The New-Orleans Bee.

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OFFICIAL PAPER OF THE STATE ..... NEW-ORLEANS, SATURDAY MORNING, JANUARY 4, 1851

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TERMS OF THE BEE.

DAILY PAPER, (one year in advance) $10 00
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The New-Orleans Daily Bee.

Official Journal of the State, General Council, First Municipality and Board of Liquidators.

Saturday Morning, Jan. 4, 1851.

☞ Two of the mails due arrived yesterday. There are still two due to-day.

RESIGN OF THE FIRST MUNICIPALITY.—The extreme length of the official proceedings of the First Municipality Council compels us to curtail much of the usual quantity of reading matter.

THE TARIFF.

The first movement at the present session of Congress in reference to the modification of the tariff of 1842, has been made by Mr. CLAY. That venerable statesman seems disposed, if possible, to effect a compromise between the ultra Free Trade politicians, and the party which advocate high duties and protection for protection's sake. Mr. CLAY, introduced the subject into the Senate by submitting a memorial from Mr. JOHN TAYLER, of Virginia, a gentleman of character and intelligence, who proposes to retire from what he had invested some twenty thousand dollars in the manufacture of cotton, near Monticello, which, under the tariff of 1842, was flourishing and reasonably remunerative, but which is decaying and perishing under the tariff of 1846.

Mr. CLAY, as we learn from the *Republic* took the occasion to say that he should be extremely delighted if, at the present session, the tariff of 1846 could be taken up in a "liberal, kind, and national spirit"—not with the purpose of reviving objectionable high rates of duties, but to look deliberately at the operations of the present system, and without disturbing its essential provisions to consider the question of the prevention of frauds and great abuses, of the existence of which there can be no doubt—and to see, whether, without prejudice to the general interest of the country some better protection than now exists could be afforded to the manufacturing interest.

The hint," said Mr. CLAY, "is no longer spoken that the fires are extinguished and the spinning daily in the furnaces of the country. The fact is no longer doubtful that the cradles and looms are daily stopping in the country. Whether it is possible to arrest this downward course, and to throw a little spirit of hope and encouragement into this great industrial interest without agitating the country generally, and without any extravagance of legislation, are questions, I think very well worthy of serious consideration; and I hope, in the room which we are allowed at present in relation to other matters, of less importance which have so long and so disastrously agitated the country, that at some early period of the present session the subject will be taken up and dealt with in a spirit of kindness, and fairness, and nationality."

We are well aware that both Houses of Congress contain majorities of Free Traders—but we are not without hope that experience and necessity will induce Congress at least to modify in some measure the present system of duties, either by abolishing the unjust discrimination between the import on the raw material and on the manufactured article; by substituting in certain cases the change may be clearly deemed for simple and convenient, specific for ad valorem duties; by re-adjusting some of the details of the Tariff so as to afford incidental protection to those branches of domestic industry which have suffered most from the Tariff of 1846, or at least, all these modifications be reluctantly by adopting the principle of home valuation, and thus securing a more uniform revenue, and a more real and effectual barrier to the perpetration of frauds upon the customs. The days of a high tariff are no doubt numbered. In fact the manufacturing energies of the country may for the most part dispense with the bolstering of native protective duties. Home industry in most of its swaddling clothes and needs but slight support to give firmness to its steps. But the doctrine of incidental protection—recognized by every President—Gen. JACKSON and Mr. POLK both included—is not amenable to just objection, in so far as it touches the principle of collecting the revenue by duties on foreign goods is adopted, if there is no earthly reason why, in imposing duties, such discrimination should not be practiced as will afford reasonable incidental protection.

The message of Mr CLAY on this subject deserves careful consideration, and we trust it will be examined in a spirit of candor and with a willingness to arrive at the truth. In the form in which certain amendments of the act of 1846 are now urged, there is nothing calculated to alarm the susceptible. It is not a mere politician, while there is question of serious injury represented to have been sustained by the country, to arouse the passions of all orders. All that is asked is a calm investigation of the subject under the single aspect of the increase of the revenue to be had from it to meet the increased expenditures of the Government. This can hardly be done with any unfriendly feeling, and we see no reason why the fires are extinguished and the looms are daily stopping in the country. Whether it is possible to arrest this downward course, and to throw a little spirit of hope and encouragement into this great industrial interest without agitating the country generally, and without any extravagance of legislation, are questions, I think very well worthy of serious consideration; and I hope, in the room which we are allowed at present in relation to other matters, of less importance which have so long and so disastrously agitated the country, that at some early period of the present session the subject will be taken up and dealt with in a spirit of kindness, and fairness, and nationality."

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☞ The Montgomery Advertiser and Gazette states that ex-Governor Ford has been elected Senator in Congress from Ohio. Gov. Ford is a Whig. We have not seen this in any where else, and think it doubtful.

AN FREE VOICE.—It is stated that Hauser has since who recently created so marked a sensation in France and Germany, has determined to visit America, and that he may be expected very soon to arrive.

KENTUCKY.—A bill has just passed the Legislature which prohibits the transportation of negroes across the Ohio river by owners or keepers of ferries, except in company of their owners or with their written authority in the form of a power of attorney duly acknowledged, certified as therein set forth, and imposes for every such offence a little rate of the ferry right, a fine of $500, and makes the owners or keepers of the ferry liable in addition, for the full value of the slaves.

FROM PORTO RICO.—By the clipper bark Protector, Capt. Ward, from Guyamia, at New York, dates have been received to the 12th inst. Abundant rains had prevailed throughout the island of Porto Rico, and the prospects of the coming crops were very flattering. A cargo of new Sugar had been sold on the spot at 5 1-4c for St. Thomas. It was expected that Sugars would open at 5 1-2 per quality. Molasses 1 1-2c per gal. Nothing had been doing in Coffee, the stock on hand which had been much retarded by the rainy season.

Considerable excitement had lately prevailed in the island, occasioned by the report of an intended invasion by Narciso Lopez from Hayti. John McDonogh, and several detachments of troops had been sent to Mayaguez, the nearest point to Hayti. A new city previous to the sailing of the Protector's report had been circulated at Ponce that Lopez had effected a landing about twenty miles to the eastward of that place, from a large steamer, with five frigates, and troops were immediately ordered out at Ponce to meet the invaders.

TELEGRAPHIC ITEMS.

The Weather in the East.

BOSTON, Tuesday, December 24.

We have as yet heard of no serious disasters to the lake fleet, although it is feared that many have occurred.

The schooner Albion, from Philadelphia, with coal, was obliged to cut away both masts, to prevent going on shore at Chelsea Beach.—She has been towed to the city.

The brig Sarah Griffith, from Mobile, was run ashore at Cohasset Flats, and will have to discharge to get off.

The ship Plymouth Rock, is below, from Liverpool.

The fall of snow to the north and the east has been very great, and retards the trains in all directions. The train from New York via New Haven, due last evening, did not reach here until 4 o'clock this morning. The passengers by Fall River last night's boat, are the only ones who have yet reached this city.

The Storm at Albany.

ALBANY, Tuesday, Dec. 24.

The mail from the South has not arrived. The Snow Storm ceased last night, but the wind blew a perfect gale until morning.

The Boston Railway Ferry Boat is frozen tight in the middle of the River, and passengers cross the ice on foot.

The thermometer at Watervliet has been four degrees below zero—in this city from two above to two below zero.

TEXAS.—By the arrival of the steamer *Palmetto*, we have received Texas papers to the 31st ult., inclusive. We copy the following paragraphs from our Galveston files:

BASTROP.—This town, in the county of the same name is improving more rapidly than any other in the State. The extensive emigration to the West this year will give fresh impetus to many of the settlements, but few localities are more inviting than Bastrop.

THE COLORADO RAFT.—The Directors of the Colorado Navigation Company held a meeting at Matagorda on the 16th inst., to make arrangement for the removal of the raft and other obstructions to navigation, and adjourned until the first Tuesday in January.

The greatest confidence is expressed in the success of the effort which is being made.

The little steamer Galveston is reported to have sunk in the Trinity river last week. She had been aground since last summer at Green's Bluff, and some days since Liberty and was hauled off into deep water, when she went down. The effects of the weather on her seams and probably some straining in getting her off, caused her to fill with water. What made the matter worse, was that the Trinity rose shortly after, defying all attempts to raise her. The Trinity is now in a navigable condition and but for this accident the Galveston would have been able to have done a profitable business on its waters for some months to come.

Passengers arrived here on Saturday night by the Farmer in only 68 hours from Austin by the Brown & Tarbox Line to Houston.—The trains commenced on Wednesday morning at Austin and consigned for three days. The country is said to be covered with water and many of the small streams are overflowing. The roads, from having been remarkably good, have suddenly become nearly impassable. The Rio Grande was rising on Friday last.—Washington

We learn that the sale of Government lots in the city of Austin, which took place on Monday and Tuesday of the 16th and 17th inst., yielded about $20,000. About 500 lots were sold averaging near $40 each.

MORE IMMIGRANTS.—The brig Calender, Capt. Taylor, arrived in port yesterday from Wilmington, North Carolina, with a number of planters, their families and servants, to the eighty persons, who design settling in our State.

They chartered the vessel for upon $1000, which was assuredly more economical and in every respect more convenient than the usual method of travel. We would recommend the numerous immigrants now coming from the Atlantic States to follow this example. The hundreds, who are coming from Alabama would find it cheaper and more comfortable to associate themselves together and charter vessels than travel the rough and overland route that is now generally adopted.

The state of Mr. Perera, in Galveston was destroyed by fire a few days since.

LOSS OF THE STEAMER IVANHOE.—We are sorry says the Savannah *Republican*, to announce the loss of this boat, a regular packet between this place, Burnt Fort and intermediate landings. We learn that she ran on a sand bank on Monday last, in the vicinity of Bethel and broke in half a short time afterwards. We are informed that the hull will be a total loss, but that the machinery will be recovered. Fortunately no one was lost, or in any way injured.

LINCOLNTON, N. C.) Dec. 20.

ANOTHER GREAT FLOOD.—We learn that the heavy rains two weeks since, raised the waters in Surry, Wilkes, Caldwell and the adjacent counties, much higher, in some places, than it was at the destructive freshet in August last.

Immense damage has been done, some farmers on the Yadkin having lost nearly all their hay, corn, fodder, &c.

Council of Municipality No. One.

Sitting of Tuesday, 31st Dec., 1850.

The Council met this day pursuant to adjournment.

MEMBERS PRESENT—Pres. J. Genois; Recorder and Councilmen, Aldermen Blanque, Bonneval, Clark, Derbes, Fabre, Hagan, Jumonville, La ut, Laughlin, McAlpin, Ramos and Silk—12.

ABSENT—Aldermen Dupre, Guiqel, Land and Mazent—4

On motion the reading of the journal was dispensed with and the President authorized to sign the same.

The following message from the Mayor was read:

MAYORALTY OF NEW ORLEANS,

31st December, 1850.

To the Honorable, the President and members of the Council of Municipality No. One:

Gentlemen—

In my message to your Honorable body of the 30th inst., I took occasion to point out that the State of Louisiana, represented by Isaac Johnson, Attorney General, had instituted a process, before the Fifth District Court, claiming on behalf of the State, one half of the succession of John McDonogh, which, by his last Will and Testament, he bequeathed to the Mayor, Aldermen and Inhabitants of New Orleans, and their successors forever. I also advised under the clause of the Act of Incorporation of the fourth municipality, setting forth that the Executor of the late John McDonogh had not the right to alienate the Real Estate, and pertain interested parties will ask sequestration to be issued in the case, which was granted by the Hon. Court.

In consequence of this announcement, I made the following remarks:

This step, which I consider entirely unwarranted and unjustifiable, for on the part of the State, renders it necessary for the City of New Orleans to take some energetic measure to arrest it, ere her municipal existence be annihilated by the usurpation of the State Government.

Impressed with these views and fully convinced that the State has been actuated in this matter by the most unfriendly feelings, and in order to defend the interests of our city, I have appointed Messrs. Soulé, Roselius, Robert Preaux, Alex. Graitbe, and Randell Hunt, shall receive no compensation from said cities for their professional services.

Resolved further, That the sum stipulated to be paid in the first resolution, in case of success, is based upon the supposition that the city of Baltimore will approve of this agreement and pay one half of said sum, of $100,000.

Resolved further, that said Counsel or some one of them shall argue the case before the Supreme Court of the United States, in case an appeal should be had to that tribunal.

Mr. Bonneval withdrew his resolutions, and proposed to amend said substitute by inserting the name of C. Morel, Esq., which motion was lost by the following vote:

Yeas—Messrs. Bonneval, Jumonville, Randell and Silk—4.

Nays—Messrs. Blanque, Clark, Derbes, Fabre, Hagan, Lanata, Laughlin and McAlpin—8.

The question being on the passage of the substitute offered by Mr. Derbes, the rules were suspended, and it was passed by the following vote:

Yeas—Messrs. Bonneval, Ramos and Silk—3.

Nays—Messrs. Blanque, Clark, Derbes, Fabre, Hagan, Jumonville, Lanata, Laughlin and McAlpin—6.

Mr. Morel then took his seat.

On motion of Mr. Hagan, the Council took into consideration the following resolution, which was under discussion when the Council adjourned at the sitting of 9th December:

Resolved, That the Treasurer of this Municipality be authorized to pay to Mr. Monteith, two thousand five hundred and fifty one dollars and fifty cents, amount of his bill for desks, benches and book-cases, furnished by him for the use of the public schools of this Municipality.

Messrs. Dupre and Guiqel took their seats.

Mr. Lanata offered the following proviso:

"Provided the Surveyor shall find it correct."

Said proviso was lost by the following vote:

Yeas—Messrs. Bonneval, Dupre, Guiqel, Lanata, Laughlin and Mazant—6.

Nays—Messrs. Clark, Derbes, Fabre, Jumonville, Ramos and Silk—5.

On motion of Mr. Clark the Council took up the following reports and resolutions which were adopted, the same having dispensed with, said reports and resolutions being under discussion when the Council adjourned at the last sitting

REPORT OF SPECIAL COMMITTEE.

The special Committee to confer and act with our sister Municipalities and Lafayette, on the subject of Steel Shot was submitted by Orleans District, Internal Improvements, as connected with the free and commercial importance of our city, beg leave to submit the following Report and Resolution as unanimously adopted in Joint Committee.

In accordance with the report, your Committee would submit the following resolution, annexed, and ask for the adoption of the same. The necessity for our city taking immediate action in the promotion of all achievements of Internal Improvement having a tendency to increase the commerce and consequent wealth of New Orleans, is obvious to every reflecting mind. Therefore, your Committee believe that it needs no argument on their part to indulge your Honorable body to adopt the Resolution and Report of the Joint Committee.

Very respectfully submitted.

GEO. CLARK, Chairman.
T. LAFARGE,
WM. LAUGHLIN,
A. DERBES,
M. M'ALPIN.

Resolved, That the Treasurer be, and he is hereby authorized to pay on the warrant of the Mayor, such sum as may be requisite for the expenses incurred in New Orleans and Lafayette, in the "pro rata" of the sum of $2,000; two thousand dollars for the purpose of surveying the route from the State of Louisiana, for a Railroad from New Orleans to Jackson Mississippi, as recommended in report of said Committee.

Resolved, That three hundred copies of the Report and Resolutions be published in pamphlet form for distribution.

The Committee to whom was referred the consideration of the subject of Internal Improvements as connected with the interests of our city, have deemed it necessary to offer any arguments to show the growing necessity for New Orleans to take some action in the promotion of all schemes, which have a tendency to link her more closely to the surrounding country which might be made tributary to her trade.

Whilst improvement upon improvement have been extending their blessings to almost every portion of this country, New Orleans continues to vegetate on the bounty of the mighty river, which empties the commerce of the South-west so abundantly into her lap. Whilst other cities have taken advantage of which her position has placed within her grasp, and her wealth instead of keeping pace with the rapid development of the agricultural resources of the Valley of the Mississippi, have either remained stationary or decreased, and this too when commerce and the increasing wants have always been paid a most liberal premium for the labor employed, and your committee would call to think, that the advantages resulting from the favorable character of the country are more than counterbalanced by the disadvantages of the lake navigation.

The route passing West of lake Maurepas, is free from this objection, as well as the objection raised against the old Nashville route. By those well acquainted with the country, it is believed that a good way can be obtained by running up the main ridge of the river, skirting thence along the rear of the plantations until you come to some point west of lake Maurepas, and passing around the lake, cross Amite and Tickfaw rivers, and keeping on the lake lands that divide the Tickfaw and Tangipoho, until you strike the High lands, in the parish of Washington. This line will be some thirty miles longer, than that via Madisonville, but this is more than compensated, by the avoidance of transhipment, and crossing through a country every portion of which would be a paying road. The route occupying nearly a central position in the eastern parishes, would command the trade of the whole, whilst the road via Madisonville would receive the trade of not more than three parishes.

With the information now before your committee they are disposed to give this route the preference, being the cheapest, the most expeditious, and extending great facilities to the country. But they are deeply sensible of the necessity of having correct information before any particular route be selected. This information can only be obtained by an actual survey, and your committee would therefore respectfully recommend as the first thing neee mary to carry out this great enterprise, that the sum of $2000 be appropriated by the citizens of New Orleans and Lafayette, (each Municipality and Lafayette paying a moiety) and placed under the control of the present "*Joint Committee*" to be expended in having such surveys made as may be necessary to a proper determination of the most eligible route—as the State of Mississippi has appropriated the sum, it is but just and proper that the cities of New Orleans and Lafayette should subscribe the like sum.

It is much to be desired that the survey should be promptly made, so that if the route recommended by your committee be selected, a memorial may be presented to the Legislature at the ensuing session.

Whilst your committee deem that the credit of the Municipalities and Lafayette should be used with the utmost care and caution, and not given to every scheme of improvement that may ask their aid, yet it can not be doubted that there are some of such commanding importance, and the beneficial results are so evident that it would be suicidal not to extend to them a fostering hand; and as the benefits and results of the Jackson and New Orleans Rail Road will be participated in equally and alike by every city, your committee do not hesitate to recommend it to that fostering care.

As for the inducement for persons subscribing to stock in any corporation it is recommended that a memorial be presented to the Legislature, asking authority to subscribe to the stock in the property of such roads, for a Railroad from New Orleans to Jackson Mississippi, as recommended in report of said Committee.

Resolved, That three hundred copies of the Report and Resolutions be published in pamphlet form for distribution.

REPORT OF JOINT COMMITTEE ON INTERNAL IMPROVEMENTS" OF THE CITIES OF NEW ORLEANS AND LAFAYETTE.

The Committee to whom was referred the consideration of the subject of Internal Improvements as connected with the interests of our city, beg leave to offer any arguments to show the growing necessity for New Orleans to take some action in the promotion of all schemes, which have a tendency to link her more closely to the surrounding country which might be made tributary to her trade.

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