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The New Orleans Bee.

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THE DAILY BEE.

Thursday Morning Jan. 19, 1854.

☞ The Northern Mail failed yesterday from beyond Charleston. There are five mails from New York due to day.

THE GOVERNOR'S MESSAGE.

The communication of Gov. Hebert to the Legislature is rather a judicious document—voluminous enough *per se*, but when compared with the endless prolixity of similar papers, it may be pronounced of moderate dimensions. Its tone is fair and manly, and it is specially marked by the absence of those stupid declarations and discussions of national politics, for the indulgence in which many of our State Executives have a incurable propensity. With a single exception embracing two paragraphs at the close, the Message is exclusively occupied with the consideration of domestic topics. We shall briefly analyze them in the order in which they occur.

A feeling reference to the ravages of the late epidemic, the active and persevering spirit of benevolence which it awakened, and the fervid gratitude due to the citizens of our sister States for their timely and liberal aid forms an appropriate exordium, and leads naturally to the consideration of the means whereby New Orleans may hereafter be protected from a recurrence of so desolating a calamity. The Governor appears to rely mainly upon hygienic precautions to meet this desirable object, and calls upon the Legislature to empower the corporation of New Orleans to effect all that may be deemed necessary for the improvement of its sanitary and social condition. He insists upon allowing us our due proportion of the proceeds of the public lands, and is of opinion that a part of that magnificent donation could not be assigned to a more appropriate purpose than to secure the vigorous and healthy workings of the very heart of the body politic.

The finances of the State are as follows: The State debt proper, including the bonds issued for subscription of stock to the New Orleans and Jackson, the New Orleans and Opelousas, and the Shreveport and Vicksburg Railroad, is $3,241,440 41. The receipts at the Treasury for the current year have amounted to $3,148,467 65—the expenditures for the same period, amount to $1,264,443 30—leaving a surplus of $883,024 35. This apparent surplus is due to loans authorized by the last Legislature, which, if deducted from the receipts, would leave a deficiency. The Governor strongly recommends the observance of rigid economy by the Legislature, and the investment of a large portion of the surplus in productive securities. At the same time he is willing to extend proper aid to every enterprise which competent and rigid investigation proves to be feasible, and of manifest benefit to the State.

The Governor states that in compliance with the act of the Legislature providing for the reclamation and draining of the swamp lands, he appointed a Board of Commissioners, selected engineers to perform the requisite duties, but insurmountable obstacles were encountered at the commencement of their labors, through the refusal of the Auditor to pay the warrants of the Board, on the ground that the Constitution provided that payments by the Treasury can be made only in pursuance of a specific appropriation. The Legislature is appealed to, that the difficulty may be obviated.

Of the railroads, their progress, and the amount paid by the State towards their construction, the message speaks as follows:

Four Railroad and several Plank Road Companies were chartered by the last Legislature. The State was authorized by law to become a party to these enterprises, and to issue, from time to time, her bonds in payment of the subscription to the amount expressed in our charter, the amount not to exceed by said grant to the company.

In pursuance to the mandates of the Legislature, I issued, on the 1st of February, 1853, seventy-six bonds of one thousand dollars each, in favor of the New Orleans, Opelousas and Great Western Railroad Company, and fifty-three bonds of one thousand dollars each, and in October six hundred of the same denomination, which were delivered and receipted for to that Company. The New Orleans, Jackson and Great Northern Railroad, on the 1st of August, one hundred and sixty-five bonds of the State, also of one thousand dollars each.

I am happy to inform you that all these lines of railroad are under construction, and are pushed with commendable energy. The New Orleans and Opelousas road has reached a point seventy-six miles distant from the starting point, and is rapidly progressing. The New Orleans and Nashville Railroad, under the direction of the Illinois and Mobile Boards, are moving on with more than usual vigor and energy, and I am assured that the work will be completed to Pearlington, and soon be commenced. The surveys having been made, and a considerable amount of stock subscribed, the Plank Road Companies appear, also, to be animated by a laudable desire to prosecute vigorously their respective works.

Obstacles not contemplated, and against which no provision could be made, have caused embarrassments in the management of these enterprises, which I am glad to inform you are now in a way of satisfactory adjustment. Capitalists have assured the money markets of London and Amsterdam recently assumed a historical change. The rate of interest, increasing from six to twelve per cent. The tendency is even augmented, rendered unavailable for the time. It is clear that this event, nor the prevalence of the cholera in the city, will materially affect the entire Union. They have not, I believe, suspended operations at any time, and are now actively engaged in the prosecution of their respective works, which will, I trust, develop the resources of the country, and protect the industrial classes.

The Citizens' Bank has complied with the provisions of the act of 1849, and has resumed specie payments, and established a circulation of $1,000, 000. By this arrangement the capital of the bank is greatly strengthened, and it is hoped a continued prosperity, as of profits will be produced.

The Free Banking law has gone into operation, and promises to work satisfactorily.

In accordance with an act of the Legislature, the Governor appointed Mr. Pemberton as Commissioner to receive the amount due by the Union Bank to the State. After proper investigation, Mr. Pemberton consented to receive the sum of sixty-two thousand dollars, and executed the discretion from the State and that institution.

State Bonds to the amount of seven hundred and fifty thousand dollars have been adjudicated to Messrs. Corning & Co., at par—there being the only bid offered.

The Governor takes occasion to reiterate the views he expressed when holding the office of State Engineer, on the subject of Levees, as a means of preventing overflows. These may be briefly stated to be in opposition to the Levee system, and in favor of outlets and canals, as the most effectual method of carrying off the surplus waters.

Special attention is called to the defects of the present system of Internal Improvements. The State Engineer has no discretion as to the choice of the work to be done, or as to the time employed—the State hands out its funds point to point, leaving no visible trace, or permanent improvement. The funds are literally squandered, and soon as they be exhausted, in order to general taxation will have to be resorted to. The Legislature should apply a corrective, and no appropriation should pass, until a preliminary survey has been made, and a thorough conviction established of the importance of the proposed work.

The contract between the State and the Barataria and Lafourche Canal Company has been as satisfactory adjusted, the completion of the work being thrown upon the company, on certain specified conditions. The State consents to pay the appropriation of 1853, the balance of the appropriation of 1852, and transfers to the company all the materials, implements, &c., per taken with the several lines granted at different times. The company binds itself under heavy penal obligations, to execute the contract made under the law of 1852, so modified as to dispense with the lock on the west side of the Lafourche, and with one gate at the Mississippi terminus of the canal.

The system of Public Education adopted by the State has produced admirable results in the densely populated districts, while it has failed in those which are sparsely peopled. In proportion as our population increases the system will no doubt work better every where. Mean while wherever local improvement can be obtained, it should be applied.

The report of the State Librarian will show that 500 volumes have been added to the stock.

Additional remuneration should be awarded to the clerks of the Executive and Secretary of State, at their labors have been recently increased. The Message suggests the enactment of a law allowing them to charge fees for filing, registering and sealing blanks.

The report of the administrators of the Charity Hospital has not been received, but the Governor states that the institution is free of debt, and has a surplus on hand. The annual appropriation and no additional sum of $30,000 will be required for repairs, which have become absolutely necessary. The institution for the Deaf and Dumb, and Blind has been in successful operation. The new buildings are now being vigorously prosecuted. Appropriations are required for their completion, and for the accommodation of the pupils.

The lease of the Penitentiary will expire in October, and the Legislature must decide whether it shall be again leased, or shall be placed under the executive management of the State. The Governor suggests that the lease be sold to the highest bidder, and that the State reserve the appointment of the officers and wardens of the institution.

The Message terminates with an allusion to the Island of Cuba, and to the rumored design of the British Government to forge which the abolition of slavery. The Governor seems fully persuaded of the truth of these reports, points out the disastrous consequences that must ensue, and the danger to our own peculiar institutions, and finally, solicits such action on the part of the Legislature as will express the sentiments of President Pierce, calls upon the General Assembly of Louisiana for its expression of sentiments on this all-important subject.

BY MAGNETIC TELEGRAPH.

[To the N. O. Bee.]

[By the National Line.]

STATE LEGISLATURE.

Baton Rouge, January 18th, 1854.

There was no business of importance transacted in either House of the Legislature to-day.

TEXAS.

By the arrival of the steamer *Louisiana*, we have received files of Texas papers to the 13th inst., inclusive. They contain little of prominent interest.

The Legislature is still in session. The bill granting loans to railroads meets with much opposition, but its friends are confident that it will pass with some slight amendments. The bill granting sixteen sections of land to local railroads will, it is said, undoubtedly pass. The bill introduced at an early period of the session by Mr. Palmer, of Harris county, authorizing counties and cities to issue bonds and subscribe for railroad stock, will probably pass. The friends of internal improvements are confident that these bills, if they pass, will enable all the local companies to prosecute the work on the railroads already commenced. The *Telegraph* says:

The *friends* of the Harrisburg road are highly elated, and hope that the additional bounty of eight sections of land, and loan of $80,000 upon the portion of their railroad already completed, will enable them, with the liberal donations already made by planters, to extend their road fifty or sixty miles further. We think, however, that the bills granting the additional loans of land and the loan of four thousand dollars per mile, will contain provisions regulating the gauge of the railroads, and specifying the weight of rails and the character of the grade of the roads, which are to receive the benefits of these bills.

On the afternoon of the 12th, the Convent at Galveston was discovered to be on fire. After considerable exertion the flames were extinguished.

The Austin *State Gazette* says: "The roof of the new House of Representatives having been hastily put on in order to occupy it, was not so securely fastened as desirable. The consequence is, that on last Thursday night, the wind lifted one side of it nearly off, and the House was compelled to adjourn on Friday morning immediately upon meeting, to enable the workmen to refasten it."

The bill relating to the sale of spirituous liquors has passed the Senate. It provides that all licenses for the sale of ardent spirits shall expire on the first Monday in August next, and that elections shall be held in each county, at that time, deciding whether licenses for the sale of liquors, shall be issued after that period.

Wm. L. Varvell has been unanimously elected Mayor of Indianola.

The Indianola *Bulletin* says:

A little daughter of Mr. James Smith, of this city, was severely burnt on Saturday, from her clothes taking fire while too near a stove. Her mother being out, she ran to the bed, which ignited, and, but for the accidental presence of a neighbor lady, the child and house would both have been consumed.

We have since learned that the little girl died.

The Houston *Telegraph* has the following:

We learn from the *State Times*, that the Vicksburg and El Paso Railroad Company, have ridden a march upon the Pacific Railroad Company or rather the company that has to be formed under the provisions of the Pacific Railroad bill, and have actually located their road upon the route designated in the bill for the Pacific Railroad. Mr. Shinn the agent of the company, was authorized by Col. W. R. Ward, the Engineer, to survey the line from the town of Marshall to the Rio Grande. The route designated by him crosses the Trinity, Navasota, Brazos and Colorado, on that parallel and bounds South of the Guadalupe mountains, by the line designated by Judge Atkinson. By the provisions of the charter of the Vicksburg and El Paso Company, they are authorized to survey and mortgage the public lands, three miles on each side of the road, to aid in its construction, to have each alternate section. It is feared that this claim of the Vicksburg and El Paso Company will prevent capitalists from undertaking the construction of the Pacific road, unless a compromise is effected with this company."

We believe however, that the El Paso Company is required to complete their road within twelve months, and as there is but little probability that they can comply with this provision of their charter, it will probably be forfeited.

Death of Judah Touro.—This venerable and wealthy citizen, identified with New Orleans for so many years, whose name was synonimal of unostentatious benevolence, and quiet but large and liberal charities, has paid the debt to nature, having expired last night after a lingering illness of some weeks. Mr. Touro was a native of Newport, R. I., but has resided in New Orleans nearly half a century. He had amassed a splendid fortune, out of which he was continually dispensing handsome sums in the secret exercise of a benevolence which seemed indeed part of his nature. He he was an Israelite in whom there was no guile, and was universally regarded with profound respect and well founded esteem. He died at the advanced age of 79, leaving behind him a reputation for sterling worth, and princely benevolence, such as befits the benefactor of mankind, whose opulence is made subsidiary to the noblest of purposes. May he sleep in peace.

King's Bust of Daniel Webster.—There may now be seen at Norman's Book Store, No. 14 Camp street, the celebrated Bust of the late Daniel Webster, taken by the Artist from life in 1850. It is, we believe, admitted, that the faithful and exquisite likeness of the illustrious statesman and patriot which we possess. It has everywhere received the highest encomiums, not only for its perfect resemblance, but for its admirable execution, its expression, and its life-like vividness. We advise our citizens to examine carefully this noble work of art.

Grand Lodge of Louisiana A. Y. M. The annual election for Grand Officers of the Grand Lodge of Louisiana will take place at the Grand Lodge Hall, on St. Charles street, at 7 o'clock this evening. See notice in another column.

R. W. Grand Encampment.—At the annual communication of the R. W. Grand Encampment of Louisiana, on Tuesday evening, the following officers were elected for the ensuing year: John Crickard, M. W. Grand Patriarch; Edward Edgar, M. E. Grand High Priest; Wm. H. Black, R. W. Grand Senior Warden; Jas. Farnham, R. W. Grand Scribe; Henry Williams, R. W. Grand Treasurer; H. Millspaugh, R. W. Grand Junior Warden.

The M. W. Grand Patriarch then appointed J. O. Nixon, W. Grand Marshal; H. Gilfillan, W. Grand Sentinel, John Frankford, W. Deputy Grand Sentinel.

De Bow's Review.—Our thanks are due J. C. Morgan, of the Literary Depot, Exchange Place, for the January number of De Bow's Review. It embraces the following articles: Growth, Trade and Manufacture of Cotton; The Consular System; The Turks and The Holy Land; Hayti and the Haytiens; Clark Mills and his Equestrian Statue; Southern Slavery and its Assailants; Italian Letters; Improvement of Rivers; Free Banking in the South west; The U States Census for 1850; Agriculture; Internal Improvements; Editorial.

The Occident.—We are indebted to the Rev. Mr. Kreger for the January number of this excellent publication.

Don Juan.—We are indebted to Mr. Fiot, the obliging manager of the Orleans Theatre, for a copy in French and English of the *libretto* of this world renowned opera.

AMUSEMENTS THIS EVENING.

St. Charles Theatre.—This night witnesses the farewell benefit of Miss Julia Dean, on which occasion will be performed the tragic drama of "Adrienne the Actress." After this will succeed the delicious comedy of the "Honey Moon." The pieces are interesting in themselves, and the performance of the principal actors is likely to draw a crowded house.

Placide's Varieties.—Here we are to be treated to the comedy of "Old Honesty," in which Mrs. Rowe, Messrs. Hamilton, Bass and Holland will appear. Then comes the farce of "Sleather and Crasher," which will undoubtedly excite much merriment. The whole will conclude with the comedy of "Simpson & Co."

Dan Rice's Amphitheatre.—M'lle. Tournaire's equestrian performances seem to acquire new interest by repetition, if we may judge by the increasing throngs at the Amphitheatre.

Floating Palace.—After the fashion of the French monarch under the *ancien regime*, the king of beasts took his dinner in public yesterday, and were among the lookers-on. Whether he nor any of his forest associates evinced any need of a tonic to sharpen their appetites and bitters, were consequently dispensed with. The Russian bears appeared to take it very hard that they were confined to corn, while their fellow lodgers were luxuriating in viands. Their piteous remonstrances on the occasion moved our sympathies, and we would gladly have dined them with them. We would advise our readers who have never witnessed the operation, to go, by all means, and see the wild beasts eat their dinners.

Southern Monitor.—Mrs. Graham; Professor Wilson and the great piece of mechanism, "the Mysterious Lady," consistute attractions enough at this establishment to ensure a regular and full attendance.

Dog Question.—The Committee of Police in Municipality of Jefferson, to-day, (Wednesday, 18th instant,) at 10 o'clock, at *Fortunato & Co.'s* auction room, No. 30 Old Levee, between Bienville and Conti streets.

Late from the Bahama Islands.

By an arrival at Charleston, the *Courier* of that city has received advices from Nassau to the 9th inst. A letter of that date says:

"We have just received intelligence of the wreck of a copper-ore ship—Irishman—on Bird Key, and of a large vessel on shore near Crooked Islands."

Capt Fairbanks, of the bark *Sierra*, from Boston for Havana, which put into Nassau, on the 18th of December, died on the night of the 21st December, of typhus fever. The *Sierra*, under command of the mate, Mr Karstens, sailed for Havana on the 28th ult.

The Vice Admiralty Court have arrested the property owned from the Spanish steamer *General Armero*, which was wrecked, as announced in the *Courier* of the 4th instant, on the night of the 23d of November. It consists of coffee, about 130 or 140 boxes of brandy, dry goods, &c. It is said that the Salvors could not induce the Captain to come to Nassau, and that his crew, by his directions, opened boxes and bales, took therefrom the undamaged goods, and when remonstrated with by the Salvors, attempted to stab them.

A meeting had taken place in Nassau, for the purpose of forming, with the assistance of the Colonial Government, a Joint Stock Company, with a capital of £20,000, in two thousand shares of £10 each, with a view of establishing a direct and regular steam communication with New York, Havana and that place.

At a public meeting held at Nassau, on the 3d instant, which was numerously attended, and at which great enthusiasm in favor of the enterprise was manifested, the following resolution, amongst others, was adopted:

Resolved, That the provisional committee be requested to enter into communication with ship builders in Great Britain and the United States respectively, to ascertain the most advantageous terms on which a steamer of the required capacity can be obtained, and especially with reference to the amount of stock the builders who might be selected, would take.

An open boat belonging to Rum Cay, which left that port on the evening of the 8th ult, with seven or eight men, had not been heard of up the 16th ult, and it is presumed she is lost.

By an arrival at Nassau on the 24th ult., from Harbor Island, we learn that the schooner *W. H. Cleare*, Capt. ——, had arrived there from the port, and reports the Brig *Young*, from Nassau, for Wilmington, N. C., as having put into Harbor Island in distress, after being out nine days. She experienced a severe gale near Cape Fear, in which she was unfortunately blown off with loss of sails, rigging, and leaking much, causing him to bare up for that port.

Fifty percent has been awarded by a Committee of the Nassau Chamber of Commerce to the vessels which came out Abaco with portions of the cargo and materials of the British barque *Water Lilly*, Capt. Canny, from Jamaica for London with a cargo of sugar and pimento, which was totally lost, as reported in the *Courier* of the 4th inst., at Wood Cay, Grand Bahama, on the 14th of November; and sixty per cent. to the vessels which came direct.

☞ We find in the last Charleston *Courier* some particulars of the recent terrible conflagration in New York, by which Metropolitan Hall and the Lafarge House were destroyed:

New York, Jan 8.

Another tremendous conflagration occurred in this city this morning. About one o'clock, the whole city was illuminated by the glare of the flames, which were consuming the celebrated and magnificent Metropolitan Hall, and the new and unopened La Farge Hotel. The Hall was the finest Concert room in America. It was built about three years ago, and was to have been inaugurated by the singing of Jenny Lind, but by some ambitious rivalry, Madame Anna Bishop had engaged it first and would, under the impression that her more distinguished rival to occupy it on such an occasion. It was fitted up in an elegant and costly manner, and the building is a mere shell as well as public inconvenience. It was erected by a Mr. Tripler, who gave it his name, which was afterwards changed to its late one, when it was purchased by its present owner, Mr. La Farge. Julien was to have given his *Grand Bal Paré* at Metropolitan Hall, on the 19th. Father Gavazzi, in the suite of the Pope's Nuncio, from Liverpool, occupied the Hall last, since he lectured in it on Thursday and Friday evenings.

The loss of the beautiful La Farge Hotel excites deep sympathy. It has been in course of erection for more than a year. The front was marble, six stories high, and was just completed. Below and on the first floors were furniture and upholstery, which were of the most superb description, had been received, and everything was consumed.

Nothing of either the Hall or Hotel is left standing, save a part of the walls. One part fell about two o'clock, and the crash was terrific. It is impossible to say how hurt it is, but reports the most disastrous conflagration which have occurred for years. It will be remembered by some of your readers, that the La Farge Hotel was to have resulted for $40,000 per annum, from which the extent of its loss may be slightly approximated.

As a spectacle, it was one of the grandest things we ever saw. The flames towered so high, and were so exceedingly vivid as to light up Washington Park, and the vicinity for a mile around. A shower of sparks and flakes of fire bespecked the sky, making it as gorgeous a pyrotechnic display as the fetes of Versailles ever exhibited. It was very generally remarked that such a crowd as were gathered this morning, has not been seen since the great fire of 1835. It is supposed that the whole of the main beams seemed bound by some enchantment to the fatal spot. The Firemen could do nothing but allow the Hotel and Hall to perish, and try to save the adjoining buildings, which they did. The Hod Carriers Hotel adjoined the La Farge, and was saved with but little damage. On the upper side a few stores was being erected, and on the corner of the square a grocery store was scarcely harmed. The La Farge Hotel was situated in Broadway, just above Bond street. No accidents are known to have occurred. The recent three large fires in this city, together with the severe losses at sea, will cut down the swelled wards of our Fire and Marine Insurance Companies.

Wreck of the British Brig Charlotte.—We learn from the Charleston *Courier* that the brig *Charlotte*, Capt. Cavar, was wrecked on Folly Island on the 16th inst. It appears that between four and five o'clock, it being very foggy and the wind dead on shore, Capt. Cavar finding the brig near the breakers was compelled to anchor in three fathoms of water; but both chains having shortly afterwards parted, the vessel went astern on the beach near the light house, striking heavily as she passed over the breakers. The mainmast and foretopmast went over the side soon after she struck, and when the Captain left her on Wednesday afternoon she had three feet four inches of water in the hold. It has been blowing very heavily since, and she will probably become a total wreck. The officers and men succeeded in getting ashore on Morris' Island with considerable difficulty. Captain Cravar and part of the brig's crew reached this city on Wednesday night.

☞ We have heard of pigs being trained and used as pointers. We have now accounts of another animal put to service as a dog. The cat may yet supplant the terrier, if the subjoined paragraph from the Richmond Mail is to be relied on:—In the good old State of North Carolina, where field sports are enjoyed by the rich and poor; and every mother's son, has his own method of capturing game, we learn that a gentleman of celebrity has trained a cat, which he uses with great success in hunting squirrels, and that in addition to pointing out the lurking, biding place, the sagacious Miss Puss will follow him to the tallest limb, and then, by taking the opposite side of the tree to that upon which the squirrel is reclining, forces him to change positions and present a fair front to the hunter man, whose unerring rifle never fails to bring the nimble forester to the ground.

Editing a Newspaper.—The following sensible remarks we find in the *National Intelligencer*, and copy them for the benefit of whom it may concern:

"Many people estimate the ability of a newspaper, and the industry and talent of its editor by the editorial matter it contains. It is comparatively an easy task for a frothy writer to pour out daily columns of words—to speak upon any and all subjects. His ideas may flow in one wishy washy everlasting flood, and his command of language may enable him to string them together like bunches of onions, and yet his paper may be a meagre and poor concern. But what is the toil of such a man with display a matter largely, to that imposed upon a judicious, well informed editor, who exercises his vocation with an hourly consciousness of his responsibilities and duties. Leaves himself to the conducting of his paper with the same care and assiduity that a sensible lawyer bestows upon a suit, or a humane physician upon a patient, without regard to glory or display? Indeed the main writing part of editing a paper is but a small portion of the work. The care, the time employed in selecting, is far more important, and the tact of a good editor is better known by his selections than anything else, and this we all know is half the battle. But, as we have said, an editor ought to be estimated, and his labors understood and appreciated, by the general conduct of his paper, its tone, its temper, its uniform, consistent course, its principles and aims, its manliness, its dignity and propriety. To preserve these as they should be preserved, is enough to occupy fully the time and attention of any man. If to this be added the general supervision of the whole paper and business, which most editors have to encounter, the most wonder is how they find time to write at all."

Hugh McLaren and Michael McGowan were drowned on Wednesday night, while proceeding to Fort Sumter, by the boat, in which they were in, being capsized. John Walker, who was with them, clung to the boat, and is nearly reached the shore, when he swam off and arrived at Castle Pinckney at 10 o'clock.—Sergeant Collier, of Castle Pinckney, proceeded distinctly on hearing what had occurred, left in a boat and succeeded in finding the body of Hugh McLaren, but life was extinct. The body of Michael McGowan has not, as far as we can learn, been recovered.—*Charleston Courier.*

Strike Among the Dockmen.—The Dockmen of Washington county, in Georgia, have struck for higher pay. They publish a fee bill in the Augusta papers, from which it appears that they demand for the use of a screw, $2 per bale; for the use of a lever, $1 per bale; for rolling cotton, 50 cents per bale; for rolling cotton from the platform to the door, 50 cents per bale; for rolling cotton from the platform to the door, 50 cents per bale; for rolling cotton from the platform to the door