THE NEW ORLEANS DAILY BEE.

DUFOUR & LIMET, Publishers,

No. 73 Chartres Street.

TERMS OF THE BEE:

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Semi-Weekly Edition.

TERMS—PER YEAR.....$5

NEW ORLEANS:

TUESDAY MORNING, NOV. 2, 1869.

TRY GEORGE ALCES' CIGARS.

185 .....Rampart Street 185

Amusements This Evening.

ST. CHARLES THEATRE—"The Nervous Man" and "Teddy the Tiler," with Mr. John Collins in both pieces.

ACADEMY OF MUSIC—"Cadet la Perle."

NATIONAL THEATRE—Prof. Fahn and his Tyrolean Troupe.

VARIETIES THEATRE—"Formosa," with Miss Rachel Johnson.

THE CHATTANOOGA AND NEW ORLEANS RAILROAD.

More than one person has asked us seriously if there was any reality in the Chattanooga and New Orleans Railroad, so much talked about. So far are these inquiries behind the times, so little do they know of what is going on even well in a few hours travel from this city. Also the notwithstanding all the publicity which the public press have given to the work.

We propose to mention some of the evidences of the verity, the actual existence of this great enterprise, by which those who have interrogated us and suspicion generally, touching this matter, may judge whether they can expect to see this new route to the East in operation shortly.

We will first observe that the company have been building from east to west, and have left the construction of the section between the city of New Orleans and the Rigolets to the last. It is probably this fact which has originated the doubt alluded to, but the construction of the end of the line, as we need hardly say, was deferred designedly. Some work has been done on the section referred to, but it has been seen by few. The engineering difficulties lie between the Rigolets and Bay St. Louis, but they are believed to be not insurmountable. The road bed between Mobile and Bay St Louis is ready for the rails or nearly so. Enough of these to lay over thirty miles have already been landed at Mobile and other points convenient to the work. Pass Christian among the number. Several additional cargoes of iron are at sea, and therefore, to be delivered in due season. The progress of the work, since the spring of the year, has been somewhat impeded by the failure of contractors, but there is now no interruption, and the company are displaying much energy in pushing the road to completion. The Bay St Louis *Gazette*, of October 30th, says, concerning the work in the neighborhood of that place:

"For the completion of the railroad bridge across the Bay of St Louis, the new contractors, Messrs Pottevent and Thompson, have in process a new and improved pile-driver of large size, and capable of doing the work of two ordinary ones. It will soon finish the remaining work to be done near Bay St Louis, and when it shall be removed to Pearl river over the Rigolets to finish the bridging at those places. The superintendent of the Bay St Louis bridge is fast progressing on the portion on which the piles are already driven by Mr Putnam, who has that portion of the work under his charge, is proving himself an energetic and indefatigable superintendent, and keeps pushing his work instead of his work pushing him."

Now when abroad capitalists invest millions of dollars in an enterprise, and employ several thousand men to carry into execution their plans, which is the fact in this case, it is not reasonable to suppose there is a want of reality in what they are doing.

But it is not only a road between New Orleans and Mobile that the projectors of this magnificent enterprise or parties in connection with them have in view. Already is a road in operation *for many miles*, in a southwesterly direction from Chattanooga towards Meridian. The United States mails are carried over these forty miles. What is doing between Meridian and the New Orleans and Mobile line we have not been informed. Our readers know, however, that there is daily communication now between Meridian and Mobile, and between Meridian and New Orleans via Jackson, Miss. By the latter route the choice to Grand Junction for passengers going North, will be cut off, and time obtained on the time between New Orleans and New York twenty four hours, when the entire plan is carried into execution.

By the time next year we hope to be able to record that New Orleans has been started on her great route to the Pacific, certainly that the Texas continuation of the Chattanooga road is under way. It is the latter division in which New Orleans is most interested. The division from New Orleans to Chattanooga we'll know, it is true, but little trade to this city can be expected to contribute to the aggrandizement of New York and other Atlantic markets. So it is only a question of the aggrandizement of New Orleans or the aggrandizement of New York and other Atlantic markets. So it is foolish for any one to array himself against the transit of passengers and freight in that direction, even if such shortening contributes to the downfall of this once great commercial entrepôt. Our true policy henceforth is in cultivating the trade, West and South of us, and encouraging the influx of capital and population into the surrounding States. The efforts of politicians to produce the strife between the people of the North and South should be frowned upon by all of our citizens who have at heart to reinstate the life and commerce of New Orleans. We should remember there are powerful rivals watching to take advantage of our mistakes and discarding every other consideration should devote our entire energies to the defeat of those who seek to profit by the prejudice which exists towards this part of the country.

THE RADICAL PRESS ON THE YERGER DECISION.

As might have been expected the Radical newspapers of the North are greatly disgusted by the decision of the Supreme Court in the Yerger case, and try to extract a crumb of comfort from the fact that it only goes to claim the jurisdiction of the Court over the case, and that it does not follow that Yerger will be liberated.

The Cincinnati *Commercial* admits that the constitutionality of the Reconstruction laws is involved.

The *Gazette* of the same city also recognizes this issue. It says the Democracy give Yerger their sympathies in accordance with the history of the party, and adds that Yerger is the murderer of a national officer, and for this reason the Democracy would strain legal rules to save him.

The Cincinnati *Commercial* sees the importance of the case, but does not take so broad a view of it as the *Gazette*.

The Chicago *Republican* says that decision creates case for all the question of military trials in the United States so far as concerns civil rights, and as a consequence all that it could take the military commission in Yerger's case go for nothing. It adds, the case will be followed to the end and the interest at the verdict will determine what security Northern life, both and property have in Mississippi when attacked and destroyed by ex rebel bands. A verdict of acquittal must necessarily be a staggering blow to reconstruction, and the introduction of Northern capital.

In these elements of leading journals we find most glaring errors. The Chicago *Republican* quotes the first error when it says the President refused the General commanding in Mississippi to refuse to bring Yerger before the Circuit Court. The President, we believe, did not so direct. On the contrary, he ordered it to be done, and Yerger was taken before the Circuit Court at Jackson, Miss.

The *Gazette says* Crane was a "national officer." Ruled in the discharge of his duty as such. It is to be seen, on the other hand, that he was a retired officer. The Chicago *Republican* so speaks of him, but in doing so it commits an unpardonable blunder as the *Chronicle* also referred to. It says: "While the military court was in session, an application for the writ of *habeas corpus* was made before the United States Judge, whose district included Mississippi, but it was refused on the plea of want of jurisdiction." Now, the writ was not refused—it was only the practice of the writ—the writ was issued and an examination was had by United States District Judge Hall, whose jurisdiction extended over the State of Mississippi and not outside of it. Journals of the standing of the ones to which we refer should not make such gross blunders as to facts so easily accessible.

Public Speakers and singers will find *Brown's Bronchial Troches* beneficial in clearing the voice before speaking or singing, and relieving the throat after any unusual exertion of the vocal organs, having a peculiar adaption to affections which disturb the organs of speech. For Coughs and Colds *the Troches* are effectual.

In members; 6 the monthly shipments from New York.

W. H. Stout, 1 bbl drugs; no. mos; 2 Messrs Hunt, Mrs Jones & Co's Mess Minutes Mess Reynolds Hall