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# The New Orleans Bee.

NEW ORLEANS, TUESDAY MORNING, FEBRUARY 7, 1854.

RATES OF ADVERTISING.

One Dollar for every TEN lines in each insertion on the first insertion, and HALF that price for each subsequent one. No advertisement inserted for less than one dollar in each language.

Advertisements inserted at intervals will be charged one dollar for every TEN lines for each insertion.

The privilege of Annual Advertisers is limited to advertisements strictly within the line of their business, and in extent to just so much every other day.

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## THE DAILY BEE.

Tuesday Morning, Feb. 7, 1854.

THE NORTHERN MAIL failed yesterday from beyond Charleston.

☞ Our Baton Rouge Correspondence will be found of interest.

### THE STEAMBOAT LAW.

Does the recent steamboat law secure to the public the benefits intended by the framers of this piece of legislation? What are its defects? Are these defects inherent in the act itself or do they originate in the negligence of the persons engaged in seeing the law carried out? Is there any thing left for the Government to do, to render it efficient? These are questions which merit some examination.

Boards of Examiners have been established at the different places designated in the act, for the purpose of enforcing its provisions. The duties of the individuals constituting these boards are clearly specified, but has the precaution been taken to ascertain whether the members of the Boards, as well as the supervisory inspectors are themselves competent to fulfill their respective duties? It is not within the sphere of private citizenship to do more than express an opinion in the affirmative or negative, but it is within the capacity of the Government to know whether its officers are capable of performing the labor entrusted to them. It has the power of subjecting such persons to examination, and of thus settling the question of their capacity.

When an individual applies for the post of an engineer in the United States Navy, this system is rigidly enforced. The applicant has to undergo a thorough examination by a skillfigent board, before he is allowed to enter upon his duties. With regard to the steamboat law, it is provided that "the board of inspectors shall examine the applicant and the proofs he produces in the support of his claim." As far as we can learn, this part of the law is imperfectly carried out. Does a certificate from ten men known by the inspectors to have been engineers, recommending the applicant as fully competent to be licensed as an engineer, constitute an examination, or does it suffice that the Board of Inspectors should propound a few questions touching the minor points of mechanics, omitting all important queries on the philosophy and principles of engineering? Would such an investigation establish the qualification of an applicant as an engineer in the United States Navy? Should not the private citizens of the country enjoy the same amount of protection from the laws, as those who constitute the officers and crews of our Navy? The examining bureau of the latter are well aware of the absolute necessity of practical and scientific knowledge on the part of applicants. They know that engineers are apt to be placed in critical positions, where they are thrown on their own resources, and where thorough information, a familiarity with principles, and complete self-possession are indispensable to safety. Hence the vigor with which the necessary investigation is pursued.

It may be objected that were the engineers on our Western waters to be thus examined, so much deficiency would be found, that a sufficient number to supply the wants of navigation could not be obtained, and that consequently this important branch of commerce would suffer severely. It must be confessed that this is but a sorry compliment to the skill and capacity of that class of our community. If it be true that examinations made in compliance with the law would disqualify so many of our engineers as to injure the service, it is proof positive that the law is vicious, or that the engineers are incompetent. Now, either the act is a dead letter, and ignorance and rashness are allowed to jeopard human life, or it is of binding force, and should permit none to assume the grave responsibility of engineer, without sufficient safety to the voice of their ability. But if these assertions of the incompetency of our engineers are wholly unproved. Let them be established, and then those who are licensed will occupy such position entitling them to public confidence, and those who fail to pass an examination, may qualify themselves by application and study. In this manner, the profession of an engineer would be exalted to its true grade, instead of being as now, regarded as a mere act dependent for its acquisition, on extraordinary aptitude, unsupported by profound knowledge.

The standard at first cannot become what its framers evidently intended, until the government provides for its literal and rigid enforcement. The Boards of Examiners must be composed of capable and impartial men, and applicants must be subjected to such scrutiny as will establish beyond a doubt their entire fitness for the position they seek to occupy. Many may for a while be disappointed in the promotion of their aspirations, but they will be but temporary, and out of comparison to the benefit secured. The safety of human life is a paramount consideration, and to be sacrificed to apprehensions of pecuniary inconvenience. Let the standard of qualification for engineers be raised to a proper level, and men of education and capacity will be found willing to perform its duties, and accept its emoluments.

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PUTNAM'S MONTHLY.—We are indebted to the publishers, through Mr. Morgan, of the Literary Depot, Exchange Place, for the February number of Putnam's Monthly Magazine.

It embraces many able and interesting articles —that on Washington's Early Days, and that on Modern Greek customs being among the number

PROFESSOR DIMITRY.—This learned, delightful and eloquent speaker, delivers his second lecture at Lyceum Hall to-night, on the Civilization, manners, arts and literature of ancient Greece. A splendid intellectual effort may be looked for

PROFESSOR SPENCER.—This gentleman lectures to-night, at the Armory Hall, on the wonders of electricity, magnetism, biology, &c.—This lecture is free The Professor enjoys a high reputation, and will doubtless deliver an entertaining lecture.

GALVANIZING AND PLATING.—We call the attention to the advertisement of C. SLOTTER, one of the finest galvanizers, platers and gilders in our city. Mr. SLOTTER's establishment is well known, and give him distinguished claims to the patronage of the public. See his announcement.

SEÑORITA SOTO.—On Saturday evening next, the 11th inst., Señorita Soto, who has been defining a highly successful engagement at the Varieties Theatre, takes her benefit. The gallantry of New Orleans is invariably enlisted in behalf of a female. Señorita Soto is a very young, graceful, and highly fascinating, as in the case with Soto, admiration exalts gallantry into enthusiasm. We shall, therefore, expect to witness a throng at the Varieties on Saturday evening, that will fill that roomy establishment from floor to ceiling.

The programme of entertainments selected for the occasion is not yet announced, but the single fact that the proceeds of the evening are for the benefit of this accomplished and charming *danseuse*, will doubtless engage numerous admirers to secure seats in advance, if otherwise many of them will lack accommodations.

J. S. BROWNE'S BENEFIT.—The entertainments to morrow evening at Placide's Varieties are for the benefit of the veteran and sterling comedian. Among the pieces announced for the occasion, we perceive a new comedy entitled "Waterfield Thimblin," in which BROWNE takes a prominent part, and the amusing play of Robert Macaire. Mr. BROWNE richly deserves, and we trust will have an overflowing house.

MADEMOISELLE MIMA.—The engagement which DAN RICE has effected with this new star of the ring proves to be exceedingly profitable. She is a commendable rider and possesses all the largest horses of the ... splendid dancing and ... "Spanish Queen" and "Empress" ... section and make ... in ... great docility and intelligence, ... Mademoiselle MIMA's engagement ... only two nights more, our citizens should take an early opportunity to witness her exploits.

ASTOR NOTES.—A young gentleman who visited the SOUTHERN MUSEUM yesterday was exceedingly astonished by some revelations made by the Mysterious Lady. Watched of her what he ago was, that ... State he came from, ... the correctness of the report, ... he could marry the girl he loved, ... answer was in the affirmative and in ... that he would be asked within a week. The next day the young gentleman, as a matter of sport, informed his beloved of the voyage of the oracle and the next day returned to the oracle with the wife on his arm. The bachelors had better visit the "Mysterious Lady."

### AMUSEMENTS THIS EVENING.

BY. CHARLES THEATRE.—The ... this evening are for the benefit of the ... worthy actor, MARK SMITH. The ... of the musical drama, The Dancing Master, is announced, to be followed by L'Apothecaire, Sung by Mrs. Walker, Mr. Schmidt and Mrs. Thompson. Then comes the amusing piece entitled The Old Guard. The entertainments conclude with the drama of the Demon of Lucerne.

PLACIDE'S VARIETIES.—The excellent comedy of The Country Squire will be performed after dancing. Mr. Placide, Mr. Barton, Mr. G. W. Smith will assume the principal characters. The favorite musical drama, Black Eyed Susan will complete the evening's entertainments.

ESPOSITO'S ARCHIVES.—Miss Minnie continues to entertain and delight all visitors.

WOMAN'S MYSTERY.—This book is for sale at Miller's, corner of Camp and Common.

THE ARMORY'S MENAGERIE.—The public are invited to visit the Floating Palace. The beauties of the animals and the ingenuity of the Lilliputian Show, will be found well worth the small pittance charged.

## LATER FROM CALIFORNIA.

### ARRIVAL OF THE DANIEL WEBSTER.

The steamship *Daniel Webster*, Capt. WOMACK, arrived yesterday afternoon, from San Juan, bringing dates from California to the 16th ult. We are indebted to Capt. B. HART, Purser, for the annexed memoranda and files of papers:

Steamship Daniel Webster, Capt. Womack, left New Orleans 23d January, with 194 passengers, 49 of whom were ladies. First four days out the weather was boisterous, attended with northerly gales, after which we had a delightful passage, and arrived at San Juan on the morning of the 29th. We touched by Lieutenants Kell and Lee, officers of the U. S. sloop of war Albany, lying at her anchors in the harbor. Through their politeness many of our passengers, including ladies, visited the Albany, and were received and entertained by the officers in true gallant style, such as may always be expected from the real gentleman and sailor. During her visit the crew was "beat to quarters," which gave us a full view of the sailors, and all were pleased with the regularity and quick discipline of the officers of the sailors and her attentive officers. The passengers of the Daniel Webster were politely served with refreshments on board her, and returned to port highly delighted with the trip. The Albany arrived at San Juan on the 19th January, from Aspinwall, via La Guayra and St. Thomas, and was waiting for dispatches from the Minister in the interior, which were expected hourly. She will then sail for Kingston and Havana, from thence to the States. British steamship Dee, Capt. Parker, arrived from Aspinwall and Navy Bay, with the mail. Brig Alden, Capt. P. Stevenson, left San Juan on 17th, and returned on the 20th, in consequence of the illness of the Captain and short crew. On her return to the harbor she was promptly assisted by men from the Albany, to furl sails, &c. &c. Aleda left 31st January for New Orleans—all well.

Star of the West arrived from New York on the 31st ult., with 600 passengers, and left same day with 350, and one million treasure for New York.

Webster left same day, 31st, with 124 passengers and $13,000 in specie for Joseph S. Bridges, Esq. Had good weather to San Antonio, when it commenced blowing from the North. When three days out, lost two passengers, who were taken on board at San Juan in the last stages of consumption, and died within the first week of the voyage, and were consigned to the deep. Health of the Isthmus continues good. The Chontales mines still continue to attract great attention throughout the country. The results of specimens sent to England for assay have been very favorable, the ore yielding from $50 to $60 to the pound.

Mr. Borland, U. S. Minister, is now on a tour of inspection in this district, and his reports upon the subject will be looked forward to with interest.

Col. G. W. White, contractor for carrying passengers across the twelve miles land route, has hauled over the Isthmus, with his own teams, the entire baggage trip to convey passengers and baggage to San Juan del Sud from Virgin Bay.

The steamer Sierra Nevada was launched by Van Derbilt Point, 27th inst, and left for Castillo Rapids.

Our files of California papers are to the 16th instant, inclusive. The annexed summary of the news for the previous fortnight is taken from that excellent journal, the *Herald*:

### News of the Fortnight.

PROGRESS OF THE EXPEDITION AGAINST SONORA.

Our last summary of the fortnight's news left the third band, numbering some thirty odd men, under Col. WILLIAM WALKER, (declared President of Lower California, encamped at Ensenada, on the western coast of Lower California. Since that time the forces have been augmented by the arrival, on the 24th of December, of the reinforcements which left San Francisco in November, on board the bark Anita, under command of Col. WALKER. These reinforcements have swelled the number of invaders to about two hundred and sixty, all told. Between the dates of our advices the above operations had continued. During the attacks upon the house in which Col. Walker had fortified himself, previous to the arrival of the reinforcements which have already been noticed, the only fact of additional information that Lieut. McKibben had been killed, and Capt. C. H. Gilman, private Hays, Middleton, Savage [a white], Ward, and one other, wounded. In the different engagements the loss of the Lower Californians was estimated at eighteen or twenty killed, and as many wounded. The fortifications had been named Fort McKibben. Private Bernard McCormick was also killed when alone in the open country by a party from the Mexican encampment, Capt. George R. Davidson, aided by Crocker and Douglas, was, on the 19th December, despatched from headquarters on an expedition to Santa Tomas. Without firing a gun, Capt. Davidson dispersed the hostile Californians, and immediately returned to a place near Ensenada, called La Grulla, where his company was stationed at the latest advices. This is about the substance of the hostile operations, brought to this city from Lower California by the steamer Southerner. The same accounts reinstate the country as quiet, Melendres and Negrete, the chiefs of the Sonorians, having, with their followers—the former to the Lower part of the country, and the latter to San Diego, where he has taken up his abode. The reports of outrages having been committed by the Expeditionists are contradicted, and the peaceable inhabitants of the country are represented as being entirely satisfied with the order of things, and as having solicited the friendship and protection of President Walker. It is also stated that some of the wealthiest and most influential merchants had come forward and tendered the Expeditionists with horses, supplies and other aid, provided a sufficient force could be placed in requisition. The feeling is that, henceforth from any future enterprises arising from such a course. President Walker had declined receiving such assistance, for which his gratitude was given. On Friday the 11th of Jan'y. inst, the bark Anita returned to this port, bringing back Col. WALKER, who had been elected by the Vice President of the new Republic, under the new organization of the Government, which was made after the arrival of the reinforcements. The object of Col. WALKER's visit is understood to be, to obtain additional reinforcements, munitions, etc. The news brought by this arrival is to the effect that all was quiet and disorderly, and in confirmatory of it. Every thing remained quiet, and the forces were in the same position. Memorials from various residents of Lower California, asking the protection of President Walker, are published, with the signatures annexed, as well as another proclamation from the President, and a decree establishing the pay of officers and soldiers. The residents propose to remain neutral.

So much for the Expeditionists in Lower California. Our accounts from the Rio Grande, Sequil and the Mexican coast, represents the inhabitants to be in an intense state of excitement and indignation, occasioned by the announcement of the invasion of Lower California. Three small Mexican vessels—one of them a war schooner, carrying 200 men in all—had sailed from Mazatlan on the 28th of Nov, for the purpose of attacking the invaders, a sloop having been despatched in advance to reconnoitre the country. It was also stated that Gen. Gadsden had arrived from the British Minister in Mexico to seize the Caroline (sailing under British colors) wherever she might be found, and that H B M frigate Amphitrite immediately sloughed anchor and sailed in the direction of Lower California. Of the further movements of the Amphitrite, we have no intelligence. Mexicanos were indulging in reflections upon the British officers of the Pacific squadron for their supposed sympathy with the expedition of "the pirates." These stands the whole matter at this time.

THE SANDWICH ISLANDS.—The U. S. sloop of war Portsmouth, has arrived from the Sandwich Islands, bringing dates to the 24th Dec.

The 28th Nov., the anniversary of Hawaiian Independence, had been celebrated with considerable pomp and show.

The small pox still lingered in the Islands. The question of annexation to the United States had not been mooted.

Mr. Severance, U. S. Consul, had taken passage in the YOUNG AMERICA for New York.

Trade was unusually prosperous.

The steamer Arrow, recently arrived from San Francisco, was doing a thriving business, and had created a great excitement among the natives.

Business throughout the States has been dull, with small chance of improvement for a couple of months at least.

The papers contain Governor Bigler's message. The actual amount of State indebtedness January 1st, 1854, is $3,091,485 70. The amount of gold dust shipped from California in 1853, is $69,300,399 68, more than half the total amount of exports of all the other States of the Union, the estimated amount from the other States being, in 1858, $154,931,147.

Mr. Baugh, of the Merchant's Exchange of this city, was shot on the 10th, and now lies in a critical condition. He was fired upon by a gentleman who was commanded to do so by his partner, Mr. Chapman.

Meagher has arrived in San Francisco, ... 10th January have been ... ... totally destitute of news ...

THE PRESS.—The Washington correspondent of the Baltimore *American* speaks ... ... ...