

NEW ORLEANS TIMES OFFICE, }
SUNDAY, OCT. 23, 1894. }

The flags were thronged yesterday, not only on Carondelet street and environs, but on the grand rue Camp, as well as the boulevard Canal.
Entertain the belief that this central street should be regarded as a boulevard. They overlook that Poydras street, though named after one of the best men and most worthy men (Julien Poydras) ever to know, has not the qualifications to entitle it to the cognomen of boulevard, though it has been noticed as such. Canal street formerly had a breastwork and canal from the levee to the corner of Rampart street, thence down Rampart to Esplanade street, coming out at the old Fort St. Charles, near the space now occupied by the Pontchartrain Railroad depot and the Branch Mint. Canal street was christened boulevard some few years before the war, through the articles known as "Talk on 'Change." It is now distinguished by that appellation. If the cognomen can be extended to Rampart and Esplanade streets, and they be designated as boulevards Rampart and Esplanade, we have no objection.

An inquiry has been made, whether the New Orleans Navigation Company, incorporated in 1805, under the territorial government era, surrendered its privileges and rights to the centre of Basin and Canal streets, from the head of the Old Basin Carondelet to within one hundred yards of the Mississippi river? whether, under the mutations and changes the old Navigation Company has forfeited or lost its rights to excavate or continue the Canal Carondelet up Basin street to Canal, up Canal to within so many feet of the Mississippi river? is a question, or may be, of some importance, provided it is not prescribed by the ordinary course of law. Quien sabe?

The application recently presented to our city authorities on the part of some of our public-spirited citizens for the privilege of laying a railway from a central location on the Bayou St. John (the Old Bayou as it is best known by), is regarded with much favor and should receive the sanction of the city authorities. At the same time the desire and application of the old Pontchartrain Railroad Company should not be passed over slightly. Competition is the very essence, the life-blood of trade and commerce. The extension of the Pontchartrain railroad to Poydras street, the laying and making of a railway to the mouth of the Bayou St. John, would be in accordance with the spirit and go-ahead-iveness of the age. Both associations would contribute largely to the city finances.

The question of iron ties for cotton bales has been before the planting community for the past year, as also before the war. Ever mindful of saving a penny, the New England manufacturers have come to the determination to exact direct fare on all cotton which they purchase uncomparsed with iron hoops. This appears to be confirmed by the following communication:

Iron Hoops and Cotton.

To the Editor of the N. O. Times—I have noticed the increasing use of hoop iron as a substitute for rope in baling cotton, with some concern, for the reason that I believe the interests of the planters and shippers will be greatly prejudiced thereby. Already I can inform you that account sales have been received from the Eastern and foreign markets, showing a special fare to offset the ties, but this is perhaps only a beginning of the evil. I am entirely satisfied that by the time the cotton season fully opens, the general use of the iron tie will result in establishing a system of actual fare on cotton. We all know that the manufacturers are not slow to take all the money they can get, and it seems to me that they are bound to do this in this matter, as they already charge for useless iron, and the higher price that cotton may reach, the better this point will hold.

I am informed of other objections to their use—the difficulty of sampling to advantage, the liability to break, especially in cold weather, and besides the actual cost to be paid at present prices is about the same for either ties or hoop iron; and the cost to the planter per bale is about the same for iron hoops; this is not generally known to the planter, as the price has been much higher, and others come to factors for ties only. The fact should not be lost sight of, that rope is of Southern and Western manufacture, and made from hemp grown on Southern and Western soil.

Every pound of iron ties the price must be sent abroad in Southern gold, or the iron of the ties made here, is an imported article. Should the use of the iron hoops lead to the system of actual fare on cotton, the evil would be very serious and damaging. I submit these communications to those interested.
Our correspondent talks of Southern gold being sent to foreign countries to pay for iron hoops. We presume he only deals in an imaginary view. As for Southern gold, in reality, the question may be asked, where is it? We shall receive some few hundred thousand bales of cotton in our market this season, but it will not be sold for gold; in redeemable paper and currency will be the proceeds.

According to the present prices of bale rope, it is a profit to the planter to use rope instead of iron hoops. The rope and cuttings can at all times be applied to some practical use, also can be covering or baling on cotton for the making of paper and other numerous applications, while iron ties or hoops are comparatively useless. If the New England manufacturers once obtain regular fare on cotton, they will never relinquish it.

Many years ago, nearly two-score, a body of farmers of cotton attempted to organize and demand fare on cotton. This was long before iron hoops was brought into notice. In giving place to the remarks of "R." our object is more to guard the planter from the attempt to introduce the system of fare. Of course, our columns are open to any reasonable reply of the advocates of iron hoops.

We learn that the British steamer Squando, lately arrived at our levee, was perfectly dismasted in the late gales and hurricanes which have caused so many disasters. The Squando, we learn, was nearly made a complete wreck. From the report of the Inspectors of New York, agent, and our local board, great credit is due to the Captain and officers of the Squando for their exertions in reaching their destined port. If the Captain had unfortunately put into Jamaica, or away for St. Thomas, or gone into Havana, a very heavy average, long detention and delay to the owners of the cargo would have followed. We shall certainly expect to learn that Capt. Jordan, of the Squando, receives something more than an ordinary testimonial of thanks from underwriters and owners of cargo. We will publish the official inspection in our next. Among the great advantages of steam communication with Europe direct, the item of insurance takes precedent. The organization of the Liverpool and Southern Steamship Line to our port, has elicited the following remarks in regard to this great essential:

INSURANCE BY STEAMERS.—It is important to point out to shippers that the insurance charge upon produce by steamer is only (or less than) one-half that by sailing vessels. In winter, when premiums are high, this is a saving to merchants of nearly 50 per cent, and insuring by steamer is a great advantage. The Liverpool and Southern Steamship Line will carry late cargo within five days after the receipt of the bill of lading, and the bills drawn for payment in 10 days.

The European mails by the steamer City of Washington came through yesterday. The following extract of a letter from a commercial communication is of interest at this time:

LIVERPOOL, October 19th, 1894.
Messrs. B. & F., New Orleans:
Dear Sir.—Our Cotton market notwithstanding the absence of support from Manchester for the moment, and the receipt of less encouraging telegraphic advices from New York, whence our late cable quotation is 50c, has shown increased strength. Daily sales have averaged 10,000 to 12,000 bales, and prices have advanced to 12 1/2c, now almost touching the highest point of the season. We attribute this strength chiefly to the fact that the advance of injury to your growing crop is being met by a letter which although only containing a few telegraphic advices, is practically received, next with a credit. The four of the crop falling short of 50 million is quite sufficient to keep the market stiff. The line you receive is you will probably be able to form a pretty correct opinion as to whether your crop will reach this figure or not, and should you feel any confidence in a smaller production we would have you and your friends to try this market. Even with a crop of two millions we see no reason to fear a decline, and any lower figures of production will we think be

pretty certain to cause a high range of price toward the end of the year and in the spring.

There are no signs of any falling off in the consumption of this country; and as the adverse from the Eastern dry goods markets are becoming more favorable, we may shortly see the present dullness in Manchester pass away. And we leave it to you to judge whether, with a consumption by spinners of 50,000 bales weekly, with an increased export, reaching during the past four months over 20,000 bales, and with a continuance of short supplies from India, as evidenced by the quantity afloat, a crop in America of two millions will be at all more than necessary to meet our requirements.

We remain, dear sir, yours, most truly,
We acknowledge the receipt from Messrs. Wright & Co., Rio de Janeiro, of their circular of the 24th ult. We notice that the Prussian bark Rosa Butcher sailed for our port (New Orleans) on the 20th, with 50000 bags of coffee. Also, on the 22d, the Dutch schooner Cornelia Gertrude, with 4100 bags. These vessels will be along next month.

We are also indebted to Messrs. Summers & Biannin for favors from Liverpool.

Receipts of cotton at this port for the week ending Friday, October 26, night:

Table with 2 columns: Date, Bales.
Saturday, Oct. 20..... 218
Sunday, .. 21..... 10-5
Monday, .. 22..... 4753
Tuesday, .. 23..... 1428
Wednesday, .. 24..... 6517
Thursday, .. 25..... 1184
Friday .. 26..... 5871

Deduct receipts from Texas, Florida and Alabama.. 1948

Total net receipts for the week..... 10,298

Net receipts last week..... 15,451

Increase for the week..... 3206

The exports for the week have been:

Table with 2 columns: Location, Bales.
For New York... .. 4249
.. Boston... .. 1070
.. Liverpool... .. 1915
.. Havana... .. 3210

Total exports.... 10,443

Exports last week..... 11,731

.. week ending 19th..... 3799

Among the exports are 367,300 feet lumber; one cargo for New York. The West India trade comprises one cargo of assorted products for Havana.

The following are the net weekly receipts of cotton at this port since the 1st September last, the current commercial year:

Table with 2 columns: For week ending, Bales.
For week ending Sept. 1..... 1293
.. 14..... 1291
.. 21..... 2547
.. 28..... 3750
.. Oct. 5..... 11,711
.. 12..... 15,451
.. 19..... 10,298
.. 26..... 10,298

Total net receipts for eight weeks..... 63,616

The following were the receipts for the corresponding time in 1890:

Table with 2 columns: Week, Bales.
First week of the commercial year.. 25,531
Second .. 29,084
Third .. 41,024
Fourth .. 43,742
Fifth week ending October 5..... 44,709
Sixth week, .. 12..... 38,774
Seventh week, Oct. 19 .. 51,097
Eighth week, Oct. 26 .. 58,022

Total bales .. 327,091

Less: same time this season, 1894 .. 63,616

Difference, or decrease..... 263,474

The sales for the corresponding week 1890 were 54,560 bales; middlings closing at 11 1/2 to 11 1/4. The sales for the week this season, closing yesterday, have been 16,500 bales.

The receipts at Mobile for the week ending Friday 26th, were 6680 bales. Receipts last week 7576 bales. Total receipts since the 1st September 25,477 bales.