NEW ORLEANS DAILY BEE.
DUPOUR & LIMET, PUBLISHERS.
No. 73 Chartres street.

TERMS OF THE BEE.
Terms of Subscription—Daily, per annum, in advance, $16, half yearly, $8; quarterly, $4. Price of the paper—Single copies, 10 cents.
The Semi-Weekly is published every Tuesday and Saturday. Subscription, $6 per annum, invariably in advance.
Rates of Advertising—Transient advertisement having the run of the paper, first insertion, $1 50 per square; each subsequent insertion, 75 cents per square.
First or Editorial Page, transient advertisements, each insertion, $3 50 per square.
Advertisements inserted at intervals to be charged as new, each insertion.
First, or Editorial Page, monthly advertisements, each square, $20 net per month.
Regular advertisers, who advertise largely, shall be allowed such discount from the above named transient rates as may be agreed upon.
In no case shall such discount exceed 25 per cent.
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Transient advertisements must be paid for in advance.
Advertisements not marked for any number of insertions will be published six times.
Bills with regular advertisers shall be rendered monthly.

Semi-Weekly Edition.
TERMS—PER YEAR ..... $5.

NEW ORLEANS:
TUESDAY MORNING, NOV. 1, 1870.

Auction Sales This Day.

By Hedman, Marks & Co., at 10 o'clock A. M. at No. 26 Chartres street—boots, shoes, brogans, fine seasonable clothing.

EXCURSION OVER THE CHATTANOOGA RAILROAD.

Having been prevented by an unfortunate accident from witnessing the driving of the last spike on this railroad on Saturday, we were enabled, through the politeness of Major Williamson, who represents the Chattanooga Railroad Company in this city, to make an inspection of the line as far as Biloxi on Sunday, in company with a number of our prominent citizens, the result of which we now lay before our readers.

Leaving the city at 10.15 o'clock, we made rapid time for some ten or twelve miles, when we struck the trembling prairie, which forced the driver of the engine to slacken his speed. The track on this portion of the road requires to be made more solid before heavy trains can be permitted to pass over it, but as nothing more remains to be done on the road between the Rigolets and Mobile, a few weeks labor will suffice to put the road bed hence to the Rigolets in fair travelling condition. The passage of every train over it will aid its solidification.

At 12.15 the train reached the bridge across the Rigolets and this structure was the admiration of every one on board the train. It is three-quarters of a mile long and is as substantial as heavy timbers, well braced, can make it, while to the eye it is as graceful as it is strong. This bridge is certainly as creditable to those who planned it as to those who put it together. We had an opportunity of looking at that part of the bridge where the Mobile steamboats have struck in approaching the draw. They did not strike the bridge itself but only those jutting portions are connected with the bridge and on which are placed the machinery which enables the keeper to open it for the passage of vessels. A few minutes sufficed to cross to the other shore and then to increase our speed. From this point we were only 27 miles from Bay St. Louis, which we reached in less than an hour. Stopping a few minutes there, the train proceeded to the bridge which crosses the bay. The scene here was delightful. Three away in the distance were Cat Island, Ship Island and Horn Island, the water dotted with sails here and there, glistening in the sun, behind us the town of Bay St. Louis, its dwellings embowered in trees, and looking the very picture of contentment and happiness. It was matter of regret that time did not permit the party to remain long enough to exhaust this charming watering place. Half an hour's travel brought us to Pass Christian, where we left several gentlemen who have residences there, and who took passage with us, probably the first time that travellers have ever been transported from New Orleans to Pass Christian between the breakfast and dinner hours. The time to Pass Christian from Spanish Fort bridge was one hour and a half. At Pass Christian we took on Mr. Van Vleck, the very able chief engineer of the road, under whose personal supervision and directions the whole line has been constructed. And it was the general opinion of the party that he might rest his reputation as a railroad engineer on this fine piece of work.

Pressing on to Biloxi—the terminus of this day's travel—we reached there at about 5 o'clock. After an hour's stoppage at Biloxi, the locomotive turned its head to the west ward and sped on towards New Orleans at a rapid rate. We arrived there at half past nine o'clock. The residents all along the line of the road came out to see us as we dashed by, seemingly greatly pleased at the phenomenon. It was the first time that the morning newspapers of New Orleans had ever been delivered at Biloxi before dinner, and this among other things is calculated to infuse life and animation all along the Lake shore. We should not omit to mention that ahead of us was locomotive No. 2, which arrived here from Mobile on Saturday, and was returning to that city.

The line will not be open for regular business for some weeks, but the officers of the company are working with indefatigable energy to effect that object, and should fair weather continue, expect to be able to transport freight and passengers by the first week in December.

We make our acknowledgments to Mr. Van Vleck, Major Williamson, Mr. Ballantine, Mr. Van Brocklen, Mr. Rogers and other officers of the company for polite attentions.

At Biloxi, it is proper to add, appropriate toasts were drunk over some champagne and refreshments provided by the officers of the road, and suitable responses were made by Messrs. Burwell and Toy. During the excursion several hundred copies of the *Bee* and other dailies were distributed along the route by Mr. C. C. Haley, the enterprising news dealer of Commercial Place, who has the contract with the company for furnishing them regularly. To him, as well as the Messrs. Levis, of this city, the officers of the road and other gentlemen, we are indebted for courtesies.

JACKSON RAILROAD—NEW CARS.

Capt. T. S. Williams, the numbers steemed General Superintendent of the Jackson Railroad, who terminated his connection with that institution yesterday, signalized his retirement therefrom by inviting a few friends to take a short ride up the road as far as Kenner, the object also being to test a new passenger car which has been constructed at the company's work-shops, in this city, under the administration of Mr. Williams. The party included the following gentlemen: Williamson Smith, Dr. Tayloe, of Amite, W. W. Clayton, D. H. Feger, Agent of the Louisville line, Charles Bartene, master carpenter Jackson Railroad, C. Harrison, master painter, Newton Feger, W. M. Burke, Secretary to the new General Superintendent Scovell, H. T. Simpson, Assistant Superintendent, Fred. Wang, A. D. Sheldon and C. C. Van Houton.

The new car is not only a creditable but a beautiful piece of work, which speaks volumes for our local artisans. When such workmanship can be turned out in New Orleans, there is no necessity for coming North to obtain it. For solidity and elegance this car cannot be surpassed, and there are some features in the arrangement of the seats which are entirely novel. The seats are adjustable either for beds as a sleeping car, or can be moved so as to permit the traveller to recline as in an easy chair. The seats are covered with velvet. The provision has been made also for ventilation. Our attention was called particularly to the flooring of the centre part of the car, the space between the seats—which is constructed of strips of wood—and combining strength with elegance. The interior of the car is made of polished native woods: bird's-eye maple, curled ash, black walnut and rosewood. Every part of the work is highly finished, and reflects on the part of Mr. Bartene, the master carpenter, who had charge of its construction, and Mr. C. Harrison, master painter, who superintended that department of the work, ability of the highest order in their trade. The car is seated for sixty persons and cost the company between $2700 and $7000. Messrs. Williams and Bartene can point to this car with confidence, as showing what can be done at home by such workmen.

While at the depot we had the opportunity of examining a splendid new sleeping car which had just arrived from Louisville. It is named the "Falls City," and was built by the Ohio Falls City Car Company, Jeffersonville, Indiana. A more elegant, comfortable and substantial sleeping car does not run upon any road. It is constructed of hard pine, the interior being of polished black walnut. The arrangement of the berths is new, contributing to the comfort of the passenger as well as the appearance of the car, when the berths are not in use. Of the latter there are twenty-eight, including two staterooms of four berths each. Of these cars, there are now five on the line, and six more in course of construction. The cost is about $18,000 each. They are lighted perfectly at night by candles of a superior quality and large size, oil being considered dangerous. Strength, elegance and comfort have all been consulted in the construction of this splendid carriage. All the modern improvements have been supplied. The floors are double so that in the event of an accident, such as collision, the car could not easily break up.

With such accommodation for passengers there need be no complaint on the Jackson Railroad.

Our acknowledgments are due to Capt. T. S. Williams, Mr. Warren, his Secretary, Mr. Bartine, Master Carpenter, Mr. Fred. Wang and Mr. A. D. Sheldon, of the Sleeping Car Company, for polite attentions.

Messrs. Vose Brothers, merchants and dealers in provisions, announce through our advertising columns today, their removal to No. 97 Magazine street.

BURNT CORNERS DO AS THE FIRE, and hence those who have tried them both, the dirty hard coloring preparations with which the market is deluged. But PHILOTOR'S VITALIA, OR SALVATION FOR HAIR, HAIR THE MOST SANGUINE expectations will be realized. Gray hairs take any shade of brown or black under its operation. Sold by druggists.

Don't hawk, hawk, spit, spit, blow nose and disgust everybody with your Catarrh and its offensive odor, when Dr. Sage's Catarrh Remedy will speedily destroy all odor and arrest the discharge. The proprietor offers $500 for a case he cannot cure. Sold by druggists, or by mail, sixty cents. Pamphlet free. Address Dr. R. V. Pierce, Buffalo, N. Y. Wed fri sun—&ow

The $12 Lever Watch, No. 13,590, purchased from Chas. F. Norton & Co., 86 Nassau street, New York, January 8th, has been carried by me over six months, with a total variation in time of only 26 seconds, without the slightest regulating, and dissents the same brilliancy of color as when purchased.

JAMES R. WILSON,
Sec. American S. M. Co. N. Y.
New York, July 20th 1870. 3m

I have for the past eight months constantly used one of the $12 Oride Gold Lever Watches, manufactured by Chas. F. Norton & Co., 86 Nassau street, New York, and found the total variation in its time but one-half minute, 40 seconds and it regains the same appearance of goldas when purchased. Several of our men use them with the same results. I cheerfully recommend them for correctness and wear.

HORACE W. WHITAKER,
Conductor Erie Railroad Co.
3m

TO MOTHERS AND NURSES.—Mrs. Winslow's Soothing Syrup for Diarrhea &c., for children teething is unrivalled by feeling or other causes, is the safest and best remedy.

Passengers per steamship George Cromwell from New York:

M M Gerson and two children, Rev C Roberts, Miss R Ware, Capt Jno Baker, Rev C Perry, Mrs Perry, King Miss Carrie Mcx A Kingsley, Miss Kate Kingsley, Miss Ella Kingsley, Miss Ella Hall, Miss H Fraser, Mrs Stewart, Miss Mary Stewart, Miss J Fraser, Mrs Wm Stewart, Miss Wm Stewart, Miss Mary Stewart, Miss J Hunter, Miss Mary Hunter, Miss Jane Hunter, Miss Mary Wood, Miss J Hunter, Miss Mary Wood, Miss Mary Hunter, Miss Jane Hunter, Miss Mary Hunter, Miss Jane Hunter, Miss Mary Hunter, Miss Jane Hunter