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THE DAILY BEE.

FRIDAY MORNING, JANUARY 13.

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Governor Matchett responds to the Legislature of Mississippi calling for several topics in which the people of Louisiana are deeply interested. The Governor refers particularly, and at much length, to the railroad system of the State, and in the course of his remarks, speaks of the progress and prospects of the New Orleans, Jackson, and Great Northern Railroad in the following terms:

"The New Orleans, Jackson, and Great Northern Railroad is completed, and in successful running operation to Doyle, on the State line, a distance of eighty-eight miles from New Orleans. It reached this point, to which it has been brought, almost exclusively, if not entirely, by the energy and zeal of the State and citizens of Louisiana, and city of New Orleans, about the 4th of July, 1854. Since then time has flown, and we have had six miles north of Ceylon. Upon this portion of the line the cars are running, but it is not open yet for general trade. The grading of the road is completed to Brookhaven, in Lawrence county, a distance of thirty-eight miles from Ceylon. The agents of the company have not been available to purchase the iron for this part of the road. The distance from Ceylon to Jackson by the line of the road, is ninety-five miles (air line 912). If the iron rails were laid to Brookhaven, it would be in running operation within fifty-seven miles of the Capital. Fifteen miles of the road is completed, and in running operation from Jackson North towards Canton, and the whole line will be completed to Canton by the middle or last of February next. The road is graded twenty miles or more in Monroe county, Mississippi, and South of Aberdeen, but the company has not been able to reach that section with the iron rails.

"This road forms one of the most important lines throughout our State, and in its connections with other roads, one of the most important lines in the United States. Its means are sufficient, if they can be available, to construct portions of it, if not the whole line, gradually, but slowly. It requires additional aid to give to it that progress which it demands, and which the great interests of the country so imperiously demand."

The message adverts to the value of this and other roads, and to the necessity of furnishing them some aid. It recommends to the Legislature to increase the revenue so as to raise a surplus in the treasury of two hundred thousand dollars, to be invested in stock, in cash payments, annually to the Jackson, Mobile and Ohio, and Central railroads, in proportion to the extent of their lines within the limits of the State, to be applied to the purchase of, or payment for iron rails, when the road feels an urgent need for the iron superstructure. It is strongly recommended that all moneys loaned at interest to these companies, or invested in their roads, or stock in the State be exempt from taxation until the several roads are completed, with appropriations to be continued for five years. This would give to each road, during the period, a contribution of $333,333, which would be of sensible aid in the prosecution of the several works.

Upon the subject of foreign relations, Gov. McRae speaks in exceedingly plain terms. He transmits to the General Assembly of Mississippi the Abolition resolutions passed from the Legislatures of Maine, Connecticut, Rhode Island, Massachusetts, Michigan and Pennsylvania. He recalls the position of Mississippi deliberately and calmly taken in reference to the question at issue, and reminds the Legislature that she has enumerated as measures which would justify secession, any interference with slavery in the States, or with the slave trade between the States, or any action by Congress on the subject of slavery within the District of Columbia, the refusal of Congress to admit a slave State into the Union on the ground of her institutions, or the refusal of Congress to admit a slave State by Congress prohibiting slavery in any of the territories, or the repeal of the Fugitive Slave law. After dwelling somewhat on the propriety of adhering strictly to these principles, Gov. McRae says:

"I therefore recommend to the Legislature, in response to the resolutions of Maine, to return her resolutions unanimously reaffirming the position of Mississippi, with a calm, temperate and dignified exposition of our rights, and the determination to maintain them *at all hazards*. If then Maine and our Northern sisters shall make the issue of the Union with us on the Constitution, the responsibility will be with them, and the right with us, whatever may be the result."

Somewhat to our surprise, the message abstains from all abuse of the American party, and barely alludes to the exciting contest which terminated in the Governor's election.

THE NORTHERN MAIL.—Another mail failure yesterday. There are now EIGHT mails from New York due. For our part, we can afford the trouble and vexation of making up a newspaper without news, if our merchants are contented resignedly to bear with the horrible mal-administration of the Post Office Department of Washington. We cannot wish that the mail would continue to fail for a month to come, if such a calamity would succeed in arousing the community from their shameful and torpid apathy on the subject.

THE WEATHER has slightly moderated, but is still cold enough for hyperborean regions. Such severe and continued cold has not been experienced in Louisiana for upwards of thirty years. It may indeed be considered an extraordinary phenomenon in New Orleans that for more than three weeks the thermometer has indicated a temperature in the neighborhood of this freezing point, and people have been wearing overcoats, cloaks and shawls.

MYTHOLOGICAL TABLEAUX.—This beautiful and impressive spectacle, which was to have been represented last evening at the Gaiety Theatre, has been unavoidably postponed till this evening, on account of the necessity of careful rehearsal.

A grand railway from New York to New Orleans is a project which has lately been mooted a good deal in some quarters. The project is to connect the links of roads already built, and form a great chain from New York City, via Easton, Harrisburg, Carlisle, Hagerstown, Winchester, Abingdon, Knoxville, Tennessee, Tuscaloosa, Mobile and New Orleans, and also branching from Knoxville to Charleston and Savannah, and from Hagerstown to Cincinnati and St. Louis. The distance from New York to Easton is 72 miles, and from Easton to Harrisburg 82. By this route the distance would be shortened from New York to Harrisburg some 36 miles. There would be a saving of some 20 miles from New York to Hagerstown, with no transhipment or ferries to cross. A road is already in operation 16 miles beyond Boston, and from thence to Harrisburg, two companies are organized and have commenced the work. In less than two years, therefore, the route will be complete from Chambersburg to New York.

We learn from a late California paper that the Senators and Representatives of that State in Congress intend making an effort at the present session of that body to obtain the passage of a bill for the establishment of a line of mail steamers from San Francisco to the Mahchai, touching at the Sandwich Islands and Japan.

Some days ago a man named Elias Wood, of Trotup county, Ga., was arrested in Columbus, on the charge of forgery. It appeared on the preliminary trial that he had attempted to trade off a note for $20,000, to which the name of Edward P. Tracey, deceased, was forged as maker, and that of George A. Haralson, deceased, as indorser. In default of bail he was committed to prison.

The Chairman of the Commission on the Draining of the Harlem Sea has published a final report on this work, which is to be finished this year. The expenses from 1850 to 1855, inclusive, are $3,000,000, and the receipts from land to be sold is estimated at $3,300,000. It was at first supposed the reclaimed land would be worth only some $20 per acre, but in 1853 it was actually sold for over $120. This return exceeds all expectation, as the draining was not undertaken as a speculation, but as a precaution against further inroads of the sea. Fruitful farms already begin to appear here and there on the former floor of the sea. Forty-five thousand acres in all have been reclaimed from the sea, which will supply 100,000 people bountifully with the means of life.

The New York Chamber of Commerce has presented Commodore Perry with a service of plate, valued at $6,000, as a testimony of the sense they entertain of the importance of the service rendered to his country and the world by the able and successful negotiation of the treaty with Japan.

BRIGHAM DOUNG IS DEAD.—The Liverpool (N.Y.) Journal contains a report from a farmer in that vicinity recently travelling on business on the subject of spiritualism that his friends were trying to persuade him that Brigham was dead, and that they had seen his corpse. He was not to be deceived, however, for he had seen Brigham alive a few days before, and knew that the report was a lie. Of all the lies to which the Mormons resort, this is the most ridiculous. Of all the lies to which the Mormons resort, this is the most ridiculous. Of all the lies to which the Mormons resort, this is the most ridiculous. The property of Brigham is in all conscience, sufficiently large to induce his friends to keep him alive, if they can do so through any means, fair or foul