

THE NEW ORLEANS BEE.

Office, 73 Chartres street

NEW ORLEANS, MONDAY MORNING, OCTOBER 30, 1865.

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MESSAGES. Dr. Charles E. Marshall, 66 Camp Street, will give his First Annual Lecture on Monday evening, at 8 P.M., in the Congress Hall, Oneida and Ninth Streets, for Eight and Nine Dollars.

NOTES. Copies of the Bee can always be found at Mr. Angelo Simon's Bookstore, No. 85 Bayou street, between Union and Perdido.

On our second page, will be found shorty and notices, back notices and various miscellaneous advertisements.

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Information for Voters.

The office of the Majority of Voters will be closed after Thursday next, the 2d November. There is, now, no time to lose on the part of those who desire to vote at the approaching election. The office is in the hands of the City Council.

The statement of the State auditors requires on the 2d, opposite the First Auditor, past his chair and alighted off about 3 o'clock, P. M. Saturday. At the time of the accident there were some 60 odd men working under him, all those above working under his brother, and he got by getting between the ways. The workman while endeavoring to get his car, was so far up, that he fell, and nearly fell, of water, and her body bent. As she now lies, there appears to be a poor prospect of saving her.

Ex. Commissioner Conway left this city for Washington on Saturday, and took with him, 1st instant, a letter from Gen. Gwin, to Gen. How, regarding his official career. This letter, dated as far back as the 10th of October, we publish in another place. The purpose for which Mr. Conway leaves it is obvious. We cannot see, according to this letter, in which the General assumes a full responsibility for his conduct with regard to the late Gen. Gwin, his statement of Mr. Conway is called for, any more than Mr. Conway's endorsement of Gen. Gwin, would be, in regard to those particular acts.

It is undoubtedly very generous in General Gwin to divide official responsibility with an ex-functionary whose unoffical conduct, more than his official conduct, had given him the right to be exonerated and vindicated.

But this generosity cannot obscure the character and complexion of whatever Mr. Conway's career was unfortunate, machinations.

Direct Steam Connection with Liverpool.

In referring last week, in the project of some merchants to procure a ship of goods from Liverpool via New Orleans, we asked why not make the later ship an American vessel? The plan referred to proposed to transfer cargoes from non-steamship, without breaking packages, from shipboard at New Orleans to river steamers, for conveyance to Liverpool. The reason given was, that it would be simpler and more practicable to make this city a great American depot for foreign merchandise, from Liverpool, Havre, Bremen, and other European cities, intended for distribution to the valley of the Mississippi; for most of the general trade could be more easily effected by importing merchants of this city than by local dealers in the West who might send to Europe to fulfill individual orders. The same principle to respect to this matter would operate here in New York, which has so long, owing to its large capital, its importing facilities, and commercial habit and practice, been the greatest depot of distribution for foreign merchant ships.

But we observe, since the close of the war, a tendency in the West, to deal with European markets through other means, and thus by procuring European commodities from New York importers. It is evidently the policy of our mercantile community to cultivate and stimulate this tendency to the utmost. Nothing could be more wise and reasonable than to afford the earliest practicable moment adequate facilities to the Western trade for obtaining in this way a direct connection with foreign markets.

The time would soon be amply and peculiarly auspicious for establishing a new commercial rapport between the West and this city, and between this city and Liverpool and other foreign ports, and one of vast advantage, to our country, as well as to our commerce. In this direction, we observe, however, indications are every day pointing, and among the most worthy of such signs, is the commencement, to which we have heretofore hitherto adverted, of a line of propellers designed for dredging and dredge boats, which he has put in the market, and which are to be used for dredging the harbors of the Mississippi, and the rivers, and bays, and sounds, and estuaries, and harbors of the West, and the Atlantic.

Others regarded the event, as we did, as a fact of great significance and a subject of sincere congratulation. Foremost among those manufacturing them, was Mr. George B. Bruce, the Surveyor of the Port who served in the Army of the South, and who, as a young man, was present at the battle of Bull Run, and at the capture of Manassas, and became, as history has it, a hero of the rebellion.

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