

NOTWITHSTANDING THE adverse criticism of quite a number of ultra-impracticable Southern journals, ex-General BEAUREGARD'S recent sensible address to the people of Louisiana is raising for him a host of influential advocates, men skilled in affairs of State and quite capable of rising above bitter partisan and sectional prejudices. Latest and most powerful among the defenders of the policy of BEAUREGARD is ex-Governor P. O. HEBERT, of Louisiana. Says this gentleman, in a lengthy letter on the vital topics discussed in the BEAUREGARD address,—

The freedmen and ourselves have a common country, common interests. Our prosperity or poverty is a partnership. As one succeeds or fails, so does the other. The freedman of the South is not migratory—where he is he wishes to stay. It is clear, therefore, that the colored people and ourselves are destined to be joint occupants of the country—provided we can get along together. Is there any insurmountable obstacle in the way to harmony and a mutual, equitable understanding? There may be, from the difference of races. Be this as it may, our duty is plain. Let us grant all the rights and privileges enjoyed by white people, equally and beyond civil, to the freedman. It is his business, like others, to establish his social status—as he makes his social bed he must sleep on it. We must not "taboo" him or place any obstruction in his way. Give him a free field and a fair chance. In concluding his letter, Governor HEBERT enters a vigorous protest against a charge that the South is prejudiced against Northern men. He says there is a strong prejudice against Northern thieves, but that honest men are heartily welcome.

And now what will the bitter denunciators of BEAUREGARD'S appeal for justice and reason say to the indorsement and arguments of Louisiana's sensible ex Governor.

SHIPBUILDING ON THE DELAWARE

Experience, which was earned during the last severe winter, has proved that iron ships of English build are weak and flimsy in comparison to vessels built of American iron. While the latter have proved when on bars and shoals that they could stand the shock and rough usage without starting a leak, it was shown in the Delaware river last winter that English built iron ships were so frail that, while iron American tugs were towing them through the ice without difficulty, the English iron could not bear the abrasion of the ice, which cut through their hulls without difficulty. It only needed some proof like this to show the superiority of American iron and aid in the development of an industry of the utmost importance to the country and of value, particularly to trade and the prosperity of the towns on the Delaware river. If it is demonstrated that American iron is stronger than British iron, we show at once the necessity of aiding this branch of industry, particularly in this country. But circumstances have also combined to add greatly to our advantages at this time. The increase in the price of coal in England has of necessity had an important effect upon her iron manufacture. That important article which once, comparatively speaking, was cheap, has become so dear that, even with the offset of higher wages in this country, we are near the point at which an American iron ship can be built at a price not exceeding the cost of a vessel of the same size built in England. But this is not all. If we can give, as we undoubtedly can, a stronger and more enduring ship for nearly the same amount of money, we actually produce a cheaper ship than could be built in England. This point seems to be already conceded by intelligent merchants and ship-owners. The building of the great ships for our own American Steamship Company furnishes a fact, but not the only one of importance in this connection. The Pacific Mail Steamship Company, of New York, had built and are to have built on the Delaware, at Chester and Wilmington, no less than eight iron screw steamships of the largest capacity, two of them being of five thousand tons, each, two others of twenty-five hundred tons, and four others of sixteen hundred tons. These ships will cost over \$3,000,000, and they are the pioneers—the models which will show to the world that American shipbuilders are equal in science, ingenuity and in the production of serviceable vessels to any shipbuilders of Europe, while the material is solid and strong. Pennsylvania iron is better than the English in every point of test and usefulness.