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☞ The prefer Page of Annual Advertisers is limited to advertisements strictly with the line of their business, and in extent to one square every other day.

THE DAILY BEE.

Thursday Morning, Jan. 5, 1854.

THE NORTHERN MAIL failed yesterday from beyond Charleston.

THE PACIFIC RAILROAD.
MR. SEWARD'S BILL.

Yesterday's summary of Congressional intelligence we stated that Senator Sawyer had introduced a bill to provide for the construction of a military and postal railroad through the territories of the United States lying between the Atlantic States and the State of California. A Baltimore paper, the *Sun*, furnishes a synopsis of this project.

Mr. SEWARD's railroad bill provides that a double first class railroad track shall be constructed throughout the territories of the United States, north of the fortieth parallel of north latitude, from some point in the western boundary of one of the Atlantic States to the eastern boundary of California. The location and route shall be fixed and determined within one year from the date of the contract by the company which shall make the contract for the construction of the road. Public land necessary for the width of the bed of the road shall be ceded to the company during their existence. The railroad is to be commenced within eighteen months from the date of the contract and be completed within five years, one fifth of said road to be completed annually. The road is to be constructed by any company duly incorporated by any one of the Legislatures of the United States.

Immediately after the passage of this act, the Secretary of War is to advertise, inviting proposals for the construction of said road, and shall contract with such company whose proposal shall be deemed most advantageous to the United States, the United States to be bound to pay such sum as may be the lowest amount named in any proposal, either in money or in five per cent. stock. The company is to deposit, at the time of contracting with the Treasurer of the U States, five millions in money or in the United States or State Stocks, as security for the performance of their contract. The company is to receive interest on such deposit, and the company to forfeit one hundred thousand dollars for each month they fail to carry on the road according to contract.

When the work is completed to the satisfaction of the Secretary of War, those Stocks, thus deposited, are to be surrendered to the company. The road is to be fully constructed and equiped in five years. The company shall enjoy to their own use for forty years the profits and emoluments of the road, but the United States mails and troops and munitions shall be transported at rates to be determined by the United States governments, and Congress shall have the right to reduce at any time the tolls and fares for passengers and freight, but always to allow ten per cent. profit on the actual investment of the company. The United States may also by an act of Congress take said road and appurtenances on paying the company the money actually expended in making and equipping the same with ten per cent. interest.

The Company annually and in good faith to expend one million of dollars of its own money in constructing said road before it shall be entitled to receive any from the United States. When such expenditure shall have been made, and the fact ascertained to the satisfaction of the Secretary of War, then the company is to receive from the United States a sum bearing the same proportion to the whole amount to be paid by the United States that one million of dollars will bear to the estimated cost of the whole road.

The Secretary of War shall set apart and lay out into village and city lots sufficient plats of ground at the several places fixed for depots and stations; such lots to be sold after public notice at the highest possible price. All public lands within six miles of the road, not included in said villages and cities, not to be sold for less than two dollars and a half an acre, and all lands over six and lands that are within six miles from the road, not to be sold for less than one dollar and eighty-seven cents an acre.

Such is the outline of what may fairly be presumed the Northern scheme for building a Pacific road. Mr. SEWARD is, however, not the only Congressman who has broached the project of a road, of which the hither terminus may be considered for political purposes, Northern. The views of Senator GWIN, and Representative BENTON, though differing materially in detail, alike contemplate a route far removed from the heart of the Southern division of the Union. The Southern plan is yet to be submitted—though it is not absolutely necessary that any should be presented, state in the discussion or investigation of the Bills before Congress, proposing to construct a railway to the Pacific, it will be easy to introduce amendments embodying the sentiments of the Southern members.

While we commend the zeal and promptitude evinced by many Congressmen to push through a liberal policy for the early completion of this great enterprise, it must not be forgotten, bear in mind, that the President of the United States below all to a school of politicians which professes radical opposition to appropriations by the government in behalf of Internal Improvements; and that in the recent message of the Executive, though his language seemed purposely ambiguous, the careful observer may readily note an ill concealed feeling of hostility to the Pacific road, and a determination to carry out to their full extent, the straightlaced principles of his political creed. We are fully convinced that any bill which may pass Congress, providing for an outlay of funds by the Federal Government to aid the building of a railroad, will encounter a Presidential veto, in fact, exceedingly doubtful whether Congress itself can be induced to sanction such a project. One or two test votes taken at the commencement of the session resulted to this effect. The Democratic party are politically committed against making the Pacific railroad a Government affair—though individually, there are many members of that party, who would rejoice to see the road built under any auspices whatever. We think that for a Pacific railroad bill to meet the assent of both branches of Congress and to receive the signature of FRANK. PIERCE, it must be stripped of every section that can be construed into a claim upon the Federal Treasury. Senator GWIN's project, for instance, cannot pass, and if it could, would be killed by the Executive disapprova'.

BARK NATHANIEL BLAKE BURNT.—The bark Nathaniel Blake, Captain Prentice, from Rockland, (Maine,) arrived at this port on the 2d instant, with a cargo of 2200 barrels of lime, and discovered to be on fire early yesterday morning, lying at Port 24, First District. The vessel was boarded immediately and towed her into the shoal water near Lafayette, and stripped her of sails, rigging, spars, chains, and anchors, but there is little prospect of saving the vessel.

AMUSEMENTS THIS EVENING.

PLACIDE'S VARIETIES.—This evening Bulwer's beautiful drama "The Lady of Lyons," with Mr. Allen as Claude Melnotte and Mrs. Stuart as Pauline. La Cachucha by Miss Foulkrod. A song by Mr. Wheatley. To conclude with the farce of "A Day After the Fair."

ST. CHARLES THEATRE.—Miss Julia Dean appears this evening in her favorite character of Mariana, in Knowle's play of "The Wife." Mr. Jamison performs at St. Pierre. Singing by Mr. Deffebach, and dancing by Mlle Valles, M. Sicard and Mlle Therese. The farce of "The Windmill" terminates the evening entertainments.

RICE'S AMPHITHEATRE.—Mons. Tourniaire repeats his amazing equestrian performances, and the French troupe add enhanced interest to this popular establishment.

THE AFRICA'S NEWS.—The Charleston papers of the 31st ult. publish despatches containing an epitome of the accounts by the *Africa*. They, however, contain nothing but what has been already published here. We perceive that the blunder about an insurrection in Hesshin Armenia is repeated in these despatches. The passage of "Armenia" into "America" seems to be a rather singular blunder for the Turkish Empire. America is too heavily settled, and too remote from the seat of war, and too unconcentrated with events occurring in Europe, to become the theatre of an insurrection.

FREE SCHOOLS IN NEW YORK.—In New York city there are 220 public schools attended by 136,418 children. The sum of 630,826 was paid for teachers' wages the past year.

JUDGE CLAYTON.—The Washington *Star* says that official notice has been received of Judge Clayton's resignation of the United States Chargeship to Mexico.

SUICIDE.—Wm. E. Johnson, a citizen of Attala county, Miss., committed suicide a few days ago, by shooting himself through the head with a gun. He was universally considered an honest, upright and worthy gentleman, and the motive to the desperate act remained a profound mystery.

☞ The house of Mr. Robert M. Williamson, in Scriven county, Ga., was entered on Wednesday night, and robbed of a large amount of money, silver plate, notes and mortgages, &c.

DARGAN Gunnery Planter Sentinel. Free of charge and commission for sale of Negroes, Stock and Plantations. Office in Camp street, next Perdido Mandeville, Dry Goods and Grocery Store. Also, Auction and Commission Business. SALES DAY. 1st January, 1854, at 10 o'clock, at Auction, at Co's counter number 56, 56 Old Levee, between Mandeville and Conti streets.

A PUBLIC NUISANCE.

It is proper to be known to many of our readers that one of the busiest streets in the world—we allude to Broadway, in New York—is de greatly obstructed by vehicles of every kind as to have become almost impassable. We remember, so long ago as 1844, having taken an omnibus during a stage in night; we were nearly two hours in reaching the space between Wall street and our lodgings at the Astor House.

A somewhat similar annoyance is beginning to characterize one of the thoroughfares of New Orleans. For some days past we have had occasion to ride up Tchoupitoulas street daily. On Tuesday afternoon the public conveyance in which we were riding was completely arrested in its progress by fifteen or twenty vehicles by a long line of drays, comparable only to the imagined baggage train of an invading army.

While these things are matters of gratulation, as demonstrating that we are on the right of one of the greatest commercial marts of the world, they nevertheless indicate the apprehension that private rights are not employed, when, from other and inevitable causes, the business of New Orleans increases tenfold, as does some timely action be had, the serious inconvenience already experienced would be intensified extended.

In connection with all intelligent bodies directed respecting those obstructions, be expected that the immense congregation of vehicles on Tchoupitoulas street was attributable not so much to its locality, as to the superior quality of the pavement, by which friction was diminished, and much wear and tear of public carriages avoided. He remarked that if other streets, and particularly those running parallel with Tchoupitoulas, were similarly paved, the crush, confusion and delay would be almost entirely obviated. These views appeared to us reasonable and judicious, and we commend them to the consideration of the City Fathers, as the suggestions of one whose business and interests entitle his opinion on this subject to proper respect. It is altogether certain that some means must be devised, by which speedy transit along Tchoupitoulas street can be effected, and the evil is constantly increasing, and by the time the business season reaches its acme, it will have become intolerable.

WHAT A COUNTRY!—The number of square miles in the United States is estimated at 2,891,155, and the population at 23,191,786. The most thickly settled State is Massachusetts where the inhabitants average 137 to the square mile, and the most thinly settled, Oregon, which only averages 25. If the entire country was only as thickly populated as the State of Massachusetts, its inhabitants would number 396,087,981! And yet the old Bay State is not too densely peopled, only containing about 1,000,000 of people. What is there a great country, when it gets well settled, fenced in, and boarded over.

☞ One of the London Correspondents of the New York *Tribune* affirms that an outbreak in Paris is already arranged by the Legitimists, and that the moderate Republican party will make common cause with them in the undertaking. Such is the hatred which the Republicans bear to Louis Napoleon, that they will not hesitate to connive at a Bourbon restoration, in order to be delivered from him.

☞ A Philadelphia gentleman, as we learn from the Inquirer, bought fifty fine turkeys on Christmas and distributed them among the poor. The charity is all the more beautiful from the fact that the name of this man, was not allowed to "get into the papers."

☞ We find the following paragraph, relative to the ill-fated *Lexow*, among the marine intelligence brought by the *Pacific*:

AMSTERDAM, Dec. 6.—The ship Leonie, (before reported) Keelin, from Havana to St. Petersburg, was totally lost, with the whole crew on the 19th ult., off the Island of Oesel. The cargo was insured in England, but the ship supposed to be insured in America. The L. belonged to Chesterton, and some of her effects are in possession of the surveyor of the coast.

STATISTICS OF ODD FELLOWS.—The Annual Report of the Secretary of War made to the Grand Lodge of the United States for the year ending June 30th, 1853, show the operations of the Odd-Fellows during that year, as follows:

Number of Lodges,	2,941
Number of Encampments,	541
Number of Members,	314,096
Number of widows relieved,	22,834
Number of Widowed families relieved,	2,375
Number of brothers buried,	1,583
Rums of Lodges and Encampments,	$1,304,845 27
Amount paid for relief of brothers,	351,437 87
Amount paid for relief of widowed families,	55,314 00
Amount paid for the education of orphans,	11,800 52
Amount paid for burying dead,	76,125 87
Total amount of relief,	589,948 95

☞ We sincerely regret to learn, says the Charleston *Courier* of Saturday, that Mr. G. W. Howell, office operator in the office at Richmond, Virginia, of the Washington and New Orleans Telegraph Company, died at 5 o'clock yesterday morning, in that city, from injuries received the previous day by being thrown out of a vehicle in which he was riding, the horse becoming unmanageable. In the death of Mr. Howell, Richmond loses about 25 years of age. He was much liked by all who knew him, and by his strict integrity and assiduous attention to business, had won the respect and confidence of the President of the Company, who deeply regretts his premature decease.

☞ There is now before the Secretary of the Interior a case from New York in which the important point is—Has a United States Marshal the right to demand of the claimant of a fugitive slave, a bond of indemnity before serving the process? We presume that the question by this time has been laid before the Attorney General for his advice.

☞ It is said that the Bill amending the Tariff act, in accordance with the suggestions made by the Secretary of the Treasury, in his annual report, has been already framed, and will probably be reported by the Committee of Ways and Means of the House in a very few days.

☞ The Washington *Sentinel* thus defines its political creed:

"For ourselves, we adhere to the Baltimore platform, not because only that it was adopted by the democratic party in convention assembled, but because we approve every word and every line, and every sentence, and every paragraph in it. We are true democrats, and do not mean to be driven from the democratic organization by the thick phalanx of treasury paid scribbles, which has been sulking, and which is now waxing weak and cowardly war against us. We oppose a bank, we oppose a distribution of the proceeds of the sales of the public lands; we oppose a general system of internal improvements by the federal government; we advocate purely revenue duties; we sustain free trade; we oppose a Pacific railroad made by the government; we advocate an increase in the army; we sustain an increase of the navy; we do each and all of these things with a hearty good will; and the man or the set of men who may attempt to pluck us in opposition, because we are not humbled and subservient, shall meet the overwhelming indignation of no mean or personal motives to actuate us, but a desire to subserve and advance the public interests."

☞ The report of the Commissioner of Pensions shows that it will require 15,866,560 acres of land to satisfy the warrants already issued under the act of March 11, 1847, and 13,531,240 more to satisfy those that have already issued under the act of September 28, 1850, and March 22, 1852; making an aggregate of 29,397,800 acres.

☞ The Lexington *Observer* says the first Locomotive built in the United States, was built in Kentucky, by Mr. Joseph Brown. It was exhibited at the Fair of 1829, and is a wonderful specimen of native mechanism.—*Ex. Paper.*

At the Washington Navy Yard, the builder of the first steamboat that ever navigated the Mississippi river, was employed as a ship carpenter. Fulton was then a young man, and Robert Fulton was then a young man, and Robert was, and Robert was often the joints, a friend would say, "Robert, you'll never do it;" but all the builder trained with characteristic energy, and finally they fitted. So he tackled one of the thing's hand last, efficiently, and made a beautiful steamboat. The first steamboat built and put on the engine with Jabez on top, along the river, through the side of the house, and away down the river, to the country no one knew whither. The Indians sometimes report having seen