New Orleans Daily Crescent.

TUESDAY MORNING, SEPTEMBER 4, 1866.

Memorial.

To the Honorable the Mayor and Common Council of the City of New orleans:

The memorial of the undersigned, on behalf of the president and directors of the Mississippi Valley Transportation Company, respectfully represents:

That the authorities at St. Louis have beheld with concern the efforts to direct the trade of the upper Mississippi by the cross routes to the Atlantic ports. They have seen freights taken from both sides of the Mississippi and Ohio rivers, to New York, Baltimore, and Philadelphia, and have deemed it necessary to counteract a course of commerce alike injurious to the cities of St. Louis and New Orleans. To effect this they have recommended three measures; which, it is hoped, will prove adequate to the object:

1. The modification of transit charges upon commerce.
2. The adoption of all modern facilities of intercommunication employed by our competitors.
3. The restoration of the Mississippi river trade, by combining speed, certainty and economy of transportation.

Perhaps the interest of most importance at present, and most endangered by competition, is

THE GRAIN TRADE.

The magnitude of this business may be estimated from the fact, that Chicago received for the year ending 1st August, 1866, 8,482,526 bushels of wheat, 1,532,411 barrels of flour, 11,517,758 of oats. The transhipment is effected by steam, at a charge of between one and two cents per bushel. In 1865, Minnesota alone raised 10,000,000 of wheat, of which not more than one-fourth part was exported, owing to the want of facilities which are now under construction.

As a further illustration of the change of trade adverted to, it may be mentioned that New Orleans exported in 1855, "wheat in barrels and sacks, 889,521." These figures declined gradually until, in 1860-1, the same exports were only 13,154; while, during the past commercial year, they were almost too insignificant to be mentioned.

To counteract this tendency, St. Louis has caused to be erected,

STEAM ELEVATORS,

One of which received, in the first three months of its operation, 590,000 bushels of wheat; 209,000 of which were drawn from Chicago. From the result of this experiment, we have undoubted authority for saying that "grain may now (June, 1866) be shipped by way of St. Louis and New Orleans to New York and Europe, ten cents a bushel cheaper than it can be carried by rail." With these arrangements, grain may be carried by barge in bulk from Dubuque, or, indeed, from Fort Benton by way of New Orleans to the markets of the world; and merchandize may, in like manner, be supplied to the great Western interior.

In addition to these and other facilities, St. Louis has encouraged your merchants to establish a steam tug and towage company, and they naturally prefer to employ the description of their enterprise given by an eminent statician, who treats of the commercial interests of St. Louis."

THE MISSISSIPPI VALLEY TRANSPORTATION COMPANY.

"This has been organized for the conveyance of grain to New Orleans in barges. Steamtugs of immense strength have been built for the use of the company. They carry no freight. They save delay by taking freight for the round trip. Landing only at the large cities, they only stop long enough to attach a loaded barge. By this saving of time and early movement, they will, with ten barges in tow, equal the speed of a steamboat. The Mohawk made a trip from St. Louis to New Orleans in six days.

"The management of the barges is precisely like that of freight cars. The barges are loaded in the absence of the tug. The tug arrives, leaves a train of barges, takes another and proceeds. The tug itself is always at work. Its longest stoppage is made for fuel."

"This new scheme," says the same high authority, "of conveying freight by barges, bids fair to revolutionize the whole carrying trade of our Western waters. It will materially lessen the expense of heavy transit, and augment the commerce of the Mississippi river in proportion to the reduction it effects in the cost of transportation. This enterprise, which may yet change the channels of cereal transportation, shows what great results a spirit of progressive energy may accomplish."

On the other hand, "steamboats are obliged to remain in port two or three days for the shipment of freight. The very expense which this delay and the necessity of large crews involve is a grave objection to the old system of navigation. The services of the steaming require but few men, and the cost of running is relatively light. The comparative advantages claimed for the barge system are these: on a voyage from St. Louis to New Orleans:

	Tug and Barges.	Steamboats.
Stoppages at way stations	2 hours.	5 hours.
Delay at terminal points	24 hours.	48 hours.
Number of hands	15 men.	40 men.
Tonnage capacity	10,000 tons.	1,500 tons.
Daily expense of tug	$22 0	$100 0
Original cost of tug	$70,000	$150,000

"In addition to ordinary precautions against fire, the barges have the advantage that they can be cut adrift, and the fire thus restricted to narrow limits. The barges are strongly built, and have water tight compartments for the movement of grain in bulk. The transportation of grain from Minnesota to New Orleans by water, costs no more than the freight from the same point to Chicago. After the erection of a floating elevator at New Orleans (which, we understand, is under contract and construction), a boat load of grain will not be handled again until it reaches the Crescent City. At that port it will be transferred by steam to the vessel which will carry it to New York or Europe."

Such are the views of this undertaking published and adopted by St. Louis. To this we may add that the Mississippi Transportation Company has now four first-class towboats and about forty staunch barges in the river trade. It has more than realized the expectations of St. Louis, by drawing grain from Minnesota and Iowa, and it has, during this summer, brought more than three thousand tons weekly to New Orleans, besides taking back freight up the river.

It is thus that St. Louis has undertaken to bring back to its native channel the products of this valley, whose area is half a million of square miles, and which comprises twenty thousand miles of navigable water. More than ten thousand miles of railroad have been projected west of the Mississippi. The registered tonnage of St. Louis amounts to sixty-five thousand tons.

During the past year, the arrivals by river were:

Barges and canal boats	111
Steamboats	791
Passengers by river and rail	1,000,000

Ningly boats left for Fort Benton, a point more than 3000 miles above St. Louis, and carried freights of more than six millions of pounds. The "Overland Dispatch Company" carried 117,000,000 pounds freight. The banking capital of St. Louis is from fifteen to twenty millions of dollars, and the population is 350,000.

This summary of commerce, population and capital, has been presented to show the value of the prize for which New Orleans should compete. Of these immense values it is plain a large portion does not pass the Balize at all. An infinitely greater value, produced on the eastern side of the Mississippi, finds its way directly to the great world-markets by transit across the Atlantic States.

The trade line from Fort Benton or Dubuque to New York, by way of Key West, would be from 5000 to 7000 miles. It would occupy, by steam, from fifteen to twenty days actual transit. By the short lines and rapid transportation of the cross routes freights may be delivered from St. Louis to New York in ten days. It may be and is much more expensive, but in saving a cent in freight, by a slow line, the shipper may lose several cents by inability to deliver on a given state of the market.

The Mississippi Transportation Company, however, combines the advantage of speed, certainty and economy, and will such other facilities as it will be in the power of your honorable body to grant, will be enabled to meet any competition.

It is the duty of those who have charge of great public interests to look calmly at any opposition which threatens. It is neither safe to undervalue an antagonist, nor to repose alone upon the strength of our own natural advantages. Let us, therefore, regard the extent of this opposition, and then consider the means by which it may be counteracted.

THE CROSS ROUTES.

The routes now conveying the products of the upper Mississippi and Ohio rivers directly to the Atlantic and European ports, may be enumerated as follows:

1. From Chicago to Liverpool, via Quebec, New York or Philadelphia. From Chicago to New York, by lake, canal and railroad.
2. From Cincinnati to New York, via Lake Shore, Pennsylvania Central, or Baltimore and Ohio railroads.
3. From St. Louis to New York, via Atlantic and Great Western railroad.

The Memorialists have thus grouped with distinctness, and with sufficient accuracy to justify your honorable authorities in making an exact inquiry into the various competing routes which press over the commercial route, it may be mentioned that the Pennsylvania Central railroad alone received, last year, a gross income of more than seventeen millions of dollars. This would justify the inference that the amount paid annually for direct travel and freight, between the west and east, by these routes, cannot have been less than fifty millions of dollars. Most of this is taken from the Mississippi.

Nor will these lines give up this vast trade without a struggle. The competitors are Liverpool, Havre, Bremen and Brenen. They are New York, Boston, Philadelphia and Baltimore. Each of these great cities is contending with its great rivals. Each has its line of communication, built with its capital, worked for its advantage. Each is claiming the most direct line between production and consumption, and commerce is adopting the most eligible. But the competition amongst all these lines, and between all these great cities, will be concentrated against the Mississippi river and her great cities: yet we may hope to see this

COMPETITION COUNTERACTED.

Your memorialists will state candidly the only means by which, in their opinion, this great object can be effected. St. Louis has done her part towards it—New Orleans must emulate her example. There are, undoubtedly, some commercial usages existing at this port, in regard to receiving, selling and forwarding products, that do not exist upon the competing routes of which we have spoken. Some of these usages are local, and difficult to obviate; others were proper and profitable when the Mississippi had but one route—the Balize—but are now, perhaps, a disadvantage, when the Mississippi has six or seven new months debouching into every bay from the Chesapeake to the Gulf of St. Lawrence. Some of these obstacles we will mention:

1. The necessity of a strict quarantine against vessels coming from infected ports.
2. The alleged climatic injury to perishable products.
3. Towage and pilotage to and from the mouth of the river.
4. Certain wharf, levee and warehouse regulations, which discourage immediate transhipment.
5. The necessity and delay of moving by hand or horse power all the commerce intended for transhipment.
6. The want of connection between the river and rail; between the various railroads entering the city, and between the lake canals and the city. The want of steam for transhipping by elevators and otherwise.

These obstacles can, in part, be easily obviated; but it may not be amiss to give a few examples of the disproportionate charges which impede this river and consequent commerce, and operate in favor of rival routes.

The river freight on a shipment of bone by barge, from Iowa to Boston, was $63; cost of transhipment at New Orleans, $20; freight coastwise, $140. It will be timely seen that the cost of moving this freight from barge to ship was nearly one-tenth of the whole cost of transporting it more than four thousand miles by water. In like manner, the freight on a steam engine from Cincinnati, consigned to a point on the Jackson railroad, was, to New Orleans, $140, and to the Jackson depot $70, or half as much for moving a freight two miles by wagon as for transporting it 1200 miles by water. The three stated cities that the cost of moving a freight across the city was equal to the cost of transportation on the Pontchartrain railroad to the lake. It may not be amiss to remark that, in the efforts now making to open a direct rail trade between Cincinnati and Louisville, with Montgomery, Mobile and Pensacola, the want of close connection at New Orleans between the lake canals and the levee, either by canal extension or railway, may involve the whole of a most important commerce.

Indeed, we have occasionally found the difference of freight and charges between St. Louis and New York by way of Chicago, or New Orleans, just about equal to the cost of transit and transhipment at this port.

Your memorialists do not propose to specify the reduction in detail, nor do they propose more than ask your attention to the subject. They think that these rates of factorage and truck might be modified with the same advantage here as at St. Louis and elsewhere, and respectfully commend a deliberate consideration of the subject.

But passing from the trade between the interior West and the Atlantic and European cities, your memorialists would respectfully refer to a commerce of great value which is undoubtedly within the control of St. Louis and New Orleans. It is the

GULF AND SOUTH AMERICAN TRADE.

Much of this trade between the Upper Mississippi and Mexico, the islands, Central and South America, is now conducted by the cross routes to New York, and thence shipped to Havana, Vera Cruz or Rio Janeiro. Cannot this vast and important commerce be put in direct transit, by the Balize? Cannot the flour and pork of St. Louis, the manufactures of that city and Cincinnati, their iron work; their steam engines; their agricultural implements—cannot all these values be sent by way of this port; and cannot the Northwest secure its coffee and sugar, its furniture, woods and dyestuffs, its precious metals, and even its trade, direct from the South Seas, without the intervention of the Baltimore and Ohio railroad or the Atlantic and Great Western?

Your memorialists think this might be done: 1. By availing ourselves of the rights granted by the last revenue law of Congress. 2. By such treaty stipulations as might reciprocally relieve shippers and consignees of the pre-payment and delay of port and revenue charges. 3. By through bills of lading from St. Louis, Cincinnati or New Orleans, coastwise and to foreign ports.

Your memorialists hereby promise, on their part, to make schedules and connections with ocean steamers running in the European, coast and South Sea trade. They will prorate freight with them upon the most just and favorable terms, and will exhibit proof, to any parties authorized to inquire, that they can bring a barrel of flour from St. Louis to New Orleans for less than one third of the price at which it is now carried by rail from St. Louis to New York.

The alteration of the commercial usages referred to is left to the wisdom of your honorable body. It is only suggested that you review and compare them with similar commercial services elsewhere. Ascertain the reforms which St. Louis has effected in this respect, and then determine for yourselves and the city whether we shall gain by any modification. Will New Orleans thereby increase in population, commerce and wealth? Will she profit by a change of system which will enable her to dispatch more business in a given time? Will she arrest a trade hemorrhage which now weakens and may destroy her? Will the health of her people be improved by diminishing their labor and exposure under the sun and rain of the levee?

Upon these great questions it is your exclusive province to decide. Your memorialists only offer the evidence and the agency of the Mississippi Transportation Company to aid in the object of common solicitude. They wish to stop the commercial crevasse now escaping from the Mississippi across the continent, and bring it back again to its legitimate channel and its natural part. They offer their aid in opening the commerce between the great Northwest and the South Seas, thus enabling New Orleans to negotiate its values and secure it expenditure in great part among her merchants.

To effect these objects, they ask at the hands of the honorable authorities at New Orleans certain facilities for conducting the barge and towage trade, which may be granted without detriment to any shipping or other interest. It will be observed that the accommodation sought is not for themselves alone. It is for the barge and towage business at large. For themselves they fear no rival and ask no monopoly. If they succeed in bringing back the river trade there will be more work than any company can do; if they shall be disappointed, they will involve no others.

They respectfully represent that the barge towage business requires: 1. Ample space for discharging cargoes immediately upon their arrival, and likewise for loading those which are to be towed out. 2. Shelter and space for immediate transhipment upon other vessels. 3. Exemption of steamtugs bringing no freight from wharfage, with such general facilities and reduction of local charges as may enable the barges to compete with railroad and canal opposition on the cross routes. 4. Wharves, in a position central to commerce and favorable for the shelter and transfer of freights to and from sea-going vessels.

They therefore respectfully request that the honorable the mayor of the city, and the president of the Board of Aldermen, will recommend to the honorable the common council the consideration of the foregoing memorial and the enactment of such ordinances as will give it effect. Respectfully submitted. J. P. MEGRAT,

Agent for the Miss. Valley Trans. Co.

NEW ORLEANS, Aug 29, 1866.

"Rysor" is "Resor."—On Thursday morning we published a paragraph from the New Orleans CRESCENT, relative to one "Resor," self-styled United States detective, who telegraphed from this city on the 24th ult. to the chief of police, New Orleans, making inquiries concerning some valuable jewelry stolen from the window of Mr. Marchand, on Common street. We are informed by City Marshal Black that a man giving his name as "Resor," called on him on the 24th, and solicited his assistance in the arrest of two parties in Vicksburg, who, he thought, were in possession of the jewelry, and who were trying to dispose of it in that city. Resor stated that the supposed thieves were expected in this city, and agreed to meet Mr. Black at the railroad depot with a view to their arrest. He failed to meet Mr. Black as appointed, and this and other suspicious circumstances would seem to indicate that "J. W. Resor" is not only a fictitious name, but that he may be interested in deceiving the authorities as to the whereabouts of the thieves.

Jackson Clarion.

Willoughby Newton, Esq., proposes the establishment in Virginia of an agricultural bank, after the model of the old Scotch bank of 1695.

The Hillsboro' (Ohio) Democrat says that a daughter of Jacob Roush, of Highland county, was so badly beaten by some children in the neighborhood that she died. The deceased was only fifteen months old.

B Professor S. Waterhouse on St. Louis as a Commercial Center of North America.

MEDICAL.

RUSS' ST. DOMINGO BITTERS—

RUSS', RUSS',

RUSS', RUSS',

RUSS', RUSS'

St. Domingo Bitters,

St. Domingo Bitters,

St. Domingo Bitters

One of the most valuable combinations of a useful medicine and an agreeable beverage that has ever been offered to the public. Millions of bottles were sold throughout the North during the last four years, and, wherever introduced, it has proven a welcome addition to the invalid's table, the family circle and the bachelor's sideboard.

Ladies who have lost strength and appetite, and suffer from nausea, vomiting and vertigo—

Gentlemen who "don't feel very well" just before breakfast or dinner, whose stomach is out of order and system is generally deranged—

Mothers weaning children and suffering from general debility—

Children of sickly nature, and sour, dyspeptic constitution—

Travelers who have occasion to change their water, and—

All who live in malarious districts, and are subject to miasmatic influences, will find one of the most valuable tonics and invigorators that can be taken, in—

RUSS' ST. DOMINGO BITTERS.

TRY THEM BUT ONCE.

Russ' St. Domingo Punch.

Russ' Arrack Punch,

MADE FROM BATAVIA RICE.

Russ' Messina Punch

Russ' Gin Cocktail,

Russ' Mint Julep,

Russ' Brandy Cocktail

Russ' Bourbon Whisky Cocktail,

The most delightful concoctions that ever tempted a man's taste—cheaper than any steady drinks in the world.

BLACKBERRY BRANDY,

RASBERRY SYRUP,

GINGER CORDIAL.

LEMON SYRUP

Also on hand and manufactured to order.

Russ & Co., No. 34 Dey street, New York.

Sold wholesale by J. H. CARTER, JAMES GONEGAL

And by all Grocers and Druggists.

GREENBACKS ARE GOOD,

—BUT—

ROBACK'S ARE BETTER.

Roback's

STOMACH BITTERS

—CURES—

DYSPEPSIA, SICK HEADACHE, INDIGESTION, SCROFULA, OLD SORES, COSTIVENESS, ERUPTIONS, REMOVES BILE, RESTORES SHATTERED AND BROKEN DOWN CONSTITUTIONS.

Roback's Blood Pills

Are the most active and thoroughly Pills that have ever been introduced. They act so directly upon the Liver, exciting that organ to such an extent as that the system does not response into its former condition, which is too apt to be the case with simply a purgative pill.

They are really a

BLOOD AND LIVER PILL,

And, in conjunction with

ROBACK'S BLOOD PURIFIER,

Will cure all the aforementioned diseases, and themselves will relieve and cure

Headache, Costiveness, Colic, Pains, Cholera Morbus, Indigestion, Pain in the Bowels, Dizziness, etc.

DR. ROBACK'S STOMACH BITTERS

Will invigorate the system, and thus prevent that terrible scourge,

CHOLERA,

And should be used by convalescents to strengthen the prostration which always follows acute diseases.

Try these medicines, and you will never regret it. Ask your neighbors who have used them, and they will say they are GOOD MEDICINES, and you should try them before going for a physician.

PRINCE WALTON & CO.,

(Successors to Dr. W. C. Roback,)

SOLE PROPRIETORS,

Nos. 56, 58, 60 and 62 East Third street

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FOR SALE BY DRUGGISTS EVERYWHERE.

A NEW AND GREAT EPOCH IN MEDICINE.—Dr. Maggiel is the founder of a new Medical System. Thoquantidarian, whose vast internal doses enfeeble the stomach and paralyze the bowels, must give precedence to the man who restores health and appetite with from one to two of his extraordinary Pills, and cures the most virulent sores with a box or so of his wonderful and all-healing Salve. These are great specifics of the Doctor, are fast supersiding all the stereotyped nostrums of the day. Extraordinary cures by Maggiel's Pills and Salve have opened the eyes of the public to the inefficiency of the (so called) remedies of others, and upon which people have so long blindly depended. Maggiel's Pills are not of the class that are swallowed by the dozen, and of which every box full taken creates an absolute necessity for another. One or two of Maggiel's Pills suffice to place the bowels in perfect order, tone the stomach, create an appetite, and render the spirits light and buoyant. There is griping, and no reaction in the form of constipation. If the liver is affected, its functions are restored; and if the nervous system is feeble, it is invigorated. This last quality makes the Medicine very desirable for the wants of delicate females. Obscure and eruptive diseases are literally extinguished by the disinfectant power of Maggiel's Salve. In fact, it is here announced that

Maggiel's Billious, Dispeptic and Diarrhea Pills

Cure where all others fail. While for Burns, Scalds, Chilblains, Cuts, and all abrasions of the skin, Maggiel's Salve is infallible. Sold by J. Maggiel, 11 Pine street, New York, all Druggists, at 25 cents per box.

BARNES, WARD & CO., Agents, New Orleans.

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BLACK DIAMOND STEEL WORKS,

PITTSBURG, PA.

PARK, BROTHER & CO.,

—MANUFACTURERS OF—

All Descriptions of Cast and German Steel,

—WARRANTED—

EQUAL TO ANY IMPORTED OR MANUFACTURED IN THIS COUNTRY.

Best quality Refined CAST TOOL STEEL; SPRING, MACHINERY, PLOW, SHEET and SHEAR STEEL; RAILROAD, SPRING and FROG STEEL; LOCOMOTIVE, AXLES, CRANK PINS, PISTON RODS, SLIDE BARS, FIRE BOX and FLUE PLATE, etc.

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OLIVER HUNT, Agent.

WINTER'S IMPROVED PORTABLE CIRCULAR SAW MILL,

—WITH—

"Lane's Patent Set and Feed Works."

"We respectfully call attention to our "IMPROVED PORTABLE CIRCULAR SAW MILL" with "LANE'S PATENT SET AND FEED WORKS;" some of the particular advantages claimed therefor being as follows:

1st—The instantaneous and unerringly certain "set" of the log by the man attending the Saw, with a single motion of the hand, under a device at once as simple as effective, and in no wise subject to breakage or derangement—the log, of whatever length, being set at both ends at one and the same instant of time by the Sawyer, as above stated; and an unerring uniformity in the thickness of the plank throughout, insured.

2d—The saving secured, not only in the number of hands employed about the mill, but the saving of that which is of far more importance, to wit, in the working time of the mill—sufficiently illustrated, perhaps, when it is stated that in the "setting time" usually required by other mills, we are able to "run back," "set," and cut another plank! Thus we are enabled to cut three twenty feet planks (if required) in a single minute! accounted for in part by the fact that the Saw is almost unceasingly engaged (the "run-back" time excepted) in actual work from the moment the stock is in place until it is entirely converted into lumber!

3d—The peculiar arrangement of the "Feed Works," whereby the "slip" and "west and east" always incident to the usual belt arrangement is avoided, and in lieu, no instantaneous "starting" and "stopping" unfailingly effected.

4th—The substantial and perfect proportions of the Mill, together with its combinations of Rise-Saw Mandrel, "Babbit Metal, Self-Oiling and Self-Adjusting Boxes," the frequent cast iron supports on the carriage for the log, and the unusual beauty of finish, are among the other features which particularly characterize our Mill, and which secure for it the unfailing commendation of the practical.

These references are sufficient, we trust, to secure for our Mill all thanks required, and all that is asked in any instance to insure a preference, namely: "An examination before purchase elsewhere."

We are, very respectfully,

WINTER & CO.,

General Commission Merchants, No. 40 Broadway, New York.

NB—N. B.—"LANE'S PATENT SET WORKS" applied with facility to 2 Mills of other makers.

MONROE & REDDINGTON, Agents for the above Mill, No. 68 Carondelet street.

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WASHINGTON FOUNDRY,

Engine and Machine Shop,

CORNER OF SECOND AND MORGAN STREETS, ST LOUIS, MO.,

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STEAM ENGINES AND BOILERS.

SAW AND GRIST MILL MACHINERY.

Circular Saw Mills, Quartz Mills, Tobacco Screws and Presses, Lard Kettles, Screws and Cylinders, Wool Carding Machines, Maley Saw Mills, etc., etc., constantly on hand.

Agents for the sale of JAMES SMITH & CO.'S superior Machine Cards.

We are prepared to receive orders for any of the above mentioned Machinery, etc., and will furnish any information desired. LAMB, QUINLIN & CO.,

57 Tchoupitoulas street.

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Nos. 28, 30 and 32 New Levee street,

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Is prepared at all times, with men and material, to execute all orders in the line of Copper and Sheet Iron Worker, Block Making and Brass Founder and Finisher. The long established character of this house is a sufficient guarantee that any work entrusted to him will be promptly and faithfully executed.

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Office—135 Fulton Street.

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Particular and prompt attention paid to Steamship and Steamboat repairs.

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Low Pressure Locomotives, Flued and Cylinder Boilers, Clarifiers, Filter and Juice Boxes, made at the

Shortest Notice.

We respectfully solicit contracts for Boilers and all necessary connections, such as Fire Fronts, Grate Bars, Steam and Scoop Pipes, Valves, etc., Chimneys and Breeches, all of which will be furnished at the lowest foundry prices.

All work executed at our establishment will be guaranteed equal, in point of workmanship and material, to any in the city or elsewhere.

Planters, Merchants and Steamship Agents are respectfully invited to call and examine the work and prices at 126 FRONT Street, between Notre Dame and Julia streets.

WM. GOLDING,

CONSULTING ENGINEER AND DRAFTSMAN,

Plans and Specifications made for all kinds of Machinery, Surveys carefully instituted and Specifications setting forth the condition and requirements of Gas Halls and Machinery of Steamships and Steamboats will be promptly furnished. Parties contemplating the purchase of Steamships and Steamboats would do well to have them examined before buying.

Novelty Iron Works,

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SHAKSPEARE IRON FOUNDRY,

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Iron and Brass Founders and Machinists, manufacture every variety of Steam Engines, Sugar Mills, Draining Machines, Mill and Gin Gearing, Grate Bars, Store Fronts, Columns, Sash Weights, etc. Blacksmith Work of all kinds.

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CIRCULAR SAW MILLS, STATIONARY AND PORTABLE STEAM ENGINES,

Circular Cross-Cut Mill and Maley gaws; Cord Mills; Wh Mills and Setting Apparatus; Shafting Pulleys and Hangers.

All descriptions of Plantation Machinery and Agricultural Implements.

We keep constantly on hand a full supply of

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Timber Wheels and Wheelbarrows, from the well known factory of Joshua Bodley, Wheeling, Va.

We have connection with extensive Foundries and Machine Shops in St. Louis, Louisville, Cincinnati and Pittsburg, through which we are prepared to contract for any class of machinery on most favorable terms, and deliver anywhere north or New Orleans free of freight. THOS. B. BODLEY & CO.

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Will receive Cotton on Storage and for Compression. Shipments promptly attended to. F. J. BERRON,

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Order boxes at Great Southern and Western Insurance Co., corner Carondelet and Common streets; McCloskey, Mason & Co., 166 Gravier street; No. 14 Carondelet street.

J. H. H. HEDGES,

COTTON GINNERY AND PICKERY,

861 Tchoupitoulas Street,

Between Thalia and Terpsichore street, land of Hunter street.

Cotton handled to or from any part of the city.

The celebrated new E. Carver & Co's COTTON GINS used.

Stocks, to contain Cotton in Seed, furnished to Planters and Commission Merchants free of charge.

Highest price paid in cash for COTTON IN SEED.

Box for orders at 166 Gravier street.

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Formerly "TYLER," Bounded by Levee, Market, Tchoupitoulas and Richards streets.

The undersigned having leased the above COTTON PRESS, will be prepared to receive and store Cotton on the 1st of September. LANE & BERAN

L. N. LANE, J. HENRY BERAN.

DENN'S COTTON PRESS,

(FORMERLY UNION COTTON PRESS,)

On Terpsichore street,

Between Tchoupitoulas and Peters street,

OFFICE 46 CARONDELET STREET, NEW ORLEANS

Is now prepared to receive Cotton on storage, and for compressing. PENN & SIMMONS, Proprietors.

VICKSBURG COTTON PRESS,

Bounded by

LEVEE, CALLIOPE, GAINNIER and the RIVER.

Hillman & Bonneman,

Proprietors, New Orleans.

Orders left at the Price Current Office, No. 151 Gravier street, or at H. Bonneman's office, No. 3 Clinton street, will have immediate attention.

COTTON GINS!.....COTTON GINS

TAYLOR, BROWN

EAGLE, SOUTHERN,

EMORY & CRAVEN, McCHARTY

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