New Orleans Daily Crescent.

DOUBLE SHEET.

NEW ORLEANS:

MONDAY MORNING, FEBRUARY 9, 1857.

The Elective Judiciary.

A bill was introduced in the Senate on the 3d inst., making provision to submit to a vote of the people the question whether they are in favor of continuing the present system of electing judges or not. The Baton Rouge Advocate, of the 4th inst., thus comments upon it:

A movement was yesterday inaugurated in the Senate to submit to the people the question of striking out, or amending, that portion of the organic law which confers upon the people the election of their judges. A bill to this effect was introduced by Mr. St. Paul, of New Orleans, but was so heavily and appropriately assailed by Mr. Martel, that a motion of lay it on the table was immediately carried by a vote of 17 yeas to 7 nays. Mr. Martel regarded legislating on this subject as a trespass on the patience and rights of the people, who four years since settled the matter, by ratifying the acts of the Constitutional Convention.

A subsequent motion of Judge Stirling, to reconsider the vote just taken, prevailed, and the bill was a second time brought before the Senate, when, on motion of Mr. Munday, it was placed in the hands of the Judiciary Committee, where, we trust, it will remain until forgotten.

Mr. St. Paul is certainly mistaken in supposing that public opinion has undergone a change in regard to the election of Judges; by the question being taken to-day, to-morrow, or any future day, and their already expressed preference will be reiterated however and wherever brought before them. There is no more reason why the people should not choose the Judges of their laws than the chief Executive of the State, whose signature is essential to put them into operation. We elect by general suffrage our law makers, and it appears to be an uphill argument to say that the same principle will not apply in selecting men to interpret and administer justice under those laws. To deny a proposition so palpable, would be equivalent to asserting the people to be incapable of self-government.

We are not able to say what disposition will be made with the measure now before the Judiciary Committee of the Senate, but if it succeed in going through the Legislature, we shall appeal to the people to vote it down. It will be a saving of time to let the matter rest where it is.

We are unable to discover any good reason why the people of the commonwealth should not be permitted to determine this question for themselves at the ballot box. It is their right; and as the universally acknowledged source of all power, the Legislature should submit the proposition at issue to them for final settlement, provided the arguments educed in its favor are sufficiently authoritative to warrant the necessary expense.

Several bills have been brought before the Legislature looking to the amendment or striking out of certain articles in the constitution. The present instrument is wretched in many respects; and, while the process of alteration is going on, would it not be better, cheaper and less inconvenient, to call a convention and remodel the whole affair, or make a new and fresh organic law entirely? Let us make a wholesale business of it at once, and be done with it. What say our contemporaries?

A STORE WORTH VISITING.—The fine double store of our friends, Messrs. H. E. Stevens & Co., Nos. 26 and 27 Common street, will be found worth a visit by any body. In the first place it is a splendid house, architecturally considered; and in the second place, it is stocked with an almost inexhaustible variety of fancy goods and articles of every day use. One wing of the establishment is crammed with printing and wrapping paper, stationery and blank book, of all kinds, with bibles and school-books; while the other wing is as well crammed with those articles of use and ornament which come under the general title of variety and fancy goods—cutlery, guns, pistols, combs and brushes, toys, clocks, fancy articles, beautifully arising and articles for personal, every and household decoration. Country and city buyers will find it to their advantage to visit Messrs. Stevens & Co. and inspect their mammoth stock of goods. A more particular idea of the stock may be derived from the advertisement in another column.

TOBY'S EXPRESS.—This is an institution which has grown up gradually in our midst, without attracting any extraordinary attention; yet should it now stop, how extraordinarily sensible of the fact would a large portion of our community be. The Messrs. Toby are now doing an extensive and profitable business, and we are glad of it; for they keep their expresses running, early and late, to all the steamboat landings and railroad depots in the city, conveying baggage and parcels of all kinds quickly and safely, and at very cheap rates. Those who have any moving about to do, should remember Toby's Express. See the card of Messrs. Toby & Bro., in another part of our paper.

NEW BOOKS AT WHITE'S.—New supplies of Irving's Miscellaneous Works, Prescott's histories, Cooper's novels, and other standard publications, have just been received by Mr. Thomas L. White, No. 105 Canal street. Mr. W. has also on hand a valuable assortment of law and medical works, worthy the attention of students and practitioners. A partial list is advertised in another part of to-day's papers.

FASHIONABLE DRESS-MAKING.—We refer our lady readers to the card, to be found in another part of to-day's paper, of Miss Louisa Street, fashionable dress-maker. She has taken a store on Canal street, No. 106, and will be most happy to wait upon the ladies of New Orleans in all branches of dress-making, either at their residences or at her own establishment. The latest styles of walking and evening dresses, robe de chambre and ball dresses, made up at a few hours notice and with great neatness.

FRENCH'S AUCTION.—This is a fixed institution, and one of no little popularity—for the greatest bargains in all kinds of goods are always dropping beneath Mr. Regerson's hammer. See advertisement under auction head.

THE $16,000 TOMBOLA.—This magnificent gift enterprise is nearly closed up. As soon as the tickets are all disposed of the drawing will take place, and the tickets yet unsold are to be had at the Liberalie Nouvelle, No. 107 Chartres street, where most of the prizes are to be seen. For a list of these prizes, and the other features of the tombola, see the advertisement elsewhere.

CROCKERY AT WHOLESALE.—Messrs. Samuel E. Moore & Co., at No. 49 Camp street, have lately imported and are now selling a very large stock of crockery, glass and earthenware, at New York prices, packing guaranteed. We refer country dealers to the advertisement.

BARGAINS IN DRY GOODS.—The store of Mrs. E. Noble, No. 133 Dryades street, opposite the market, is as great a resort as ever for those who like to get the best dry goods for the smallest amount of money. A great part of the goods having been purchased at auction, will be sold proportionately cheap. We refer our lady friends to Mrs. N.'s catalogue and price list, in another column.

NEW JEWELRY.—A splendid lot of watches, jewelry and fancy hardware—guns, pistols and knives—have recently been imported by Messrs. D. Kernaghan & Co., at No. 65 Canal street, between Magazine and Camp. Many of the articles are superb in their richness and beauty, whilst the prices are as low as could be desired. See advertisement.

FLOOR AND WINDOW FURNISHINGS.—The richest and most beautiful and fashionable carpetings and curtain materials are always on display at the store Messrs. J. D. Dameron & Co., No. 124 Canal street, Touro buildings. The stock includes goods suited to all tastes and purses, and it should be seen by all who wish to purchase. We refer to Messrs. D. & Co.'s advertisement.

THE GREAT FANCY BAZAAR.—If any body wants anything, the place at which he or she will most likely have his or her want supplied, is at B. Piffet's, No. 122 Canal street—the place that twists all the children's souls as they pass by. We do not say that Mr. P. has everything; but the quantity and variety of the things he has got, are tremendous. That's the word, tremendous. See advertisement elsewhere.

HOSIERY.—Messrs. P. & E. Reilly & Co., at No. 126 Canal street, have received from the old world a very large supply of hosiery, including undershirts and stockings of all materials and qualities, for ladies, gentlemen and children. See advertisement.

NEW GOODS AT CHURCHILL'S.—A superb lot of Swiss jaconet bands and collars, ribbons, skirts, parasols, etc., will be opened to day, at Mr. S. B. Church it's new store, at the corner of Apollo and Bienville streets. The ladies will find it worth their while to read the list of articles and their prices, in our advertising columns.

BOOTS AND SHOES.—Mr. James Martin, at No. 4 Chartres street, has in store a very large stock of boots and shoes, to which he calls the attention of the city and country trade. Mr. Martin enjoys a wide and deserved popularity in his business, for there is no flaw in anything he sells. All his boots and shoes are of fine finish and elegant exterior, whilst in material and workmanship, they are substantial and durable.

REDUCTION IN CLOTHING.—Messrs. P. Stringer & Co., at No. 35 Camp street, are closing out their winter stock at reduced prices. A great deal of this clothing will be in season for months to come, and we would therefore advise economists not to forget Messrs. Stringer & Co. in prospecting for purchases. See their advertisement.

CARPETINGS.—Messrs. A. Broussean & Co., at No. 19 Chartres street, hold out their usual strong inducements to persons about rigging up their houses. They have in store every description of carpeting, matting and window shade. See advertisement.

OPENING OF SPRING GOODS.—Messrs. Gippel & Jamison, at No. 18 Chartres street, are now opening their first supplies of spring dry goods, embracing a great many new styles and novelties which are sure to captivate Indian' fancies. The stock is imported direct, very large, and will be disposed of at low prices. See advertisement.

SUNDRIES.—Messrs. Converse & Co., at the corner of Canal and New Levee streets, keep their popular establishment well stocked with the choicest groceries, and other goods of a kindred nature, received from the interior and from abroad. Dealers will do well to go and inspect the stock, a portion of which will be found advertised in to-day's Crescent.

BATON ROUGE AND NEW ORLEANS RAILROAD.

We publish, this morning, the report of the minority of the Committee of the House of Representatives on Internal Improvements, on the subject of a subscription by the State to one-fifth of the capital stock of the New Orleans and Baton Rouge Railroad Company. There was no majority report, so to speak—the majority of the committee contenting themselves with simply reporting adversely, without going into argument or illustration. We regret this, feeling sure that all opposing arguments and illustrations could be easily rebutted and refuted, which would tend to strengthen, instead of weakening, the bill. The bill is strong enough on its own merits; and, if it is legislated upon with exclusive reference to its merits, there is no doubt, to our minds, of its meeting with a favorable consideration.

The minority report is an ably written and interesting production. It meets and covers all the issues involved in the controversy, and demonstrates conclusively the necessity of the road, its value and utility, how it has been considered heretofore by different Legislatures, and gives incontrovertible reasons why the same State aid that has been extended to all other roads should be extended to this road. We trust all our readers, both in the city and the country, will peruse it attentively.

This road, as is very justly stated in the report, is a work of great general advantage, and the public interests require its construction as speedily as practicable. The capital stock is set down at $1,000,000. It has been surveyed and located, and for cheapness of construction, etc., is superior to any railroad in the State. It leaves Baton Rouge by a line bearing nearly east, "and without a single deflection from a straight line forty-five miles in length, will reach and unite with the New Orleans, Jackson and Great Northern Railroad, near the 40th mile post." This will make the whole distance between New Orleans and Baton Rouge 91 miles. The road will pass through the center of the parishes of East Baton Rouge and Livingston, and for about 25 miles over valuable public lands. It is thought Congress will grant 100,000 acres of land in aid of the work, as soon as it is commenced. It is understood that wealthy contractors have proposed to build the road, and stock it with machinery, for $21,000 per mile, which is $7,000 per mile less than the average cost of Louisiana railroads. In addition, it is stated that these contractors are willing to receive half payment in the stock of the company, take the State and city of Baton Rouge bonds at par value, and only require cash payment for works actually done. These terms are in the highest degree reasonable, and denote the greatest confidence on the part of the contractors in the remunerative character of the proposed enterprise. Contractors usually know what they are about; and when they make such an offer as this, it strikes us that it should induce all dispassionate and practical observers to look with a friendly eye upon the work.

The only objection we have heard urged against this work is that it is a local work—confined to a small section of country—and that it is not, therefore, entitled to be placed on the same footing with the other roads, the beneficial influences of which are, as soon as completed, to permeate the whole commonwealth. We think this objection ill-founded in more than one respect—in fact, in a great many respects; and are confident that we can prove our way of thinking to be correct. We don't assume any superiority in the premises, of any nature or kind whatever. But we do ask our fellow-citizens, and the opponents of the road especially, to listen attentively to what we have to say, and to bestow upon whatever arguments we may advance, a fitting consideration. All we ask is to be heard—all the friends of the road ask is to be heard. Certainly that boon—that right—will not be denied us by our own immediate countrymen.

Now, for the first question to be considered: Is the road a *local* road? Here the principal objection to extending State aid hinges. Do away with it, and the objections will also pass away. This is exactly what we propose to do. We take the broad ground, at the outset, that the road is as much entitled to be looked upon as a State work of internal improvement as the Jackson and Great Northern, the Opelousas and Great Western, or the Vicksburg and Shreveport Railroads. Why, it only passes through two parishes and makes a solitary railroad connection! some doubter or doubters may ejaculate. We will tell you why, friends. That connection not only accommodates those two parishes, but it also accommodates that important and wealthy section known as the Feliciana. Further, it brings the political and commercial capitals in close juxtaposition, a matter of extreme importance to us, if not to the State at large. Now, gentlemen of the country opposed to this bill, have we not some little right to be heard in the determination of this question? If you will consult your Auditor's report—and he has made a faithful and able report—you will find that the city of New Orleans has paid, the last year, into the State Treasury, more than one-third of the entire taxes of the State. If you will consult the New Orleans delegation—Senators and Representatives—you will find them almost universally, if not universally, in favor of the passage of the bill which will come up for discussion in the House of Representatives on Thursday week next. Here we contend, without going further, is ample evidence why the road thus advocated should not be viewed in the light of a local road. Then, add to the parish of Orleans the taxes paid by Jefferson, East Baton Rouge, West Baton Rouge, Livingston and other parishes whose representatives favor the construction of the road, and we are much mistaken if its opponents do not ascertain that the representatives of those who pay the largest half of the taxes into the common Treasury are in favor the subscription sought for.

Taking this much for granted—and goodness knows we are moderate enough in our assumptions—here is common ground on which advocates and opponents can meet and reconcile their differences. We are all in favor of State improvement and State development, and we will be unkind to one another and derelict in our duties as citizens if we allow any light misunderstanding to interfere with the general weal of the State.

But there is another reason, barely hinted at above, which should weigh heavily in favor of the proposed railroad measure. The people of the State have, it may be truthfully said, three times decided that the Legislature should assemble at some point distant from New Orleans. With the propriety or impropriety of this decision, we have nothing to say at present. The Constitutional Convention of 1845 fixed the capital of the State at Baton Rouge; that of 1852 refused to remove it; and in 1855, in pursuance of an act of the Legislature, the people voted directly for removal or non-removal. Non-removal carried the day by more than three thousand majority. Still there is a powerful minority opposed to the location of the seat of government in the town of Baton Rouge; and this minority will, in all human probability, never remain satisfied—will keep continually agitating the question, (all of which will be annoying and expensive,) until the main objection is removed. Now, what is that objection? We will answer with all the frankness of our nature and as justice demands. The main objection is the difficulty of ingress to and egress from the capital. By steamboat it always takes from twelve to fifteen hours to make the passage either way, and the fogs—fogs are proverbial during January, February and March—frequently prolong that passage from twenty-four to thirty-six hours. At least such has been our experience, and we have traveled the route almost times innumerable. This puts certainty out of the question. No man can tell with precision, after he leaves New Orleans, when he will arrive at Baton Rouge, or when, after waiting hours for a boat at Baton Rouge, he will arrive at New Orleans. The dense Mississippi fogs, often as impenetrable as the darkness of Egypt, set calculation at defiance, and would smile, if fogs ever smiled, at the grumblings of anxious passengers. The proposed railroad will remedy all these crying evils. We can get into the cars here and reach Baton Rouge in three or four hours, or we can get into the cars at Baton Rouge and reach New Orleans in three or four hours. The road will constitute a combination of speed, comfort, safety, certainty and economy, and thus obviate the evils so loudly and justly complained of.

Now for the subscription asked at the hands of the State. What is it? What will be its effect, supposing it is granted? It amounts to $200,000—one-fifth of the whole capital stock—to be paid in bonds issuable in proportion of one dollar to four dollars. That is, when the company raises four dollars by private subscription or otherwise, the State shall contribute one dollar in bonds. The State subscription is not a gift, nor money thrown away upon a private company, but an investment in an enterprise which promises most profitable results, and in which, to use the language of the report, "individuals will venture four dollars where the State is asked to venture one—and that one, only after the private stockholders have actually paid in their four-fifths. What better guarantee can one partner have, of the honesty of another, than his willingness to venture *four dollars to one, and pay it in advance?*"

This guarantee, so stringent in its operation and so comprehensive in its working, absolutely protects the State from the possibility of ultimate loss. It goes further, for it supplies the amplest warrant that the road will be constructed economically and well; that its funds will be disbursed honestly; and that its general and detailed management will be governed with an eye single to the interests of the stockholders, in the obvious advantages of which, as a matter of course, the State's stock will participate. The owners of four-fifths of the stock will see that their money is not squandered; and if it is not squandered, the one-fifth belonging to the State cannot be squandered. This is a proposition which admits not of controversion, and at the same time affords the State the best possible security.

For these reasons, and many others which are set forth in the report, we earnestly urge upon the Legislature to vote the subscription asked for. Every consideration of good policy and justice, it strikes us, argues in favor of the measure. It would be invidious, to say the least, to discriminate in favor of one road and against another—contrary to the immutable principles of equity and impartial dealing—and calculated to cast a chill over future enterprises like those that have already done so much for the State, and promise so much more. There is no State in the Union that needs railroad improvements as much as Louisiana—no State that is bound to gain as much by constructing them as Louisiana. Then, in God's name, let the Legislature not withhold the fostering hand from this or any other judicious enterprise, but encourage all, promote all, whether in the North-west or South-east, the South-west or North-east, and in a few years our beautiful State will present a picture of affluence, progress and prosperity such as no other State on the Continent can present.

TROPICAL SWEETS.—If we are occasionally chilled by Northern blasts, and deprived of our usual supplies of produce by the congelation of the upper rivers, we have left the comfort of an uninterrupted communication with and receipt of the most luxurious supplies from the opposite direction—from the Sunny Antilles, the garden of the tropics—and there is no importing house in the city which makes us more sensible of this comfort than Messrs. S. De Vivier & Co., at No. 74 Magazine street. This is one of the largest establishments in that trade in this city. It is always filled with the choicest produces of the soil and labor of the prolific cones of the Caribbean—not with a stagnant fullness by any means, but by a constant flow of receipt and distribution. Of this fact, the city and country retail trade have always been aware; and were it not already widely known, it soon would be from the extent and quality of the recent importations. The last receipts by this house of sugar, molasses, honey and cigars, from Cuba, and of rum from Jamaica, the trade will find advertised in to-day's paper, and at the store they will find a good many desirable things that are not advertised.

SPRING CLOTHING AT MALARD'S.—Messrs. P. Malard & Co. are in the field with a large invoice of spring clothing, of the newest and most elegant styles. The supply is so large and well assorted, that every shade and every taste may be suited, to a charm. Their winter clothing they are closing out at reduced prices. They have on hand, also, an immense stock of plantation clothing, for men and women; under-clothing and furnishing goods; India rubber clothing; and traveling articles of all kinds. See their advertisement.

OSAGE ORANGE PLANTS.—That greatest of all plants for hedges and garden ornaments, the Osage orange, may be had in any quantity of Mr. H. W. Pinkin, at Messrs. Heald, Massie & Co's, No. 43 Carondelet street. We refer to his advertisement.

DOUBRAY'S COMMERCIAL COLLEGE, 106 CANAL STREET.—New classes begin this week in French, Spanish, German, English, Mathematics, Penmanship, Book-keeping, etc. There are special apartments and professors for each branch. There are day and evening classes.

ORDER YOUR SHIRTS.—A fine chance is now offered to gentlemen to have their summer shirts made, cheaply and elegantly, and with or without the celebrated patent wristband of Dr. Chandler. Messrs. Leighton & Barbot, at the corner of St. Charles and Canal streets, will receive orders up to the time of departure of a member of the firm for New York, which will take place soon. See card.

SPRING AND SUMMER CLOTHING.—You who wish to have your spring and summer clothes made to order, see the card of Messrs. Norris, Mead & Co., in another column. Orders will be received up to the 15th inst.

HOUSE-FURNISHING GOODS.—Messrs. P. H. Fell & Co., at No. 17 Camp street, have on hand a large and complete stock of goods in the house-furnishing line, which they offer at low prices. See card.

INHALATION AND ELECTRICITY.—The success of Dr. C. P. Cross in the treatment of throat and lung complaints, by the inhalation of medicated vapors, and of rheumatism, etc., by electro-chemical baths, is perfectly well-established. He has performed a great many remarkable cures, and can furnish any number of certificates like the one he publishes in another part of our paper. We call the attention of the suffering to Dr. C.'s cards.

SOUTHERN FURNITURE WAREROOMS.—We would particularly impress it upon our friends who may need anything in the furniture line, that the very man for them to visit is Mr. Charles A. Stewart, at Nos. 171 and 173 Canal street. He is always supplied with furniture of every description, rich and plain. Buyers in that line cannot do better than call upon Mr. S. and inspect his stock and learn his prices. See his card.

WATCH-REPAIRING AND DIAMOND-SETTING.—In these branches of the jeweler's art, Mr. E. Dillon, at No. 9 Camp street, has no superior. He has in store a splendid lot of watches, jewelry, silverware and fancy goods. See his card.

MUSIC.—All the musical instruments in popular use, and all the choice music of the day, are to be found at the well-known depot of Messrs. Ribas & Chassaignac, No. 78 Chartres street—formerly kept by Mr. T. E. Detoit. Professional and amateur musicians can there suit their taste in any instrument, and find all the little accessories that are required for musical purposes. We refer to the advertisement, in another column.

AS PRETTY AS SILVER, AND AS GOOD FOR USE.—The Alfenide plate, which Mr. J. Tacon, at No. 167 Chartres street, is offering for sale in the shape of spoons, forks and other articles of table use, is rapidly working its way in public favor. Mr. T. has already disposed of considerable quantities of it, and finds the demand increasing, like the fast received a new supply from the manufacturer. See his advertisement.

LAND WARRANTS AND INSURANCE SCRIP.—Mr. L. A. Finley, No. 59 Chartres street, purchases the above named documents at the highest market rates.

BOOTS AND HATS.—A large stock of these articles, of the coarse and hardy kind, for plantation use, has just been received by Messrs. J. B. Valentine & Co., at No. 54 Common street. See advertisement.

OSAGE ORANGE PLANTS.—A large lot of these plants, for gardens and hedges, is for sale by Mr. John F. McEvery, at No. 21 Telemachus street. He sells them at low rates, and gives printed instructions for their treatment. See his card.

HOISTING MACHINES.—Messrs. Cook & Fallon, of the Belleville Iron Works, Algiers, are manufacturing a kind of machinery which must be very useful to stevedores, merchants, ice dealers, and others who are constantly under the necessity of elevating bulky and heavy goods over bulwarks and into upper stories. They are called "hoisting machines," and drawings of them may be seen at the foundry over the river, Messrs. Cook & Fallon's office in the city is at No. 11 Commercial Place. See their card.

BOOTS, SHOES AND HATS.—A very large stock of these articles, suited to the city and country trade, is now offering by Messrs. Reed & Field, No. 66 Gravier street. See their card.

FRESH GROCERIES AT THE GEM.—Mr. E. L. Bercier, at No. 25 Barracks street, keeps up the popularity of his store by selling groceries, wines and liquors, of none but the freshest and choicest kinds; and his stock was never more fresh and well-selected than at present. We would particularly recommend the Gem to house-keepers and others. See advertisement.

SEMMONS & CO.'S SPECTACLES.—Those who are afflicted with any weakness or shortness of vision, are rapidly finding out the great merits of Messrs. Semmons & Co.'s Brazilian pebble spectacles. Certificates are coming in from grateful souls constantly; and some of these certificates may be seen advertised in another part of our paper. The spectacles are of world-wide celebrity, and the demand for them in Europe and America is such as to keep a large factory in constant operation. This factory is situated in Cornwall, England, and is superintended by Mr. Semmons, the elder, who invented the Brazilian pebble spectacles and introduced them to the world. His son, the chief agent for this country, is still in the city, at No. 82 Camp street, up stairs, where he may be found daily.

PHALON'S PREPARATIONS.—The Chemical Hair Invigorator, the Magic Hair Dye and the Psaphar Lotion, all inventions of E. Phalon, of New York, are for sale in quantities large and small by Messrs. J. Wright & Co., Nos. 21 and 121 Chartres street. See advertisement.

WOODMAN'S CHERRY EXPECTORANT.—This popular medicine for disarrangements of the lungs and throat is for sale by O. O. Woodman, at the corner of Common and Magazine streets, and by J. Wright & Co., No's 21 and 121 Chartres street. Its merits are particularly detailed in the advertisement elsewhere.

WINTER GOODS AT COST.—Messrs. D. P. Scanlan & Co., at No's 12 and 14 Chartres street, will this week continue their sales of splendid winter dry goods at cost prices. We call attention to their card on the subject.

THE CURE OF STAMMERING.—Prof. J. H. Lewin continues to verify the truth of his assertion, that he can effectually and permanently cure the malady of stuttering. His process is altogether philosophical, requiring but an hour or two, and inflicting no pain. We would call attention to his card, and the new certificate which he publishes in this morning's Crescent. He is to be found at the St. John House, No. 232 Camp street.

SOUTHERN ENTERPRISE.

A few days since, we took a ramble through another of the large manufacturing establishments which have sprung up here in New Orleans, and by energy, industry and perseverance, reached the top eminence of public usefulness and popularity. We mean the establishment of M. Daniel Edwards, occupying the large building running through from New Levee to Fulton street, between Poydras and Gravier: being Nos. 28, 30 and 32 on New Levee street, and Nos. 37, 39 and 41 on Fulton street.

Here a combination of metallic work is carried on, such as is not exceeded elsewhere in the country. The different branches of work in iron, copper, tin, sheet-iron, brass moulding and finishing, and blacksmithing, are carried on, each distinct in itself, but so well conducted and systemized, under Mr. Edwards' constant personal supervision, as to form one harmonious whole. The building is admirably adapted to its various purposes, having been built on the site of the old one, destroyed by fire a year or two since, and internally arranged after the most substantial and modern plan. Taking all through, the establishment is an admirable illustration of what a man may do, when he has mechanical genius to begin with, and the will and determination to push his projects through. The rest of such a spirit is now, and in this particular instance, as it always has been—the most triumphant success.

We first take a look through the brass department, which is divided into three branches—pattern-making, moulding and fishing. The pattern-shop is filled with an infinity of wooden models, and men at work upon new ones. Every shape in which brass is seen in connection wi machinery, here has its counterpart or embryo, wood; not to mention the numerous other articles that are put to isolated uses. This is up stairs. On a ground floor we find the brass foundry. Men at work with the models, placing them in boxes of adhesive sand, removing them carefully, and putting the finishing touch of smoothness and regularity with their little delicate trowels. As no brass castings are large, the moulding is a small and dainty kind of work. Near by is the furnace, with its row of cribbles in which the brass is melted. The melting of the metal and filling of the moulds we do not see, that work being always left to the evening. In another direction is the finishing shop. Here are turning laths, which the mouldings have their rough coats reneed, and vices and other machines, in which angular and irregular shaped articles are finished. The articles finished and ready for use are very great in their variety. There are brass cocks of every description with couplings and fittings for machinery and pipe of all kinds, and steam whistles for steamboats.

Next we visit the upper shop. A great deal of work is going on here, making stills and worms for distilleries, and large flues and pipes for sugar-making. We here had an opportunity of seeing and understanding the merit of Mr. Edwards' invention, the steam-train, which has patented, and which is in such high favor with the different planters who now have it in use. It consists of two or more large copper kettles, with set of pipe in the bottom, through which hot steam circulates, causing the juice in which it is immersed to boil regularly and rapidly. The boiling process, of course, we did not see; but some time from previous to behold one of the trains in operation at Millhampson's Molasses Refinery, on Commerce street though at the time we did not know that it was Mr. Edwards' invention. It is a great invention, more respects than one. The expensive and troesome process of boiling cane juice in iron kettles fires built underneath, is entirely superseded. The boiling is done by steam, as we have described, but a small quantity of steam is requisite at that. The saving in fuel thus reduces the expense of supoiling one-third. Then, the laborious process clipping is obviated, if the train is used for boiling molasses. The kettles are drained by cocks in the train, and in a few minutes may be washed out, long as bright and clean as new. So much for the saving of fuel and labor. Their other advantage is quite one. Owing to the cleanness of the kettles and the regularity of the steam-boiling, the sugar produced is of a much finer quality than that turned out the old process, the juice being the same. Some sugar produced by the steam-train we have sampled, and find it to be of a very superior quality; it has, indeed, invariably commanded a premium over sugar made by the old process. The purifying nature of the boiling done by steam may be seen at the Orus Refinery any day. Let any one go there, sample molasses before it is boiled, and sample it afterwards, and he will quickly make up his mind as the great superiority of Edwards' steam-train.

Mr. Edwards still another invention in progress and nearing edition. It is a large, square evaporating pan of oar, with flat copper pipes running crosswise like ice bars, and as close together, midway between top and bottom of the pan. These pipes are to do their steam from an iron main pipe running ed the pan; and as each pipe connects with the main pipe by a cock, any desired rapidity or slows in boiling may be had, according to the number sipes opened to the steam. This is, if anything, a cat improvement upon the steam-train, and as Edwards expects to have it in operation in one of city refineries in a few days, we shall feel somewhat in being present and reporting the result.

Adjacent to copper shop is the plumbing shop. Here are made kinds and sizes of lead pipe, in addition to thousands of copper and sheet-iron pipe made in the ot parts of the establishment. The pipes made are all possible uses—for distilleries and machinery, for steam, water and gas, on steamboats or hotels, or wherever else such things are needed. Assortment of gas-pipe is very large, and the sizes vary from three-eighths of an inch to three ies in diameter. There are brass fittings to suit pipes in all kinds of ramifications.

Next to the piling department comes that of the tin and copper ware-work; rain-spouts, gutters, etc. Here a portion the men are at work whilst the other portion a round putting up and fastening the articles mad.

With the excep of the brass-moulding and finishing, the above is done in the upper part of the building. We descend to the ground floor again, and find ourselves in the sheet-iron department. Chimneys and ashes for steamboats are here in process of construction; some of the men being at work with power machines which cut the cold iron, bend it into angles and drill it with rivet holes—the others hammering away at the rivets. Besides the steamboat work, we saw considerable plantation work going on. There were some large sheet-iron chaffiers and tanks be used in sugar making; and a large gasometer which, with a gas generator—an apparatus not by than a good-sized stove—was also intended for plantation use. The bulk of these articles compelled Edwards to use an adjacent lot, on which he gets to build an extension of his establishment to distant day.

Finally we visited the blacksmith shop, where the forges roar and the hammers clang. The variety of work done in this department is equal to that of any of the others, some extra work which we saw here, was a number wrought iron flues for steam boilers, made to order the Mexican Government.

Of course so considerable steam power is requisite in such a plantation of work-shops as this. We took a look at the engine-room, and saw there a beautiful and highly finished piece of machinery—a vertical engine, by Messrs. Leeds & Co., of this city, with the words "Home Enterprise" painted on its top: a well-selected name for a home-made engine, doing all kind home-made work. The boiler is one of the upright kind, and it and the engine take up a marvellously small share of space in the building. Economy of space is a very distinct feature of mechanical improvement now-a-days.

In the storeroom, besides the multifarious articles of his own manufacture, Mr. Edwards has a number of steam pumps other men's patents, for sale. There is Worthington's pump, which may be applied to any use in which throwing or elevation of water is an object; the Nesmith pump, for supplying steam boilers; and Ashcroft's steam gauge, for locomotive and stationary engines.

There are, indeed, no articles in the particular branches of business which Mr. Edwards follows, that he has not on hand, or cannot turn out to order, at the shortest notice; and as he is one of those who are gradually but surely elevating New Orleans to distinction as a manufacturing city, we take pleasure in recommending his establishment to the favorable consideration of our southern planters, steamboatmen and fellow-citizens generally.

BARGAINS A FRENCH.—Mr. Pretault, at No. 135 Poydras street, continues to sell some of dry goods and variety articles at actual prices! See his card.

THE SOOTHING SYSTEM.

It is better to soothe than to aggravate. It is wiser to allay a storm than to raise a storm. The Good Book—we wish it was more generally studied than it is—says: "A soft answer turneth away wrath, but grievous words stir up anger."

There is a volume of wisdom in the above quotation. It should be read and pondered by the whole world. Universal benefit would follow universal reading. And, were the inspired precept practiced by the human race, we might well say that the millennium had arrived. But the millennium has not arrived, nor is it likely to arrive, for an indefinite space of time. Still the quotation is none the less holy—none the less valuable—none the less entitled to the veneration of all mankind. Therefore, although we do not expect it will meet with entire practical acceptation—this age being a very wicked age, and man "prone to evil as the sparks fly upwards"—its reproduction in our columns may be fraught with a larger or lesser amount of good.

"A soft answer turneth away wrath, but grievous words stir up anger." We commend this salutary precept to our legislators at Baton Rouge whenever they turn their attention towards legislating for the city of New Orleans—a city that, while its skirts are not entirely clear of crime, has been more cruelly calumniated and more causelessly abused than any other city upon the surface of the globe.

That a lamentable state of things has prevailed here for two or three years cannot be denied, but that it has been worse than in other large cities of the Union is grossly untrue. Crime, of all grades, has become rife throughout the land. Neither is it confined to the cities. A spirit of demoralization has spread all over the country. Not even the remotest and quietest rural districts have escaped. Whether this is a visitation of Providence on account of our manifold sins as a nation, or whether it is a mania peculiar to an age that is too fast for genuine, healthful progress, is not for us to speculate upon, much less determine. We can only deplore the fact and suggest a remedy.

The worst feature of this condition of affairs is the attempt that has been made to throw all the odium upon a particular political party. Never was an attempt more unjust and unrighteous; and could the whole truth, divested of the mists of prejudice or partiality on either side, be made known, it would be found that both parties have many transgressions to answer for, and that the sin would be pretty equally divided between them. Especially is this the case in the wantonly maligned city of our residence. Let the whole truth come out—let nothing be extenuated, nor aught set down in malice—and we verily believe the calumniated party would show a fairer record than the calumniating party.

Various remedies have been suggested in the Legislature, and different bills are now pending, having in contemplation harsh, if not unconstitutional and despotic procedures towards this devoted corporation. All of these measures are uncalled for, unnecessary, and calculated to aggravate the very disease they propose to heal. While in Baton Rouge last week, a distinguished member of the ascendant party spoke to us at length on the subject, and honored us by asking our opinion, stating that it would have due weight with him. We gave it to him frankly and honestly, and we here repeat the substance of our answer: We told him that what New Orleans now required was the soothing system, not the aggravating system that had been too persistently and systematically pursued; that the moral sentiment of the city, if left alone, would regulate itself, and apply a proper corrective to acknowledged abuses; that the American party reprobated violations of law as strongly as the Democratic party, but that they could do nothing as long as they were denounced by the wholesale with unsparing malignity; that the dominant party having the power to do what they wished, should exhibit a magnanimous, instead of a persecuting spirit—should strive to calm the political waters, instead of agitating them, and should be content to await in patience a few months for the remainder of the trophies of victory to fall into their hands unresistingly, without exciting bad blood, promoting strife, engendering discord, stirring up contention, causing enmities and awakening all the bad passions to which our frail earthly nature is subject; that despotic legislation could only do harm, without accomplishing one solitary particle of good; that the employment of an armed force on election days, as recommended in more than one quarter, would inevitably lead to bloody collisions; while the let-alone plan—the soothing system recommended by us—would soon right the community, and accomplish quietly and peacefully all the salutary ends aimed at.

We hold to the opinion, of which the above is a meagre sketch, still. Let crimination and recrimination cease; let the Legislature avoid the enactment of extraordinary statutes, and the public mind of the city will speedily settle itself and right itself. But let force be employed, let outrage follow insult, and wrong calumny, and the laws of the present Legislature, no matter how stringently worded, or how oppressively framed, or how shrewdly designed, will be as impotent for public good as the faintest moaning of a cradled infant.

The idea of force grates aggravatingly upon the hearts of the people. They will not endure it. It should not be tolerated in our halls of legislation for a moment.

In conclusion, we ask our legislators to bear in mind that "a soft answer turneth away wrath, but grievous words stir up anger." For the sake of the feeling of common brotherhood that should extend from one extremity of the State to the other, and which will soon extend, if no firebrand is thrown, let the Legislature act moderately, prudently, magnanimously and judiciously, and all will be well.

Dramatic Theatrical Items.

BOSTON.—The Ravels were to close at the Boston Theater on the 31st ultimo, and Edwin Booth was to succeed them. The National has been leased to Mr. James Pilgrim, who has engaged Mr. and Mrs. E. L. Davenport to produce "King John." Mrs. Farren is still at Kimball's Museum. The March Juveniles are all the rage at the Howard Athenæum.

NEW YORK.—The Gabriel Ravel troupe are now at the Broadway Theater, playing an alternate night with Mr. Forrest. Miss Heron continues her successful career at Wallack's. She has appeared in her own version of "Camille" eight successive nights to full and fashionable houses. At Burton's, a piece called "Olympia," translated and adapted for Mrs. Barrow, by Mr. A. W. Thaxter. It is a good acting drama—somewhat similar to Bourcicault's "Life of an Actress"—and has met with success. Mark Smith has a prominent part in this drama, and his highly applauded for his truthful delineation. The Fifth Avenue *debutante*, Mrs. McMahon, has made a decided failure. She persists in playing, however, and has leased Burton's Chambers Street Theater for a month. Brougham has produced the fairy spectacle of "Ondine" at the Bowery in magnificent style. He has reduced the prices of admission to suit the masses, and he has crowded houses.

PHILADELPHIA.—Henry Placide is playing a round of his favorite parts at the Walnut Theater. At the Arch "Young New York" was a failure. "Henry the Fourth" is underlined at this house to be produced shortly, on a scale of splendor unsurpassed.

ST. LOUIS.—Mr. Edwin Booth has been well received at the Peoples' Theater. The St. Louis Theater is doing stock pieces to fair business.

CINCINNATI.—The Crisp Opera Troupe are still at Woods' Theater. The Florences are successful at Bates.

Miss Annette Ince has been re-engaged at Charleston. Mr. Anderson and Miss Ellsworthy have terminated their engagement at Providence and are on their way South. Mr. Neafie closed at Augusta on the 2d—the most lucrative engagement ever played in that city. Maggie Mitchell has been successful at Memphis. She was to close on the 31st ult. Miss Dora Shaw has been re-engaged at Louisville, where she seems to be a great favorite. At Buffalo, Mrs. Annie Senter and George Jamison are playing a joint star engagement. Mr. and Mrs. Dion Boucicault closed a highly flattering engagement at Mobile last Saturday. Mr. Neafie succeeds them and opens tonight in Macbeth. Mr. W. M. Flemming and Miss Mary Prevost are playing joint star engagements in California. Mrs. Sinclair, the sisters Gougenheim, John Dunn and Mekean Buchanan, are in Australia.

LADIES' AUCTION.—Mr. L. A. Levy, Jr., has created quite a furore among the ladies during the past week