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THE DAILY BEE.

Wednesday Morning, August 10, 1853.

For Congress,
SECOND DISTRICT,
T. G. HUNT.

For State Treasurer,
HARRY T. HAYS, of Orleans.

For Auditor Public Accounts,
JOHN E. King, of St Landry.

For Superintendent of Public Education,
A. H. LYMAN, of W Baton Rouge.

☞ The Northern Mail arrived yesterday with the latest dates.

A CHANGE OF FRONT.

The quasi-official announcement by Secretary Conrad of his New York speech, of the favor with which the Administration regards the policy of constructing the Pacific railroad by the aid of government lands has taken many by surprise. As a member of the street we hold Southern Rights Democrats, the Southern wing of war was considered inveterately hostile to schemes like the patronage of that school, and that the Government can only be prevailed to be invested with power to build the road, by a most latitudinarian construction of the Constitution. What becomes of Jefferson Davis' idea was to suddenly embrace views which are entertained by Whigs only, and by Western Democrats whom local interests bound to doctrinal heresies, does not appear. But the inference is universal that the Administration, perceiving the popularity of the railroad question, concluded to sacrifice scruples and embrace the strong measure. The unexpected harangue of the Hon. Jefferson Davis was, as might have been anticipated, followed by a cautious article in the Washington Union, in which the opinions of that functionary were reviewed with much apparent approval. The Union does not appear to be alarmed at Virginia transcendentalism, or Kentucky resolutions of '98 stand in the way of a movement that not only tends to the public benefit of the country, but which, if successfully managed, may arrest the growing jealousy of the people towards the existing Administration. That journal will therefore soon be seen to be most slowly fully committed to one of the most ardent advocates of the construction of the road by federal funds.

Not so, however, with all the Southern Democratic press. Foremost in the ranks of the dissentients is the Richmond *Enquirer*—a sheet which whatever may be its short comings in other respects, has been time out of mind the stanch first adherent of the doctrines of the Constitutionists. The *Enquirer* speaks of the project in terms of unstinted disapprobation. Hear it:

It is unnecessary to say that this journal is opposed to the appropriation of federal lands for the purpose of internal improvement. To concede this right to the federal government, expect in the case of such emergencies as undertaking the Pacific railroad, would be to give up the principles for which Virginia has contended since the day of the elder Adams. It would establish over a system of expenditure, and in the direct to a system of extravagance and corruption, sufficient to undermine the stability of a government which has existed so long and perpetuate that loose state of opinion and that unsufficient system of public morals, which we look to as the stay of administration. It would remove enormous evils ever predicted by the wisest and most earnest statesmen, and substitute for them real improvements by general consent.

We do not see the effort has been made to convince us that it is not already fully committed as one of the most ardent advocates of the construction of the road by federal funds.

We have