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The Daily Bee

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THE DAILY BEE.

OFFICIAL JOURNAL OF THE STATE.

Tuesday Morning, Jan. 11, 1853.

For Representative 2nd Senatorial District,

F. A. LUMSDEN.

ELECTION SATURDAY 15th JANUARY.

THE NORTHERN MAIL failed yesterday from beyond Washington. That due the day before came through.

THE CITY RAILROAD.

The enemies of the proposed Railroad accuse the friends of the project of being exceedingly active and energetic in endeavoring to convince the public of its utility. We do not see that there is anything objectionable in this, if it be true. The advocates of the road having a clear and abiding conviction of its superior dispatch and conveyance over all other modes of conveyance, and being moreover fully persuaded that the arguments of its opponents are feeble and incoherent, naturally hastie themselves in behalf of their favorite project, and put it popular. But of all others the adversaries of the railroad ought to be the last to find fault with these exertions; for their hostility never slumbers. They labor incessantly to prejudice the public mind against the road and through the medium of the press send forth a daily and doleful bulletin of the dangers and evils to be anticipated from the construction of the road.—To hear these prophets of woe, one night imagine that a city railroad would prove a greater drawback to the prosperity of New Orleans, than the annual falling of the Mississippi, the ravages of an epidemic, or the sapiousness of her citizens.

We have been somewhat amused at observing the promptitude with which these clever and intelligent writers change their ground, when any one of their positions happens to be taken by storm. At first, they discreetly veil of their animosity to the proposition of Messrs. Hitt & Co., under the specious plea that the railroad passing through a thickly populated portion, would prove a serious obstruction to business, and would, by compelling the mercantile community to select other streets, for their stores and counting rooms, depreciate the value of property on Magazine street. We always regarded this objection as speculative, and we could very much indeed, imagine any of these grave inconveniences and heavy pecuniary losses would follow from the building of the road in Magazine street: but nevertheless, we are willing to grant, for the sake of compromise, that the argument might be valid, and in common with most of those who favor the project of a city railroad, we were anxious that it should be made to take a route that would exempt it from these objections. This could readily be accomplished by carrying the road along Circus and Rampart, or Carondelet streets. In fact, the particular locality chosen was a matter of far less moment than the establishment of a cheap, commodious and accessible means of expeditious traveling from one extremity of New Orleans to the other.

But no sooner do these fastidious gentlemen find the friends of the road disposed to concede the only point on which they originally started opposition, than they begin to manifest strong repugnance to any city railroad whatever.—They harp upon Mayor KINGSLAND's veto of the Broadway Railroad, and seem to rely upon his document as a triumphant and conclusive demolisher of all city railroads. Strange, we fancy, that the Chief Magistrate of the city of New York does not say one syllable against the general proposition to carry Railroads through that metropolis, but confines his objections to the particular design of running a road through Broadway. There is a disingenuousness about the treatment of this subject by the anti-railroad party, which ruins their cause. We think it is not difficult to under stand wherefore and whence proceeds this opposition. The dynasty of Omnibuses is menaced with overthrow; and all interested in those dislocating and break neck concerns, are mortally apprehensive that the establishment of a city railroad would destroy that particular monopoly—for it is just as much of a monopoly as any other scheme pursued by a limited number of persons, associated together for a common object.

From the start we have labored earnestly in favor of a city railroad, because we sincerely believe that it would prove a public benefit. We are committed to no particular project, and care not a jot whether PETER SHOOKS or JOHN BROWN be at the head of the affair. In our opinion, all objections should be considered calmly and dispassionately, and the arguments of those who honestly maintain that a Railroad which passes through a business street, must be detrimental at once to its interests and to the value of property situated thereon, should be carefully weighed by the Council before granting the right of way. But of the necessity of the road, and of the perfect practicability of carrying it in a direction that will free it from all objections that are not either frivolous or dictated by selfish motives, we think we have shown, in spite of the croakings of the gloomy vaticinators who are predicting disaster and ruin from the enterprise.

Capt. P. O. HEBERT.—Our Governor elect has been dangerously ill, at his residence in Iberville. His disease was typhoid fever of a malignant type. We are, however, truly happy at being enabled to state that Col. HEBERT has improved materially within a day or two, and that confident hopes are entertained of his recovery.

☞ We are indebted to Mr. JAS. BOWN, late Editor of the Colonial *Standard*, and Jamaica *Dispatch*, who comes passenger in the British ship *Indian Queen*, for files of Kingston Papers.

HON SAINT PIERRE.—To those persons whom business may require to proceed to Martinique a and eligible opportunity is now offered, as the brig *P. Soulé* will leave in a few days for that Island.

Arrival of the Cherokee.

LATER FROM HAVANA.

The U. S. Mail steamer *Cherokee*, H. Baxter, commander, arrived yesterday morning from New York, via Havana. The *Cherokee* left Havana on the 7th inst. It will be seen by the announcement in our columns, that her departure from New Orleans, on the return trip, has been delayed until Wednesday next, the 18th inst., with a view of affording correspondents time to answer their letters.

By this arrival, we have received our files of Havana papers to a late date. The Royal Lottery was drawn on the 4th instant. The following numbers drew the principal prizes: No. 27,381, $30,000; 36,131, $20,000; 31,064, $12,000; 31,075, $6,000; Nos. 2,865, 10,067, 12,189, 21,808, and 25,871—each $2,000; Nos. 7,038, 7,558, 11,194, 15,368, 17,299, 18,109, 19,515, 26,498 and 31,825—each $1200.

There is little intelligence of interest in the papers. The Revels are still in Havana, drawing splendid houses.

Several slight shocks of an earthquake were felt at Celjo on the 25th, causing much alarm, but no injury.

The U S ship Cayuse left the Harbor of Havana on the evening of the 3d instant, for Key West.

On the 1st inst. spoke ship Mediator, of New York, and also, new bark John ——, at anchor, off the Bonaire Island.

Passengers per steamer Cherokee from New York:

Mrs Emma A Clark, G W Harvey and lady, H B Blanchard, Rev Mr Ingraham, J Lee and lady, Jno Brown, Geo Brown, J Lee, Jr, J Lee, Mrs Pomeroy and daughter, Catharine Reader, 22 Mrs Pomeroy and daughter, by R B Dunning, R L Gaston, Corson Pechaine, Miss Pechaine, M C Pechaine, Miss Williams, Miss Caroline Holliday, Adams Gray.

Passengers from Havana to New Orleans:

Joaquin Medrim, J MYDson, T Hanson, Joaquin M Lozano, Miss Dora Wilkins, Miss Wilkins, W C Dunn, Eduardo Mesa, D Fuller, J D Bonnet and lady, Thomas Tajayro, J Whittingly, James H Cocker.

SUPREME COURT OF THE UNITED STATES.—Monday, January 3, 1853.—No. 55. Samuel S. Downey, plaintiff in error, vs. Joseph T. Hick's executrix. The argument of this cause was concluded by Mr. V. B. Horton for the defendant in error, and concluded by Mr. Badger for the plaintiff in error.

No. 76. William Hopkins et al, plaintiffs in error, vs. Joseph Barkman. This cause was also argued to the Court on the record and printed argument for Mr Badger for the defendants in error, and by Mr. Lawrence for the plaintiffs in error.

Adjourned until to-morrow, 11 o'clock, A. M.

"PEABODY'S AMERICAN CHRONICLE" is the title of a handsomely printed paper just started in New York, devoted to Life in Town and Country, Sports of the Field, the Drama, Music, the Fine Arts, and Literature at Home and Abroad. It is edited by Charles H. Peabody, and published weekly by B. Palmer & Co., at 60 *per* annum.

PERFUMERY AND BOOK SHOPPING.—Now choose night at BOURDAS's Academy, 106 Canal street, (old No. 48,) Thence open to-day at 10 o'clock, at 10 o'clock, at 10 o'clock,