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NEW ORLEANS:
SATURDAY MORNING, NOV. 17, 1866.

AUCTION SALES THIS DAY.

Charles E. Fortier sells real estate, at 12 o'clock M., at the Merchants and Auctioneers' Exchange, Royal street.

It will be seen by a special notice in this morning's paper that the members of the City Council and the Press generally are invited to attend at the Fair Grounds, to-day, at 12 o'clock, to see the working of the new centrifugal pump, which has been set up for the purpose of draining the grounds. It will be an interesting matter, and we hope that all who can do so will be present.

Persons desiring to go to Brazos Santiago or its vicinity, will find an important notice in another column regarding the steamship St. Mary, which will leave for the above port this morning at 10 o'clock. Old travellers need not be told that it is always better to be in time, especially on the days when a favorite steamer is leaving. The hour of sailing is positive.

The great wink for seats at the presentation of the opera *L'Africaine* has nearly filled the St. Charles already. A few choice seats can be procured, however, by applying early, at No. 62 Common street, as will be seen by notice in another place. This is the first time this opera has been brought out in New Orleans, and from the excitement it has created elsewhere, there is a general desire to see it.

PERSEVERANCE No. 13.—We understand that a petition, addressed to the Common Council, and making application that a steam engine be furnished to this efficient and well-known Company, is being circulated at this time. There are many reasons why this application should meet with a favorable consideration. Among these is that of location. The engine-house is centrally situated on Perdido street, near St. Charles; and being surrounded by many of the principal commercial establishments of this First District, is of peculiar importance to the business interests of the city. As an efficient organization, also, prompt and fearless in the performance of the hazardous duties which fall upon our Fire Department, "Perseverance" has certainly no reason to be ashamed of its record. We commend this petition and its object to the business men of the First District.

MANIFOLD LETTER BOOKS.—We are indebted to Mr. Thos. L. White, bookseller and stationer, No. 62 Camp street, (up stairs,) for a Manifold Impression Book, for taking numerous impression copies in one writing, with the aid of a pearl stylus and carbonized impression paper, together with other articles in the same line, of great service to all who wish to preserve copies of their letters, &c., or to make a number of copies at once. Young ladies and gentlemen, especially, who wish to preserve copies of their love-letters, without the trouble of writing, will do well to provide themselves with their copying articles from Mr. White's, who is one of our oldest and most reliable merchants.

AMUSEMENTS.

VARIETIES THEATRE.—In spite of the thunders constantly directed by the anti-stagers against the abominations of the theatrical profession, we question whether any better moral can be deduced from the most elaborate essay of this ilk than from "Arrah-na-Pogue," the home like drama, which excites the sympathies nightly of large and refined audiences. Mr. Aminadab Sleek might well look, with a certain inward profit, upon that scene wherein *Shawn*, in a burst of honest confidence—of which Mr. Sleek is altogether ignorant—sacrifices himself to save from shame the woman he loves. That poor lady, Mrs. Sawerly Creasuly, also, might gain a lesson of charity from the hearty good humor of the marriage festivities. The fact is, to our mind, a pure play is every whit as good a teacher as a sectarian sermon. We might go further, but we prefer to stop here.

ST. CHARLES THEATRE.—Since the presentation of Meyerbeer's posthumous Opera, "L'Africaine," accounts of the artistic enthusiasm which it has elicited from the best critics of Europe, have reached us periodically. Mr. Strakosch, in presenting it, for the first time, to the people of this city, will have conferred on them a real favor. For the rest, the representation of "L'Africaine," this evening, promises to be a notable event. The Orchestra, under the leadership of Sig. Rigolbo, will be increased so as to embrace forty first class musicians; and the Chorus will number thirty-five performers. The scenic effects are also said to be particularly complete. We learn, by the way, that the number of tickets secured before Friday noon makes it clear that the latest melodies of the dead Master will be given to a compact house. This, it should be remembered, will be the last representation of the Italian Troupe, at the "St. Charles."

On Sunday, the regular dramatic season will be resumed with the representation of the great romantic drama "Der Freischutz," in which Mr. Eddy will assume a prominent part.

ACADEMY OF MUSIC.—Another *matinée* day has rolled around, and another band of merry, laughing children will be certain, as usual, to crowd the "Academy." In addition to the Hanlon Brothers, little George Belgrist, Johnny Thompson, &c., whom they have already seen, they will have a chance of making the acquaintance of the new English artists, Mr. Lacy and Miss Reynolds, who sing a capital comic song, and Miss Carrie Augusta Moore, who can give them an idea of how pleasant it is to skate on an ice bound stream, in those Northern regions of which they know only by hearsay.

At night, there will be the same brilliant and varied entertainment. As a propos of variety, why do not the Hanlons give us some of their aerial acts? They have, if we mistake not, some dozen or so acts on the trapeze, the bold performance of which has mainly contributed to give them the reputation they enjoy; and yet, since they have been among us—now quite two weeks—they have not raised their eyes above the "Horizontal Bar." Stir yourselves, Messrs Hanlon! Your admirers have a right to expect from you something worthy of your high name. You should not forget that, in your business, as in every other, the price of success is constant and unremitting effort.

THE CHARTRES ST. ART MUSEUM, Nos. 40 and 19 St. Charles street, continues amusement and instruction in that happy blending which suits flies all tastes and ages. The Museum is open daily between 8 A. M. and 11 P. M.

The Star Line steamship Merrimack, Capt. Van Sice, sails this morning at 7 o'clock, for New York, with a full freight, 250 U. S. troops, and the following passengers:

Louis Smith, wife and child, Mrs. Thos. S. Louis, A. H. McBurney, J. P. Crosson, wife and child.

The steamship George Washington, Captain Gager, sails at 7 o'clock for New York, with a full freight and the following named passengers:

Joe Sonist, Ed Sonist, E. G. Fleurot, C. H. Bass, and others.

The steamship Raphael, Capt. W. B. Eaton, from Galveston, has arrived with the following passengers:

Messrs Adam, Smith, Sharp, Bain, Williams, Jones, Anglish, Hall, Falls, and 25 on deck.

The President's Annual Message—Our Relations with Mexico.

The *Herald* contains the following special dispatch:

Washington, Nov. 10, 1866.—The President yesterday laid before the Cabinet certain portions of his annual message. The meeting was somewhat protracted, and various portions of the message were discussed. Our relations with Mexico will occupy a very prominent position in the message. It is certain that the mission of Minister Campbell and General Sherman to Mexico will be no sinecure. It means work. If on the arrival of the Susquehanna at Vera Cruz, or any other Mexican port, it is ascertained that neither Maximilian nor the French have left, and evidence is adduced that they do not intend to do so without unnecessary delay, there is reason to believe the President will recommend to Congress the most vigorous measures to expedite their exit. The state of affairs on their arrival, if not the preliminary action of the mission, will probably be ascertained by the government in time for the President to incorporate his definite and decided Mexican policy in his forthcoming message.

ATTEMPTS TO DISCREDIT THE REPORT OF MAXIMILIAN'S ABDICATION.

The recent letters from Mexico throwing discredit upon the information given to the public through the Mexican Minister, to the effect that the visit of the Emperor to Orizaba was in pursuance of his intention to embark for Europe, are believed here to have been written in the interest of the imperialists. It is stated that if the Maximilian's object in going to Orizaba was that he might be nearer obtain intelligence from the Empress Carlotta, his gain in that respect must be very slight indeed, as there is telegraphic communication from the Gulf coast to the city of Mexico. The belief is entertained that Louis Napoleon desires Maximilian to remain in Mexico until the French troops are withdrawn, for reasons which none can explain better than himself.

FERNANDO WOOD.—Fernando Wood had an interview with the President to-day, and is attempting to exercise an influence relative to the appointment of new naval officers in New York. The *Republican* says that Mr. Wood declares that he is responsible to no political party for his course, as he was elected to Congress on an independent ticket, but that he favors the adoption of the Constitutional amendment.

The New Orleans Bee.

OFFICE 73 CHARTRES STREET. NEW ORLEANS, SATURDAY MORNING, NOVEMBER 17, 1866. Vol. XXVII—New Series. Vol. XVII—Whole—13,978.

THE EVENING STAR DISASTER.

It was but a few weeks ago that nearly one-half of our city was thrown into mourning by the terrible news that the Evening Star, with over three hundred passengers on board, had foundered at sea. In the whole catalogue of marine disasters there has been none which came so nearly home to us, or which produced so great an effect upon our city. It is not strange, therefore, that there should be a demand for an investigation into the causes which led to so terrible a calamity. This inquiry was placed in the hands of Captain Maw, who is, it seems, entrusted with the administration of the steamship laws. An abstract of the report which was rendered will be found in another column. It leaves very little doubt as to the cause of the disaster, although there may be some variance of opinion about the conclusions arrived at, in every instance, by Captain Maw. So far as direct assertion is concerned the steamship company is exhonerated from all blame; but there are certain passages in the report which imply more than enough to overbalance these direct expressions. The steamship was pronounced seaworthy, she was insured as a first-class vessel, was so considered by shippers, and was provided with as many boats as are demanded by law.

So far, nothing can be charged against the company. But the report goes on to say that the loss of the ship was due to the incapacity of Captain Knapp. It says further that while there were a legal number of life-boats on board, there were not enough for the number of passengers carried. It also says that the crew was insufficient and inexperienced, and that there was not a full complement of men in any department. In all this a fault is implied, and we wish to inquire—if the company is exculpated entirely—upon whom this is to be charged. Admitting even that Captain Knapp was incompetent to manage his ship properly the blame cannot rest upon him solely, for a man not known to be competent, or about whom there can be the shadow of a doubt, has no business in command of a ship in which such valuable lives. In saying this we do not wish to reflect upon Captain Knapp, but to mark the inferences to be drawn from this published report. He is no longer alive to appear in defence, and we prefer to give him the benefit of the doubt—that he did not resort to the usual expedients in time to save his ship because he knew that he had not men enough to accomplish them.

There is no doubt that the "Evening Star" was as well fitted for the voyage, as well manned and officered, and as well provided, as nine-tenths of the American steamers which sail from New York. The blame may rest with the company, and still they may be no more culpable than any of the other steamship companies who have been fortunate enough to save their ships. The real fault lies deeper, and is to be found in the want of a proper *esprit du corps* in the American merchant marine. Its origin dates back several years. No one will deny that the character and spirit of the profession of seamanship has been gradually declining, until we can now almost search in vain for that old-time pride which made the ship Captain a perfect lord upon land or water. There was a time when seamen were proud of their craft, and when their profession was held high above all thoughts of money making or money saving. The American merchant marine, though greatest in point of numbers, stands to-day the lowest in the world in point of excellence. The contrast between the American and the English and French marine service is unfavorable to the former. In both the latter services strict examinations are required, not only regarding experience and general qualifications, but in education. It requires something more than an experienced seaman to be a good commander. Knowing this the English merchant captain feels a pride in his profession that outweighs all monetary considerations; and that a member of the profession should have been honored by the English Queen with knighthood, as in the case of Sir Wm. Anderson, does not seem so strange from an English point of view as it does from an American. The very idea of a titled captain in this service carries with it something extremely ludicrous. But we do not mean to say that there are not as good seamen, and as able captains, in the American service as in any other in the world; unquestionably there are. There may be as many educated gentlemen in command of American ships; but we do mean to say that the standard of excellence is much lower, and that there is far less pride in the profession. In a measure this is due to the parsimony of ship owners and companies. It will be a matter of surprise to many of our readers to know that a very large number of captains who sail to and from this port receive less than one hundred and fifty dollars a month. When the salaries attached to a profession are small it naturally deteriorates. This has been the case in the American merchant marine, and this, though seemingly remote, is one of the causes of the loss of the "Evening Star." Aside from well known facts, the inference would naturally come from this report.

Captain Maw says that the chief blame rests with Captain Knapp, and at the same time thinks that he would have acted in a different manner—in a manner that might have saved his ship—had he been properly provided with able-bodied, experienced seamen. Capt. Knapp is entitled to this reservation. Whose fault is it, then, that there was not a full complement of seamen? The general opinion is that the company failed to provide able hands because the wages demanded were too high; and if this be the case, the public will be inclined to doubt the economy practiced. In calling attention to the main points brought out by this report, we have no desire to pass judgment, and leave that entirely to the public; but the matter is of too much importance to be passed over in silence, and we sincerely trust that the costly experience gained in this instance may prevent the recurrence of similar disaster if human skill and management can do it.

Important to Holders of United States Five-Thirty Treasury Notes.

The following circular, issued to-day from the Treasury Department, is of great importance to holders of United States seven-thirty Treasury notes:

TREASURY DEPT., TREASURER'S OFFICE, Washington, Nov. 10, 1866.

Payments for interest arising in settlement of seven thirty notes sent to the Secretary of the Treasury for conversion into United States six per cent bonds, act of March 3, 1865, should be made either in currency or by national bank draft, drawn on any other national bank in any of the four principal Atlantic cities, which, when collected, will be received in payment of said interest. When the remittance for such interest is sent in the same enclosure with the notes forwarded for conversion, the amount should be specified in the letter asking the conversion of the notes, and the currency or draft enclosed in an envelope addressed to the Treasurer of the United States, with the contents marked on the outside.

Drafts in payment of interest should in all cases be made payable to the Treasurer of the United States. Remittances for such interest, when not sent with the notes, should be forwarded directly to the Treasurer of the United States. Holders of seven-thirty notes for conversion should state the denomination of bonds required, and whether they wish registered or coupon bonds. If registered stock is requested, the parties should be particular and state at which of the following places they desire the interest payable: Washington, D. C., New York, Philadelphia, Boston, New Orleans, St. Louis, Baltimore, Cincinnati or Chicago. Seven-thirty notes sent to this Department for conversion should be forwarded to the Secretary of the Treasury, to whom all letters in regard to the conversion of said notes should be addressed.

F. E. SPINNER,
Treasurer United States.

THE EXPEDITION TO MEXICO.—The New York *Evening Post*, of November 10, that records the departure of Gen. Sherman for Vera Cruz:

Major Gen Sherman embarked this afternoon on board the United States frigate Susquehanna, for Vera Cruz, in Mexico, having been ordered thither to take care of the interest of the United States. He was accompanied by Col. Audenreid, of his staff, and Mr. Campbell, the United States Minister, with Mr. Plumb, the secretary for the Minister, who were also on board.

A considerable crowd of persons, among whom were many personal friends of the General, had assembled at the pier and entered the steamer with him. Thence he was carried to the Susquehanna.

Gen. Sherman's visit to Mexico will not probably be of long duration. He may remain there ninety days, possibly less.

In regard to what he will do, nothing can be said. Maximilian's "impopularity," he declared before he arrived, when his to Mexico. There are, he added, thirty-four millions of sovereigns in this country who are opposed to the presence of any more Emperors in this part of the world.

E. G. Hall, of Hornice, killed a Chinaman on Friday of last week under very peculiar circumstances. He heard a noise in the henhouse and got up and went down there, when he met a Chinaman in the very act of stealing chickens. In the attempt to seize the fellow, Hall accidentally put one hand in the Chinaman's mouth. With the other he seized hold of his cue, and twisted it around his neck and hung on. The severe biting of his hand caused Hall to faint. Mrs. Hall, thinking her husband was murdered, got up and went down there, when she met a Chinaman in the very act of stealing her husband. In the attempt to seize the fellow, she put one hand in the Chinaman's mouth. With the other she seized hold of his cue, and twisted it around his neck and hung on. The severe biting of his hand caused Mrs. Hall to faint. Mr. Hall, thinking her husband was murdered, got up and went down there, when he met a Chinaman in the very act of stealing her husband. In the attempt to seize the fellow, Hall accidentally put one hand in the Chinaman's mouth. With the other he seized hold of his cue, and twisted it around his neck and hung on. The severe biting of his hand caused Hall to faint. Mrs. Hall, thinking her husband was murdered, got up and went down there, when she met a Chinaman in the very act of stealing her husband. In the attempt to seize the fellow, she put one hand in the Chinaman's mouth. With the other she seized hold of his cue, and twisted it around her neck and hung on. The severe biting of her hand caused Mrs. Hall to faint. Mr. Hall, thinking her husband was murdered, got up and went down there, when he met a Chinaman in the very act of stealing his chickens. In the attempt to seize the fellow, Hall accidentally put one hand in the Chinaman's mouth. With the other he seized hold of his cue, and twisted it around his neck and hung on. The severe biting of his hand caused Hall to faint. Mr. Hall, thinking his