New Orleans Republican.

OFFICIAL JOURNAL OF THE UNITED STATES

OFFICIAL JOURNAL OF NEW ORLEANS

THE DAILY REPUBLICAN

May be had of the following dealers:

George Ellis, opposite the Postoffice.
A. Simon, No. 94 Exchange Alley.
C. C. Haley, No. 19 Commercial Place.
C. G. D. Holle, No. 61 Exchange Place.
James Ennis, Pontchartrain Railroad Depot, Third District; also, at Depot foot of Lafayette Street, First District.
J. W. Long, corner of Love and Enghien Streets, Third District.
Crescent City News Depot, No. 258 Canal street, corner of Howard.

AUCTION SALES THIS DAY.

BY LOUIS STERN & BROS., at 10 o'clock, at No 16 Chartres street, 800 cases boots, shoes and brogans.

Local Intelligence.

OFFICER COUGHLIN COMMITTED.—The examination of this patrolman for killing Michael Hickey was concluded yesterday before Recorder Houghton, and accused was sent to the Criminal Court for trial on a charge of manslaughter. Judge Atocha, attorney for the prisoner, drew from one witness that just previous to the trouble a shot or two had been fired in the neighborhood, and that when the thieves ran a hue and cry of stop thief and murder was plainly heard, and that when Hickey was running the accused ran after him, accompanied by many other persons; that when the shots were fired Coughlin was also running at full speed, unaware what offense had been committed to raise so great a disturbance.

Judge Atocha quoted an English law, recognized in our practice, that when a hue and cry is raised, and the person pursued is killed, the one delivering the fatal shot is not to be held altogether responsible, even though the deceased may be entirely innocent of any crime. On this version of the law the attorney asked that his client be admitted to bail, as the charge in any event could not be rated higher than manslaughter. The officer was released on furnishing five thousand dollars bail.

TROUBLESOME CARTS.—Two carts, with full heads of steam, met in terrible array at the corner of St. Charles and South streets, last evening, during which one of the engineers, Jo. Pierce, went to grass, without stopping to ask questions He was slightly bruised, but will soon mend at his home, corner of Cypress and Johnson streets.

Samuel Dwyer, seventy-five years old, was unable to command an animal attached to his cart, corner of Broadway and St. Charles streets, when the beast ran away, throwing the old man to the ground, breaking one of his arms and otherwise injuring him. He was picked up and sent to his home.

ATTEMPT TO SET FIRE.—Yesterday morning about eight o'clock a wood shed, attached to a dwelling on Prytania street, between Melpomene and Terpsichore streets, was discovered to be on fire, and the flames promptly extinguished. The fire was perhaps the work of mischievous boys, and the police should be on the watch for them.

CREW OF THE WRECKED STEAMSHIP MISSISSIPPI—*Robbing the Wreck.*—When the steamship Cortes arrived at the head of the Passes yesterday, a telegram was sent to the police authorities here that some of the crew of the wrecked steamship Mississippi, then on board on the way up, had perpetrated some robberies, and should be arrested on arriving at our wharf. Captain Flanagan, harbor precinct, detailed some of his men, who boarded the Cortes and made several arrests of such men as were pointed out by Messrs. F. A. Melhado and John Hanlen, who afterward made the following affidavit:

Frederick A. Melhado and John Hanlen, being duly sworn, say that Thomas Cooney, Michael Powers, Barney Condon, Frederick Collins, Thomas Powers, Patrick Breen, Thomas Burns, John Graves, James Kavanagh, Thomas Bagley, Hugh Hughes, James Coyle, Henry Far, William Deignan and Ed. Roach did, on the twenty-fourth of August, on the high seas, on board the steamship Mississippi, feloniously steal and carry away, and appropriate from said ship, a lot of jewelry, which is described in the annexed schedule, belonging to the affiants; this while on board of said ship, on the high seas, at or between Key West and Topeka, Florida, said vessel at the time being wrecked on the coast of Florida; all of which is contrary to the statute in such case made and provided.

Wherefore, affiants pray that said parties be arrested and dealt with according to law.

JOHN HANLEN.

The jewelry consists of rich specimens, valued at about six hundred dollars, most of which was found on the person of Michael Powers. The accused were taken before Recorder McArthur, who sent them to United States Commissioner Grant. This official committed them to the Parish Prison until next Tuesday.

COME AGAIN.—John Smith, the veritable John, having returned from his foreign travels, "approached" Recorder Houghton, humble as a whipped schoolboy, having been arrested for a good old fighting drunk. John mentioned that there was no mistake in identity this time, as he was, undoubtedly, the person in question. A short lecture from the court caused Mr. Smith to promise hereafter to totally abstain from abusing his wife and sipping the inebriating cup.

RETURNED.—Mr. William B. Hall, harbormaster of the First District, having had a short vacation in cooler climes, has returned to resume the annoying duties of his office. Physically he is greatly refreshed and improved.

SALES OF THE MARKET REVENUES.—The following are the sales of the market revenues for the month of September, made yesterday at auction in the Mayor's parlor:

Markets.	To whom.	Amount
St. Mary	William Mehle	$1,325
Magazine	B. Moledoux	2,330
Vegetable and Fruit	F. J. Grevening	4,650
Claiborne	J. Dumestre	640
French Meat	Mr. Renibau	3,750
Jefferson City	J. Brun	206
Washington and Port	Paul Davend	715
Treme	Mr. Boboe	2,775
Ninth Street	F. Abadie	925
[illegible]ilie	N. Freychouse	605
[illegible]ydras	A. Dumestre	3,300
[illegible]apuru	J. Courage	205
[illegible]Bernard	B. Delord	600
Total		$22,526

L[illegible]GHT ARTILLERY.—Stephen Crittenden's [illegible]acity as an artilleryman caused him to [illegible]ed five dollars, partly to punish him [illegible]artly to warn others not to be careless [illegible]rtilizers. Stephen paid his fine, but [illegible] fail to look black over the pay-

[illegible]WLEDGED IT.—Few prisoners ar[illegible] before the recorders for all the [illegible]nds of drunk will acknowledge

the impeachment, but Mike Carney is an exception. When asked about it, he flatly admitted that he had wrestled with old rye, and was sent to grass. In consideration of his frankness, he was fined only a small sum.

WHEELBARROW.—The street was not wide enough for Frank Johnson's broad gauge wheelbarrow, so he rolled it on the banquette of Baronne street, just when Officer Wicker stepped that way. Recorder Houghton narrowed Frank's pocket by a fine.

THAT "APPROACHING" BUSINESS.—Judge Abell, of the Criminal Court, having intimated to the Grand Jury that it was a portion of its duty to investigate bribery and hints of bribery, that body sent for members of our City Council. Yesterday morning Mayor Flanders, Administrators Cockrem, Remick, Lewis and Walton appeared in the building where the Grand Jury holds its awful conclaves. The word "Waterworks" was heard occasionally, and interested parties believed the inquisition flowed in that direction. Mr. J. Hernandez was in the main room, and was able to speak to his friends and acquaintances, denying knowledge of bribery or attempts at bribery. Of course, it is supposed that only jurymen and witnesses know the tenor of the evidence elicited, and they will not divulge any of the proceedings until the jury has approached something like a conclusion. Mr. John Lockwood's name was called, but he did not approach, as he had not been formally notified to appear. The Grand Jury inclines to the opinion that he can throw some light on the subject, and if he can, then the end will be approached, if not met boldly. A ventilation may possibly discover a lean mouse in a meal tub.

CRIMINAL COURT.—William Boyd, John Boyd and Richard W. Pasteur, charged with the murder of Samuel Rainey, at the New Orleans National Bank, were arraigned, pleaded not guilty, and were remanded.

In the case of Louis Sass, charged with the killing of Charles Williams, on the twenty-second of August last, at the corner St. Peter and Decatur streets, the bail was fixed in the sum of $5000.

The following accused were arraigned on the charges of assault and battery, pleaded not guilty, and were discharged on their bonds:

J. H. Henry, Ann O'Neil, Isaiah Wann, William Phillips, A. Voght, A. Frazier, Charles Lyman and Charles Benson.

In the cases of J. H. Henry, of the House of Refuge outrages, the bail was fixed in the sum of $200 in each case.

DISCHARGED.—W. L. Thompson, arrested for obtaining money from Walter Heffron by false pretenses, was discharged. The accuser altered his affidavit after signing it, by inserting the words "attempted to obtain." This made the charge null, as the law does not recognize an "attempt."

Oyster season commences to-day, on the half shell, according to law.

CHAIRS LOST.—Mr. Bidwell unfortunately shipped his patent folding chairs, for the Academy of Music, on the lost steamship Mississippi. He will have a new set here before the season opens.

A resident of St. Charles street was arrested yesterday for stealing one hundred and fifty gallons of water out of his own cistern.

B. T. WALSHE'S FURNISHING HOUSE.—This establishment is among the most extensive in the South, and well deserves the patronage of the visitor to our city, both on account of the quality of the stock kept, and the great variety of goods which can be found there. Making a specialty of men's and boys' furnishing goods and children's clothing, Mr. Walshe is enabled to get up these goods in an unsurpassable style, and in such a vast variety of patterns and price that every taste is gratified, and the means of every customer is considered. Experience, the great teacher in all things, has not been unattended to by the proprietor of this house, and hence he fully understands all the wants of our people, and is constantly prepared at all times to supply them. His shirts are made after patterns which have proved the most satisfactory in this climate, and of a material at once fine and durable. The same may, in fact, be said of everything he sells—from the simple necktie to the most elaborately ornamented and stitched garment. Each is first class of its kind; each fits and gives satisfaction. It, therefore, is a real pleasure to pay money for such goods, as the buyer feels assured that he gets value for value. And then the courtesy and willingness shown in selling the goods is another agreeable feature about the establishment. The clerks or proprietor never appear to know or to feel that there should be any difference manifested in their behavior between a buyer of hundreds or of one dollar. But politeness is shown equally to all—the richest or the poorest. In view of these facts, it need not surprise that Mr. Walshe's business has gone on increasing, until now it takes rank with any of our leading retail houses. And deservedly.

FORSYTH'S STANDARD SCALES.—We direct the attention of our readers to the advertisement of the agents of these justly celebrated scales, which will be found in our issue of to-day. We have frequently had occasion to mention the wonderful perfections of the Forsyth scale, and deem it a matter of such general interest that words are never thrown away on the subject. Writers on reforms in this and other countries have always made it a point to direct attention to the fact that the consumer suffers perhaps more heavily from the defects of the scales by which they buy than from almost any other source. Indeed, such a magnitude has this evil assumed that all governments have seen fit to appoint officers whose sole duty it is to inspect, at frequent periods, the scales of buyers and sellers, and we see that they conform with the legal standard. Still, frauds can be committed if the scales used are not such as will not admit of their being tampered with, or which are not liable to become defective from use. In these particulars the Forsyth standard scales can justly be placed high in the public confidence. They are simple in construction, eminently durable, and, when once adjusted, almost impossible to disarrange. We sincerely hope that such appliances for fair dealing will become common in use all over our city.

The Third Auditor at Washington will, in his annual report, recommend the discharge of a large number of clerks now employed in his bureau, and should this be done, the saving will not be less than $30,000 annually. The reason for this recommendation is based upon the prospective settlement of all the old business before this office by the end of the present fiscal year. A similar recommendation will also be made by other Auditors, whose force is now larger than the requirements of the service demand.

The Academy of Music—Losses by Sea.

Among the goods on the lost steamship Mississippi, were consignments for the Academy of Music. The parquette and dress circle are to have a thousand new revolving-seat iron chairs. Parts of these chairs are already here, and the remainder were shipped on the Mississippi and are lost.

Mr. Bidwell telegraphed to New York on Wednesday evening, and duplicated the orders, for everything that was on the Mississippi, so that there will be no detention in opening the theatre on the twenty-fifth instant. The detention, however, will be sufficient to prevent the opening of the Academy on the eleventh instant, as was contemplated, for other than dramatic performances.

Benefit of Miss O'Connor.

A complimentary benefit is announced by the Shakspeare Club to the popular young actress, Miss Eliza O'Connor, which will take place at the St. Charles Theatre, on Monday evening, the eleventh instant. The correspondence relating to the benefit is published in another column. As Miss O'Connor is a worthy and estimable young lady, as well as an actress of much merit, we feel assured that the house will be crowded on that occasion, and that the realization will be most substantial and gratifying.

THE GREAT SOUTHERN SEWING MACHINE EMPORIUM.—As will be seen upon reference to an extended advertisement in another column, Mr. M. S. Hedrick, the proprietor of this noted establishment, will remove it to the magnificent new store now being built at No. 103 Canal street, between Chartres and Exchange alley, on the first of October, next, when the building will be completed and ready for occupation. Mr. Hedrick is one of the pioneers of the sewing machine business in our city, and during his whole career has sought to sell only such machines as were entirely reliable and valuable to the manufacturer and housekeeper. As fast as some inventive genius would simplify or improve, he would be found prompt to appreciate and assist in introducing their improvements. He well knew that the absolute perfection had not then been reached, and appreciated the fact that the interest of the public, as well as himself, was involved in the sale of the best. Consequently, to-day, although he keeps all kinds, he specially recommends those which, in his opinion, governed by a large experience, he considers the best. These are the Wilcox & Gibbs, the Domestic, the Howe and the Sloat Eliptic. The first of these we have described to our readers a thousand times. It appears to be perfection in the way of simplicity of construction, the ease with which operators acquire a knowledge of its use, and the exceeding small amount of power required to keep it in motion. The Domestic is an entirely new introduction into this city, and appears to us to be also a very close approach to perfection. It is a shuttle machine, and forms a lock stitch exactly similar to the Singer and the Wheeler & Wilson, and to show how it has been simplified in its construction and with what ease it must work, we will mention the fact that it has only thirty-four pieces, while other machines have over two hundred. By a circular movement of the shuttle, it is almost impossible for it to drop stitches, while such improvements have been made in the tension and feed bar, that a child can operate upon them without trouble. But the great point which Mr. Hedrick contends is accomplished by both these machines, is the saving of power realized by them. He claims that their use is free from all the dangers and labors encountered in using old fashioned machines by delicate females, and that instead of injuring, their use begets health and strength to the operator. And truly he can not dwell too strongly upon these points, for until some motive power for driving sewing machines is invented, it must be done by human muscle, the most perishable and expensive of all powers, and the machine that economizes this the most is unquestionably the best. We ask a careful perusal of Mr. Hedrick's advertisement, as it contains other matter of importance, which our limited space will not admit of our mentioning in detail.

MESSRS. LAWRENCE BROTHERS.—As will be seen, upon reference to a card published elsewhere in our paper this morning, Messrs. Lawrence Brothers, successors to Lawrence & Hebrard, commission merchants and grocers, and dealers in plantation supplies and Louisiana rice, are now located at No. 33 Tchoupitoulas street, a point which will prove quite convenient to their many friends and customers. As this firm always keeps the freshest and best staple and fancy groceries, the purest of wines and liquors, and are withal such agreeable and courteous gentlemen, and such fair dealers, we hope that their already large trade will be increased four-fold in their new store.

LIME, CEMENT, PAINTS, BRICKS AND FERTILIZERS.—We invite attention to the card of Mr. James G. Clark, 81 Magazine street, dealer in lime, cement, plaster, hair, fire bricks, roll sulphur, paints, oils, axle grease and fertilizers, and all other articles usually found in houses in that line. Mr. Clark is well known in business circles as a gentleman of a high degree of qualification, as well as integrity and courtesy, and in his new branch of business we wish him all success. Mr. J. Watts Kearney, formerly a most popular member of the old firm of Kearney, Blois & Co., on the same street, is with Mr. Clark, and we doubt not will prove a valuable assistant in building up a large business, as he has hosts of friends and an extended experience in the business.

A correspondent of the Providence *Journal* attempts to show the origin of the cant phrase, "put a head on him." In 1863, he says, he was corporal of the first relief on a certain cavalry picket, and in posting his men, heard from the corporal of the relief then on post a queer story, to the effect that the sentinel on one of the posts, which happened to be near an old grave, had been horribly perturbed by the appearance before him, in the dead hour of night, of a man on horseback without a head. To Jones, the man whom the *Journal's* corporal correspondent was to station at this post, the tale was duly told, and then the correspondent added: "Look out for the man on horseback without any head on!" Jones was just firing up his "brier wood" for company, and replied between whiffs: "Well (puff), if a man (puff, puff) on horseback (puff) without any head on (puff) comes around me (puff, puff, puff), I'll put a head on him!"

Gerritt Smith deprecates any Republican insensibility to the merits of President Grant, saying: "If he who confessedly did more than any other man to save the country in the perils of war, and whose great influence in peace has all gone to make that peace more perfect and more blessed, can not be made our next President, what Republican can be? Manifestly, either he or the Democratic candidate will be our next President; and if the Democratic candidate shall be, and shall represent and be a specimen of the bad, very bad, Democratic party, what then can save our country from ruin?"

LOSS OF THE MISSISSIPPI

NARRATIVE OF THE CAPTAIN

DANGERS OF THE SEA

Captain Henry, of the steamship Mississippi, describes to Messrs. Low & Ludwigsen, the agents in this city, of the Merchants' line of steamships, very thrillingly the days and nights of the storm which his vessel encountered:

GENTLEMEN—The steamship Mississippi was driven ashore on Hilsborough Rocks, forty miles south of Jupiter Light, during a a hurricane, on Thursday night last, twenty-fourth of August. The ship will be a total loss. Some of the cargo can be saved. No lives were lost.

We left New York on Saturday, nineteenth of August, and had bad weather all the way out. Passed Cape Hatteras at three in the morning on Monday, the twenty-first; passed Frying Pan Shoals Monday night at ten o'clock. By Tuesday, at daylight, it was blowing a gale from the southeast, the ship rolling heavily and shipping big seas. Set the topsails, close reefed. Blew away fore staysail. At noon I was waited upon by some of the cabin passengers with the request that the ship might be put into Charleston. I quieted their fears, and by midnight the wind had moderated.

On Wednesday night, at ten o'clock, we passed Cape Carnaveral, wind from the east and a bad sea running. During the night the wind freshened and the sea got worse. At daylight, close reefed and set the square sails. At 8:40 A. M., Thursday, passed Japhet Lighthouse, weather threatening. At noon, furled the square sails. The storm increased very rapidly; the sea was running high and the ship rolling deep and shipping vast bodies of water, keeping the deck flooded.

Set the storm trysail and hove the ship to, hard by east to north; wind then about north.

Slowed down the engine, that the ship might ride easy. At 8 A. M. the barometer stood at 29:56.

At 2 P. M. I judged that we were on the northwest edge of a revolving storm, whose track was to the west northwest. Secured everything for the worst, made the sails well fast, and got all the spare spars and grate bars ready for a drag.

By 3 P. M. it was blowing a fearful hurricane, and still increasing. The wind hauled to the northeast, the ship going no better than when to the southeast. The sea ran higher than I ever knew it to do before, and the decks were full of water all the time.

Got the drag over the weather side, with a hawser. At 3 P. M. the storm trysail blew away from the hoops. The sea was becoming confused and breaking over the ship constantly.

By 4 P. M. the cabin skylights were washed away, filling the cabin with water. The passengers were engaged bailing out the water.

The quarter boat was blown across the deck and stove; the quarter railing and stanchions were washed away. The man rail, on both sides, was completely torn off, fore and aft, and all the bulwarks gone. The lee side was under water, and the sea running down the engine room.

As the steam was going down, I ordered all the steam possible to be put on, so as to keep up off the lee shore.

At three o'clock the pilot house was broken up on the weather side. Lashed the litter down. The windows and doors and part of the midship house were stove in. The lee boats were torn away by the waters to leeward, snapping off the davits as though they were pipe-stems.

A heavy sea swept over us, which washed away every skylight and railing from the midship house, sending about six tons of water down the engine room and fire room. The engine was almost stopped for want of steam.

The weather boats and beam davits and all the wreck was washed to leeward. Put weather cloth in main rigging. The drag struck the wheel and had to cut it away from the ship. While cutting it away I was struck by a sea, which dislocated my shoulder. Several of the crew were injured by the sea and drifting wreck matter.

At about the same time the starboard waterway broke in two; the butt on that side of the deck were opening. The ship was unable to lift and had all the appearance of foundering. At 7 P. M. the ship was a wreck. I ordered the passengers to prepare for the worst; each one was furnished with a life-jacket and fastening.

I judged the ship to be off the beach. To wear the ship was to insure destruction.

Our only help was in the gulf stream cutting us off, by striking against our starboard bow. All hands were working their best to save the vessel. I knew that if she foundered every soul would be lost. Our sole resource was in running her ashore.

I was just preparing to ware to the westward and cut away the foremast, when at about eight o'clock she paid off to southwest. The engine did no good whatever, the fires having been washed out.

Shortly after she struck heavily. I and the first officer were lashed to the piece of sail on the lee side of the wheel.

The sea broke over her most fearfully. I ordered every one to secure themselves. I made an effort to get to the cabin, when a sea struck me and washed me from the midshiphouse to the lee side of the cabin. I hailed the cabin, but got no answer. My left arm was lashed to my side, which left me in a very weak state.

I managed to get on the poop deck, where I found the chief engineer. I managed to get into the cabin, where I found all the passengers praying. The cabin lights were washed away, and the prospect was horrible.

The passengers were ordered to remain in the cabin and to keep on bailing. Light was made, and I got on deck and crawled along the weather rail to the forecastle to see if the crew were all right. I found them all under the forecastle. I got them all into the cabin and furnished them with life jackets and lashing, and kept all hands bailing the water from the cabin. The sea was breaking over us awfully, the ship striking and jamming over the rocks all the time. I was afraid she would break her stem, bilge in and fall over on her side; but she did nobly. At 8 P. M. the barometer was at 29, and the sharp lightning denoted the close proximity of the storm. It passed to the southwest of us. Many of the crew and passengers were injured, but not badly. The steward's arm was broken. All the night they worked at keeping the saloon free from water.

About 3 A. M. Friday the barometer went up a little. At 4 A. M. it began blowing in squalls, an indication that the worst had passed.

At daylight I found that we were on shore, our boom close to the beach, our stern in six feet water; the storm still raging.

I sent two men ashore with a block and rope and got a life line ashore, with a chain on it, and so sent all the passengers on shore.

Worked all night. Got all the crew off, some sails tents and provisions.

On Saturday evening saw a steamer coming from the northward. Sent the mate off to her, to see if the steamer would land him at Sand Key, so that he might bring us assistance.

The mate returned after having boarded the ship, and reported her to be the Cortes, Captain Whitman.

The captain sent me word that he would wait all night if necessary and take all hands off. He sent his boat in. We had two boats of our own, which we repaired, and sent off all the passengers and fifteen of the crew.

By twelve o'clock we had all hands on board.

I left on shore, to take care of the property, the mate, engineer and some of the crew, until my return.

I am going to Key West to procure assistance, and return to the ship and save all I can.

The ship is broken in two on her starboard side, amidships, from rail to the water. She is full of water att, and never can be gotten off.

The conduct of Captain Whitman was most noble. He has treated every one of us in the most humane and generous manner, giving up his quarters and clothing to us all.

W. P. HENRY.

The fact that there has been no theft perpetrated in a Tennessee town for six months is explained on the supposition that there is nothing there to steal.

ANNUAL REVIEW

OF THE

NEW ORLEANS MARKET,

For the Year 1870-71.

The general result of the year's business has been satisfactory in some particulars, but the reverse in others. There has been a large increase in our receipts of cotton, sugar and molasses, three staples of such overshadowing importance that the trade in them alone may be regarded as a sufficient basis for the commerce of a populous city. There has also been a considerable increase in the receipts of tobacco, although hardly equal to general anticipation at the commencement of the year. We also notice an increase in lard and a number of minor articles, including corn meal, butter, beans, candles, hides, lime, lead, white lead, coal oil, lard oil, oil cake, malt liquors, packing yarn, soap, staves and starch. These present an aggregate sufficient to materially swell the volume of business. But on the other hand there has been a marked diminution in articles of greater importance, including pork, dry salted meat, bacon, beef, wheat, corn, oats, flour, bagging, rope, bran, cotton seed, cheese, coal, eggs, glassware, hay, horns, leather, onions, pickles, potatoes, rice, rosin, spirits of turpentine, deerskins, tallow, shingles, manufactured tobacco, vinegar, wool and whisky. This presents a formidable array, that may well cause the thoughtful merchants to pause and inquire into the cause of such a serious diminution. As a general proposition, it may be said that there has been a large increase in our Southern staples, but a formidable falling off in Western produce. The former is due to auspicious weather and a wider culture of the principal staples; the latter to a decreased consumptive demand, and large districts of country, which formerly received all their supplies from this market, now purchasing directly from the Western dealer. The cause of this is fully understood. The extension of railroads has not only brought nearly every part of the South and Southwest in direct communication with the West and Northwest, but Western merchants have run their freight boats up the principal tributaries of the Mississippi, with the view of supplying the consumptive demand for Western produce at less than it could be met from New Orleans, and thereby inducing Southern and Southwestern buyers to purchase from them the various other supplies they require. The decreased demand for consumption is owing in part to planters having devoted a wider area to the culture of corn, and paid more attention to raising stock, and although they may have made much less of the former than would suffice to supply their wants, yet enough was harvested to materially restrict the demand for the Western product. This will no doubt prove to have been still more the case in the past year, when, from the low prices realized for the previous crop of cotton, the area planted with the staple has been materially circumscribed and that of corn proportionably extended.

Notwithstanding, however, these checks to our commercial progress, and the unsatisfactory results of the year's business in several branches of the trade, the entire volume of our commerce has been enlarged, and our commercial classes, far from being disheartened or discouraged, are entering upon another year with undiminished enterprise and energy. From every branch of trade we hear expressions of a determination to offer greater inducements to country merchants and planters to lay in their supplies in this city, to extend every accommodation possible in credits to solvent men, and to sell for cash even cheaper than New York prices. Not only the regular wholesale trade, but our large auction houses are prepared to meet the demand liberally and generously. In other words, to adapt their business to the "new departure" of their Western and Southern friends. Upon this head we hear of but one opinion. If the merchants of New Orleans can offer to the merchants and planters on Red river and other tributaries of the Mississippi such inducements as will retain the trade of those important districts, they will be happy to continue their old relations; if otherwise, although they will part from them with regret, it will be with no ill feeling to any party, but rather an honest wish that they may profit by their new connections. In the course of time the temporarily diverted trade will no doubt be recovered. The same ramification of railroads that has covered other States and sections will be extended through the States and section naturally allied to this city. With the large increase we confidently anticipate in our ocean steam marine—lines running to Liverpool, Havre, Hamburg and Bremen—which require the aid of no towboats to cross the bar or ascend the river, we may fairly expect such an increase in our import trade as will enable our merchants to supply all kinds of foreign goods as cheaply as they can be bought from first hands in New York. This is sure to come, however long it may be deferred; and the return of old customers will not be delayed by their recollection of how much New Orleans merchants have suffered from the war—of the millions of indebtedness from planters and others extinguished by its unsuccessful issue—losses which not only reduced individuals to destitution, but destroyed banks, the solidity of which was regarded secure beyond any emergency.

In the meantime, to retain our present trade and secure that which we have lost, no effort should be spared to lighten its burdens and cheapen freights from the interior.

It is not, however, on river freights only that more economy is required. The barge system, we are assured by underwriters, if judiciously managed with suitable boats, would be attended by a material reduction of insurance premiums. This would greatly increase the disparity between the river and the rail, in favor of the former. With cheap freight and trifling insurance, there would also be no inconsiderable saving in the wastage prevented by the cotton being delivered in perfect order, without any loss from broken bales or exposure to weather or water. It should then remain to cheapen all our local charges wherever possible. Commissions are undoubtedly low enough, and afford no more than a moderate remuneration to the factor for his risk, care, attention and counting-house expenses. But in other particulars, such as drayage, compressing and storage, stevedores' charges and towage of sailing vessels, there is undoubtedly room for reform and retrenchment. The most onerous and least defensible of all these exactions are those of the stevedores. The charge for drayage is said to be no more than fair, considering the condition of our streets and the extent of the service. The value of cotton press stock does not indicate that the business is extravagantly remunerative. This remark applies also to towage. The towboat lines in some instances have been heavy losers, and their shares have sold at a large discount. In others they have paid only light dividends. Their business, moreover, diminishes with the steady increase of steamships superseding to a corresponding extent the use of sailing vessels, the former requiring no assistance, and rarely any on the bar; meeting, in fact, with no obstacles either in their ingress or their egress. But the stevedores' bills are clearly open to a material reduction. This would be still more so, were our cotton compressed as solidly as the Indian bales, which, from their compactness and shape, can be readily stored by unskilled labor. With the bale of cotton of its present weight, but reduced to two-thirds of its present size, a vessel could be laden with it not only more easily, but in less time. Ships, moreover, would be relieved of the necessity of ballast, or heavy goods for the same purpose, and carry larger cargoes to their tonnage. The result would be that with their present remuneration they could materially reduce freights—a reduction which would be general, and inure to many articles of Western produce as well as to cotton. Compressing and stevedores' charges seem, then, to be the principal objects for retrenchment. But a searching scrutiny might develop others equally requiring the pruning knife. To this end we regard it as a duty incumbent on the Chamber of Commerce and the Cotton Exchange to appoint special committees to give this matter a thorough examination; to fairly compare the charges on produce and cotton shipped through this port with those of the inland route to the Atlantic cities; to confer together freely on the subject of their investigations, and, making exhaustive reports of the matter committed to them, enable each body to adopt such measures as may promote the common welfare. This is a matter in which dilatoriness is inexcusable, and promptness and energy imperative.

Not less important is it that our banking capital should be increased for the purpose of affording additional facilities, not only for the movement of crops, but for the extension of trade. We do not mean that our own capital should be withdrawn from other channels in which it is usefully employed for the purpose of establishing additional banks, or increasing the capital of those already in operation. This would be only shifting the burden from one shoulder to the other. There is no large city in the United States where there is less really idle capital than in New Orleans. Building and improving are prevented by the constant demand for money in the regular channels of trade, or by the handsome dividends made by our banks. The latter have been multiplied until they represent every class of the community, and drain from each every idle dollar, employing a large part of the aggregate deposits thus obtained in purchasing exchange, or discounting local paper. During the business season their resources, nevertheless, are seldom equal to the demand upon them. In this emergency, a large amount of private capital is profitably employed in the street, and, although at onerous charges, yet to the public benefit. It has been estimated that the advances, direct and indirect, made by our factors on the last cotton crop, reached twenty-five or thirty millions of dollars. A part of this consisted of their own capital, and a large portion was furnished by their credit, in supplies purchased on time, and accommodations from the banks and private capitalists. Of course, as the season draws to a close, and the enormous cost of cultivation, including wages, food and clothing, as well as agricultural implements, machinery, buildings, bagging, ties, etc., have all been paid for, or settled for by paper running to maturity, the pressure increases. The factor's credit is strained to its utmost tension; his line of accommodation at the banks has been long since passed; he is compelled to renew many of his obligations as they fall due; and, finally, he resorts to the street for temporary discounts at high rates of interest. Under these circumstances, two and three per cent per month are paid on unquestionable signatures, or the paper of houses with undoubted wealth, secured by solid collaterals or mortgage on unincumbered city property. This lasts for only a few months, and some who cheerfully pay the high rates we have specified for ninety days, refuse loans for a longer period at eight per cent per annum. The crop commences coming in, and from its proceeds soon relieve the most pressing demands, and ultimately leaves the factor with idle balances in bank.

It is not solely for the purpose of facilitating the movement we have described that we require additional banking capital, but to place us upon a less disadvantageous position than we now occupy compared with New York, in giving facilities to the wholesale trade. A cotton bank, for example, with a capital of £5,000,000, established by British capitalists, could not only cover the present demand for accommodations on the growing cotton crop, but supply still greater requisitions, thereby stimulating production and increasing the supply. This is the more desirable because there is a constant tendency to concentrate the culture of cotton in the more Southern and Southwestern cotton States. Notwithstanding this tendency, our factors have been compelled, by the experience of the past, to curtail their advances on the growing crop, and planters to restrict cultivation of the staple, and extend that of corn and the raising of stock, in order to lessen the drain upon them for Western breadstuffs and provisions. Such a bank as we have suggested would have been the means of adding not less than 300,000 bales to the incoming year's receipts at this port. At the same time our home institutions would have been relieved from the pressure of the cotton interest, and enabled to accommodate other branches of trade to such an extent as would place it in the power of our wholesale dealers in dry goods, hardware, etc., to offer New York credits to their country customers. We have nothing to say in this connection about our oppressive taxes, for however much they curtail production, in exacting from the industrial classes a large part of the just reward of their labors, our merchants, who are their representatives and intermediary agents in the disposal of their produce, are willing to pay for the use of foreign banking capital sufficient to cover all the burdens which taxation may impose upon it. At the same time, the increase of banking capital from abroad, would have the general effect of stimulating trade in every department and increasing population, so that our home institutions would find full employment for all their resources and make no reduction in their dividends.

With or without the acquisitions, reforms and retrenchment we have suggested, we have full faith in the steady progress of New Orleans in wealth and population. Memphis and Vicksburg, as well as the Western cities, may outstrip us in the rapidity of the race, but our own advance will not be the less certain in all that can make a city desirable, either as a place of residence or of business.

In our last annual review we had occasion to notice the two cotton manufactories which had been established and were then in successful operation in this city, the Lane Cotton Mill, in the Fourth District, and the Louisiana Cotton Mill in the Third. Both have been improved and enlarged, and afford a fair promise of doing a large business, to the benefit of the community as well as of their shareholders. It has long been urged that among the most pressing needs of the South—the most calculated to promote her prosperity—is a home demand, from home manufactories, for her leading staple, and it has been argued that the saving of freight, commissions and insurance would alone go far to insure the success of such enterprises.

The Lane Cotton Mill, the first established in our city with this view, was in operation for about eight months last year, when it temporarily suspended operations, but during this period consumed 428 bales of cotton, and turned out 150,000 lbs of yarn and 35,000 lbs of rope. At that time arrangements had been made for the purchase of new and improved machinery for manufacturing Osnaburgs, Lowells, etc. This establishment has since passed into the hands of Messrs. Lehman, Newgass & Co., and Mr. Henry Abraham, of that firm, is about starting for the North for the purpose of purchasing the necessary machinery to double the working capacity of the factory. Without, however, anticipating its future operations, this mill is now in active and successful operation, running 2160 spindles, consuming daily 1620 lbs of raw cotton, and employing fifty-six hands, viz: seventeen men, sixteen boys, nineteen women and four girls. It manufactures eight-ounce Osnaburgs, twine, rope and yarns, all of excellent quality, and in steadily increasing demand. It would be difficult to name a private enterprise more deserving of the public support, and we trust that the wealthy and energetic firm who has engaged in it will not only meet with encouragement, but realize from it satisfactory returns.

The Louisiana Cotton Mill is owned by a joint stock company, under the following officers. Mr. J. C. Denis, president; Mr. W. T. Hepp, of A. Rochereau & Co.; Mr. Lafayette Folger, of Folger & Co.; Mr. S. Meilleur, of Wolkart & Meilleur, and Mr. A. de Lizardi, directors, and Mr. E. Burns, superintendent. Its buildings are extensive, convenient and well adapted to their purpose, and are situated on Front Levee street, in the Third District. This factory is now running sixty looms and 3360 spindles. Its machinery was made by one of the leading machine manufacturers at Manchester, England, and has the latest improvements. But, not satisfied with this, the company has ordered forty additional looms, with the usual proportion of spindles and other necessary machinery, which will increase its capacity to one hundred looms. Even with its present power it turns out on an average 2000 yards per diem. It makes brown sheetings, which meet a ready sale, and are handsomely put up in bales, and also in half bales for the Mexican market. The quality of these goods has proved so satisfactory that the city consumption of them is rapidly increasing, as well as the demand for Texas and Mexico. On inquiring in relation to the supply of labor, we are gratified to learn that it is steadily improving, and becoming more abundant. Not only the men and women employed, but also the boys and girls are serving satisfactorily and learning rapidly.

In noticing these New Orleans cotton mills, we can not omit directing the attention of our readers to the duty of encouraging them by purchasing their products, in preference to Northern fabrics. Their customers will find that for the same price they can obtain a better article made at home than abroad, for which satisfactory reasons can be given in the Southern mills having a better supply of the raw material, and the climate being peculiarly favorable for manufacturing. In fact, when we reflect on the actual advantages of the position, New Orleans being on the one hand the great receiving point for the staple, and possessing on the other every facility, by rail and water, for distributing the finished products of the loom wherever required, we can not doubt the success of these mills. We may reasonably go further, and express the hope that at no distant day cotton manufactures will be one of the principal sources of New Orleans prosperity. When that time comes, the Lane Mills and the Louisiana Cotton Mills will be referred to with pride as the pioneers in this important branch of industry.

In connection with this Third District factory, we may mention that the Levee Steam Cotton Press Company has rented two of its most extensive yards to Mr. A. L. Levy, formerly of the Fire Proof Press, who will to-day, September 1, open the Natchez Press, which has the capacity for handling 100,000 bales, during the incoming season. This press has already secured the patronage of several leading factorage houses, and with the Levee Steam Cotton Press, Szymanski's Press, and the Liverpool warehouses, will probably restore a good deal of its former vitality to the old Third. We are also authorized to say that for the convenience of factors, brokers and pressmen, Mr. D. Flanery, superintendent of the Western Union Telegraph, has agreed to put up a telegraph wire to these cotton presses, and that an office has been selected and an operator provided, which certainly indicates commendable enterprise and energy among all the parties concerned.

Among the recent receipts from the interior we notice a large amount of produce from St. Louis via the Iron Mountain, the Mobile and Ohio and the New Orleans, Mobile and Texas railroads. By this route flour has been delivered in the spacious covered sheds of the latter company, on the original Iron Mountain cars, without change on the route, at 75c ℔ bbl flour, which, at the time, was the regular steamboat rate, consequently saving the shipper insurance premiums, and a much more desirable mode of delivery.

The Illinois Central railroad has also been the medium of large shipments both to and from this port. The following shows the up freights, hence to Cairo by boat, and thence by rail:

Thirteen thousand five hundred and fifty-one hhds sugar, 58 bbls do, 3220 bbls molasses, 12,696 bdls hides, 440 bales do, 2722 dry do, 580 bbls oil, 849 bbls rosin, 1813 bales moss, 2553 bags coffee, 290 bbls oranges, 1500 boxes do, 16,126 boxes raisins, 489 baskets champagne, 210 hhds cocoa nuts, 273 casks wine, 104 crates crockeryware, 696 bbls coal tar, 468 bars steel, 2150 plough moulds, 2000 pigs lead, 347 bbls cement, 191 cedar logs, 200 tons iron girders, 1600 pkgs merchandise.

This road, it will be observed, branching at Centralia, connects on the right with Chicago, and on the left with Duluth, on the upper Mississippi, running for the whole distance through one of the most fertile sections of Illinois. With proper barges from Cairo, it is not extravagant to hope that the time may yet arrive when we shall receive considerable quantities of produce by this road, which are now marketed at Chicago. To induce this, however, we must have barge lines ready to accommodate the trade at a material reduction from present rates. The agents of the Central railroad give through bills of lading for cotton or other freight to any Northern city. The road has taken this year from Cairo no less than 80,000 bales cotton.

The manufacture of cotton seed oil, oil cake, etc., is becoming an important branch of industry in this city. There are now four cotton seed oil mills in operation in this city, the estimated product of which since last September is 1,500,000 gallons of oil. The consumption of cotton seed is estimated at 48,000 tons. The quantity of oil produced by the mills is variously estimated at 40 @ 50 per cent of the total production of the United States. About 1200 bales of cotton have been made from the lint saved from the seed. The average price of good, sound seed, during the year, has been $12.

COTTON—The year commenced with a stock on hand of 20,696 bales, against only 770 in September, 1869. The new crop was coming in slowly, the receipts up to August 31, inclusive, being only 109 bales. The general impression was that the crop was at least two weeks behindhand. Planting had been delayed by inauspicious weather in April, and cultivation interrupted by heavy rains in June, but in May everything was favorable, which was likewise the case in July and August. There had been, moreover, a considerable extension of the area planted, and consequently at the commencement of the year it was confidently anticipated that our receipts would show an increase over the previous year, which had been one of the most propitious on record. It was well understood, at the same time, that the degree of increase would depend on the weather for the rest of the season, and the usual casualties of the crop. With immunity from them, it was confidently assumed that our receipts would be on a much more liberal scale. There was consequently a fair prospect of copious supplies, and, with considerable uncertainty with regard to the European war, speculation paused for future developments. The market consequently exhibited very little animation. Even the surrender of the French Emperor and army, news of which was received on September 3, failed to have much influence; prices rising ¼ @ ½c, but soon receding to their previous position. The quotation on September 1, compared with 1869 as follows:

	Sept. 1, 1869.	Sept. 1, 1870.
Ordinary	27 @28	11⅝@12⅛
Good Ordinary	30 @30½	14⅝@15⅛
Low Middling	30¾@31¼	16⅜@17⅛
Middling	31½@32	— @17⅝

Commencing the year at such a low range compared with the previous year, and the probability of peace, to be followed by a more active continental demand, planters and factors anticipated that prices would at least be maintained, if they did not materially advance, but as the receipts became more liberal, and most of them under instructions to sell at the ruling rates, in order to refund cash advances, the result, after the improvement noted above and receding to its previous position, continued to tend downward, the demand being limited, and it being impracticable to effect sales unless at additional concessions daily. By the end of the month prices consequently exhibited a net decline of 2½ @2¾c in low middling and middling, and ¾ @1½c in the lower grades, the following showing the opening and the closing rates:

	Sept. 1.	Sept. 30.
Ordinary	11⅝@12⅛	11 @11⅜
Good Ordinary	14⅝@15⅛	13⅛@13⅜
Low Middling	16¾@17⅛	11⅜@14⅜
Middling	— @17⅝	15 @15⅛

The movement was much more active in October. The receipts were liberal. Buyers for both Great Britain and the North came forward with a better spirit, and the month's sales summed up 97,150 bales, against only 30,150 in September, while the receipts embraced 114,993 bales, against 30,206, and the exports 61,843, against 22,722. Prices, however, exhibited considerable irregularity, rising during the the first week ¼ @ ½c, declining in the second ⅜ @ ¾c, and after advancing during the succeeding ten days 1⅞ @2c, subsequently receding ⅜ @ ¾c, and closing at a net improvement on the month's opening rates of ⅝ @1c in middling and low middling, and 1@1⅜c on the lower grades.

The course of the market thus far had disappointed public expectation. In addition to other apparent causes for a permanent advance, the excess in the visible supply had been reduced at the commencement of the month to 114,000 bales, against 157,000 and 191,000 respectively in the two preceding weeks. The spinners' stock had run down to a very low point, some of them being quite bare, presenting a striking contrast to the corresponding date in 1869, when they held 95,000 bales, and the deliveries to them from Liverpool and London were only 36,500 bales weekly. They were, moreover, under large contracts for goods and yarns, and it was evident they would require a weekly supply of not less than 51,000 bales to meet their regular consumptive demand. A falling off in