The New Orleans Bee.

O. F. WELLER, Proprietor,
NO. 92 CHARTRES STREET.

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WEEKLY BEE (semi-weekly, (one year in advance) 5 00

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THE DAILY BEE.

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

Friday Morning, Dec. 19, 1851.

THE NORTHERN MAIL did not arrive yesterday, until about 2 o'clock, P. M. It brought, however, the latest dates

RAIL ROAD ENTERPRIZE.

On the first Monday in January next the great Rail road Convention of the Southern and Western States will assemble in New Orleans. It will embrace a gathering, which, for intelligence, experience and enterprize, will probably be unequalled by any similar demonstration made in this country. Nearly every Southern State, and all those which lie within the Western Valley, and are watered by the Mississippi or its tributaries, will be fully represented—from Tennessee, Kentucky, Arkansas, Mississippi and Missouri, from Alabama and Georgia, and possibly from Illinois and Indiana, delegations will be present. Our own city will be represented by numerous and highly respectable delegates, comprising those citizens who have manifested an active interest in the great question of railroad communication, and who, from their ability, zeal and information, may be reasonably expected to throw much light upon the deliberations of the Convention.

We trust that the proceedings of this important assemblage will furnish renewed assurances of the disposition of the Southern and Western communities to embark with energy, determination, and promptitude in the schemes for the protection of which they have been called together. It would be a radical mistake to imagine that the Convention has been convoked for the material improvement of New Orleans only, or that the people of this city desire to be the sole beneficiaries from its action. On the contrary, we cordially affirm that no such selfish motive animates them. Our citizens completely understand the common tie which binds them to the several States of the South and West, and the reciprocal and correlative interest which the latter have in maintaining a constant and close intercourse with them. There is no misapprehension or misconception on this score. We look to the Convention as a body convoked to further and advance the common weal, and secure the interests of the section which it will represent by a general and common system of railroad communication, in preference to a system intended to bolster up one portion of the South West at the expense of another, or to build up local prosperity, to the detriment of other communities. The system advocated by New Orleans, and which it has secured the Convention will prove to a practical result, wherever it is within its objects and consistent with the interest of country with which we are connected by commercial relations. By the best and most extensive and yet practical system, New Orleans will, it is true, receive a decided impulse and a substantial benefit, but now, we are those who trace with the wilds of South West. Every mile of railway that facilitates the means of transportation and reduces its cost, contributes to that extent the necessities of undeniables him to obtain a speedy and certain market for the products of his industry. Every mile of unculturated land traversed by the road opens a new field to adventurous labor, and brings into cultivation a rich and virgin soil, neglected until then, because too remote from, and inaccessible to the mart whither its fertile growth must be transmitted. The principle of action and reaction—of mutual benefit is never for an instant suspended, but accompanies and illustrates the unmeasurable practical advantages of the system.

There is no [illegible] Railroad. The Convention will be composed of the most intelligent and enterprising men of the South and West, who will be fully competent to the task of devising the most practicable system of railroad communication, and of adopting the most practicable means for its speedy accomplishment. Nor can it be doubted that the Convention will give to a practical result, when it is borne in mind that the commerce of the Western country, which will be [illegible] by the contemplated railroad, is now [illegible] to New Orleans, and which, if the system be [illegible] will continue to flow in the same channel. The