vessel as security for their passage money; a lien of $55,000 on her, however, rendered her worthless for that. This caused great excitement among the passengers, most of whom could not pay their way on from Aspinwall. The fare, however, was reduced to $65, and 230 of the 323 passengers were enabled in this way to go on to San Francisco.

The Transit Company have offered to board the 93 passengers who have come back until they send the Washington, or some other vessel, again. The talk now is that the Washington will sail some time for Greytown, to connect with the Hermann on her arrival from San Francisco, or, if she has not come, to go round the Horn and form a new line. The Company are loud in their denunciations of Capt. Cavendy, who left the Hermann at Panama with directions to sail direct to San Francisco. Capt. Cavendy replies that he was induced by people of the company to put his name on the back of their paper, and when he got to Panama he found that they had allowed his family to be sold out of house and home, and that was the reason why he left in such haste. The Company responds that it is very queer that Cavendy, after sailing with $30,000 worth of provisions, should buy $8,000 at Rio Janeiro, and $14,000 at Valparaiso, and leave that port with 1,400 tons of coal, and drawing 24 feet of water, if he did not mean to stop for the Washington's passengers. Capt. Cavendy rejoins that when the Hermann left Panama no positive information of the sailing of the Washington had reached him, and that the only instructions he received were signed "H. R.," and were but a single line, so that he could not be sure of their authenticity. The Company surmises that they sent full instructions, and there is no end to the quarrel. The upshot of the whole is a general feeling of distrust among the Nicaragua men.

At San Juan del Norte, U. S. ship Savannah, flag ship Roanoke, English steam frigate Valorous. At Aspinwall, U. S. store ships Relief, Arlington and John W. White. Experienced strong north-easterly trades in crossing the Caribbean Sea, and strong northerly gales since leaving the Islands.

THE WASHINGTON'S PASSENGERS IN NICARAGUA.

From Our Own Correspondent.

STEAMER LAURA FRANCES, LAKE NICARAGUA, Nov. 23, 1858.

On the morning of the 18th, the people of San Juan del Norte were badly frightened to see the flag at Punta Arenas hoisted with the signal that a steamer was in the offing. The Americans resident there knew it must be the Roanoke from Aspinwall with the Commodore, or a steamer of the Pacific and Atlantic Canal Company, which they knew had been advertised to leave New-York on the 6th. As she came nearer, and the crowds of passengers appeared on her splendid decks, we saw it was the Washington, a better ship than ever before entered the port of San Juan with passengers for California. Hope had been so long deferred, and disappointment had crowded upon disappointment for so many weary months here and at New-York, that we come scarcely believe that we saw the reality, and not a phantom ship that would flit away over the sea like the mirage over the desert. Soon, however, the appearance of the agents of the Company assured us that again the Transit was actually open, and that more than 300 people had dared the dangers threatened in New York and were to pass to the Pacific. The Hermann was to be at San Juan del Sur, and await the arrival of the passengers of the Washington. The fear of filibusters, which is always latent in this country, and which designing men are continually fanning into a flame of terror, made it necessary that the agents of the Company should first ascend the river and inform the Government and Commanders of the forts that passengers were in transito, else the appearance of a crowded boat, like the flaming cross of the Scotch clans, would call the country to arms to defend their homes from invasion. When I last wrote, it was news in San Juan that Walker had passed the Isthmus in disguise to Panama, and sailed for Realejo with a large force. This miserable falsehood has been industriously spread through the interior by the efforts of De Barrard, whose entire occupation seems to be to alienate the Government of the United States, and rub the ears of these simple people, terrifying them by constant intelligence from the filibusters. If De Barrard was Walker's Secretary, he could not be more intimately acquainted with the movements of the filibusters than he pretends to be. The small steamer Catharine Maria was soon ready, and taking the agents of the companies interested in the transit, and such passengers from San Juan del Norte as were known in the interior, and your correspondent, we left just at night for the ports on the lake. After proceeding some miles up the river, the steamer, which draws much more water than she should for this navigation, struck a snag, and it was found impossible to proceed in her. We were obliged to return to San Juan, and, going outside the harbor, made for the Colorado branch of the San Juan. The night was dark, with rain and a heavy swell; it was a good deal like going to sea in a bowl, and was nearly daylight before we passed the bar and found ourselves in the river. I should have mentioned earlier that we left the Valorous at San Juan, with Sir Gore Ouseley and family on board, and that the other English steamers had gone to sea, almost upon the arrival of the Washington. As we passed the bar of the Colorado, we saw in the dim morning a large steamer, apparently bound for San Juan. We immediately concluded it was the Commodore, in the Roanoke, then expected, but later we had got a few miles in the river, stopping to regulate some part of our machinery, we saw men-of-war boats in hard towing up the river to overtake us. Thinking them the boats of the Roanoke, we prepared our mouths for a good laugh at our countrymen for mistaking our little craft, with 20 people on board, for a filibuster, when, to our surprise, they hoisted the cross of St. George, and the first boat coming near us, we were hailed by the English Captain of the Leopard. He had seen his mistake, and had a cheerful smile on his face—wished us "Good morning"—they were pulling up the river "to shoot," and see what it was like—would take news for us, &c. As we had said our last farewells in Greytown, we did not write any letters, but looked with wonder at the Captain of an English frigate, in a large boat, full of men, supplied with water and provisions, and armed with muskets and cutlasses, followed by two larger boats crowded with armed marines, rowing up the Colorado on a hot rainy day, taking observations and shooting alligators and turkey-buzzards! If here is not a chance to assert the Monroe doctrine, when will we have one? Why, when filibusters are expected on this coast, should the English dare to cruise off the Point when they wish to land? Why did they not write a milk-and-water proclamation, stating they had better not attempt to enter the country, and sealing it in a bottle, commit it to the winds and waves, for Walker to pick up at sea. Then to enter a neutral country! to go up the river after filibusters! How can such outrages be explained? This matter-of-fact interference should receive the immediate attention of our Cabinet. This is, indeed a protectorate of Nicaragua. But I leave you to comment on these "outrages" editorially, or I shall get to Granada before I can finish my letter. After this interview we kept on our course, and without interruption or incident reached Castillo. We found the garrison of this old fort in great alarm, expecting filibusters, but, they knowing us, we passed round the rapids, and took the beautiful steamer Laura Frances. At San Carlos we found that the malice and falsehoods of De Barrard had preceded us, and that the guns of the fort were brought to bear upon us. Mr. Childs went on shore with Don Juan Irabari, an influential gentleman of Granada, and, after a delay of several hours, we got permission to proceed to Virgin Bay, if we would take on board fifteen soldiers. The Commandant was fully persuaded that Walker was at Virgin Bay, and that if we crossed the lake he would send our steamer to transport his troops. We were not to anchor, or be allowed to land but two gentlemen at Virgin Bay; and the soldiers were put on board to see that we complied with the agreement. Here is certainly an opportunity for the American eagle to scream horribly! is it not? When we reached Virgin, Walker was not there! No one was there either, as we could find but the half-dozen residents. But, worse than all, the Hermann had not been at San Juan del Sur. A captain of a schooner reported that he met her on her way to San Francisco some days ago. As a special agent had gone to Panama to instruct the Hermann what to do, the matter is at present without explanation. Two gentlemen have gone to San Juan del Sur to learn from the captain of the schooner the truth of the report, and satisfy themselves. It may be she has not yet passed, and all will be right. If a mistake has been made, the passengers of the Washington must go to Aspinwall and by way of the Pacific Mail Company. The truth probably is that the interference of the Government at Managua with the Transit Company, and its absolute refusal to allow them to run, were sufficient to overaway the orders from New-York to Capt. Cavendy, and induced him to proceed directly on his course for San Francisco, there to await orders. The blame falls there; and the immense expense that will be entailed upon the Company must be charged to the heavy account this Government is running up with them. The Transit is in excellent order for the present, and, to do a moderate business, the road has been thoroughly repaired, the mules are on the ground, the boats on the river are in capital order, and nothing but the persistent action of this miserable Government will prevent the satisfactory operation. We shall be at Granada but a short time. I shall remain there. The Laura Frances will go back to Virgin, and, if no news is brought from San Juan del Sur, I will go to San Juan del Norte and send the Washington to Aspinwall. The passengers will be on her second trip—large, clear, and comfortable, with good victuals and attentive waiters, keep them in good humor. Were the terrible inconvenience of the line to which they will be transferred only for a few days, it could be borne. The news from the States has not encouraged us—rumors of wars, filibustering, &c. The only comfort we have in this point was the virgin cross of the English frigate.

The journey from the interior of Nicaragua on to beautiful San Juan has been so frequently described, and its route has been so much traversed by thousands of Americans, that to go over it again would perhaps be tedious. I hope in my next to send you something more pleasant.

THE NIAGARA'S CRUISE.

AN INTERESTING NARRATIVE.

From Our Own Correspondent.

NEW-YORK, Dec. 10, 1858.

The charitable mission on which our ship has been lately employed having excited considerable interest in the minds of the public, a brief sketch of our cruise may be worth publishing. We left New-York on the 13th of September, and on five days after, viz., on the 18th, anchored off Charleston, S. C. Although our orders specified that we should go clear up to the anchorage, there was such a heavy sea on, and the wind blew so freshly, that Capt. Chauncey concluded to remain off the bar, and sent word to the authorities that under the circumstances, he could not go nearer to the town, and that he would be obliged if the negroes were brought down to our ship. In compliance with this request, the Marshal of North Carolina, in the steamer Gen. Clinch, came alongside on the 19th with our future cargo; but, as there was still a very rough sea, no gang-planks could be shipped, and we were obliged to rig a whip out of the main yard, to which a large tub was attached, and in this rude way were hoisted in, three at a time, the negroes of the Echo. The poor creatures were nearly naked when they were placed in the gangway, having no covering but a thin cloth, fastened by a rough string around their waist, a ragged blanket wrapped loosely around their shoulders, and hanging on their backs a small bag containing a pewter spoon and a few almost unbaked biscuits. The appearance of the unfortunate creatures was horrifying. In stature extremely low, and possessing quite a semi-savage physiognomical aspect, they looked like almost anything but human beings. For hours after coming over the side they continued to tremble and shiver as one approached them, and as each additional installment would be deposited from the wooden tub on deck, the pantomimic exhibition of satisfaction apparent on the faces of those already on, was quite a thing to study. The first of the 571 on board (343 males and 228 males), our officers commenced to inaugurate some kind of discipline among them. The men were apportioned the port and starboard gangways, and the women abaft the mizzenmast. Then they were told off into messes. Each mess contained ten negroes who, seated circularly around a large turpaulin cover, est, from a bucket placed in the center of the motley group, the food cooked by order of the doctor for them. This food was, every alternate morning, rice and beans, which they seemed to like very much; every alternate mid-day, about six ounces of bread, and twice each day half a pint of water. They sometimes quarrelled spiritedly at meal times, and never got up from the mess without taking the precaution to stow away a remnant of their ration in the little bag before mentioned, to guard against the exigency of being pinched by an ugly, which they dreed almost more than anything. We put to sea on the morning of the 21st September, and at 8 o'clock a. m. the first of our negroes died. Two others also died on the night of that day. It now became evident to all on board that the cargo of 56 of the original cargo on board the Echo (that vessel brought, in the first place, 367 souls, of which 321 were males and 46 were females, from Cape Lopez, whence she sailed 4th July, 1858, on a passage of 14 days, and of the 14 that died after the capture of the slaver from Cardenas to Charleston, was not caused by neglect or inattention to their immediate wants, as rumor said it was; for every day's experience proves to us that nothing short of the most unremitting care could succeed in landing them alive.

On Sept. 22, we were struck by a severe squall, which turned into a lasting storm. The sky was overcast, and the sea swelled to an extraordinary height. The negroes, with their scorbutic humor stores, added much to make our disagreeable situation more unpleasant. The fury of the wind became so desperate that in endeavoring to shorten sail our mainto-gallant mast broke from the cross-trees, and in the midst of all the confusion incident to the inclemency of the weather there were more negroes died. From the commencement of sickness till death with these poor creatures is only an instant. So apparent did this fact become that the plank on which the dead bodies were laid was removed from the gangway. We shipped in rapid succession today several hogsheads which actually floated the corpse of a poor negro around decks. The attention of the officers, and particularly of the surgeon, to the wants and necessities of our helpless passengers, has been very praiseworthy.

Sept. 26.—The deaths are becoming hourly more numerous. Since the 22d, eleven have died. A post-mortem examination was held on one, which resulted in prohibiting the sailors from giving any food to the darkies, because, in their enthusiasm to nourish poor misery, they gave food which disagreed with the weak and debilitated constitutions of that unfortunate species of humanity.

On Sept. 27 a hose was buckled to the ship's pumps, the darkies were all stripped naked, and a fine stream of salt sea water was played over their bodies. During this operation it was most amusing to watch the heterogeneous evolutions they went through.

Oct. 9.—The cry is still they go. Every watch one or two deaths is sure to occur. Yet, as a proof that if we are in death in the midst of life we sometimes are in life in the midst of death, Capt. Chauncey permitted the negroes to go through the maneuvers of their celebrated war dance, to the delight and enthusiasm of Sambo Jack, whose laughter on the occasion was most immoderate. They ranged themselves in two rows along the deck, one of their number taking the center and being periodically joined by a companion. Their eccentricities were strikingly laughable.

On the 18th of October, the negroes were all mustered in a group, to be counted. Among them was a wretch, who, according to the gesticulations of the blacks, was endeavoring to convince them that we were going to take off their heads; but by the Captain's directions, the interpreter informed them of the true nature of the operation about to be performed. The result of the recounting showed that we had on board 316, all told—to males and 46 females having died since we left the States. On the 21st of October, "Land ho!" was reported from the tops, and in a few hours afterward we anchored off Porto Grande, in the Cape de Verde Islands. The facilities for taking in coal and its cheapness here induced Capt. Chauncey to lay in a good supply, which we were enabled to obtain at the very moderate price of $10 per ton. Having a sufficient stock of coal on board, we plucked our anchor from their muddy bed on the 26th, and on the 27th reached the United States naval storehouse at Porto Grande, the headquarters of the African squadron. Of course, we expected to find Commodore Lavallette in his flag-ship Cumberland, or, at least, the Vincennes, Marion, Dale, or Bainbridge at anchor on our arrival; but we were mistaken. Nor could our worthy storekeeper, Mr. Moreo, give us any decided information as to the precise locality of the ships of the squadron. He said that the Bainbridge had sailed weeks before for Buenos Ayres; that the Cumberland was on the look for a certain Down-East bark which rumor says is freighted with slaves, not a thousand miles from Lagoons; that the Dale, somewhat convalescent, had begun "a cruise within a cruise," preparatory to her homeward-bound voyage; that the Marion, having been satisfied with her efficient labors in catching a ship without slaves, had sailed to the "musical islands" to catch Canaries, and that, considering the ravages disease had made lately on the African Coast the officers, crews, marines and servants belonging to the vessels of the United States African Squadron were well.

I must tell you, though I would rather have been spared the occasion, that we had two naval courts-martial on board, although our absence has not been very lengthened. The first was to try two sailors for theft. The crimes consisted in abstracting from a large box of shoes, which the American Colonization Society was sending out to Africa, some twenty pairs of the very choicest the package contained. A counsel was given the prisoners, and every opportunity presented to them to establish their innocence, which, however, they were unable to do sufficiently to satisfy "the law's just majesty," although they left no stone unturned to avert the conviction they too justly deserved. They were sentenced to 30 days' solitary confinement, and to lose each about $50. The second court was convened to try a brave-hearted mariner for a less serious offense, that of "disrespecting his superior officer," and his punishment consisted in remaining under arrest while the watch to which he belonged was below, and working with it when on deck.

On the 5th of October we anchored off Monrovia, and as there was no necessity for using the tub and the whip, as we did in Charleston, the negroes were very ceremonious, with a degree in boats. I cannot say that they arrived at the height one would expect from them, in point of intelligence, their native Africa. Perhaps the closed aspect of their future destiny was even apparent to them. The negroes, their baggage (the blankets, bags and liner cloth all round), the different committees which we received from the Colonization Society, were all turned over to Mr. Dennis, the Society's agent, who seemed very glad to have such an opportunity as the circumstance offered for exhibiting his gallantry. The human portion of our cargo—who, I should mention, during the latter days of the voyage, began to buoy up wonderfully—were carefully, even tenderly received, and housed in clean, comfortable and commodious quarters, where the emancipated creatures will want for nothing.

Before narrating the concluding circumstances of our voyage, let me remark on two peculiarities I noticed in the negroes of whom I am writing, as I have not seen a published allusion to them. Many had on their arms a kind of circumcision mark, which seemed to pain resistance from those who were not thus particularized, and to create a sort of superiority in the tribe to which they belonged; other persons had double rows of teeth, ranged like gaping sharks; and another, an eccentricity they effect to possess, by the pulling out of their first teeth, and by subsequently replacing them if they do fall out. The negroes are subject to an abdominal disease, which is so dangerous in its nature that I wonder how any of them live a month when it attacks them, although I am informed they linger years after its appearance.

That the influence which the slave coast have just concluded will exercise on other African slaves cannot be other than advantageous and consolatory to me, has been sufficiently proved by the contrast manner in which we have been treated by the representatives of other powers during our cruise. At Monrovia, the President of Liberia and several of the most distinguished citizens of that Republic boarded us, and gratulated in eulogistic terms our country for thus establishing such a good example to the world.

A French ship arrived at Monrovia from France before we left the former port; and, as suspicions of her legitimacy were entertained, some Liberian officials, accompanied by an officer of her Britannic Majesty's steam frigate Alecto, boarded the Frenchman and demanded his papers. A naval officer in French uniform assured his English contemporary that "all was right;" notwithstanding which, search was instituted, which resulted in the discovery of a free negro among recruits who were on board, but as that individual did not seem to object very strongly to his new quarters, the matter was allowed to remain in status quo until an official council will be convened between French and Liberian authorities. The suspected slaver, however, left Monrovia bound for a more northern port.

I have now given you as intelligible a history of our voyage as you could expect to see crammed in a column of a newspaper. The Niagara, having been engaged on "special service," will discharge her crew and marines as soon as instructions to that effect shall have arrived from Washington, whither Captain Chauncey telegraphed our arrival on Saturday evening. The sailors will for the present be transferred to the North Carolina, and the marines to the Brooklyn barracks.

Annexed is a correct list of our officers:

Captain, John S. Chauncey; Lieutenant and executive officer, J. R. M. Mullaney; Lieutenants, Edward A. Barnett, Andrew J. Drake, Wm. Nelson; Lieutenant and Acting Master, Wm. Middleton; Purser, Chas. C. Upham; Surgeon, Edward Hudson; Assistant Surgeon, Thomas W. Leach; Marine Officer, Lieutenant Commandant, Chas. Heywood; Chief Engineer, John Faron; 1st Assistant Engineer, Wm. F. Shannon; Edward D. Robie; 2d Assistant Engineers, Geo. E. Jones and Montfort Bailey; 3d Assistant Engineers, James H. Bailey, Wm. O. Sanders, Francis Cronin and Geo. W. Rodgers; Acting Boatswain, John K. Bentley; Carpenter, Nicholas Thayer; Acting Sailmaker, Lewis B. Wakeman; Acting Gunner, John McGowan; Master's Mates, James A. Bussey, Charles Ellmore, Homer S. Good, Henry S. Wetmore, R. Leroy Parker; Captain's Clerk, Thomas O. Dixon; Purser's Clerk, James M. Worth.

MARINE AFFAIRS.

THE STEAMSHIP INDIAN EMPIRE.

The steamship Persia arrived yesterday with dates from Liverpool to Nov. 27. Nothing had been heard of the Indian Empire, then 29 days out from Halifax, and full 20 days overdue. The City Article of *The London Times* says:

"Serious apprehensions are entertained for the safety of the Galway steamer Indian Empire, which left New-York for Galway a month ago. The rate of 25 guineas per cent has been paid for insurance, the regular charge being from 15 to 20s only. The Indian Empire is the last of the overdue American steamers, the Edinburgh having arrived on Tuesday afternoon."

On referring to Lloyd's list *The Times* would have found that the Indian Empire left Halifax Oct. 29. Mr. Lever, in a card to the English public, announces that the steamship Indian Empire has not, as it has been reported, been at sea one month. By the last advices she was at Halifax undergoing repairs, caused by a brig having run foul of her.

On this side of the Atlantic the gravest apprehensions are entertained for her safety, and certainly not without reason. She left New-York on the 23d of October for Galway, but put into Halifax on the 27th for an extra supply of coal, and reported there terrific weather on the voyage from New-York. Like the last trip of the Austria, her voyage commenced with an accident. Before she reached the open sea she came in collision with a brig in the Lower Bay, which started her bowsprit and cutwater, and forced her to return to Quarantine for repairs. She must have been considerably damaged, as she was detained at Halifax for two full days. The Indian Empire has sailed from various ports and under several names and flags. She was built by Mr. W. H. Webb of this city, for Captain Marshall, for the Liverpool trade, and employed as the "United States" in that trade for two years. Next she became the property of the Germanic Confederation, in 1848, and made for the time her whole Navy. She was then bought by a Bremen firm, and came in 1853 or 1854, after tedious passages, once or twice into this port as the "Hansa," and then diverted to the Crimea. Finally, Mr. Lever became her fourth owner, and after repairing her thoroughly, lengthening her, and naming her the "Indian Empire," she made several tolerable good passages from Galway to this port.

Although she had been 29 days at sea, at the time the Persia sailed, as she is a notoriously slow sailer, and strong vessel, there is some hope that she is yet safe. She may have been detained by head winds until her coal was exhausted, and subsequently kept on under sail. As she was but lightly sparred, her headway would necessarily have been under such circumstances very slow indeed, and her Commander may have thought it expedient to steer for Fayal.

Appended are the names of the passengers and officers of the ship:

CABIN PASSENGERS.

Rev. Mr. Henderson, R. J. Rooney, W. S. Roche, Richard Wallace and wife, Hugh Morrowell, Jane Kennedy, Timothy Harrison and wife, E. Reynal, P. Reardon, F. McGovern, Michael Clifford, David Hennessy, Patrick Dalton.

PASSENGERS IN THE FORWARD CABIN.

H. A. Manley, Wm. M. Greeley, Margaret Zamosky, Mary J. Evans, Anne Hughes, Mary Bonny, Jane Delany, Catharine Caron, J. Hartwell, wife, 2 child'n, James Conner, Robert Reed, Denis Hannigan, William Kennedy, John Jennings, James Kelly, George Eadie, Michael McGinnis, James Dinnan, Mary Ann Murphy, Mary Ann Lynch, James Ansell, Mary Ansell, Mary Ansell, Elizabeth Ansell, Margaret Foley, Robert Clarke, Honora Clarke, Edward Cairns, Edward Peter Carroll, Jane Brantry, Timothy Kelly, Thos. Vernam and wife, Anne McGiven, Mary Jane McGiven, George Greenfield and wife, Robert Spalen, James Walsh, Joseph Bingham, Mary May, John Grannan, John M Given, Michael McLaughlin, Patrick Kennedy, Michael Ward, Hugh Knox, Eugene Daly, Thomas Healy, John Kiernan, Elizabeth Kiernan, Ellen Kiernan, William Kiernan, Mary Jane Kiernan, Tobias Boyce, Michael Doherty, Thomas Collins.

The following are the names of the officers of the vessel:

Capt. Courtenay, Mr. Berry, 1st officer, Mr. Hackins, 2d officer, Mr. Cornish, 3d officer, Mr. Read, 4th officer, Mr. Gallimore, 5th officer, Dr. Parmington, Surgeon, Mr. Hewston, Purser, Mr. Wagstaff, Purser, Mr. G. F. Ashley, Engineer, John Tyce, Assistant Engineer.

When the Indian Empire was overhauled recently at Southampton, under the direction of her present owner, Mr. Lever, she was found to be in sound condition. She has no bulkhead partitions, but is provided with six boats, two of which are of the France large pattern. These would probably accommodate the passengers, and the crew. For extinguishing fire, a donkey engine and steam fire and bilge pumps can be brought to bear. The *Marine Register* rates the Indian Empire as A 2, and says that her "security and provision against fire are good."

Two of the officers, Ashley and Tyce, engineer and assistant engineer, are survivors of the steamship Central America, on which they occupied the same official positions. Tyce had not been to sea since his shipwreck until the Indian Empire left on her present voyage.

FOR EUROPE.

The United States Mail steamer Arago, Capt. Urne, left on Saturday afternoon for Southampton and Havre with 95 passengers and $612,487 82 in specie. Among the passengers are Gen. De Hauy, Vicomte de Beaulieu, W. F. Giles, esq., United States Consul at Geneva, and the Rev. Sidney A. Corey, Pastor of the Eighteenth street Baptist Church, who intends to spend a few months in Europe for recreation, after his severe pastoral labors. During his absence, his pulpit will be supplied by the Rev. E. H. Stockton, D. D., of Philadelphia.

TRIAL OF MICHAEL CANCEMI.

SUPREME COURT—CIRCUIT—Dec. 11—Before Judge INGRAHAM.

FOURTH DAY.

The People agt. Michael Cancemi.

The whole of to-day was occupied in summing up and the charge to the Jury.

Messrs. Hunt and Tremaine summed up the case for the people, and Ashmead and Blatchman for the prisoner. The Judge delivered a very fair charge, no exceptions being taken on either side, and the Jury retired at 7 o'clock in the evening.

At about 11 o'clock p. m., the Jury came into Court and asked to hear a portion of the testimony read, which was done. They then asked whether they could find a verdict of murder without connecting the burglary with it, and whether they could set up their private judgment against positive evidence.

The Judge replied to the first question that there were two counts in the indictment, one for the murder without the burglary, and the other with it. To the other question, he answered that they could not set up their private judgment against evidence.

One of the Jurors asked if they had a right to impeach a witness in the absence of any positive testimony.

The Judge replied in the negative.

Some of the Jurors expressed the belief that there was no possibility of their agreeing, and the Court then took a recess till 9 o'clock on Sunday morning.

DEC. 12.—At 9 o'clock this morning the Jury again came in, and the foreman asked if there was any positive evidence of the actual shooting of Anderson by Cancemi, and by whom proved.

The Judge then read a portion of Lauth's (the ragpicker's) testimony as to the shooting; also the testimony of Ann Smith.

The Jury then asked how many men were seen by Rollers, of the corner of Centre and Grand streets.

The Judge said there were two men.

The Foreman—If that was the case how did Rollers become acquainted with Anderson's name, as no other man was there? Are we to identify the prisoner, who the grocer saw running down Canal street; and are we to connect them with the murder?

Judge Ingraham—Not unless the evidence warrants it.

One of the Jurors could not understand why Rollers could not see Lauth and his cart.

The Court could not suggest anything unless the supposition that he would not be likely to notice everything in the way. An affray was never witnessed by two witnesses in the same manner.

JUROR.—Have we a right to assume that the ragpicker was not there, in spite of his own testimony to the contrary?

Judge INGRAHAM.—The Jury have a right to reject any impeached witness or any whose evidence is inconsistent with the circumstances surrounding the case.

The Judge then told the Jury that he was going home, and provision would be made by the officers for their wants. They would not want anything for a long time.

Up to a late hour in the evening the Jury had not agreed. It was believed that they stood ten for conviction to two opposed.

COURT CALENDAR—THIS DAY.

UNITED STATES DISTRICT COURT.—Nos. 13, 58, 63, 64, 78, 83, 87, 107, 115, 45.

SUPREME COURT—CIRCUIT.—PART I.—No Calendar made yet. The Judge assigned to Part I. will hold the Oyer and Terminer. PART II.—Nos. 937, 1010, 38, 2183, 2253, 18, 2369, 2461, 2503, 2591, 2593, 2597, 2613, 1965, 1721, 2111, 1570, 2307, 2401, 2463, 2672, 2673, 2684, 2685, 2688, 2692, 2694, 2696, 2698, 2700, 2704, 2706, 2712, 2714, 2716, 2720, 2722, 2726, 2728, 2732, 2734, 2736, 2738, 2740, 2742, 2752, 1203, 1045.

SPECIAL TERM.—Nos. 79, 85, 45, 94 to 102, 104, 105, 105, 106, 107, 108, 109, 9.

SUPERIOR COURT.—Nos. 646, 647, 648, 692, 697, 117, 700, 718, 707, 426, 517, 104, 482, 630, 316, 517, 372, 455, 3, 259, 651, 746, 691, 56, 655, 661, 125 to 133, inclusive.

COMMON PLEAS.—PART I.—Nos. 1857, 2016, 1719, 1815, 562, 2061, 2070, 2071, 2073, 191, 833, 1513, 1728, 795, 1015. PART II.—Nos. 2011, 1294, 2050, 2060, 2071, 2075, 2076, 2078, 2080, 2081, 2082, 1835, 1836, 2083.

POLICEMAN STABBED BY RUFFIANS.—Last night, about 10½ o'clock, Officer Davidson of the Eight Precinct while passing through Prince street, near Green, met three men who were shouting and hallooing, and otherwise disturbing the public peace. Officer D. very mildly requested them to cease their noise, at which they became greatly enraged, and commenced abusing him in the most outrageous manner, bestowing all sorts of opprobrious epithets upon him. The officer finally ordered them to stop their noise, whereupon they commenced an attack upon him. While in the act of drawing his club, which he carried in his belt for the purpose of defending himself, one of the ruffians drew a knife and stabbed him in the left breast. The officer saw the man put his hand in his pocket and pull it out immediately thereafter, and at once suspected his intentions, but so much engaged was he in drawing his club that he was unable to escape the weapon. The knife struck his shield and glancing off cut through his coat and entered the left breast near the heart, inflicting a wound about an inch and a half in depth. After stabbing him, they knocked him down, and while he was in the act of rising, a second stab was made, the knife entering near the left collar-bone, producing, however, only a mere flesh-wound. The three ruffians then fled, but were pursued by the officer up Greene street to Bleecker, through Bleecker to Mercer, down Mercer, and through Houston street to Broadway, where he overtook and arrested two of the fugitives. Help was soon at hand, and the two prisoners were conveyed to the Station-House, where they gave their names as Henry Drake and Patrick Duffy. The officer now began to feel faint from loss of blood, and a physician was summoned, who dressed his wounds, after which he was removed to his residence.

The person who inflicted the stabs is said to have been Joe Coburn, and officers are on the look-out for him.

Justice Brennan was sent for by some friends of the ruffians, but, upon hearing the facts of the case, he walked out of the Station-House in a hurry, and refused to interfere. He told Capt. Trimbull that the case had been misrepresented to him.

FOUL PLAY SUSPECTED.—From an investigation made by Coroner Hills on Saturday, in the case of an unknown man, apparently a German, who was found dead in an alley-way of No. 333 Bowery, as before reported in THE TRIBUNE, it was apparent that there had been some foul play in the premises. Dr. Wooster Beach, jr., made a post mortem examination of the body of deceased at the Seventeenth Precinct Station-House, and discovered marks of tubercular disease in the lungs. The heart was healthy, with the exception of deposits on the mitral valve, and the other viscera were healthy. Upon removing the scalp, the doctor observed marks of violence, and behind the right ear there was a slight extravasation. The brain was congested, and a fracture of the skull was discovered, two inches in length, with a clot of blood on the posterior surface. It was the opinion of the doctor that the deceased came to his death by a blow on the head. The Jury summoned by the Coroner to investigate the matter rendered a verdict "that deceased came to his death "by compression of the brain, from fracture of the "skull, but whether accidentally received the Jury "are unable to say." Deceased was about twenty-five years of age, had dark hair, mustache and whiskers under the chin. He was dressed in a thick drab overcoat, fancy knit vest, dark cassimere pants, with stripe on the side, sewed calf boots, white cotton shirt, knit woolen undershirt, black Kossuth hat and black silk necktie.

The Rev. H. W. Beecher will deliver the opening lecture of the Rutgers Institute course this evening, in the Rutgers-street Church.

THE WEST BROADWAY HOMICIDE.—On Saturday morning Coroner Hills concluded the inquest into the case of Christopher Goff, who Callaghan, who was killed on Wednesday afternoon last, while engaged in a fight with a man named Michael Forrest. The most important testimony elicited by the Coroner is as follows:

Mathew Kipp, residing at No. 41 West Broadway, being duly sworn, deposed as follows: On Wednesday afternoon about half past five o'clock, I was standing on the corner of Worth street and West Broadway playing; I noticed two men coming out of Purcell's liquor store, as they were talking loudly, but I could not hear what they said; after talking together for a few minutes, the prisoner drew a knife from his coat pocket and stabbed deceased in the back; he repeated the stabbing twice, immediately afterward—once more in the back and once in the breast; as soon as deceased was stabbed he attempted to run away; he then went into Purcell's store, and fell down; the prisoner immediately afterward ran across Purcell's floor, the area corner; that I saw no blows the prisoner struck deceased on the face; I saw a blow in the breast; do not think deceased struck a single blow all the time I saw him.

Louis Jung, residing at No. 48 Worth street, deposed that he did not know the deceased; I saw two men on Purcell's stoop about 5 o'clock on Wednesday afternoon; I saw one of them strike the other in the neck; I did not see any weapon used; the man who was struck put his arms around the railing and held on to it; I saw no knife used, nor any other blow given; these two then came up and took deceased to a drug store; I did not see any more, and did not think that deceased seriously injured; I could not identify the man who struck deceased; the vest worn by the prisoner is similar to that worn by the person who struck deceased, but I could not say that the prisoner is the person who assaulted deceased.

Patrick Mooney, a barkeeper in Purcell's liquor store, deposed that on Wednesday afternoon deceased and the prisoner were in the store, the prisoner ran out, pursued by the deceased; there was no disturbance in the store; there might have been some words between them, but I did not hear any; I know nothing about the stabbing affray.

John Brunk, residing at No. 48 Worth street, deposed that he witnessed the affray between deceased and the prisoner on Wednesday afternoon; these men came out of Purcell's liquor store; I saw one of the men, but his hand hid his face; I saw the deceased something, and then strike deceased; I did not see the knife until the prisoner passed No. 48, and then I saw it in his hand; the prisoner, after taking a look at deceased, went up West Broadway, towards Canal street; the prisoner is the man who struck deceased.

Officer Rollins, of the Fifth Precinct, deposed that he arrested the prisoner at the corner of Vestry and Greenwich streets, on Thursday night; the prisoner admitted that he killed deceased, but said it was done in self-defense; he said he carried the knife to protect himself, as he had been stabbed on one occasion; I asked him for the knife, but he said it had been taken from him by the person he slept with the night previous.

Fisher Hoffman of No. 20 Thomas street, deposed that he knew both deceased and the prisoner; on Wednesday afternoon, while I was in Purcell's liquor store, I saw the prisoner sitting on a barrel; the deceased came in and slapped the prisoner across the face, as if in fun; the prisoner then picked up a brick but he stood it unknown; but it did not hurt him; the prisoner then ran out, followed by deceased; I did not see the difficulty outside, as I did not follow them out.

The case was then submitted to the jury, who, after brief deliberation, rendered the following verdict:

That the deceased came to his death by internal hemorrhage from an incised wound of the aorta, from a knife in the hands of Michael Forrest, on the 8th December, 1858, in Worth street, corner of West Broadway.

Upon the rendition of the above verdict, Coroner Hills proceeded to examine the prisoner in the usual manner prescribed by law, as follows:

Q. What is your name? A. Michael Forrest. Q. How old are you? A. Twenty years. Q. Where were you born? A. New-York City. Q. Where do you live? A. No. 20 Thomas street. Q. What is your occupation? A. Painter. Q. Have you anything to say, and if so, what, relative to the charge here preferred against you? A. It was done in self-defense.

The prisoner was then committed to the Tombs to await the action of the Grand Jury.

THREE DAYS LATER FROM EUROPE.

Arrival of the Persia and City of Washington.

NO NEWS OF THE INDIAN EMPIRE

Montalembert's Trial and Sentence.

An Anti-Fillibustering Fleet about to Sail.

CUBA TO HAVE A NEW CAPTAIN-GENERAL.

The Royal Mail steamship Persia, Capt. Judkins, which sailed from Liverpool shortly after noon on the 27th of November, arrived here at 3 p. m. yesterday.

The Cunard Company advertise the screw steamer Kanak to sail from Liverpool for New-York on the 4th December, the same day that the Arabia sails for Halifax. The Kanak is to be employed in the conveyance of mails between New-York and Nassau.

The Indian Empire has not been heard of. The owners had published a statement that they had no intelligence of her having left Halifax.

The screw steamship City of Washington, from Liverpool on the 24th of November, arrived here at about 11½ o'clock last night. While being towed in channel over our heads lost and swamped her. The mails collector begs to return his thanks to Capt. Bennett and the United States bargemen for saving the lives of the men.

THE STATE OF EUROPE.

From Our Own Correspondent.

LONDON, Friday, Nov. 26, 1858.

Count Montalembert has been sentenced to six months' imprisonment and the moderate fine of 3,000 francs for his laudation of English institutions; but by this sentence he is, according to the "law of suspicious persons," altogether at the mercy of the French police, and may be exiled, or transported to Algeria or Cayenne, without any further trial, whenever such a measure may seem necessary for "reasons of State;" that is to say, as the momentarily-aroused temper of the Chief of the Police or Minister of the Interior may determine. He has now plenty of time to study Æsop's fable about King Log. King Log may be taken as representing that much-calumniated Republic which the Count was one of the first to behold with every continuity, and clamorously to seek for a more serviceable king who might bridle with authority the so-called anarchy. "Law and order" triumphed, of course, in the shape of King Stork, and the Count was quite happy when his old rivals, Victor Hugo, Ledru Rollin, &c., were snatched up, and Guizot and Thiers silenced, by the new king; but now he is astonished that his own turn has come, though he might have known that King Stork makes no difference between the frogs. The Ultramontane croaker is for him quite the equal of the Republican and Orleanist. King Stork feeds upon them with impartial appetite. If Napoleon is consistent, he must forbid the sale of Æsop's Fables.

The Prussian dream of liberty was of short duration. The new liberal and constitutional Ministry has inaugurated its reign by the expulsion of Ivan Golovin, the Russian refugee, from Berlin; by suppressing a harmless Democratic paper, and by issuing a circular note to the provincial authorities, which, in bad style, enjoins them to prevent the election of men of extreme political opinions. Still, the elections are good enough for the present. Substantial men, representing the landed interest—much different from the insolent, penniless courtiers who ruled Prussia under the mad King—and nervous merchants, professors and clergymen, all of them progressive Liberals in theory, but of a very timid character, will form the majority of the Chambers. We shall see the Gotha party in full blaze—that is to say