The New Orleans Bee.

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THE NEW ORLEANS DAILY BEE,
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TERMS OF THE BEE

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All Transient Advertisements must be paid for in advance.
All bills with regular advertisers shall be rendered monthly.

NEW ORLEANS:
MONDAY MORNING, OCT. 22, 1866.

MR. JUST. COMES is our Agent for all the river parishes between New Orleans and Baton Rouge.

We acknowledge the receipt of favors from Mr. W. D. Hempstead, purser of the steamship Geo. Cromwell, a vessel, by the way, which outrods the recent as well as several previous storms.

Why will you allow yourself to be prostrated, your system completely emeryated by the giant strides of that most painful of Diseases—DYSENTERY, when you can be completely cured, by using one bottle of the celebrated preparation called MARSDEN'S CARMINATIVE SYRUP.

PHOTOGRAPH AND FINE ART GALLERY.—Those wishing superior pictures, cannot do better than to call at the gallery of Messrs. Turner & Cohen, 57 Camp street. They have secured the services of Mr. E. M. Howell, as operator, and Mr. Reichman as special artist, both having high reputation in the business. The smallest miniatures, suitable for watch disks, as well as full life-sized portraits, are taken, all under the supervision of Mr. W. A. Cohen.

FRENCH AND ENGLISH LADIES' AND GENTLEMEN'S GOODS.—Messrs. Marbury & Forster announce that they have just received and are offering at the very lowest prices an extensive assortment of French calfboots, corsets, muslins, laces, shirts, cassimeres, cloths, silks, blankets, hosiery, etc., together with a variety of English goods, at their store No. 46 Chartres street. See the advertisement.

The import collections of the city of New Orleans for the week ending October 20th, amounted to $197,693 55 in gold.

THE STATE DEPARTMENT AND NEGRO EMIGRATION.

The office of the United States Secretary of State seems ambitious to make itself an agency of the Freedmen's Bureau. In conception and in administration the latter virtually denies the freedom of the freedman, assumes that he is a perpetual minor, and that he must be guarded, guided, assisted, admonished, regulated, restrained, accordingly. It raises no question as to his dependent status. It differs from the slave system which it supplants only as to who shall be the negro's master and as to the methods and real or professed objects of control. The State Department chimes in with the theory and the practice of the Bureau, and hastens, on the hint of a Consul in Peru that a project was on foot for an emigration of blacks from the United States to the former country to urge the State authorities to use all legal and moral means to stop the movement. We presume that communications of a similar purport to those sent to Governors of the several States on this subject have been forwarded to the various representatives of the Federal Government in the same States and at the principal seaports.

We do not purpose to discuss the humanity or the policy of this proceeding. It may be that there are reasons touching the welfare of those black families—the forty two thousand, or ten thousand, or not a dozen—who may contemplate emigrating to Peru or any other South American State, or to any foreign country whatever, why they ought not to go. It may be that, however unsatisfactory their condition may be where they are, it would be much worse in the place to which they think of emigrating. Many and great evils might, possibly, lie before them, of which they were ignorant and could not, in the nature of things, be informed. If, in such a case, high officers of Government possessed the information, to address it to the persons whom it is greatly concerned in the form most calculated to dissuade from the ill-advised movement would be an obvious duty of humanity, and if the dissuasive appeal should fail, those persons would have themselves to blame alone for the unfortunate issue of the adventure.

Again, suppose that there were reasons of an economical nature for not desiring to see an exodus of black families or white families from the South or from the North, destined for any foreign country, under any commercial arrangement or with any industrial mission. If the interest of the commerce and industry of the United States in either section would be prejudiced by the emigration, it would be perfectly proper and legitimate for the Government, in any of its branches, to discourage, by dissuasive arguments, the prosecution of the project.

In either case, there would be no denial of the freedom of travel, the freedom of commercial enterprise and industrial engagement, or the freedom of changing residence or of expatriation, on the part of citizens of the United States.

But the circular from the State Department in relation to the real or imaginary project of emigration of two thousand families of negroes from this country to Peru, evidently refers to the use of force, if need be, for the purpose of defeating the undertaking and depriving persons whom Congress has, by special enactment, declared to be entitled to all the legal rights of citizens of the United States, of the freedom of egress from the place of their residence to choose a temporary residence or a permanent home in a foreign land. The fundamental principle of the Civil Rights bill is the repudiation of all distinctions of color, and the utter reprobation of caste and slave based on ethnical divisions and natural inequalities. If there is any virtue or force in this principle the Government has no more to do with the going and coming, the immigration, the emigration, the domestication of black persons than of white persons. Not there is no instance on record of the Government, in any of its branches, interfering to prevent a peaceful departure of white travelers or emigrants destined for any part of the world. No Department of the Government has heretofore seen fit, in the interest of individuals, or of the country, to issue circulars for the purpose of stopping white citizens or inhabitants from going abroad to prosecute commercial enterprises or perform industrial engagements. The pretext that the negro families whom it is the aim of the project to import into Peru, would be "sold in the same manner as the Chinese Coolies for the term of eight years," is destitute of substantial data. It rests on contingencies which are purely problematical, and on an assumption that is wholly arbitrary. There are no shrewder laborers under contract than the Chinese Coolies. They make their bargains freely for any number of years which may suit them. In doing this they only sell their labor, and not not sell in any other sense. Whether freedmen shall emigrate to Peru, and when there shall make a similar sale by contracting to labor for eight or any other number of years, are matters for them to determine at their discretion, if it be true that they are in right and in fact free. Should they choose to domiciliate in that country, to expatriate themselves and transfer their allegiance, the Government, on the theory of their freedom, has no right to interfere with the exercise of this choice, and it has no business to concern itself about the results of their expatriation. But the State Department, like the Freedmen's Bureau, virtually repudiates the theory of their freedom; and, notwithstanding the Civil Rights bill, is for treating them as perpetual infants and wards—as slaves who have changed masters.

It is worthy of remark that the policy to which the State Department appears to lean, of opposing the expatriation and colonization of blacks, is the reverse of that which President Lincoln was known to entertain on the same subject. He went so far in its development as to hitch a proposition to one of the Central American Governments to enter into an arrangement for the friendly reception of some hundred thousands of negro colonists from the United States.

ARRIVAL OF THE CROMWELL.—The steamship Geo. Cromwell, Wall, commander, from New York the 13th inst., arrived at her wharf yesterday morning, with merchandise and the following passengers:

Mrs Hyams, Miss Sallie Hyams, Master Hyams and Hyams, Mrs Alice Tod, Birdie Todd, Master Todd, Master Todd, Miss Irving, Mrs Grant, Mrs Elizabeth Fraser, C O Moore, H Barr, C E Norton and wife, Miss Flavel and child, Mr E H Oliver, Miss Clotilde, de Rigle, Br Jesus, Sr Claude, Sr Sylvestre, Sr Georges, de la Sala, F E Bradley, Mr Bradley, Mrs Capt Perkins and child, Miss Simmons, M F Harper, wife child and servant, Charles Bulling, Mrs W L Smith and family, Mrs H J Williams and 2 children, Capt M Golden, W E Potts, Mrs Kendall, Mr J H Henry, S Reed, wife and servant Capt Chas Grosvenor, U S N, Wm Walsh, Geo Dodridge, Mr Fleehty, E B Cummings, A Lemerat, C Pelby, P G Gessner, Frank Hayden, W E Reed, Geo Johnson, wife and child, A J Symington, Robert Gould.

THE PLANTATIONS.—The plantations on the Lafourche look, usually, rather desolate. Instead of the waving fields of cane, and broad fields of yellow corn, potatoes, peas, pumpkins, etc., one now see an occasional patch of cane, a few fields of worm-eaten cotton, a few potatoes, and broad surfaces of yellow weeds. Mr. Tucker cultivates about seventy five acres of sugarcane, and has made about three barrels of molasses to the acre. It is thought there will be about ten thousand hogsheads of sugar made on both sides of the Lafourche its whole length this year. They will generally make about one-third of a crop of cotton. There is the same uncertainty about labor the coming year, there, as here, and elsewhere. Everybody seems anxious to faithfully to weather the storm and stand by the ship; but they have many dead weights to carry, and have wind and tide against them.—*Planter (La.) Banner.*

BY TELEGRAPH.

(To the New Orleans Bee.

From Baltimore.

President Johnson in the City.

The Governor and the Police Commissioners.

From Washington.

News From Europe.

The Kanakasoff Trial in Russia.

Important Renunciation by the Austrian Emperor.

Civil and Military Authorities in Georgia.

Important Action of Gen. Tillson.

Marine and Other News.

Washington, Oct. 21.—The President has recognized Jos. Augustin Quintero as Consul of Costa Rica at New Orleans, and the following named persons as Vice Consuls for Sweden and Norway: Wm. M. Perkins at New Orleans, and S. Palm at Austin, Texas.

A notice from the Executive Department states that all bonds and coupons of Georgia now due, not issued in aid of the late war can be funded in mortgage bonds of the State bearing 7 per cent. interest from the 1st of July 1866. Coupons payable in New York or London can be funded in the above bonds at the Bank of the Republic, New York.

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RAILROAD ACCIDENT.—An accident occurred on the Memphis and Charleston Railroad, the morning of the 18th inst., near Barnsville, Miss. Several persons were badly bruised, but nobody dangerously injured. The Indian car with the rest was thrown down an embankment, turning over once and half way over again. General Beauregard and Colonel Forrest, says the Memphis *Argus*, were aboard, but escaped unharmed.

Gold at 133 1-2—Probable Cause of the Rise.

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Take General Butler, who is evidently advertising to take command as General-in-Chief of the Radical army. His indications of what is to be done are calculated to alarm the country. He has spoken of starting from Arlington, and going South on a general mission of confusion. He calls for the heads of Jeff. Davis and Gen. Lee. He announces the impeachment of the President, and states the grounds. It would be very strange indeed, if the success of a party prominent among the leaders of which, slighted by the cry of "our next President," is Gen. Butler, should not make the moneyed people shake. We venture to predict that if the Government of the United States is administered in the spirit of Gen. Butler's programme, gold will go up to fabulous rates, and the holders of United States bonds will find occasion for very grave and reflections.

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The Evening Star Disaster.

The following are the most interesting particulars which we have yet seen of the late appalling disaster to the Evening Star:

STATEMENT OF THE PASSENGERS.

"About midnight it began to blow a hurricane with a very ugly cross sea. The ship was lying in the trough of the sea. The night was dark, fearfully dark; nothing but the most solid and gloomy darkness all around; no news to cheer, nothing to remind the terrified passengers of the deep sea over which they rode but the foam of the spray which came in showers on our decks. At the time the hurricane was so ferocious and the steamship so completely at its mercy, that for the general safety the Captain was obliged to send the women and all below and lock them in the cabin.

We were now about 240 miles northeast of Hatteras Reef, and 180 miles from land, and from this time until she went down she never changed her position. At three A. M., Oct. 9d, we commenced bailing the ship from the engine room and after cabin, at which the women helped with all their might and with all the strength of frenzy and despair. About four A. M. the water was up under the floor of gear, and the wheel-houses were washed overboard. At five A. M. the engine was thoroughly disabled, in spite of the superhuman exertions of the chief engineer and his assistants.

The increase of the water in the ship's hold soon drove the men from their duty by the cargo shifting aft. The hurricane was all this time blowing with a fury which was fearful, terrific, and appalling in the extreme.

At about 3 A. M. the captain went into the cabin and notified the passengers that he had done all in his power and that the ship would certainly go down. Some of the seaman were at this moment assisting in getting the boats free from their fastenings. The captain was exhorting the passengers to act coolly.

The storm continued to howl in the most fearful and deafening manner, and now came the most thrilling moment of our trying time. The women, shrieking frightfully, rushed on deck in the most frantic manner, tearing their hair, and in many ways acting more like lunatics than beings endowed with reason, which at this moment had certainly abdicated its throne.

The men were equally as wanted, though for such a scene it may have been worse. The women commenced divesting themselves of their clothing, and madly and wildly plunged into the foaming surf, never to rise to its surface more. The captain and crew tried their best to prevent this, but to no avail. Despair controlled their actions rather than fear. A lingering death many of them voluntarily sought that grave which opened with such fearful jaws to receive them.

Nearly all the while these fearful scenes were being enacted, which was about 6 A. M., the ship took a heavy lurch and was settling fast. A boat was boarded her, and with one can be funded in mortgage bonds of the State bearing 7 per cent. interest from the 1st of July 1866. Coupons payable in New York or London can be funded in the above bonds at the Bank of the Republic, New York.

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MARINE NEWS.

Port of New Orleans, October 22, 1866.

ARRIVED YESTERDAY.

Steamship Rapidan (French), ——, from Vera Cruz, to E F Fenwick & Bro—1d district 4c.
Steamship Morgan, Lawless, from Indianola and Galveston, to L Cahuzac—1d district.
Steamship Rapidan, Eaton, from Galveston, to Jas Gringnard & Co—1st district.
Ship Peter Blair, West, 34 days from New York, to Lockett & Bailey—2d district.
Bark Flora Southard, ——, 22 days from Boston, to G A Fosdick—2d district.
Sch Martin Salvador, from Apalachicola, to master—1st district 17.
Sch Emma Amanda, from Kingston, (Ja) to master—1st district 16.
Sch Village Belle, Ward, 14 days from Utilla, to L Valles—2d district 20.

—STEAMBOATS—

Alice, Parenton, from Thibodaxville.
J M Sharp, Dugas, from Thibodaux.

DOMESTIC PORTS

NEW YORK, Oct 15th—Cleared for Galveston—bark Phoebe, 18th for Key West and Galveston, steamship Estrella, Fielding, for Havana and Vera Cruz, steamship Manhattan, Deakin.
BOSTON, Oct 13th—Cleared, for Mobile, ship May, Whiting.
BALTIMORE, Oct 16th—Sailed for New Orleans, steamship Cato, Bain.

MEMORANDA

The steamship Mississippi, Capt Van Sice, hence for New York, went to sea at 10 P M on the 20th inst.
Capt Vaill, of the steamship *Georgiana*, reports on Monday, 15th inst, at 2 P M, in Lat 27 10, Long 84 40, passed ship Hesperus, 17 days out from N S with lumber, and four top-gallant mast gone, starboard tack for Cuba. Heavy under jury mast. Wanted no assistance.

BELOW COMING UP

Bark Palo Alto, ——, from ——, to Master.

IMPORTS

VERA CRUZ—Per steamship Rapidan—9 bales cigars, 1 case mdse, 1 package specie, 1 package specie, 1 package specie