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NEW ORLEANS:
TUESDAY MORNING, NOV. 12, 1867.

The New Orleans Bee.

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THE NEW ORLEANS AND CHATTANOOGA RAILWAY.

Our readers are aware that a project is on foot, started by capitalists in the North of large wealth, to connect this city via Mobile with the great chain of railroads connecting at Chattanooga, in Tennessee, and extending through Virginia to Washington City, thence to Baltimore, Philadelphia and New York. The line surveyed and selected by the Company between New Orleans and Mobile runs through the parish of St Bernard, crosses the Rigolets by bridge, and runs along the lake shore, touching at the various watering places between the two cities. Certainly, no railroad enterprise having a terminus at New Orleans, greater in importance to the interests of our city, ever commended itself to public favor, and we believe, with the exception of a few individuals who think their interests would be injuriously affected by it, our people are unanimous with respect to the advantages to the trade of New Orleans of such a connection with the North. Experience has demonstrated that competition in railroads benefits rather than injures rival lines of travel, stimulates dormant enterprise, and, like opposition in every other line of business, secures to the public advantage, even if the profits of individuals are partialed by its existence.

The Corporation proposing to build this Road ask nothing from the city but the right of way through certain streets and the privilege of letting three squares of ground near the new round for depot purposes, for which ground they are willing to pay the owners the fair value, the money to build and equip the Road having all been subscribed in the North. They propose to enter the lower limits of the city on a line with Claiborne street, thence up that street to the crossing of Canal street, and continue up Claiborne to Girod, which is to be the upper boundary of the depot, according to the plan now before the City Council, as embodied in an ordinance passed by the Board of Aldermen and referred for concurrence to the Lower Board, who are expected to pass it at their meeting to-night.

We should have preferred that the depot and terminus of this Railroad had been established on our side of Canal street, but it seems there is an insurmountable objection to laying a track upon any of the streets below Canal, on account of their narrowness. It would have been a great advantage for the lower part of the city to have the depot fixed there, but it would be a selfish spirit which would stand in the way of the general good for the benefit of a mere section, and probably the location of this depot may lead to the establishment of a Union depot, where all the Railroads terminating in New Orleans may converge, and render it more convenient for all the companies interested in such a union.

The line selected from New Orleans to Chattanooga is the most direct that can be taken, and will give us the shortest route hence to the North, also a speedy communication with the central counties of Alabama and the Atlantic seaboard, the trade with which has been so extensive. We must compete successfully with other markets for this trade or else give up the contest, and nothing should be left undone to retain the trade in products which naturally centres in our great emporium.

The present plan also provides for an extension of the track of this company on Girod street to the levee, to be operated by horse power, so as to do away with the necessity of drawing freight from the levee to the depot it was been intended, before the ordinance now under consideration by the Common Council had been submitted to that body, that the depot should be fixed upon Canal street, but there were objections made to this arrangement, which have wisely been recognized. The transportation of freight on this beautiful street would have greatly marred its appearance and probably have destroyed it as a promenade. The location now selected is, we think, in every respect more suitable, and the privileges desired by the Company are met with legal objections such as the incompetency of the City Council to authorize the closing of streets, the end in view justifies them in giving their sanction to the measure, which will be sustained, beyond a doubt, by all of our citizens having the general interest at heart. We cannot afford to reject proposals so beneficial to our commerce and to the city at large, now in so prosperous a condition. Such offers as this Company make are altogether too advantageous not to be promptly accepted—we stand too much in need of all the aid we can obtain from abroad to place obstacles in the way of the completion of so magnificent a work as the one in question, and therefore, we hope every facility will be granted to the Company in carry out their designs, not inconsistent with our own interests.

The Varieties Theatre.

This elegant establishment threw open its doors for the season last night. The favorite standard play, by Sir Edward Lytton Bulwer, "The Lady of Lyons," inaugurated the performances. The audience was not large, but was select and appreciative, as is usually the case at this well conducted theatre. All the appointments seemed to be in perfect order. We renewed our acquaintance with that careful actor, Mr Charles Pope, who represented the character of *Claude Melnotte* with much feeling and artistic accuracy. Miss Alice Placide, as *Pauline Deschapelles*, was charming. This lady, who bears a name familiar to our playgoing people, illustrated the strength of woman's love and of a wife's fidelity with a power and a grace rarely witnessed in these days of theatrical mediocrity. Miss Placide is yet a young lady aspirant for histrionic fame, but has the feelings of an actress of no common merit. When a performer can start a tear from her audience as Miss Placide did last night, by the faithfulness of her representation, she must wield an unquestionable control over the feelings of her auditory. We were struck by her ladylike deportment and womanly sympathy, and augur for her a successful career. *Mr Dyott as Col. Deslacs* was equally welcome in his part, and Mr Hagan as *Beauseant* gave proof of an accurate comprehension of that detestable character.

Tonight the programme includes Sheridan Knowles' play of "The Wife," and the farce of "Poor Pilicoddy."

St Charles Theatre.

—The non-arrival of the steamer Lizzie Gill, with several of the important members of the St. Charles troupe, we learned the support which was intended to have been afforded Miss Cecile Rush last night in the play of "Ida Lee." Still the cause of the piece was under the circumstances received credit upon the management. Of Miss Rush we are not yet prepared to speak fully, as our attention was too much divided among the other theatres, in consequence with the St. Charles, to admit of our doing her justice. The little we saw of the performance, however, impressed us with the idea upon us that she is an artist of the first order of talent, and possibly, culture, also; but we prefer seeing more of her performances before expressing our convictions decidedly as to her merits. The same thing applies to the actors who supported her, though we must say that far, we are pleased with the general personal of the troupe.

Circus—Haight & Chambers' Colossal Circus are announced to commence a series of performances, commencing Saturday, on the lot corner of Delord and St. Charles streets, fronting on Tivoli Circle. See the advertisement.

Arrival of Steamship Liberty—The steamship Liberty Thos A Bain, commander, sailed from this city last evening at the 7th, and from Havana this morning at the 1st inst. In her passage to Havana she encountered strong southerly winds and a weather fair, winds light. The hurricane of the 4th and 5th has done immense damage at St Thomas. Half the city is blown down, sixty-odd vessels lost, among the number three mail steamers. The loss of life supposed to be 500. The U. S. steamship Sangamon from New York via Havana, arrived at Havana on the 7th. The Francisco de Asis returned in her efforts to get off the H. Hudson, and reports her ten miles to the eastward of the Morro and four miles off the coast. The Liberty brings the following passengers:

From Havana—Mrs. Fisher, Miss Eugenie and Miss Pauline Fisher, Misty Berry, Phelan and wife, Mr McNiven and Master Charles Revill; Mr. and Mrs. Miller, Mrs. J. M. Gurney, Ed. Dodge, O Bailey, Mr. M. Mann, Mr. F. Lanne and servant, F. J. Hirsh, J. Mendez, Alejandro Salandre.

From St. Thomas—D. L. M. Smith, Mrs. L. Mathews, H. Tyson, James Mitchell, Chalgnebaut, Miss Sumner, Chas Smith, Jesse Frank.

Loss of the Hansard Hudson—By the arrival last night of the steamship Liberty we received Havana papers up by the 5th instant. The total loss of the steamship Hansard Hudson, 10 miles from the Morro, is confirmed. She was insured in Philadelphia. All on board were saved by the steamer Francisco de Asis.

Editorial and News Miscellany.

Mr. W G Clark, proprietor of the Mobile *Advertiser and Register*, has been removed by military authority from the office of City Printer of Mobile. He thinks of having the order hung up in his editorial sanctum as a curiosity.

Garibaldi drew his revolver on the Italian officers, saying he would not resist them, but would not go willingly to Spezzia. He was lifted into the cars. His sons would not go with him.

Mr. C. G. D. Holle, 61 Exchange Alley, has received the third number of *Harper's Bazaar of Fashion*, *Godey's Lady's Book* for December, and other periodicals valuable to ladies.

The President has requested the resignation of Secretary Seward, says a Washington special to the Cincinnati *Enquirer*.

The Tennessee Senate on the 7th reconsidered the bill prohibiting distinction of color by railroads in the conveyance of passengers. An amendment was added requiring roads to provide cars especially for the colored people.

The full vote of New York city at the recent election was 111,921, of which Nelson, Democrat, received 56,548, and McKean, Republican, received 55,373—a Democratic majority of 61,175. The vote is the largest ever polled in the city.

The entire number of registered voters in South Carolina is 127 ordinary.

Thackeray rivals, Dickens, a sort of Aristophanes of modern society, and Therese Yelverton, the antetype of the impassioned Sappho, as the *Herald* styles them, will traverse the whole country.

Mr. H. T. Lonsdale, coffee broker, 134 Gravier street, sends us his usual weekly coffee statement.

Thanks to M. J. Gomilla, purser of the steamship St. Mary, from Indianola and Galveston, for Texas papers and other favors.

The steamship Raleigh, Captain Marshman, sailed last evening for New York, via Havana, with a full freight and the following list of passengers:

For Havana—Fox Ku Mate, Sion Ku Chee, Ring Ku Chee, Little Au Right, Sing Ku Chee, Eyes Ku Kee, Ah Ling, Ah Ling, Ah Ling