New Orleans Daily Crescent.

DOUBLE SHEET.

NEW ORLEANS:

MONDAY MORNING, APRIL 6, 1857.

THE MASCKS OF TREASON!

We extract the following article from the Clinton (East Feliciana) Democrat, of the 28th ult., and transfer it to our columns with the view of making some comments thereupon:

A WEAK WHEEL A WEAK.—We do not recollect of ever seeing this axiom in machinery, but we have seen a great many little wheels moved by a larger one in all sorts of ways and by a great variety of motive powers, especially in political machinery, and it is in this kind of machinery only that may be found the phenomenon of a wheel within a wheel, or in other words, a party within a party.

In the State of Louisiana, this phenomena is especially exemplified to the observation of those who have penetration enough to mark the movements of many of the self-imputed leaders of the Democratic party of the State, for the last four or six years.

There is an organized party within the Democratic party of Louisiana as perfect, we believe, in all its arrangements and its transactions, its plans and its secret purposes, as Know-Nothingism ever was in the palmiest days of its presence, strength, and we hope and believe is destined ere long to fall as ignoble. The organs and second-hand leaders of this inside secret Democratic organization, may generally be known by their flippant denunciations of all Democrats who do not bow submissively to their plans and schemes, in epithets and terms of ridicule and abuse so unpalatable, so disgusting to honest men and such like. Let them go on, the indignation of an outraged party will burst in thundering peals about their ears ere they are aware.

Without raising more than the present, we simply warning against this hidden organization and falsifaunism, in the Democratic ranks, are the power and strength of the party shall be broken and crushed into atoms, and

"Like the baseless fabric of a vision,
Leave not a wreck behind."

Let it be remembered that like begets like, and one organized combination may beget another—a party within a party—and then let recollect that "a house divided against itself cannot stand."

We are glad the eyes of our Clinton Democratic contemporary are at last opened. We trust this opening of Democratic visual organs will continue to extend until it spreads throughout the State. None of them would believe us, although we have told them time and again, that the government of Louisiana was actually in New Orleans, not in Baton Rouge; that it was confided to the care of a committee of politicians; and that that committee did little or nothing more than enforce the edicts of the astute Tallevrand of the party. But, at last, stern realities have forced the literal truth of our statements, and symptoms of rebellion, if not of downright treason, are plainly apparent in the Feliciana.

The "wheel within a wheel" referred to by the Democrat, has moved the dominant party of this State for years, just as easily as a puppet showman moves his puppets. Senator Slidell took a pinch of snuff, the Central Committee sneezed, the leaders attached to the committee throughout the State sneezed a vigorously blown chorus, and then the rank and file were called upon to sneeze exactly in the same manner that the committee sneezed and the leaders sneezed, or else suffer all the penalties that usually fall to the lot of insubordination. And so they sneezed and sneezed, and a few politicians reaped all the honors and emoluments, while the honest, confiding people thought they were sneezing the most patriotic of tunes! And now, just as their noses have almost been sneezed off, they are beginning to find out the dupery that has been practiced upon them.

That "wheel within a wheel" is at work in the Custom-House; it *will* be at work in the Post-Office; and it will permeate and control every office within the gift of the President. It will rotate every Soule Democrat, every State Rights' Democrat and every independent Democrat, *out* of office, and roll none but Slidell Democrats in. We predicted this months since, and now our predictions are in process of realization.

That "wheel within a wheel" has made the Legislature of Louisiana nothing but a body to register the ukases of the Central Committee, for several sessions past, and will continue to do so in future unless the country Democracy assert their manhood.

And, in conclusion, we will tell the Feliciana Democrat and those that coincide with it in opinion, that they had better look out. That "wheel within a wheel" is worked by a powerful lever, and is more likely to grind to political powder those that oppose it than it is to be overthrown. Mark our words.

Senator Slidell arrived in town a few days since, and we will wager the finest summer hat that can be found that he *arranges* things in the May Democratic State Convention in a manner entirely pleasant to himself and friends.

THE GREAT FATHER OF STORES.—We would direct the attention of city retailers and country merchants to the advertised list of supplies now offering at the great double-store of Messrs. E. J. Hart & Co., Nos. 77 and 79 Tchoupitoulas street, the great father of stores, more properly speaking, for it is the parent of innumerable retail stores scattered throughout the Mississippi valley. As may be judged from a glance at the advertisement, the house does an immense business, of a little kind—its supplies of drugs and chemicals, groceries, and wines and liquors, being equally large and well assorted. Messrs. Hart & Co. do a gigantic business in a gigantic way, and those who deal with them once are very apt to do so again.

SPRING AND SUMMER CLOTHING.—Mr. Robert Pitkin, at Nos. 13 and 15 Camp street, keeps his elegant store stocked with clothing of the most fashionable and recherche kind. His late receipts are very attractive—the summer assortment of suits and white and fancy linen suits being especially desirable. The stock is worth an inspection by all who desire light elegant clothing. See Mr. Pitkin's card, in another column.

REILLY'S SILKS GOING OFF CHEAP.—Messrs. P. & E. Reilly & Co., No. 126 Canal street, give notice that from this date they will dispose of their spring silks at greatly reduced prices. This is a notice which the ladies cannot fail paying some attention to, as they ought not. See card.

PATENT PREPARATIONS.—Dalley's Pain Extractor, Wilson's Rat and Roach Destroyer, and Lyon's Katharion—each famous in its way—are to be had in any quantity of Messrs. J. Wright & Co., No. 21 and 151 Chartres street. Their merits are treated of in the advertisements.

CLOTHING FOR MAN AND BOY.—The late arrivals of clothing, at Messrs. Levis W. Lyons & Co.'s, No. 85 Canal street, near Camp, include everything needful to the proper adornment and comfort of gentlemen, boys and children during the warm months. All the goods are fashionable and pretty, and marked at low prices. We refer to the advertisement elsewhere.

SCHOOL BOOKS AND STATIONERY.—Mr. J. B. Steel, No. 60 Camp street, has on hand a stock of school books and stationery eminently worthy the attention of teachers and others. It is complete—embracing every thing known to the wants of the South—and is offered at prices which must make it a special inducement to buy. Mr. Steel's supply of books for the different branches of collegiate education, and for libraries of all kinds, is also very extensive and worth inspection. We refer to his card in this morning's Crescent.

TAKE NOTICE!—The most beautiful, fashionable, well-assorted, and cheap stock of furniture in the South, is that of Mr. Charles A. Stewart, Nos. 171 and 173 Canal street. His ware-rooms are always full, and he can rig up a house in any kind of style at the shortest notice. Just go and take one look at his mahogany, chamber and parlor sets, if you wish to see something beautiful.

PARASOLS AND GLOVES.—These articles, fresh from Paris, with large supplies of fancy goods for ladies, gentlemen and children, can be found at Messrs. Lion & Pinsard's, corner of Bienville and Royal streets. See advertisement.

NEW GOODS AT SCANLAN'S.—Fresh arrivals of rich and beautiful spring dry goods are offering at Messrs. D. P. Scanlan's, No. 52 and 54 Chartres street. The ladies will read the advertisement, and drop in at the store as early as they can.

THE HIAWATHA HAT.—This is the name of a tile of beautiful new style, with invisible ventilators, which it is expected will be all the rage this season. It is to be seen at Mr. H. C. Johnson's, under the St. Charles Hotel, where also may be seen all other kinds of summer hats suited to respectable tastes. See Mr. J.'s advertisement.

LUMBER.—Messrs. A. Brown & Co., No. 320 Magazine street, have received large supplies of seasoned white pine and walnut lumber. See advertisements.

FISHING TACKLE.—Those gentlemen who make a sport of fishing, will bear in mind that Guion, at the corner of St. Charles and Canal streets, can supply them with everything that the art of man has as yet devised in its conspiracies against the finny race. Everything is of the best quality. See Mr. G.'s advertisement.

SCHOOL BOOKS, BLANK BOOKS AND STATIONERY. These articles are to be had in great variety and in any quantity at Mr. T. L. White's, No. 105 Canal street, together with law, medical, architectural and other scientific works. Merchants, teachers and retail traders, should give the stock an inspection. We refer them to the advertisement elsewhere.

CHEAP GOODS AT WAYLAND'S.—Mr. C. C. Wayland, at the corner of Poydras and Carondelet streets, is offering a beautiful selection of spring dry goods, at prices which must allure all ladies who like to invest their money well. For confirmation of this, they have only to look at the advertisement in another part of our paper.

MORGAN'S BOOKSTORE.—This establishment, on Exchange Place, adjoining the Post-Office, is well worthy a visit and a leisurely inspection by all who hunger for mental food. There is no bookstore in the country which for its size contains so apparently limitless an assortment of the silent speakings of the printing press. Citizens and strangers in want of any sort of book or periodical publication, can be accommodated there. See Mr. Morgan's card.

SUNDRIES.—Caulkers, sail-makers, painters, and all and coppersmiths, will find large supplies of the staple articles used by them in their several callings at Messrs. Smith, Cooper & Co.'s 76 Tchoupitoulas street. The advertisements set forth the articles in detail.

THE SOUTHERN PACIFIC RAILROAD COMPANY.

Ourselves and our cotemporaries during the week that is passed have devoted much time and space to elucidating and bringing prominently before the public the merits, claims, prospective results and general promises, of this magnificent enterprise. We believe that time and space has been well employed, for it has awakened an interest that is almost universal among all classes of readers, and led them to think that the growth and prosperity of this metropolis are intimately blended with the speedy and successful completion of the Pacific Railroad.

With a brief recapitulation of the more important arguments that have been brought forward in favor of this gigantic project, we will proceed to advance some others which have not yet been touched in the newspapers, so far as our observation has extended. It has been shown that the Texas land endowments of the road—10,240 acres per mile—are stupendous beyond all parallel; that as soon as the road is built into and through forty or fifty miles of these lands, it will become, necessarily, a self-sustaining road, the lands being worth, at the lowest calculation, at least twice as much as the expense of construction and running apparatus; that it is certain the twenty miles of the road required to be completed by the 16th of February next, in order to secure forever the vested rights of the Company in Texas, will be finished long before that period elapses; that the School Fund loan of Texas is based on a scale of unexampled liberality; that the highest estimate for building and equipping the road through Texas is $20,000,000, while the lowest estimate of the eight millions of acres of lands donated is $40,000,000, or $5 per acre, thus leaving an enormous surplus of fifty per cent.; that the minimum price of the lands—they being the finest on the surface of the globe for agricultural purposes—will, as soon as the road is built, be $15 per acre; that the road will, as a necessary consequence, yield profits to stockholders of such magnitude, that the annals of similar enterprises, or all other enterprises, may be searched in vain for a parallel; that it is bound to go through to successful completion; and that its completion will render New Orleans the eastern terminus of the Texan, Mexican and Pacific trade, through the medium of the Opelousas railroad; and that such trade will cause New Orleans to become what nature intended her to be, the mightiest commercial metropolis in the western hemisphere.

With this brief recapitulation of practicalities, we leave this immediate branch of the subject for the purpose of taking up and demonstrating to our readers that the road, as soon as finished, will control other sources of revenue not generally known, which would, of themselves, render stock taking in the concern a paying investment.

We find in the report of the Hon. T. Butler King, from the special committee appointed on the 8th of October last by the Board of Directors of the Pacific Railroad Company, much important information, both of a descriptive and statistical nature, which we would like to subjoin, and a portion of which, relating to statistics, we shall subjoin. The charter authorizes the company to charge half a cent per mile for every 100 pounds, whether it be merchandise or cotton. The immigration into Texas, for some years to come, is estimated at 160,000 souls per annum, paying fare at the rate of five cents per mile. The commerce of New Mexico is estimated at $5,000,000 per annum, all of which is now conducted through Missouri, but which will become tributary to the road as soon as constructed. When the road is completed to El Paso—783 miles—the travel to and from California must pass over it. The average time from New York to San Francisco is estimated at twenty-five days, and the cost $200. What the time will be when this railroad is completed to El Paso is thus stated:

	Time.	Expense.
Average time to Eastern terminus of South ern Pacific Railroad	3 days 6 hrs.	$75 00
Passage on Railroad to El Paso	1 " 8 "	40 00
From El Paso by stage to Tucson on the Gulf of California, 400 miles, at 10 miles per hour	3 " 8 "	40 00
From Tucson to the head of the Gulf	0 " 13 "	6 00
Across lower California, 60 miles	0 " 12 "	6 00
To San Francisco	2 " 0 "	10 00
	12 days 17 hrs.	$175 00

This allows a journey from New York to San Francisco to consume about thirteen days, at an expense of $125. From the Middle and Western States the time and expense will be less. And a comparison is then instituted between the railroad and Panama routes, and "the least estimate of the number of persons who pass to and from California, is fifty thousand each way per annum:"

This number, at five cents per mile, would pay to the railroad a revenue per annum of $3,915,000. The transportation of the mails, at $200 per mile, will give $234,900.

The report continues:

When this railroad reaches El Paso, it strikes Chihuahua, one of the richest States in Mexico, with a population of more than 150,000, and whose mineral wealth is almost proverbial. It is quite impossible to imagine or state with a probable fidelity of travel and transportation on the railroad, which may be caused by opening this at present inaccessible region of untold and incalculable riches, to railroad communication with the commercial world.

Considering the mineral and metallic resources of Chihuahua, the commerce and passenger traffic is estimated at $1,957,500. The coal and iron resources of this region, although inexhaustible, have not been taken into the calculation. Beds of the richest marl and gypsum have been discovered on the Llano Estacado by Capt. Pope, which will constitute the basis of an extensive traffic. The trade from Sonora will unquestionably form an important item, although not embraced in the calculation.

We quote again from the report:

But as we are now considering this work as only extending to El Paso, under its present charter, and as Sonora cannot be said to be fairly open to American enterprise until it shall be completed to the Colorado or the Gulf of California, the estimate of traffic to that State is presented. The Engineer of this company, Major E. A. Blanchi, estimates the amount of this railroad through Texas, when equipped for business, at $18,683 per mile, and the whole cost at $14,631,158. The traffic on the road as estimated in the foregoing pages, may be said to be of two classes or descriptions, namely, the yearly according revenue, and the aggregate sum which may be expected per annum, when the work shall be completed to El Paso. The aggregate amount of traffic which may be looked to as a source of revenue on the completion of the road to El Paso, is made up of the following items:

RECAPITULATION.

Freight on 1,022,000 bales of cotton estimated to be transported one hundred miles at $2 per bale	$2,044,002
Estimated freight on merchandise for the supply and consumption of the country, including all kinds of implements for agricultural purposes, considered as one-third the freight on produce	688,000
Estimated revenue from immigrants or settlers, after two hundred miles of railroad shall have been completed	1,200,000
Estimated revenue from traffic with New Mexico	489,375
Estimated revenue from 50,000 passengers to and from California, at 5 cents per mile	3,915,000
Transportation of mails at $200 per mile on 783 miles	234,000
Estimated traffic with Chihuahua, including passengers	1,957,500

All these items make up an aggregate sum of ..... $9,118,877 as the probable income of the Railroad when completed to El Paso, on an estimated expenditure of $14,631,158. If we deduct one-half this gross income for superintendence and repairs, we have $4,559,438 50 as the net earnings of the road per annum, or a revenue of more than thirty-three per cent. If we estimate the land grant of 8,017,920 for 783 miles of railroad, at $5 00 per acre, it will produce a gross sum of $40,089,600, and a surplus, after paying for the road, of $25,458,442.

After contrasting the advantages of the Illinois Central Rail and the Southern Pacific Railroad, the difference in the grants of land to each, as well as the difference in climate, all of which is elaborated at great length, the report states:

Up to this point we have been considering the Southern Pacific Railroad as simply a Texas work, in connection with the grant of land and loan of money offered by her for its construction. We must now extend our views across the continent and contemplate the vast results which are to flow from the consummation of a work which is destined to unite the Atlantic and the Pacific, join with hands of iron our Atlantic and the Pacific States, to establish one solid column of American people from ocean to ocean, throughout our territorial limits, and to bring into value these vast regions filled with mineral and metallic wealth, which now remained or by the savage Indian occupied, or Mexican, and the Mexican who is too imbecile to claim and hold them.

By the Gadsden treaty, concluded with Mexico in 1854, the northern part of Chihuahua and Sonora, embracing a district of some 29,000 square miles, extending from El Paso on the Rio Grande to the Colorado, a distance of about 350 miles, was ceded to the United States.

The surveyed route of the Southern Pacific Railroad passes nearly through the center of this territory, and approaches the richest silver mines in the world, etc.

Then follows a lengthy and glowing description of the mineral wealth of Chihuahua and Sonora, from the pen of the Hon. Robert A. Wilson, late Judge of the Sacramento District, California, which is endorsed as undoubtedly correct. If so, the silver mines of those regions are richer than ever were the famous mines of Potosi. And further along it is stated that, "with the facilities of railroad communication, affording safe, cheap and rapid transit to immigrants, and supplies of all descriptions to that region, and of the treasure acquired to our commercial marts, there cannot be a doubt that Sonora and Chihuahua will produce a quantity of silver equal in value to the gold of California. The amount and value of business which will thus be furnished to the railroad, can more readily be imagined than estimated. It cannot be less than that which sprung up between the Atlantic States and California on the discovery of gold," etc.

The discovery and product of gold in Australia has caused England much anxiety in regard to the quickest means of communication with her most valuable colony. The communication from Liverpool to Sidney, in connection with the overland route, *via* the Mediterranean, Red Sea and Point de Gal in Ceylon, requires about eighty-five days. Much of the treasure has been sent home in trading ships round the Cape of Good Hope, which is a still more early channel of transit. A movement is now being made in London to establish a line of screw steamers to the Isthmus of Panama, and thence to Sidney in Australia.

The estimated time required to accomplish the voyage is fifty-five days. Amongst the changes which will be effected in the commercial world by the completion of the Southern Pacific Railroad, will be the substitution of the route through the United States between England and Australia for all others now in use, or that can be brought into use, for the transportation of passengers, the mails, treasure and many articles of value in small packages. This will be perceived by a simple statement of the time required via New York and San Diego, as compared with that by steam exclusively via the Isthmus of Panama. The time required on the latter, as estimated by "The Royal British Mail Steam Packet Company," is fifty five days. The time required on the former will be

Liverpool to New York, 3,100 miles	10 days
New York to San Diego, by railroad, 2,943 miles	5 "
San Diego to Sidney in Australia, being less than twice the distance from Liverpool to New York, and over a calm ocean, in a mild climate, can certainly be accomplished in twice the time	20 "
Total time required	35 days

on the route through the United States, between Liverpool and Sidney, showing a saving of 20 days, as compared with the route via Panama. Any one acquainted with commercial transactions, will perceive at a glance that this saving of time will command the travel, the transportation of the mails, treasure, and light packages of valuable freight.

The time will come, when the Southern Pacific Railroad as amount of traffic almost equal to that with California and make it the channel of intercourse between all Western Europe, the Atlantic states of the Union, and the Islands of the Atlantic south of the United States with the great silver and gold fields of the world—Sonora, Chihuahua, California, and Australia.

The report then goes on to say: "This work will place the United States commercially, where nature has placed them geographically, between Europe and Asia, and become the channel of communication between them."

After making some other calculations, the report sets forth:

The States and Territories, American and Mexican, which will be immediately dependent on this line of communication beyond or west of Texas, are:

	Population.
Chihuahua	150,000
Sonora and Sinaloa	200,000
Utah	70,000
California	300,000
Oregon	50,000
Washington	20,000
Total population	890,000

California has produced annually, since 1849, more than $60,000,000, and has actually exported about $60,000,000 in value of gold dust, and it is believed the imports have equaled the exports. The value of the exports of the three above-mentioned States of Mexico is stated to be about $11,000,000. The exports of Oregon and Washington in gold, gold dust and agricultural products may safely be stated at $3,000,000.

We now quote the estimate of the cost of extending the road from El Paso to San Francisco:

We have taken the estimate of Maj. E. A. Blanchi of the cost of the first division of the road, from the eastern line of Texas to El Paso, 783 miles	$14,631,183 00
We will now add the estimate of the second division, from El Paso to the Colorado, 578 miles at $25,000 per mile	14,450,000 00
And for the third division from the Colorado to San Diego, 290 miles, at $25,000 per mile	7,500,000 00
	$36,581,183 00
The extension of the road to San Francisco will probably require an additional expenditure of some	8,000,000 00
Making the entire cost of the work	44,581,183 00

These estimates are merely thrown out as the probable proximate cost of the work, and not as the results of any nice or elemental engineering.

When we take into consideration the favorable nature of the country through which this railroad is to be constructed, the estimate of its cost will be believed to be ample.

We must now bring our extracts to a close, this article having already grown to a formidable length. We think the statistics we have brought forward sufficient to convince the most sceptical that the Pacific Railroad, as soon as completed half way, will command a business not only sufficient to support itself, but to pay a munificent dividend to its stockholders, without taking into count the vast donation with which Texas has endowed the company.

The whole cost of the work to San Francisco is estimated at $44,581,183. But let us call it fifty millions, so as to guard against contingencies in our calculation. The land grants of Texas, at $5 per acre, are worth $40,000,000, and at $10 per acre, $80,000,000! To assume that these lands will average $10 per acre in ten years is a very low assumption. It is under, instead of over the mark.

After such a showing as this, combined with the other facts and arguments that have been presented, it will be strange, indeed, if any of the stock remains untaken four and twenty hours.

SPLENDID GOODS AT SIMPSON'S.—A most enticing display of spring fabrics for the ladies has just been opened at Messrs. C. M. Simpson & Co.'s, No. 116 Canal street—flowered grenadines and barages, printed jaconets, black crape lazarges lace mantillas, and other beautiful and fashionable goods, all at very low prices. There are still left some of those cheap silks which have so much excited the fairer part of the community at the so-called "cheap silks," of the kind that are made to sell cheap, but splendid rich silks, which are justly called cheap because they are selling at *half price*. Our fair friends will take a glance at the advertisement in another part of our paper, and remember the next time they go out shopping.

THE BRAZILIAN PEBBLE SPECTACLE.—We perceive that our neighbors, the Messrs. Simmons & Co., at No. 82 Camp street, have received their display for another season. At the end of that time, May 31, they will positively leave. So there is yet an opportunity for those who may be afflicted with weak or defective vision to test the merits of the famous Brazilian pebble spectacles—an article of world wide celebrity, whose excellencies are attested by all who give it a fair trial. Messrs Simmons & Co. have on hand a large assortment of glasses from which they can suit every grade of weak vision. See their card and the certificates of some of their patrons in our advertising columns.

SIGHTS AT THE GREAT CLOTHING EMPORIUM.—The stock of clothing now offering at Alfred Monroe & Co.'s, corner of Magazine and Gravier street, is gigantic in quantity almost limitless in variety, and altogether superb in quality. All the latest and most fashionable styles of spring and summer clothing, under clothing, and furnishing goods, are included in the late receipts, not to mention the corresponding quantities of boy's clothing, traveling articles, etc. Now is the time, when the goods are heaped mountain high, to make your selections and replenish your wardrobes for the summer. The advertisement in another column gives some idea of the stock now on hand. Look over it.

DRY GOODS FOR THE SEASON.—The ladies will find at the stores of Mr. Joseph Israel, No. 111 Circus street, and at the corner of Dryades and Thalia streets, a most desirable stock of dry goods embracing everything in the line—elegant dress goods, household staple goods, laces, trimmings, etc., etc. Mr. Israel always sells cheaply, and is on that account extensively known among the ladies. We refer our fair readers to the advertisements in this morning's Crescent.

IMPROVED STOCK.—Mr. R. F. Nichols, at No. 90 Camp street, has on hand a lot of fine Indian breeding sheep, which stock raisers should endeavor to possess. See advertisement.

SUMMER CLOTHING FOR EVERYBODY.—We invite the attention of citizens, planters and strangers, to the very extensive stock of clothing now offering by Messrs. F. Mallard & Co., at Nos. 58 and 60 Canal street, corner of Old Levee. It includes everything desirable for summer wear, for either business, travel, or genteel dress, and proportionately extensive supplies of furnishing goods, clothing for youths and children, and clothing for plantation negroes. Messrs. Mallard & Co. always sell cheaply. See their advertisement.

COPPER, TIN AND SHEET IRON WORK.—We take pleasure in calling attention to the advertisement of Messrs. John Haller & Brother, whose establishment is at No. 247 Tchoupitoulas street. They do all kinds of metallic roofing, guttering, etc., in the best style of their profession, as well as jobbing and repairing, with promptness and at moderate prices. They have box, No. 68, at the Mechanics' Exchange on St. Charles street, where orders may be left as well as at their establishment up town.

THE FRENCH, SPANISH, GERMAN AND ENGLISH LANGUAGES.—New classes begin this week in these languages at Dufour's Commercial College, 185 Canal street; also in the branches, penmanship, book-keeping, etc. There are special apartments and professors for each branch.

ALL KINDS OF HOUSE FURNISHING GOODS.—House furnishers who would obtain nearly everything at one place will observe that Messrs. Heath & Miller, No. 73 and 75 Camp street, are the gentlemen to call upon. Their supplies of paper hangings, upholstery goods, china ware, kitchen and chamber ware, ornaments and house-keeping goods generally, are very extensive. See advertisement.

COTTON SEED OIL.—Messrs. P. Martin & Dromel, at the corner of Bienville and Johnson streets, can authorize an excellent article of distilled cotton seed oil. They have offices at No. 26 Gravier street and No. 35 Chartres street, up stairs, where all orders may be left.

WINER'S CANANDIAN VERMIFUGE.—This invaluable medicine is always to be had of Messrs. J. Wright & Co., the sole proprietors, at No's 21 and 151 Chartres street. See advertisement.

PURE SILVERWARE.—Mr. H. P. Buckley, at No. 8 Camp street, has on hand an assortment of the most splendid silverware to be found anywhere. He makes the same to order, when wanted. See his card.

WINDOW GLASS AND LINSEED OIL.—Large importations of these articles have been received by Mr. C. O. Woodman, at the corner of Magazine and Common streets. See advertisements.

TRAVELING PARAPHERNALIA.—For a good traveling-trunk call upon Messrs. H. W. Reynolds & Co., at No. 67 Canal street. His assortment of trunks, valises, carpet bags, india rubber clothing, etc., is very large and well assorted, as well as cheaply sold. See his advertisement.

PRIESTLEY & BIEN'S.—The establishment of these gentlemen, at Nos. 83 and 91 Camp street, is stocked with one of the largest assortments of metals for manufacturers and hardware for city, country and marine use, to be found in the United States. We direct the attention of smiths, planters and boat builders to the advertisements, in another part of our paper.

SPLENDID LACES AT HALF PRICE.—Ladies, just see the list of laces and other rich and beautiful goods which Mr. D. K. Kearny, of No. 144 Canal street, advertises as going off at half price! There surely never was offered a better chance to invest money well. The stock, it will be seen, includes everything that can please a lady's eye and beautify her form.

BOOTS, SHOES AND BROGANS.—A very extensive and choice assortment of leather goods is offering by Mr. John M. Gould, No. 8 Magazine street. Mr. G. has a partner constantly at the North, making purchases, and he can consequently guarantee satisfaction in everything he sells, both as to quality and price. See his advertisement.

THE GATHERING STORM.

That there is a storm brewing in the Southern portion of the confederacy, betokening anything but good to Mr. Buchanan's administration, is plainly apparent to every observer who takes the trouble to look under the surface. We predicted it months ago, and our well-posted and reliable Washington correspondent, "Essex," also predicted within a few weeks after the opening of the last Congress that twelve months would not elapse before a formidable Democratic Southern Rights' opposition would be found arrayed against the administration of the placid old sage of Wheatland.

The complexion of Mr. Buchanan's Cabinet has not given satisfaction to the Democracy or to the country generally. In it there is not a single man of national reputation, with the exception of Gen. Cass, and he is now grown so old that he is not more than three removes from second childhood. Were he ten or fifteen years younger, the people of the Union would "breathe freer and deeper."

The appointment of Howell Cobb, of Georgia, to the secretaryship of the Treasury is particularly distasteful to a large portion of the Southern Democracy. On this point the Natchez Free Trader of the 24th, takes bold and decided ground. Says the Free Trader:

It is known by our readers that we took very decided grounds in opposition to the appointment of Howell Cobb to a cabinet position. We gave our reasons at the time that induced us to this course, and need not here repeat them. It is sufficient to say that the mere fact that he has been appointed, and thereby mance a part of a Democratic administration, does not change our opinion of him. We said that his appointment would be indicative of a disposition on the part of the President to proscribe the true Democracy of the South and instal the mere canting words of "Unionism;" and we think so still. We said that the mere men the President might call around him advisers would indicate the policy of his administration in reference to the true State Rights Democracy of the South, and that on this account his cabinet appointments would be deeply significant and important. We said then that Mr. Buchanan's administration, to be successful, must be composed of a representative cabinet; and now, since the appointments have been announced, we are not afraid to say we consider it a very unrepresentative cabinet. We look in vain for the true representatives of Southern sentiment and Southern policy in the cabinet; but in their places we find, principally, those who denounced the genuine Democracy of the South as traitors and disunionists.

We cannot blame the Free Trader for the pungency of its language. But for the Southern Rights' Democracy Mr. Buchanan would not now be President of the United States; and yet, with this great fact staring him in the face, Mr. Buchanan has practically ignored the Southern Rights' Democracy! Not one of its great leaders have been called upon to accept a solitary prominent position. The gallant and glorious old warrior-statesman of Mississippi—Gen. Quitman—was overlooked to make room for Jacob Thompson, a mousing politician of the smallest sort. The State Rights' men of Georgia were overslaughed by the appointment of Howell Cobb, a Union submissionist of the muddiest water and modiest texture. John B. Floyd, of Virginia, whom nobody ever heard of outside the "Old Dominion," was made Secretary of War, with the practical duties of which office he is as well acquainted as a Barrataria tadpole is with the workings of the planetary system. Isaac Toucey, of Connecticut, that glorious commonwealth—renowned throughout the earth for the invention and manufacture of horse-blists, wooden nutmegs and hasswood hams—a small lawyer and a small yet cunning politician, was made Secretary of the Navy; and so on with the remainder.

We do not wonder at the disgust of the Southern Rights' Democracy, neither do we wonder at the apathy with which the country received the intelligence of these appointments. If Mr. Buchanan thinks he can reconcile the two almost entirely alienated sections of the Union by making fourth, fifth and sixth rate men his constitutional advisers, we apprehend he will find himself woefully mistaken. The times require the services of the best men of the nation—men of nerve—men of intellect—men of unquailing and unflinching determination. There is a lamentable lack of such material in the present Cabinet.

In conclusion the Free Trader says:

The mere fact that Howell Cobb was selected over another Southern man of sounder principles and better antecedents amounts to nothing. But his selection shows the proclivities are not favorably continuous in the South. Whatever of damage may be done to the party of the South by these appointments can be justly attributed to the Southern Democratic press. They muzzled themselves before the Cabinet was appointed, and refused to speak. The President could not know the wishes or demands of the South. It seems they waited only to praise indiscriminately whomsoever might be appointed. We speak plainly. It is no use to mince words. In the South and especially in Mississippi, there is but one party deserving the name. The Democracy is triumphant and will rule the day, and we must talk among ourselves as to the best course to preserve our ascendency and protect the South. We look to Mr. Buchanan's administration with as much hope as we could to any administration. But we are not blind enough to look to any administration to save the South; she must save herself. Why then should the Democratic party in the South sell themselves out for a dreamy hope?

With the Free Trader, we have long since determined to give the administration "a fair hearing." Thus much is due to justice and to it. But to say that we expect any good to result to the South from it, would be a superfluous waste of words. The time has now passed for "*any* administration to save the South; she must save herself," or be drawn into a vortex of ruin. Mr. Fillmore, we sincerely believe, might have averted the evil day—might have stemmed and rolled back the waves of Northern fanaticism—but the Southern people, laboring under a grievous misconception, turned their backs upon a tried and true friend. Fillmore possessed an iron will, and never sacrificed anything to expediency. Buchanan is, we fear, of an opposite temperament and will by compromising and temporizing, with the best of motives, make matters worse instead of better. We may be wrong, and hope we are, but these are the honest convictions of our mind, and we have thought proper to give expression to them.

NEW ORLEANS.—Amid the turmoils of abuse, detraction and misrepresentation, that are continually and causelessly hurled at New Orleans by those who should pride themselves upon being her friends and protectors, it is refreshing to come across, now and then, one sample of justice, one ray of kindly, generous feeling, from our country cotemporaries. The following, which we quote from the West Baton Rouge Sugar Planter, of the 28th, we take pleasure in republishing:

It seems to be a favorite string to harp upon with the enemies of New Orleans, to say that she is retrograding—going down, etc., but any one giving ear or countenance to these scandalous assertions will be fully convinced to the contrary by visiting the great emporium of the Southwest at the present time. We have just returned from there, and speak from what we saw, and reliable information from those capable of giving it. If crowded thoroughfares, full hotels, busy merchants of all kinds, heavily stocked levees, overrun places of amusement, a harbor of vessels from almost every port under the sun, steamers arriving and departing heavily laden, large and magnificent warehouses and buildings constantly going up, is an evidence of the decline of that city, then we must confess we are put to our "stumps" to know the proper definition of the word "*decline*." Admitting that she is now at a "stand still"—which we most positively deny—it is only to take fresh breath for a better start.

The railroads now in course of completion, in connection with those in contemplation, and the execution of which is certain, will pour into her lap the countless treasures which for centuries have lain hid in the forests and the earth, and needed only the iron horse to bring forth, and then New Orleans—unless the most willful negligence prevents it—will take the stand she was destined to from her birth as the first city of America.

Yes, friend Sugar Planter, New Orleans is "going ahead," and will continue to progress and prosper, until she reaches the topmost heights of the magnificent commercial destiny nature intended for her, despite cruel calumnies, unjust laws, and all the tyrannical machinery "King caucus" can bring to bear to crush her into the very dust of imporverishment or make her a wretched instrument to carry out the partisan behests of "the powers that be." Her recuperative energies cannot be blighted, nor her onward career impeded.

MOODY'S FOUNTAIN OF COMFORT.—Those who wish to get through the hot weather, not only comfortably but handsomely, should go to Moody, at the corner of Canal street and Exchange Alley. He will shift them, cool as a cucumber, at vast trouble, and fix them off generously, in such a manner that they will be as indifferent to sultriness as the moon is to many unknown days, while for neatness and elegance they will stand A No. 1. Moody's stock is very large, and his prices very low. See his advertisement.

FISHING APPARATUS.—Everything useful in inveigling the finny denizens of the deep or seizing them forcibly, is to be had of Messrs. McCutchon, Howell & Co., 73 Camp street. See advertisement.

SOUTHERN ENTERPRISE.

On Saturday we paid a visit to the factory of the Louisiana Oil Company, situated on the New Shell Road, near the first tollgate. We there beheld the operation of an enterprise that is new among us, but one which struck us as promising incalculable results in the future—we mean the manufacture of rosin oil. We had no idea, previously—never having studied the chemistry of the pine tree—of the quality of rosin. Though a simple in appearance, it is a compound of half a dozen different substances, each of which, upon separation, may be put to a separate and valuable use. The process of separation is a chemical one of the simplest description.

Entering the building, the strong effluvia of the rosin struck our nostrils, and the large brick furnaces with connecting machinery struck our eyes. There was nothing particular to strike the ear, as the process was silent, and appeared to require but little manual aid. The machinery consists of the furnaces mentioned, three in number, each furnace enclosing a cast-iron retort of forty barrels capacity, with towering "goose-necks" on top, connected with copper pipes running through a large tank of water; a small engine, or "doctor," for keeping the tank supplied with water, and for conveying steam into the retorts through small pipes; a large open boiler, of the sugar-kettle pattern, and a variety of troughs, tubs, and other receptacles necessary to the process of distillation.

The process is this: The rosin, as it comes from the pineries, is elevated to a platform level with the top of retort No. 1, say about twelve feet from the ground. It is broken into pieces and dropped into the retort through a hole in the top, and for the additional purpose of ingress and egress of men, when a cleaning out is necessary. The retort, as we have already stated, holds forty barrels of rosin. Being filled, an iron lid is screwed over the hole and made hermetically tight with plaster. The fire is then started beneath and around the retort in its brick prison, and the process begins. When the heat reaches a height of 325 degrees—there are gauges by which the heat is regulated—two substances withdraw from the rosin and escape through means provided for the purpose: pyroligneous acid and gas. Five gallons of the acid are thus produced from forty barrels of rosin.

The heat being augmented to 450 degrees, another substance, naptha, separates from the original material and runs off to its receptacle. The proportion of naptha varies from ten to fifteen per cent. Meanwhile, another substance, pitch, settles in the bottom of the retort, and runs off through a spout to a tub close by. After the acid, gas, naptha and pitch have taken their departure, there is 62 per cent. of the raw material left. By heightening the heat to 550 degrees and upwards, this residue of 62 per cent. is converted into a vapor, which goes off through the "goose-neck" on top, and into the water-immersed copper pipes. This condenses the vapor, and it runs out into an open vat, in the shape of crude or gas oil. In this shape the oil is valuable for different uses, though it is not more than half through the process.

From the vat in which we first see the oil, it runs in a trough to retort No. 2, which is exactly like the first. When the oil is highly heated, small jets of steam are let into it, for the purpose of purifying it and expelling what naptha may remain. The oil again dissolves into vapor and passes through the condensing process. The first oil that runs off is the best—a light-colored article, of very superior quality—then comes the second quality, a darker kind—somewhat thicker. And finally comes the third and last quality, which is the darkest and thickest of all. We should state, that in the process of purification, lime is introduced into the oil as well as steam, and that the open boiler is used for boiling out what water may be left in the oil by the steam.

Having followed the rosin through the course of its dissolution, let us now see what the different products are good for.

The pitch is used by boat builders and is a superior article, commanding half a dollar more on the barrel than the other kind.

The acid and gas are wasted, not being produced in quantities large enough to render the saving of them profitable. The gas is the same as that produced at the gas works.

The naptha is used by painters and india-rubber manufacturers, as a substitute for turpentine, and is sold to them at 25 cents per gallon.

The crude oil is used for making gas, painting ink, shoe-blacking and the Mexican Mustang Liniment; and is sold at 15 cents per gallon.

The next quality is used by painters, for mixing