Business Notices.

LEARY & CO.'S FALL FASHION.—The subscribers will offer THIS DAY, Sept. 1, in accordance with their quarterly custom, the Fall Style of Gentlemen's HATS. Our customers and the public generally, we think will be particularly pleased with the style and quality of the Hats introduced by us for the present Autumn, as in lightness, elegance and durability it has never been surpassed.

N. B.—We offer different goods, of the same style, at different prices.

LEARY & Co. Astor House, Broadway.

BANTA'S BEAVER and FELT HATS for Children, surpass everything heretofore exhibited in that line. New and beautiful colors, tasty and costly trimmings, and a great variety of styles to meet the different ages have made his place a rendezvous for all who have wanted to purchase. Call and inspect them at No. 106 Canal, corner of Wooster-st.

Our old place, corner of John and Nassau-sts., is now well stocked with WINTER CLOTHING, fresh and fashionable, well made and cheap. Our well-earned reputation for the sale of Clothing as above described, we are determined to maintain. DEVLIN & ESTUP, Nos. 33 and 35 Nassau-st.

THE ONLY RAILROAD TO WEALTH IS ECONOMY.—Depot, EVANS' CLOTHING WAREHOUSE, Nos. 66 and 68 Fulton-st., where fashionable Cloth Coats are sold at $8; blue Dress Coats at $8; fancy Cassimere Pants at $2 50; splendid black Overcoats at $12, &c.

STEARNS & MARVIN'S
WILDER PATENT
SALAMANDER SAFE
Can only be obtained of the undersigned, (or their Agents,) as we are the only parties holding an assigned right to use in any way
THE WILDER PATENT,
which, with
Our Anti-damp Patented Improvement,
and our
LA BELLE POWDER-PROOF LOCK,
(Brennan's Patent,)
is the
BEST FIRE AND BURGLAR-PROOF SAFE
in the world.
STEARNS & MARVIN,
Sole Manufacturers for thirteen years,
Nos. 144 and 146 Water-st., N. Y.

QUILTS! QUILTS!!—Of a most superior quality, made entirely by Singer's 8-wing-Machine, and of the best materials in the market; will wear four times as long as those made by hand, and can be washed as easily as a common bed blanket. Specimens can be examined at the office of I. M. SINGER & Co., No. 323 Broadway, or at the manufactory, No. 395 Fourth-av., where all kinds of sewing machine work can be quickly executed.

EDWARDS
ON THE
LAW OF BAILMENTS.
Table of Contents.
Chapter I, Bailments; Chapter II, Deposits; Chapter III, Gratuitous Commissions or Mandates; Chapter IV, Gratuitous Loans; Chapter V, Pledges or Pawns; Chapter VI, Contracts for Hire; Chapter VII, Of Inkkeepers; Chapter VIII, Common Carriers and Carriers of Passengers.
The above chapters are treated very full, making a book of 667 pages. Price, $4 50.
Just published and for sale by
BANKS, GOULD & Co.,
No. 144 Nassau-st., New-York, and
No. 475 Broadway, Albany, N. Y.

CLOCKS! CLOCKS!! CLOCKS!!!—Ten cases new styles Paris-made Bronze CLOCKS. For sale very cheap.
W. J. F. DAILEY & Co.,
Marble Stores,
Nos. 631 and 633 Broadway.

PREPARE FOR WAR.—In fine weather the Ladies should prepare for Winter, by going to CANTRELL'S, No. 336 Bowery, for a supply of GAITERS suitable for the Season, at 12/ and 14/. CANTRELL restricts his attention to LADIES' and CHILDREN'S SHOES of all kinds, and he is celebrated for the uniform excellence of his workmanship, the material he uses, and the good taste he displays. Call and see him.

Knowledge is wealth! Know then this truth: OVERCOATS of every description, suitable to all tastes and all pockets, can be obtained at EVANS'S CLOTHING WAREHOUSE, No. 66 and 68 Fulton-st., 20 per cent below the market price.

A HEAD, TWO NECKS AND A SHOULDER.—For the benefit of Southerners and strangers, KNOX has opened his new importations of FURS in advance of the season, and he can show his customers an assortment of rich Furs Ladies' and gentlemen's Fur Gauntlets, &c., especially cheap. KNOX'S store is at No. 212 Broadway, corner of Fulton-st. and 533 Broadway.

FALL BOOTS AND SHOES. WATKINS, at No. 114 Fulton-st., has on hand a magnificent assortment of Boots and Shoes for Fall wear. They are all manufactured by himself, of the best materials, and will wear well. Strangers would do well to purchase at this old and well-known establishment.

BRONZE FIGURES AND GROUPS.—A large variety, per ship Mercury, embracing many new models never before exhibited in this country. Also, Parian and Bisque FIGURES.
W. J. F. DAILEY & Co.,
Marble Stores, Nos. 631 and 633 Broadway.

GOODYEAR'S PATENT INDIA-RUBBER OVERSHOES, Coats, Capes, Leggins, Overalls, &c., both light and heavy, every description, suitable both for City and Country trade; very handsome and light cambric and alpaca Coats, Capes and Talmas. HENRY DAVENPORT, No. 205 Broadway.

ALBERT H. NICOLAY will hold his regular semi-weekly AUCTION SALE of STOCKS and BONDS THIS DAY (Thursday) at 12½ o'clock, at the Merchants' Exchange. For particulars see his advertisement in another column. Catalogues may be obtained at the office, No 4 Broad-st.

50,000 GOLD-BORDERED and TRANSPARENT WINDOW SHADES at great bargains; Lace and Muslin Curtains from auction; Brocatelles, Satin De Laines, Cornices, Bands, Pins, Brasses, Buff and White Linens, Shade Trimmings, Upholstery Goods, at prices defying competition. The public are invited to call and examine before purchasing.
W. O. JENKS, Nos. 456 and 458 Pearl-st.

CARPETING AND OIL-CLOTHS.—A complete stock of Velvet and Tapestry Brussels, Tapestry, Ingrain and Floor Oil-Cloths. For sale low for CASH.
BAILY & BROS., No. 454 Pearl-st.

AUCTION PURCHASES.—French China Tea Sets, Dining Sets, Vases, Cups and Saucers, Terra Cotta, Parian Figures, Blue Canton China Glassware, Chamber Sets, &c., at very low prices. DAVIS COLLAMORE, No. 447 Broadway, near Grand-st.

GIFTS AND PRESENTS.—Just received and for sale at reduced prices, the choicest selection of LADIES' RETICULES, Necklaces, Toilet Cases, Jet Bracelets, Traveling Baskets, Fans, Perfumery and Soaps; also very variety of Toys, Dolls and Games, at ROGERS'S Fancy Bazaar, 449 Broadway.

CARPETINGS.—PETERSON & HUMPHREY, No. 379 Broadway, are now prepared to exhibit and sell their entire stocks of CARPETINGS, of this Fall's importations, at the following reduced prices:
Rich Velvet Carpet 12/ per yard.
Rich Tapestry Carpet 8/ per yard.
Rich 3-Ply Carpet 8/ per yard.
Superfine Carpet 6/ per yard.
OIL CLOTHS from 3/ to 9/ per yard, and all goods equally low.
PETERSON & HUMPHREY, No. 379 Broadway.

$200,000
Worth of superb English MEDALLION, VELVET and TAPESTRY CARPETS, at HIRAM ANDERSON'S ten spacious salesrooms, No. 99 Bowery.
50,000 yards INGRAINS, at 3/6, 4/ and 5/ per yard.

TUTTLE'S EMPORIUM
or
English, French, German and American
FANCY GOODS, NOVELTIES, AND TOYS,
No. 345 Broadway.

GAS FIXTURES! GAS FIXTURES!! GAS FIXTURES!!!—Fifty packages French CHANDELIERS now opening. Our importations of this article embrace many novelties, some of which were produced for the Paris Exhibition. W. J. F. DAILEY & Co., Marble Stores, Nos. 631 and 633 Broadway.

SINGER'S SEWING MACHINES.—We have the pleasure of announcing to our friends and customers that we are increasing our manufacturing department with all possible dispatch. The in reduction of our improved machines, running at double speed, and accomplishing twice the quantity of work in a day, has caused a sudden rush of orders. In a few days we shall have double our weekly product of machines, and will supply all orders promptly.
I. M. SINGER & Co., No. 323 Broadway.

LOOKING-GLASSES, FOR THE FALL TRADE, at greatly reduced prices. Buyers are invited to examine our stock before purchasing elsewhere.
RICHARDS, KINGSLAND & Co.,
Manufactory, No. 110 Chambers-st., New-York.

DINNER SETS, DESERT SETS, &c.—We offer an increased variety of these articles at a trifling advance on the importation cost. N. B.—Compare the quality of these with others in the market. W. J. F. DAILEY & Co.,
Marble Stores, Nos 631 and 633 Broadway.

Churches, manufactories and families requiring steady, powerful and smokeless light,
THAT CANNOT EXPLODE,
at one-fourth of the expense of candles or burning fluid, are invited to examine and test my
PATENT FOUNTAIN LAMPS AND FOUNTAIN OIL.
Every student and seamstress should have one.
MATTHEW VANDERHOOF, No. 30 Frankfort-st.

INHALATION.—Dr. C. HOWARD MARSHALL'S combined treatment is curing to a certainty Catarrh, Dyspepsia, Asthma, Bronchitis, and Consumption. Office at Taylor's International Hotel, No 387 Broadway, from 9 A. M. to 4 P. M. Cures certain. Terms moderate. Consultation Free.

CRISTADORO'S HAIR DYE, WIGS and TOUPEES stand prominent above all competition. A suite of elegant private apartments for applying his famous DYE, the greatest standard article of its kind throughout the world. His new style of WIGS and TOUPEES are perfection itself. Wholesale and retail at CRISTADORO'S, No. 6 Astor House.

BATCHELOR'S HAIR DYE.—WIGS AND TOUPEES.—This celebrated establishment is No 233 Broadway. Twelve private rooms expressly for the application of his famous HAIR DYE. BATCHELOR'S WIGS and TOUPEES have improvements over all others, excelling in beauty of arrangement so peculiar to this house. The largest stock of WIGS in the world.
BATCHELOR'S, No. 233 Broadway.

Dr. S. S. FITCH, author of "Six Lectures on Consumption," &c., Office No. 714 Broadway, open daily (Sundays excepted) from 9 until 5 o'clock, treats Consumption, Asthma, Diseases of the Heart, and all Chronic Diseases of Males and Females. Consultation free.

HERNIA.—Only Prize Medal awarded to MARSH & Co. by the Industrial Exhibition of all Nations for their new patent radical-cure TRUSS. References as to its superiority: Professors Valentine Mott, Willard Parker and John M. Carnochan. An extensive list of names of mercantile and other gentlemen cured by this Truss may be seen at MARSH & Co.'s, No. 2½ Maiden lane, New-York, and MARSH, CORLIES & Co.'s, No. 5, West 4th-st., Cincinnati, Ohio. Open from 7 A. M. to 9 P. M.

A great CURE for FEMALE COMPLAINTS will be found in HOLLOWAY'S OINTMENT and PILLS. The wonderful cures effected by these medicines, in complaints incidental to females, are so extraordinary as to astonish the greatest physicians. Sold at the manufactories, No. 80 Maiden lane, New-York, and No. 244 Strand, London, and by all druggists, at 25 cents, 62½ cents, and $1 per box.

BELLS! BELLS!—MENEELY'S celebrated BELLS of all descriptions, on hand and for sale by
HITCHCOCK & Co., No. 116 Broadway.

CHERRY VALLEY FEMALE ACADEMY.—Winter session will commence Nov. 1. Address C. G. HAZELTINE or J. A. FOWLER, Principals, Cherry Valley, N. Y.

New-York Daily Tribune

THURSDAY, OCTOBER 11, 1855.

It is said that this evening will be the turning point in the destiny of the eminent, not to say notorious, Mr. Matsell. A movement is to be made in the Board of Aldermen, by no less a personage than the distinguished Mr. Briggs, to declare the office of Chief of Police vacant, on the ground that Mr. Matsell, its present incumbent, is an unnaturalized alien, and as such incapable of holding any office. The names of the following aldermen have been furnished to us as pledged to vote aye on the question of this vacuum in the chieftainship, viz: Messrs. Williamson, Moser, Fox, W. Tucker, Voorhis, Trowbridge, Wakeman, Briggs, Barker, Christy, Ely, Lord, C. H. Tucker, Varian and Drake. The other members of the Board our authority sagely sets down as doubtful. We shall await the result of this new development on the part of the indomitable Briggs with eager interest. What a triumph if the immoveable Matsell should really be extruded from his fat office by means of Briggs! Who would dare to laugh then at that energetic and entertaining personage? *Vive* Briggs! *A bas* Matsell! The contest becomes interesting.

Gen. Pelissier's official dispatch, giving his account of the assault upon Sevastopol, is under our telegraphic head. He says not a word of the losses on either side.

A speech by Mr. Bancroft, the historian, made at the celebration of the anniversary of the battle of King's mountain, last week, will be found in another column.

The rum-sellers' State convention at Syracuse yesterday made up a ticket of five Soft and four Hard-Shells, taking the Soft judges of Appeals and attorney-general.

The returns from Pennsylvania indicate the success of the Democrats by majorities nearly equal to the old figures, when the State gave Pierce twenty thousand and Forsyth thirty-four thousand. The Liquor Law was the leading issue on Legislative officers, and of course the entire body of the rum vote went in for Democracy and repeal. Our figures are yet few and scattering, not embracing a dozen counties entire.

PENNSYLVANIA utterly repudiated Know-Nothingism at her Election on Tuesday. This was the main question in the public mind—the last Election having been managed in such a way as to inure to their benefit almost entirely. Their break-down on the election of Senator, the Philadelphia disruption last Summer, and their general failure, rendered their defeat this Fall inevitable. The half-faced Liquor Law aroused just as much opposition as a good one would have done, and the Liquor-dealers all spent their money and polled their votes for the Sham Democracy. As there was no Governor nor Members of Congress to be chosen, and no distinct issue made in opposition to Slavery Aggression, quiet citizens generally stayed away from the polls and let the rumsellers and office-holders have everything their own way; while hostility to Know-Nothing proscription brought out a large Foreign-born vote, which was all cast where it could be most effective at once against "Sam" and Prohibition. We believe the withdrawal of Passmore Williamson's name was a mistake; but, as it was done with the best intentions, and as it was not possible to elect him in the anarchy which prevailed, we will say no more about it.

OHIO.

Freedom is triumphant; SALMON P. CHASE is chosen governor by a majority set down at TEN THOUSAND! We had almost concluded to announce his probable defeat, when our evening dispatch from Cincinnati dispelled the doubt, and vindicated the loyalty of the Republicans of the Buckeye State in the great battle where Sham Democracy, Know-Nothingism and Slavery combined for their defeat. In view of the large vote drawn off by Trimble, a great portion of which would have gone to Chase on a straight pull with the Black Power, this result is most glorious. Set down the young giant of the West as good for *forty thousand majority* against Slavery-extension.

FLUNKEYISM.

Thackeray has won immortality by the caustic satire and keen ridicule with which he has laid bare that wretched class, the snobs and flunkeys of humanity. Although his scenes are laid in England, the characters he describes like those of Moliere and Cervantes are not confined to one, but to be found in all countries. Indeed, in this universality of application lies the secret of the wonderful effect which Thackeray's pencilings produce. But much as we relish the genius of the British satirist, we are far from thinking that he has exhausted all the various phases in which flunkeyism finds development. We have had the swaggering flunkey, the boasting flunkey, the insipid flunkey, the conceited flunkey; there yet remains to be sketched the journalist flunkey, for which a New-York paper of yesterday furnishes materials, in which we fancy Thackeray, in his malicious moments, would absolutely revel with delight. We furnish them in their own fascinating simplicity.

It seems that about nine months since, among the crowds from Ireland, Germany, France, California, Australia, China and sundry other parts of the globe, disgorged daily from ship or steamer on our quays, a lone English lady found herself on our shores. After, we presume, a short stay at the Astor or St. Nicholas, and a peep at Barnum's and the Crystal Palace, "on she went with her "maiden smile" all the country round, doubtless paying her hotel bills with most praiseworthy punctuality, and bearing herself like what we are willing to believe her to be, a gentle, cultivated woman. Her progress through the Eastern, Western and Southern portions of the United States may have been marked by many of those adventurous and romantic incidents and "special opportunities" which all travelers, and particularly women, deem peculiar to themselves. However our witty feuilletonists could not make much out of her, although it was occasionally hinted she was maid of honor to the Queen, and her name occasionally, during the dull Summer months, glistened like a shooting star across the monotony of Tennessee, Wisconsin, Albany, Iowa—where small social doings and visits are reported for the want of more exciting news. Once we remember reading she was discovered in a church at Brooklyn, which created a faint flutter; but it only mounted to excitement when it oozed out that one who was once a real live maid of honor to Queen Victoria, had absolutely delivered a speech on Randall's island to the little juveniles of the place, filling them and other little people who were present with an overpowering sense of honor conferred. This was all pleasant enough; and however much we may feel regret and shame to see even those whose official position should raise them above such littleness fawning on the fag-end of European aristocracy with a slavering which inspires contempt for the recipient and exposes the country to well-merited ridicule abroad, this lady herself—Miss Murray, a descendant, we presume, of

"Sweet Murray of the silver tongue"—

might have walked through the land like Moore's lady of Erin, "so lone and lovely," and departed from our shores without America's being particularly disturbed from its usual avocations, or our being compelled to do what is to us always painful—discuss the position or merits of a woman who may have been thus dragged before the public without her own wish or consent, and simply to give friendly flunkeyism its fill. Indeed, the sensitiveness with which woman, and especially an English woman, shrinks from a coarse and undue notoriety, would lead us to this belief.

Be this as it may, with a semi-official air and a pompous parade, which in its pretentiousness becomes the keenest satire, *The N. Y. Times* announces to the world the astounding fact that Miss Murray, maid of honor to the Queen of England, gifted with high genius and the usual things of that class, has written a book to uphold the institution of Slavery, to prove the superior education and refinement of the South over the North, and to demolish all the facts and reasonings of Mrs. Stowe. This wonderful book, as *The N. Y. Times* informs us, written as it is on such a difficult and controverted question, must, from the elevated position of the authoress, create a deep impression not only in this country but in England. With respect to the book itself, we should be the last to find fault with any lady's forming and giving to the world any opinion she may please, however opposed to our feelings, to those of her own countrymen and countrywomen, and what we would suppose to be the very instinct of her sex. Indeed, we welcome and rejoice in every literary effort of woman, from whom have come some of the noblest works of modern times. But a work of real merit needs no flimsy feather to support its flight. "Uncle Tom's "Cabin," perhaps the noblest work of a woman, modestly appeared first in a Washington paper, and was born in an unpretending manger What we do protest against is that a false and fictitious value, which it has no right to bear, should be attempted to be given to this work and that by a journal which pretends to hold in horror the system this work is written to sustain. We can fancy the sneer of contempt with which the woman's quick wit will measure this fantastic flunkeyism, and the sensitiveness with which Miss Murray must writhe under a comparison with the Duchess of Sutherland, first in position of rank and virtue in England, which can only, if it reaches home, expose her to ridicule. We should be sorry to detract one whit from the status of those charming beings, the maids of honor. In the court, it is true, they do not rank particularly high. First come the mistress of the robes, filled by the Duchess of Sutherland. Next some twelve ladies in waiting. After these about as many ladies of the bedchamber. All these have to be gone through before we reach the maids of honor. Still, when found, they are pretty and pleasant in their way. But, except during the reigns of Charles and George II, when they acquired a rather naughty notoriety, they have been universally unknown to fame. We rather fancy that the chief sensation the new book in question will excite in England, if it needs the attraction of a name, will be one of curiosity to know who Miss Murray is. With some knowledge of English society, we are ashamed to confess we never heard of her. And we almost fear that the prefix of "late maid of honor" will in that country detract from rather than give value to her work. As a class "the maids" are not remarkable for "decided "intellectual ability."

The N. Y. Times may rest assured that it will require something more than a name to shake Mrs. Stowe from that place in the hearts of the people—not alone of this country or of England, but of Europe—which she now holds. In a multitude of homes to which *The N. Y. Times* has not penetrated, and which we fancy the name of Miss Murray will never reach, Mrs. Stowe is blessed and loved by those who have never seen her face, but to whom she has taught to mingle each evening with that holiest of offices, the household prayer, an aspiration for the release from bondage of those brothers, who, made after the image of God, are held as beasts of burden and "carrion of the field."

For the rest, the statements with which our cotemporary surrounds this preliminary puff, are wholly without foundation. Many as have been our quarrels with England, we honor and reverence the determined hatred which England and Englishmen ever feel to that peculiar form of bondage. To assert that they but assume the feeling, and repent the sacrifice in which they gave it fulfillment, is false. Were the question of Slavery in this country or its restoration in the West Indies to be polled in the House of British representatives to-morrow, the institution would not find one sustainer. The representatives of that very interest which *The N. Y. Times* asserts hangs on it for life, Messrs. Cobden and Bright, are among the most bitter in its denunciation. Through the breadth of England were the question put, it would not find five hundred favoring hands. And we rather magine that both the British people and the British sovereign will not be specially well-pleased to see a title, derived from attendance on Victoria herself, paraded to give value to opinions hateful to both.

Doubtless, however, this puff will serve the purpose of *The N. Y. Times*. It is skillfully doctored to please the Southern market. But we doubt whether even the South would not prefer a manly, straight-forward foe, to one, who while professing hatred of Slavery, covertly seeks to curry favor with Slaveholders, and who can be honest and true to no principle and no party.

RAILWAY PROGRESS.

We are a progressive people, and this is an age of progress—at all events, a fast one. We have several thousand miles of railroad in this country, and are steadily adding thereto at the rate of perhaps a thousand miles a year. More of us travel by cars this year than last; so it was last year; so it will be next, and for many years to come. At intervals, we have trains run off, overturned, smashed up, and a score or two of passengers smashed with them, but we don't seem to mind this essentially, and are riding and steaming on next day as before. There may be a month yet before another grand smash—who knows?

Yes, we are making great progress in Railroads—that is, in multiplying and extending them—we have pushed the speed of our Express Trains to the very verge of safety and a little beyond that of economy; we talk (rather hyperbolically) of doing the distance from New-York to Chicago in forty hours, and to St. Louis in fifty; we shall soon have an unbroken line of rail from Bangor and Quebec to Lake Superior and the Nebraska border; but the security, the comfort, the ease of Railway traveling do not improve so fast as they ought. And thus we see our Hudson River Road—one of the best appointed and best run in America—drooping and rather falling off in business, because the steamboat, though a slower mode of conveyance, is at the same time both cheaper than railroads can be made and more comfortable than they have yet become. Or to state the case more plainly: while the first-class steamboat of each season is more commodious, more agreeable, more elegant, than its predecessor, our Railroad men generally consider the stocking of a road its finality, and are content thereafter merely to repair and replace without continued study how to improve and perfect. Hence there are many railroads on which—their first equipage having become feeble and rickety by use—traveling is less comfortable than it was six or eight years ago. And whenever a smash *does* happen among a lot of old, decaying, powder-posted cars, the slaughter is like that of the storming of the Malakoff.

We have a newly created Board of Railroad Commissioners in our State, who are to cost some $10,000 a year, and ought to be worth to the public many times that sum. How much they really *are* worth, we shall have some means of judging when we read their first Annual Report. If they fancy their duty is confined to looking on and reporting how the Railroads are run, the public will receive from them a good deal less than its money's worth. If they understand that they are chosen to devise, suggest and secure radical improvement in railway management, the creation of such a Board will be fully justified and its continuance demanded. Meantime, let us proffer a few suggestions:

I. Car-wheels and axles are liable to break while a train is running: nothing can absolutely and utterly prevent accidents of this kind. We have, however, learned how to lose a wheel by fracture while in rapid motion without throwing off a train or letting down a car to tear up the track and mangle the passengers. Why not provide in like manner against the breaking of an axle? We will not attempt to show precisely how this may be effected; but we are very sure it can and should be. A single undetected flaw in an axle ought not to put in serious jeopardy the lives of hundreds. Will inventors and engineers look to this? We do not assume that the means of adverting this peril have not been already devised, but we are quite sure they have not been generally adopted.

II. Perfect control of a running train, so as to stop it suddenly in the presence of unexpected danger, is of the gravest importance. The great Norwalk disaster, with ever so many others, might have been prevented, or at least greatly mitigated, had the engineer been able to stop the train in the course of half a minute. Now inventors claim to have discovered and perfected the means of stopping an Express Train at full speed in the course of twenty seconds from the instant that the conductor or engineer realizes that such stoppage is desirable. We do not here decide that such improvement has been made, or, *if* it has, by whom; but if it has, or whenever it shall be, the Railroad Commissioners should proclaim the fact, and give the Railroad managers no rest until they shall severally have adopted the most effectual method of stopping a train suddenly on the brink of destruction.

III. Turn-outs likewise require careful and thorough consideration. Too often has a train proceeding at a rapid rate in undoubting security been whirled off the track by a misturned switch, and piled up in overwood against some rock or down some embankment—human heads, legs, arms, &c. protruding here and there from the wreck. Now, in our judgment, every switch should be so constructed as to lead a train off the main track *only so long as the switch-tender with a bar forcibly holds the side-rail in contact with that track.* The moment the lever or bar is withdrawn, the side-rail or turn-off should fly back from the main track, leaving it in condition for the safe, unimpeded passage of trains.

IV. We are weary of urging Ventilation; yet still more averse to breathing poisonous air. Ten years of exhortation and of invention have yet effected little for the comfort or sanity of human lungs confined in our ordinary passenger-cars. No savage, no swine of any creditable breed, could live a week in one of those cars, for want of decent air. To enter one at midnight is a more perilous feat than old Putnam's at the wolf-den, and ten times more revolting. It is fearful to think of the little children daily and nightly imprisoned in these huge coffins, destroying their lungs before they are conscious of having any. It should be a State Prison offense to construct and sell a passenger-car that did not provide amply and unfailingly a supply of pure air for so many passengers as it would hold. To say that windows may be opened, in view of the frequent inclemency of the weather and the repugnance of the stupid and ignorant, is to add insult to injury. Few like to sit with a hot fire on one side and a cold wind on the other; and he who prefers even this to the horrors of polluted air may not be next to a window, and so unable to act upon his choice. Even if he have command of a window, he must often quarrel with all his fellow-passengers if he insist on riding with it partly open. No, it is the business of Railroad managers to provide cars thoroughly and unfailingly ventilated, by such means as expose no single passenger, nor two or three passengers, to discomfort and disease. We bid them look to it at once; and we urge the Commissioners to look after them.

V. Eating at our Railroad stations is a very unsatisfactory and unwholesome performance. There is generally food enough, and some of it good enough; but this bolting a dinner in fifteen minutes, or a breakfast in ten, is not the thing. The passengers have time enough on their hands, and should eat as the cars roll on, leaving the time of stoppages for wood and water at their own disposal. At 7 A. M. the provider should step aboard with his cooked food, which he deposits in a baggage half-car at the head of the train, where he should have a stove to heat water and keep his provisions warm. Then he should enter the forward passenger car with food for four on a waiter, and the first four who wish to eat should take this, pay for it, face their seats to each other, and eat as deliberately as they choose. Having disposed of this, the provider returns for another portion, and then another, until all who want are supplied. As they are satisfied, he gathers up his dishes and prepares to get off at the next stopping-place, taking the next train homeward. Ultimately, it will be found expedient to have the same provider go through from New-York to Lake Erie, or from Philadelphia to Pittsburgh, sending his orders for cooked supplies ahead of the train by telegraph.

VI. It seems to us about time that we had berths fitted up in our Night Trains. The canal-boats of thirty years ago were hardly wider than, and not so high as, an Erie passenger-car; yet each passenger had a berth to sleep in, such as it was. Only let us have the cars well ventilated, and there is no reason why passengers should not have berths to sleep in on all of them. It is preposterous that two hundred people should leave New-York at 5 or 6 P. M. to ride in the same cars all night and longer, yet be obliged to sit bolt upright all the way.

VII. There should be a car, or at least a screened half-car, in each train, set apart for ladies and children. But enough for to-day.

The inconsistency of many professed Temperance men in this State and city is the subject of general comment among practical men. Here, for example, is Isaac J. Oliver, one of the truest, most useful and consistent Temperance men the city ever had. He is a candidate for governor of the Alms-house—an office without pay—and sure to serve the city there with honor and fidelity; but THE TRIBUNE, with its loud-mouthed professions for Temperance utters not one word in his favor, and scends its strength day by day in abusing the ticket on which his name is placed. This is not all. Upon Slavery and Temperance alike, it sinks all regard for principle and precedent, honor and consistency, in its deadly hate of national sentiments and the American party. [Express.

Mr. Isaac J. Oliver was last year a resident of Westchester County, and a candidate for Assembly before the Whig and Temperance Conventions. He failed—an elder if not better soldier being preferred by both. Mr. Oliver was present at the Temperance Convention, acquiesced in the decision, and promised to support the nominee. He violated this promise, and went the whole hog for the Know-Nothing candidate, who was both anti-Whig and anti-Prohibition. We have good reason to believe that he also opposed Gov. Clark and every other distinctively Prohibition candidate. Now we have spent no strength at all in "abusing the "ticket on which his name is placed"—in fact, we have scarcely alluded to it since we announced its nomination; but we certainly have not "uttered "one word in his [Mr. Oliver's] favor," and do not expect to utter any, until *his* "loud-mouthed "professions of Temperance" shall be better sustained by his acts. Which of us is "most useful "and consistent" in our advocacy of Temperance, is a question which does not seem to need discussion—certainly not on our part.

THE LATEST NEWS,

RECEIVED BY

MAGNETIC TELEGRAPH.

OHIO ELECTION.

CINCINNATI, Wednesday, Oct. 10, 1855.

Trimble, the Know-Nothing candidate for governor, has received a larger vote than was anticipated. The contest between Chase and Medill is very close, and the returns this morning favor Chase.

SECOND DISPATCH.

CINCINNATI, Wednesday, Oct. 10, 1855—P. M.

Salmon P. Chase, Fusionist, is elected governor of Ohio by nearly 10,000 majority. His election is conceded by the Democrats.

Hamilton county gives about 8,000 majority for Medill.

Brown county gives from 200 to 300 majority for Medill.

CLEVELAND, Wednesday, Oct. 10, 1855.

Returns from twenty-five counties show a majority for Chase of about 1,500.

PENNSYLVANIA ELECTION.

PHILADELPHIA, Wedneday, Oct. 10, 1855.

The Democratic candidates in this city for sheriff, register, clerk of the Orphans' court and canal commissioner have majorities ranging from 1,000 to 2,300.

In Old county the Democratic ticket for the Assembly and Senate is elected by over 2,000 majority.

In the city Assembly ticket two Democrats and two Know-Nothings, including E. Joy Morris, are elected.

The result was effected by the opponents of Know-Nothingism and the prohibitory law upon the Democratic ticket The members of the liquor league worked hard to secure the election of their favorites.

In Berks county the Democrats have a majority of about 4,000.

W. H. Keim, Know Nothing candidate for State senator in Reading has 200 majority.

SECOND DISPATCH.

PHILADELPHIA, Wednesday, Oct. 10, 1855.

Bradford county—Partial returns show a slight Democratic increase.

Cambria county—The Democratic majority is 700 to 900.

Dauphin county, with five townships to hear from, gives 800 majority.

Montgomery county—The Democratic majority is 800.

Bucks county—A Democratic gain of 1,250.

Cumberland county—Democratic majority, 100.

Wayne county gives Plummer, Dem., about 300 majority.

Susquehanna county gives 500 majority for Nicholson.

Allegheny county entire—The Democratic ticket is elected beyond a doubt. The sheriff has 300 majority and the remainder of the ticket about 800 majority.

BINGHAMTON, Wednesday, Oct. 10, 1855.

Wayne county—Six towns give Plummer, Dem., 295 majority.

Luzerne county—Four towns give Plummer 217 majority.

Columbia county—One town, Nicholson's majority, 197.

Susquehanna county—In seven towns Nicholson is 340 ahead.

BALTIMORE MUNICIPAL ELECTION.

BALTIMORE, Wednesday, Oct. 10, 1855.

The election of our city Council to-day passed off quietly. The vote has fallen off from the last election. The returns indicate large gains for the Democrats.

Mr. George Baker, the Democratic candidate in the Nineteenth ward for alderman, died this afternoon.

Eight Know-Nothings and twelve Democrats have been elected to the city Council—a gain of six Democrats.

On the popular vote the Democrats have about 1,000 majority; a year ago the Know-Nothings had 2,700.

INDIANA ELECTION.

EVANSVILLE, Ind., Oct. 10, 1855.

The Democratic ticket is elected in this county by 400 majority.

GOVERNOR SHANNON AND SLAVERY.

CHICAGO, Wednesday, Oct. 10, 1855.

The St. Louis Democrat says its Kansas correspondent reaffirms his assertion that Gov. Shannon said he was for Slavery in Kansas. *The Democrat* promises a thorough investigation of the matter.

ASSEMBLY NOMINATION—JUDICIAL CONVENTION.

SYRACUSE, Wednesday, Oct. 10, 1855.

The Hard Shells of the Onondaga county IIId assembly district met to-day and nominated Stephen D. Dellaye (Soft) for member of assembly.

The VIth district Republican judicial convention assembled here to-day, but no delegates were present except from Oswego and Onondaga counties; therefore the convention adjourned to the 22d inst. without making a nomination.

FURTHER BY THE CANADA.

THE STORMING OF SEVASTOPOL.

PELISSIER'S OFFICIAL ACCOUNT.

HALIFAX, Wednesday, Oct. 10, 1855.

The Canada reports: Oct. 3, lat. 39° 38' N., lon. 26° 53' W., passed steamship Africa, bound East. Sept. 29, off Point Lynas, passed ships Lucy Thompson and Columbia, bound into Liverpool.

The Canada sailed at 9:30 P. M. for Boston, where she will be due at about eight o'clock this morning.

The papers by the Canada contain no telegraphic dispatches from the Allied Generals.

The following is Pelissier's official dispatch concerning the fall of Sevastopol:

"HEAD QUARTERS, SEVASTOPOL, Sept. 11.

"The artillery of the right attack commenced on the 17th of August a well sustained fire against the Malakoff, Little Redan and neighboring defences, in order to permit our engineers to establish their defenses close to the place, from which the troops might be able instantly to throw themselves upon the enciente. On the 5th of September our batteries opened a violent fire against the town, and the English on their side kept up a hot cannonade against the Great Redan.

"On the 8th of September, at noon, all being ready, I resolved, in concert with Gen. Simpson, to give the assault. Gen. McMahon's division was to carry the Malakoff; Gen. Dulac's division to attack the Little Redan; and in the center the division of Gen. La Motterouge was to march against the curtain connecting these two extreme points. I gave to Gen. Bosquet Gen. Mellinet's division of guards to support the first three divisions. Gen. De La Marmora wished to join the Sardinian brigade to that having at its head Gen. Le Vaillant's division, which was to penetrate into the interior of the town by the Central bastion, and afterward turn the Flagstaff bastion, in order to establish a lodgment there likewise.

"The English and French mortar-boats rendered us great assistance. After unexampled difficulties General McMahon's division succeeded in effecting a lodgment in the interior parts of the Malakoff. Standing in the Trenchion redoubt on the Mamelon, I considered the Malakoff was safely in our power, and I gave then the signal agreed upon with Gen. Simpson. The English immediately advanced bravely against the salient of the Great Redan. They were able to effect a lodgment and struggled to maintain the position, but were crushed by the Russian reserves and a violent fire of artillery, and were forced to return to their parallel.

A powder-magazine exploded near the Malakoff. The Russians hoping to profit by his accident immediately advanced in dense masses, disposed in three columns and simultaneously attacked the center and left of the Malakoff; but measures of defense had already been taken in the interior of the fortress, and from that moment the enemy seems to have renounced all idea of further attack. The Malakoff was ours, and no effort of the enemy could wrest it from us.

"At half-past 3 measures were taken for enabling us to repulse the enemy in case of a nocturnal attack, but we were soon released from our uncertainty. As soon as it became night fires burst forth on every side, mines exploded, and the sight of Sevastopol in flames was one of the most awe-inspiring pictures that the history of wars ever has presented. The enemy made a complete evacuation by means of a bridge constructed between the two shores of the roads-tead, and under cover of successive explosions prevented me from approaching and harassing him. PELISSIER."

ADDITIONAL COMMERCIAL NEWS BY THE CANADA.

HALIFAX, Wednesday, Oct. 10, 1855.

LIVERPOOL COTTON MARKET.—The following is from McAlmont, Brothers & Co.'s Circular: Favorable accounts from the growing crops, together with the state of the money market here, combined to depress prices and cause much irregularity, and the market closes dull at ⅛@¼d. decline. We quote Fair Orleans at 6¼d.; Middling 6d.; Fair Mobiles, 6¼d.; Middling, 5¾d.; Fair Uplands, 6¼d.; Middling, 5¾d. The sales of the week are 32,960 bales, of which the trade have taken 30,130 bales. The stock on hand is estimated at 528,960 bales, against 793,720 at the same date last year.

LIVERPOOL BREADSTUFFS MARKET.—The same circular says: "We have a fair demand for WHEAT and FLOUR from the trade, and we quote the former 1@2d. ⅌ bush. and the latter 6d.@1/ ⅌ sack dearer on the week.

INDIAN CORN in large demand for speculation and for Ireland, and prices are about 1/ higher. The quotations are: WHEAT—White Genesee, 11/@12/; Philadelphia and Baltimore, 12/@13/; red American and Canadian, 11/@12/.

FLOUR—Ohio superfine, none; Philadelphia and Baltimore, 41/@43/; Western Canal and Canadian, 41/@42/. INDIAN CORN—White, 45/@46/; yellow, 40/@41/.

LIVERPOOL PRODUCE MARKET.—SUGAR—The demand continues extremely active, and grocery qualities being much wanted, are 6d.@1/ dearer, while refining sorts are fully as high as before. MOLASSES in brisk demand at 1/ advance. The stock on the spot is all in second hands.

RICE—An animated demand for East India, and an advance of 3d has been established. No Carolina in market. ASHES without change. TALLOW in excellent demand, and the small stock on hand firmly held; sales 310 casks P. W. C. to arrive, 54/6. LARD—Prices have considerably advanced; sales are about 120 tuns at from 62/@67/, and in the absence