The New Orleans Bee

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Office, 79 Chartres street.

NEW ORLEANS:
MONDAY MORNING, AUGUST 18, 1862.

Goods at Auction To-Day.

By R. Chittenden, at 11 o'clock, A. M., on Grosvenor street, near Canal, household furniture.

By R. S. Sykes, at 10½ o'clock, on the Levee, opposite Jackson Square, slaves, boats and cedar.

By E. T. Montgomery, at 12 o'clock, at store No. 101 Magazine street, flour.

CRIMINAL NEGLIGENCE.

Talleyrand is given the credit of saying that if blunder is worse than a crime. Whoever said it only put in form for a particular occasion what must have always been felt by the reflecting. He said, it with regard to contemporaneous or diplomacy; but it has its analogies with regard to most human actions. It is very applicable to those cases in which parents neglect to make such reasonable exertions to prevent the destruction of their children, in such a manner as to provide both against the most terrible injuries and the most foolish. And nowhere in the world, we believe, is this criminal negligence so fearfully displayed as in this city.

On every railroad in the city, children of all ages are seen constantly sitting, walking, gambolling, climbing on and off of the cars, and of course meeting with the severest descriptions of wounds, loss of limbs, and loss of life, and yet their parents, speaking generally of course, make no efforts whatever to prevent the evil. It is really painful to a humane mind to see the extent to which it has spread. We constantly see here the five consecutive minutes together in a railroad, and scarcely never take a ride or pass, on foot or by car, but we see some child in danger of injury. Yet we have never on a single occasion known a parent to admonish or chastise the recklessness which leads to; although it is so clearly their duty to themselves, to their children, and to society to do so, as it is to endeavor to prevent them from falling into any bad habits. Nor will the evil abate until they appreciate this fact, and can open it; and they must expect it to be impossible to have their own children or their friends' or their neighbors', brought home from time to time, now crushed and bleeding, now mutilated, now dead.

It is no time for them or any one else to attempt to throw the censure of exacting such carelessness on drivers and conductors of cars, on the police, or on passengers who stop their cars. The car company of injuries indeed by the reckless mass of drivers of cars, as compared with the whole which are inflicted, we are satisfied, is exceedingly small, and would be yet smaller, did parents perform their duty in the premises. No doubt, let all do their duty most honestly and scrupulously in the premises, and still accidents will occur. But they must become very few and rare, as compared with their present frequency.

It is sad enough to see one's child's life imperilled and its limbs lacerated and crushed, when one has the consolement that he has done all in his power to prevent it; but it must be agonizing to a conscientious man who has added to his pain and grief, the harrowing reflection that his indifference or carelessness has contributed to it.

Parents cannot be too eagerly incited to take this matter into consideration. They ought to prohibit their children from going about the railroad much more rigorously than from going near danger of falling into rivers, canals, or ponds; for there is a chance of rescue from these, even if they should fall in; but there is none of escaping terrible injury, maiming or death, once they fall beneath the car wheels.

The police, it seems to us, might keep children from running on the tracks, and clustering on the cars. It may be said that as the law makes no provision for the families of the little offenders, their interference could produce no good; but we think it might. Were a few of them threatened and locked up for an hour or two, and others who might have sensible parents, taken home to them for chastisement, it would soon be found that the evil was greatly shocked if not altogether abated.

To expect passengers to do much in the way of keeping children from climbing on the cars is vain. They may do, and do some little. But "when is everybody's business is nobody's business," as well in this case as in all others. With a car full of passengers few men like to undertake the prominent offensiveness of driving off this silly nuisance; especially in view of the possibility of having one's part ridicule or impertinence showered on him by some many archin whom he may thus encounter.

On parents almost exclusively, then, must the responsibility for the continued frequency of such occurrences rest. And they cannot be morally absolved of criminal negligence if they disregard it.

Arrival of the U. S. Store Transport Fulton.

—The U. S. Store Transport Fulton, Capt. Weston, arrived in our port last evening. She left New York on the 1st inst.; Her dates have been anticipated. The Fulton brings a small number of passengers.

The steamship Marion, Captain James D. Phillips, United States Navy, left her wharf yesterday morning, at 9 o'clock, for New York, with a large freight, the United States, and the following passengers:

Mrs Harry Hamilton, Miss M Harvey, W J Harvey, F J Gallagher, Miss M Mair, C Bernard, Mrs Joseph, G B Hennessy, Mrs C Hennessy, Miss Hennessy, Miss Hennessy, W G Davis, R P Hennessy, J Hennessy, Jr, J Vallette, Jr, J Vallette, Mrs J Vallette and 2 children, Miss Vallette, Miss J Vallette and 2 children, J M Levenstein, Mrs L Levenstein and 2 children, Miss Levenstein, Miss J Vallette and 2 children, Mrs Mary Vallette and child.

The steamship St. Mary, Capt. W. H. Talbot, left her wharf yesterday morning, at 9 o'clock, for New York, with a full freight, the U. S. mails and the following passengers:

J M Eaton, N P Taylor and niece, Mrs J E Ashton, Mrs Myers, two children and servant, Mrs Bell and two children, F Bonnet, Mrs Pike, Mrs Williams, Mrs Wilkinson, Mrs Fuller, Miss Fuller, Mrs Lawrence and daughter, Mr Bowen, Paul