, M F Riley, J W Mathews, H Shields, Dr Bond and lady, Dr Sollock, Lewis and lady, Dr Wilson and lady, Dr Sollock, Lewis and lady, Dr Sollock, Lewis and lady, Dr Sollock, Lewis