THE DAILY BEE
REGISTERED DAILY (SUNDAYS EXCEPTED) AT
No. 73 Chartres street.

NEW ORLEANS:
MONDAY, MORNING, JULY 10, 1865.

The Sheriff sells at auction this day at 4 1/2 o'clock P. M., on the premises corner of Royal and Custom House streets (up stairs), the contents of the "New Orleans Army Club" consisting of furniture, etc.

THE GEORGE CROMWELL.—A telegraph from S. W. Pass states that this steamer crossed the bar at 1 P. M.

We are obliged to Mr. George Dove, clerk of the steamer Belle Donna for the *Iberville Pioneer* (Plaquemine, La.) of July 8th.)

ACADEMY OF MUSIC.—This is announced as the last night of the eccentric and amusing Hernandez combination troupe, and a new and varied bill is provided.

THE FORMER PATRONS OF THE COMMERCIAL READING ROOM.—Mr. Edwin Overall whilome the former patrons of those rooms, recently abandoned, to understand that they will have the benefit of the full term for which they originally subscribed without additional charge, provided they sustain the new enterprise by advancing their time six months.

THE COTTON IN THE SOUTH.—It is curious to note the vast discrepancies between the estimates that have lately been made of the present supply and the growing crop of cotton in the South. The commercial newspapers and statisticians should come to such different conclusions, is sufficient proof of the defective and uncertain data upon which their calculations are based. From the beginning of the war, indeed, the whole system of collecting and authenticating facts with respect to the production and disposition of cotton in the United States has been disarranged. There is no known or accessible record of the past three years' crops, no means of ascertaining precisely how much was shipped abroad, far less how much of what was kept at home was not destroyed by accident or design.

While the war lasted the cotton market took its character very much from the military situation. Operators were concerned mainly about the chances of gaining access to cotton concealed within hostile lines, and felt assured of a considerable remaining supply still beyond the reach of every advance of Federal occupation. Then the relations of actual supply to the demand fluctuated with the changes of the war.

But now the actual supply has no military limitations; it is identical with the amount of cotton subject to purchase and shipment throughout the South, and the prospective supply depends upon the breadth of land and quantity of labor devoted to its cultivation the present year in the cotton-growing States. It is idle to attempt a precise estimate of the first, since equally respectable authorities have diversely reckoned it at 2,000,000, 1,500,000, 1,000,000, and even 700,000.

But it has been observable of late that, as commercial explorations have been extended to the principal interior sources of cotton, estimates have proceeded on the diminuendo rather than the crescendo scale. As to the second facts are beginning to speak plainly enough. Accounts from all quarters of the cotton growing region go to show that in no year since the war began has so little cotton been planted, with so much care and labor directed to the production of the cereals and all other articles of subsistence. This is the universal testimony of private individuals who are conversant of the agricultural situation in the interior.

When the existing supply, then, shall be exhausted, the growing crop must inevitably fall far short of taking its place; and when it shall be absorbed there will be nothing to prevent a violent disturbance in the relations of supply and demand except the uncertain results of cotton planting the next year with untried modes of labor not yet to be determined conditions.

STEAMSHIP ATMORE.—Capt McLean, of the schooner Fleetwing, arrived yesterday from Keatan Island, which place she left on the 30th of June, reports that a large steamship from New York, bound to Aspinwall, was ashore on Serranilla Bank, the Captain of which vessel had arrived at Key West to procure assistance to take off his passengers and crew, he succeeded in procuring two schooners and proceeded to the wreck. He reported when he left that they were not sufficient to take off his passengers and crew as he met leave a large number of passengers, but he could not obtain any other vessels. Capt. McLean did not learn the name of the steamship name.

The steamship Mr. Hedges, Captain Richard Stanton, from Havre, reports, arrived yesterday with the following passengers: J W [illegible] Judge H Boyce and 2 sons, F Mackenzie, Mr Atkins, Trumbull Jr, Mr Butler, Mr Mitchell, Dr Simmons, Mr Mitchell, Mr Dunlap, Mr Dupuy, Mr Lewis, Mr Fowler, Mr Dupuy, Mr Bouchard, Mr Bouchard, Mr Dupuy, Mr Bouchard, Mr Dupuy, Mr Bouchard, Mr Dupuy