EUROPE.

Continued from First Page.

collapse of the power by which she was commissioned, but she has forfeited the temporary privileges reserved to vessels in the Confederate service by Lord Russell's notice of the 3d of June. At any time within a month after the receipt of that dispatch in any colonial port, it would have been competent for Capt. Waddell to invoke the benefit of it, "divesting his vessel of her warlike character, and, after disarming her, remaining without a Confederate flag within British waters"—subject, however, to all legal risks, one of which would have been a claim of ownership on the part of the United States Government.

As it is, the month of grace has long since expired, and the Shenandoah stands in the same position as if it had never been granted. What, then, is this position, and what consequence does the fact of their having carried on war for months after the fall of the Confederacy entail upon Capt. Waddell and his associates? These are two very different questions, and questions of very unequal difficulty.

It is much to be regretted that either of them has been raised in this country instead of in America, and that no Federal man-of-war succeeded in capturing the Shenandoah before she cast herself, as it were, upon our mercy. Having been raised, however, both issues must be honestly faced, and we may be sure that, whatever it may involve, strict justice will be done by the Government and tribunals of England.

With regard to the Shenandoah herself, we apprehend that little hesitation can be felt. On every principle of law she belongs to that Government which has succeeded to all the rights and all the property of the *de facto* Confederate Government. This doctrine is laid down very clearly by Vice-Chancellor Page Wood in the decision which has been so much criticised of late in America; but, in truth, it is scarcely more than a rule of common sense. Lord Russell did not affect to override it by the provision in his dispatch for the disarming of Confederate vessels in our ports, but, on the contrary, facilitated the application of it through a resort to the proper civil tribunals.

The Captain-General of Cuba doubtless acted on the same view when he delivered over the Stonewall to the agents of the United States; nor, indeed, is it easy to imagine on whose behalf any counter claim could be preferred. What may be the technical formalities to be observed in the transfer is a matter of very little importance. Whether we ought to wait for a demand, or to make over the ship unasked, we hold it in trust for the United States to all intents and purposes.

It is only when we come to the personal liability of Capt. Waddell and the crew that we are met by perplexing circumstances. It is now more than half a year since the American war virtually terminated, and the ravages of the Shenandoah have been infinitely more destructive during this period than before. The statement of losses contained in Mr. Adams's letter of April 7 is as nothing compared with those that have since reached us from Behring's Straits and the adjoining coasts.

Nearly forty whalers are said to have been among her victims in those seas, and the price of sperm oil has already been raised very largely by her depredations. Now, it appears that Capt. Waddell professes to have had no authentic information about the close of the war until he fell in with Her Majesty's ship Barracouta on the 30th of August, when he immediately consigned his guns to the hold and altered his course for Liverpool.

We have no wish to prejudice a case which must become the subject of a legal inquiry, but it is impossible to let such a statement pass unchallenged. It is expressly negatived by our accounts from California, derived from testimony of persons belonging to the ships which he had destroyed. We have their positive assurance that Capt. Waddell was told of all that had happened by some of his prisoners, but refused to credit it, because it was based on Northern authority.

How it could otherwise have been brought to his knowledge, or how he could expect to receive an intimation of it from an office which, if it were true, no longer existed, it is for him to explain, for by refusing to accept such notice he certainly took on himself all the responsibility of his subsequent acts. Why did he not at least run into the nearest neutral harbor to verify a report which, unless false, so gravely compromised his further proceedings? It is possible that a good answer may be given to these questions; but we must repeat that the *onus probandi* lies entirely on Capt. Waddell's side.

All the world knew and believed the news which he rejected, and which was not so improbable in itself as by any means to justify his obstinate scepticism. There is an old saying about none being so blind as those who won't see, and the facts here suggest an almost irresistible suspicion that Capt. Waddell was determined not be arrested in his destroying career till he had done his old enemies the utmost possible mischief. Nor would it tend to remove this impression if it should prove to be correct that on the pilot coming on board he asked innocently whether the war was over or not.

It would have been a great relief to ourselves, though little to the advantage of the United States, had the Shenandoah been simply excluded from the Mersey and left to rove the seas till she should fall into the hands of her pursuers. As it is, there seems hardly any legitimate alternative but one. Capt. Waddell and his 130 men cannot be handed over as prisoners of war upon any hypothesis consistent with that of the war being at an end. Nor under any circumstances can they be given over to the United States.

They might possibly be prosecuted under the Foreign Enlistment Act, but experience has shown the extreme difficulty of establishing offenses of that nature. The crime of which they really stand accused—supposing them to have willfully ignored the termination of hostilities—is that of piracy, and on this charge it is possible that they may be apprehended and tried before an English Court of Justice.

THE MINISTRY.

Earl Russell as Prime Minister, and Earl Clarendon as Minister of Foreign Affairs, were formally installed into office by the Queen, at Windsor, on the 3d inst. On the 6th Earl Clarendon received the whole of the Diplomatic Corps on taking office.

The Times continued to disparage the Russell Cabinet. It says: "It would almost seem as if there must be an interval of partial disorganization, after which the Cabinet will go on with renewed strength, or will fall to pieces. The issue depends upon themselves, upon the boldness and wisdom of their policy, and upon their aptitude in assimilating to themselves forces which lie about them.

The Globe complains of the misrepresentations of *The Times*, who, in reference to ministerial reconstruction, stated that only one Secretary of State was available in the Lower House, while there are actually three. With regard to the position of the Ministry in Parliament, modifications must undoubtedly be made, but there is no Speaker in existence. No writ can be issued and no election take place before February, as most of the personal changes would involve new elections, and much needless inconvenience would result.

The Liverpool Chamber of Commerce had resolved to ask the opinion of the American and other Chambers of Commerce, in respect of the proposed alteration in the day of sailing of the Cunard Mail steamers from Saturday to Friday, with a view to promote the Saturday half-holiday movement.

It was stated that the Attorney-General had prepared information for the prosecution of the Hon. Richard Bethel (the son of the ex-Lord Chancellor) and others, connected with the traffic in the attempted sale of public offices. It was not, however, believed that the evidence would be sufficient to insure conviction.

A meeting was held at Manchester on the 6th to raise funds for the emancipated negroes of the United States, the Mayor officiating as chairman. Several addresses were delivered, the speakers eloquently urging the claims of the negro on Lancashire and the country, and asking also for a "grateful remembrance" of the munificent gifts of upward of a quarter of a million sterling presented by American citizens during the great famine in Ireland and the cotton distress in Lancashire.

The Shipping Gazette states that oil springs had been discovered in England, and that the particulars would be of a nature to astonish the public.

The Pall Mall Gazette says it is reported that the Attorney-General was preparing a Bill for the Reform of the Bankruptcy Court.

THE FENIANS.

Lieut. J. H. Lalor of the 9th Connecticut Volunteers, who had been arrested on suspicion of Fenianism, had been discharged, and had his pistols, ammunition and documents returned to him. There was no evidence to connect him with the movement.

It was expected that as soon as the Commission was opened, objection would be made by the prisoners to Mr. Justice Fitzgerald as one of the presiding Judges, on the ground that he was one of the members of the Privy Council, who authorized the proclamation offering a reward for the capture of Stephens, charged with being the chief of the conspirators.

France.

The French Government had a prosecution against the *Opinione Nationale* for spreading news about Mexico calculated to disturb the public peace.

The *Pays* asserts that the evacuation of the Papal States by the French troops would commence on the 5th inst.

A Paris telegram says: "According to the *L'Independance Belge* there is some mystery in the presence just now of Admiral Farragut on board the Federal vessel Frolic, on a tour of visits to our ocean war harbors of L'Orient and Brest. What does that daring and distinguished American seaman contemplate by loitering along our coasts, or is he taking soundings for ulterior operations in case of a rupture about Mexico? It is clear that there are susceptible folks here who see nothing frolicsome in the visit of so determined a sea-captain."

The Paris Bourse on the 7th closed flat. Rentes 68. 65.

Italy.

The Florence journals publish a speech made by Signor Sella, Minister of Finance, before his constituents, in which he explained that it would be necessary to impose fresh taxes. In alluding to the Roman question, he stated the Government would have acted in opposition to public opinion, and with great inconsistency, by accepting the proposals of the Papal Court. He further declared that Italy would honestly carry out the September Convention, and stated that the power of Italy must be increased without violence.

The Venetian question was represented by Signor Sella as merely one of Finance, and in the financial future of Italy he expressed great faith. He concluded with these words: "Let Italy remain resolute and we shall soon enter Venetia."

The Vienna *Abendpost* characterizes the statement made by Signor Sella, that the Venetian question was merely a financial question, as a threat against Austria and says so long as members of the Italian Government presume to address Austria in that manner, it is necessary to remain silent upon the possibility of coming to some agreement.

It was reported that a private letter from Emperor Napoleon to the King of Italy, on the Roman question, would shortly be published.

Spain.

The Spanish Government had ordered a strict watch to be kept on the seaboard of Cuba and Porto Rico, Spain fearing the insurrection in Jamaica may have ramifications in the Spanish Antilles.

Germany.

In the sitting of the Federal Diet at Frankfort on the 5th instant, the Representatives of Bavaria, Saxony and Hesse Darmstadt proposed that Austria and Prussia should be requested, first, to convoke in Holstein, as soon as possible, a general assembly of representatives elected by the free votes of the inhabitants, in order that such an assembly may cooperate in the definite solution of the still-pending Schleswig-Holstein question; second, to take steps calculated to bring about the incorporation of Schleswig into the German Confederation.

The Federal Diet resolved to decide in a fortnight how this proposal should be dealt with.

Denmark.

The New Ministry had been definitely constituted. Count Frys Frysenborg had been appointed President of the Council and Minister for Foreign Affairs, and four large landed proprietors belonging to the nobility were Members of the Cabinet, which inclined to a Liberal Conservative policy. It was expected that the conflict between the Rigsraad and the Government relative to a revision of the Constitution would be amicably settled.

Cape of Good Hope.

The Basuto war was not settled. Moshesh acknowledged that the Basutos were beaten, but said they would not give over their country to the Boers, although they would to the English. He remained awaiting the Governor's reply. A project was reported to be on foot for colonizing the Basuto Territory with English settlers. Business was dull.

India.

The latest Bombay telegram was to the 30th of October. Cotton was steady; piece goods dull. Shipments of Cotton during the past fortnight, 25,000 bales. Freight to Liverpool, 35/, an advance of 7/6 per ton. Exchange, 2/1½.

CALCUTTA, Oct 30.—The market has been brought to a stand-still in consequence of the failure of the rice crop.

It was rumored that the Russians had beaten the Bokharians near Jushakuam, and were reported to be within a few miles of Bokhara.

Bombay was first lighted with gas on the 7th of October.

Two native Directors of the Commercial Finance and Stock Exchange Corporation of Bombay had been sentenced to transportation for life, and a third to imprisonment for four years, on a charge of forgery.

China.

SHANGHAE, Oct. 9.—A serious question had arisen with regard to the suppression of piracy on the Chinese seas, which was daily becoming more dangerous. The Taku forts had been evacuated by the Allied garrison.

A great hurricane had occurred at Manilla.

Australia.

MELBOURNE, Sept. 25.—The shipments of gold for the North amount to 85,500 ounces.

Latest.

QUEENSTOWN, Nov. 9, 1865.

The steamships City of Manchester and Baltic, from New-York, arrived at Queenstown to-day.

The steamship Pennsylvania, from New-York, arrived here to-day.

LIVERPOOL, Nov. 9, 1865.

The captain and crew of the pirate Shenandoah have been released on parole. It is believed the matter will cause no serious difficulty.

There is no other news of any importance.

Commercial Intelligence.

LONDON MONEY MARKET.—Consols on the 7th inst. still declining, and all other descriptions of securities showed greater heaviness. The Discount market was unchanged. On the Stock Exchange the rate for advances was 6@6½ ⅌ cent. Business was principally confined to American Securities.

LIVERPOOL, Nov. 8—a. m.

COTTON—The market has been flat and very irregular, and although American has not quotably declined, other descriptions are generally ⅛@¼d. ⅌ ℔ lower; the sales of the two days amount to 8,000 bales, of which 2,000 were for speculation and export.

MANCHESTER TRADE—In the absence of demand the market still droops. There is more inclination to sell but the offers made preclude acceptance.

BREADSTUFFS—Messrs. Richardson, Spence & Co. and Wakefield, Nash & Co. report Flour quiet and unchanged. Wheat not active, but prices firm; Winter Red, 10@10,7 per 100 ℔. Indian Corn in good demand at 1/ ⅌ quarter since Friday; Mixed, 31@31,6 ⅌ 480 ℔.

PROVISIONS—Messrs. Bigland, Athya & Co. and Gordon, Bruce & Co. report Beef, fine qualities scarce and wanted; low descriptions flat. Pork inactive and easier. Bacon dull, tending downward. Butter, fine qualities in fair request and rather dearer; other descriptions depressed. Cheese steady; fine qualities rather dearer. Lard quiet, without change. Tallow inactive and unaltered.

PRODUCE—Ashes steady; small sales of Pots at 36/@37/. Sugar flat and 1/ lower. Coffee inactive, but generally steady. Rice in better demand at rather higher quotations. Saltpeter dearer. Linseed Oil steady at late rates; small sales of Cod Oil at £51 ⅌ ton. Naval Stores dull; little or no demand. Petroleum steady. Refined 2,10@2/ ⅌ gallon.

LONDON MARKETS.—BREADSTUFFS—Market largely attended. Flour, 1/ dearer for sacks; Barrels scarce, and command high prices. English Wheat, 1/ dearer; Foreign firm. Indian Corn scarce and wanted. Sugar quiet, at previous rates. Coffee firm. Tea in demand, at good prices. Rice tending upward. Jute inactive, but advancing. Tallow slow of sale.

GLASGOW MARKET.—Messrs. John McCall report Breadstuffs quiet but steady; all articles being without material alteration.

LATEST.

LIVERPOOL, Nov. 9.—COTTON—Sales for the two days, 25,000 bales, including 12,000 bales to speculators and exporters. The market is firmer, with an advance of ¼d.

BREADSTUFFS—The market is unsettled. Corn quiet.

PROVISIONS—The market is firm, with an upward tendency; there has been an improvement on the best grades of provisions. Bacon is very dull. Lard irregular and easier. Tallow nominal.

LONDON, Nov. 9.—Consols close at 89¾@89¾ for money.

AMERICAN SECURITIES—United States Five-Twenties, 63¾@64; Illinois Central Shares, 81¼@81¾; Erie Shares, 53¼@53¾.

The Pirate Shenandoah—History of Her Career.

The pirate Shenandoah has at last arrived *home*, having been absent since Oct. 8, 1864, during which time she has been around the world, sinking, burning, destroying and bonding American vessels. Among her last acts was the destruction of our North-Western Coast whaling fleet. Some months ago she was outlawed, and now has the audacity to seek an asylum under the protection of the flag which aided, supported and guarded her in safety until she could place herself beyond the reach of Federal cruisers.

What the next move of these pirates will be, or what disposition will be made of the vessel, is a question which naturally arises in the public mind. The conduct of the British Government gives no criterion by which to judge of the future. It is generally believed that this Government will make a formal demand for the vessel, her officers and crew, but we cannot see how that can be done, as she is a British vessel in everything, from her keel to her truck.

The Sea King was built at Glasgow in October, 1863, and was registered as the property of William Wallace, banker, of London, and others; her registered tunnage being 790 tuns, her combined power being 200 horse, and her frame-work iron with wood planking. On the 20th of September, 1864, she was transferred by bill of sale to Richard Wright, shipowner of Liverpool, who was a very near connection of the Rebel financial agent in that town.

On the 30th of September P. S. Corbett was indorsed as master, and on the 7th of October Richard Wright executed a certificate of sale to Peter Luther Corbett, the master, empowering him to sell the Sea King at any port out of the United Kingdom for not less than £15,000, within six months from date of certificate. She was then entered and cleared, in ballast, as an ordinary merchant vessel, at London for Bombay.

In the meantime, another vessel called the Laurel, and owned by Henry Lafone of Liverpool, was taking on board all the necessary armament, stores, &c., several Rebel officers and a large number of men. On the same day that the Sea King sailed from London for Bombay, the Laurel sailed from Liverpool for Nassau. The two vessels met at Madeira, and from there proceeded in company to an island near by, and there, within Portuguese waters, the armament and men were speedily transferred from the Laurel to the Sea King, both vessels being still under the British flag.

The Sea King was then renamed Shenandoah, hoisted the Rebel flag, and set forth on her piratical cruise. Her armament consisted of six guns, viz: four 6-pounders and two 32-pounders, with a full crew of British sailors. The first we heard of her after she left Madeira was that she had destroyed a few vessels in the neighborhood of the Island of St. Helena. Her next performance was to double the Cape of Good Hope and cruise around in the Bay of Bengal and the Straits of Sunda. She next made her appearance in the port of Melbourne, Australia, and was coaled, provisioned and received a reinforcement of men strictly in accordance with *British neutrality*.

After remaining there for some time she started anew on her career of devastation. The next we hear of the pirate is that she is in the Arctic Ocean capturing, destroying and bonding the vessels composing our whaling fleet. From the beginning of April to the end of June she destroyed and bonded 29 vessels, thus entirely breaking up the whaling season in that quarter. We append a list of vessels destroyed or bonded by the pirate in the Arctic:

Vessels.	*Belonging to*	*Date of Capture.*
Bark Ed. Carey	San Francisco	April 1
Bark Harvest	Honolulu	April 1
Bark Pearl	New-London	April 1
Ship Hector	New-Bedford	April 1
Bark Abigail	New-Bedford	May 27
Ship Euphrates	New-Bedford	June 21
Ship Wm. Thompson	New-Bedford	June 22
Bark Jireh Swift	New-Bedford	June 22
Ship S. Thornton	New-Bedford	June 23
Bark Susan Abigail	New-London	June 23
Ship Gen. Williams	San Francisco	June 23
Bark Nimrod	New-Bedford	June 25
Bark Wm. C. Nye	New-Bedford	June 25
Bark Catherine	New-Bedford	June 26
Bark Gipsey	New-Bedford	June 26
Bark Isabella	New-Bedford	June 26
Ship Hillman	New-Bedford	June 27
Ship John Howland	New-Bedford	June 27
Ship Nassau	New-Bedford	June 28
Bark Brunswick	New-Bedford	June 28
Bark Waverley	New-Bedford	June 28
Bark Martha	New-Bedford	June 28
Bark Congress	New-Bedford	June 28
Bark Favorite	Fair Haven	June 28
Bark Covington	Warren	June 28
Ship Milo	New-Bedford	June 28
Bark Gen. Pike	New-Bedford	June 22
Bark Nile	New-London	June 27
Bark James Maury	New-Bedford	June 28

The vessels in the above list were all destroyed excepting the last four, which were bonded, simply because Waddel wanted to get rid of his prisoners. The war having by this time been brought to a close, Waddel was soon informed of the fact, but he affected not to believe this, as it was not to his interest to do so, but he still continued his plunder and wanton destruction of the property of American citizens.

The British Government were at last compelled to dispatch a vessel to put a stop to the ravages of the pirate. For the last month or so her movements have been shrouded in mystery, and the next we hear of her is in the port of Liverpool. Her entire history is a fine commentary on the manner in which the *neutrality* of the "mother country" has been maintained, and it will certainly be strange if our Government does not take a decisive stand in the matter.

Board of County Canvassers.

SIXTH DAY'S SESSION.

The Board of County Canvassers held their sixth session yesterday, and completed the canvass in the following Wards:

FOR SECRETARY OF STATE.

Ward.	Slocum.	Barlow.
III	372	174

FOR STATE CONTROLLER.

Ward.	Robinson	Hillhouse.
III	345	197

FOR ATTORNEY GENERAL.

Ward.	Van Buren.	Martindale.
III	369	174

FOR STATE TREASURER.

Ward.	Patrick.	Howland.
III	372	174

FOR STATE ENGINEER AND SURVEYOR.

Ward.	Sweet.	Goodsell.
III	372	174

FOR CANAL COMMISSIONER.

Ward.	Armstrong.	Dorn.
III	367	178

FOR INSPECTOR OF STATE PRISONS.

Ward.	McNett.	Barnum.
III	360	175

FOR CLERK OF COURT OF APPEALS.

Ward.	Ferris.	Jones.
III	357	182

FOR SECRETARY OF STATE.

Ward.	Slocum.	Barlow.
VIII	2494	1339

FOR STATE CONTROLLER.

Ward.	Robinson.	Hillhouse.
VIII	2492	1341

FOR ATTORNEY-GENERAL.

Ward.	Van Buren.	Martindale.
VIII	2485	1341

FOR STATE TREASURER.

Ward.	Patrick.	Howland.
VIII	2481	1339

FOR STATE ENGINEER AND SURVEYOR.

Ward.	Sweet.	Goodsell.
VIII	2487	1345

FOR CANAL COMMISSIONER.

Ward.	Armstrong.	Dorn.
VIII	2487	1347

FOR INSPECTOR OF STATE PRISONS.

Ward.	McNett.	Barnum.
VIII	2481	1343

FOR CLERK OF COURT OF APPEALS.

Ward.	Ferris.	Jones.
VIII	2481	1339

FOR SECRETARY OF STATE.

Ward.	Slocum.	Barlow.
XIV	2607	505

FOR STATE CONTROLLER.

Ward.	Robinson.	Hillhouse.
XIV	2591	510

FOR ATTORNEY-GENERAL.

Ward	Van Buren.	Martindale.
XIV	2597	510

FOR STATE TREASURER.

Ward.	Patrick.	Howland.
XIV	2605	510

FOR STATE ENGINEER AND SURVEYOR.

Ward.	Sweet.	Goodsell.
XIV	2600	511

FOR CANAL COMMISSIONER.

Ward.	Armstrong.	Dorn.
XIV	2600	511

FOR INSPECTOR OF STATE PRISONS.

Ward.	McNett.	Barnum.
XIV	2603	513

FOR CLERK OF COURT OF APPEALS.

Ward	Ferris.	Jones.
XIV	2595	516

FOR JUDGES COURT OF APPEALS.

Ward.	Brown.	Grover.	Hunt.	Porter.
III	364	364	175	175

FOR JUSTICE SUPREME COURT.

Ward.	Ingraham.	Woodruff
III	364	173

FOR JUSTICE SUPERIOR COURT.

Ward.	Robertson.	Ives.	Monerief.	Dyett.	McNett.
III	294	353	78	177	173

FOR JUDGE OF COURT OF COMMON PLEAS.

Ward.	Daly.	Townsend.
III	365	174

FOR JUDGES MARINE COURT.

Ward.	Alker.	McGregor.
III	361	176

TO FILL VACANCY.

Ward.	Gross.	O'Connor.	Dittenhoefer.
III	239	122	177

FOR SUPERVISOR.

Ward.	Hayes.	Kobbe.	Bleakley.
III	342	17	169

FOR ACT IN RELATION TO BOUNTIES.

Ward.	For Act.	Against Act.
III	371	1

FOR JUDGES COURT OF APPEALS.

Ward.	Brown.	Grover.	Hunt.	Porter.
VI	2303	2302	249	261

FOR JUSTICE SUPREME COURT.

Ward.	Ingraham.	Woodruff.
VI	2210	271

FOR JUSTICES SUPERIOR COURT.

Ward.	Robertson.	Jones.	Monerief.	Dayton.	Van Vorst.
VI	1691	2070	737	257	228

FOR JUDGE OF THE COURT OF COMMON PLEAS.

Ward.	Daly.	Townsend.
VI	2305	274

FOR JUDGES MARINE COURT.

Ward.	Alker.	McGregor.
VI	2153	290

TO FILL VACANCY.

Ward.	Gross.	O'Connor.	Dittenhoefer.
VI	1185	1153	247

FOR SUPERVISOR.

Ward.	Hayes.	Kobbe.	Bleakley.
VI	1980	119	329

ACT IN RELATION TO STATE BOUNTIES.

Ward.	For Act.	Against Act.
VI	2355	—

FOR JUDGES COURT OF APPEALS.

Ward.	Brown.	Grover.	Hunt.	Porter.
VIII	2434	2422	1321	1325

FOR JUSTICES SUPREME COURT.

Ward.	Ingraham.	Woodruff.
VIII	2425	1326

FOR JUSTICES SUPERIOR COURT.

Ward.	Robertson.	Jones.	Monerief.	Dayton.	Van Vorst.
VIII	1743	1879	1287	1309	1321

FOR JUDGES OF COURT OF COMMON PLEAS.

Ward.	Daly.	Townsend.
VIII	2436	1293

FOR JUDGES MARINE COURT.

Ward.	Alker.	McGregor.
VIII	2284	1331

TO FILL VACANCY.

Ward.	Gross.	O'Connor.	Dittenhoefer.
VIII	1294	1223	1216

FOR SUPERVISOR.

Ward.	Hayes.	Kobbe.	Bleakley.
VIII	1309	464	2347

FOR THE ACT IN RELATION TO STATE BOUNTIES.

Ward.	For the Act.	Against the Act.
VIII	2366	10

FIRST ASSEMBLY DISTRICT.

Ward.	Miner.	Donovan.	Scully.
I	1013	327	187
II	230	16	44
III	283	146	33
IV	256	11	39
VI	13	5	37

Adjourned to Tuesday morning at 11 o'clock.

Hotel Personal.

Gen. Ben. J. Sweet, Illinois; Gen. E. A. Paine, Illinois; Hon. John Conness, California; Gen. Lew. Wallace, Indiana; Col. Wm. H. Ludlow, U. S. A., and Col. H. L. Robinson, Washington, are at the St. Nicholas Hotel.

Major-Gen. Wool, U. S. A., is at the Fifth Avenue Hotel.

Capt. Henry A. Wise, U. S. N., and Mrs. G. V. Fox, Washington, are at the Astor House.

Gen. C. C. Augur, U. S. A.; Col. Stewart, U. S. A., and D. D. Colton and family of California, are at the Metropolitan Hotel.

CITY NEWS.

LAUGHING GAS.—Dr. Colton proposes to give one of his amusing exhibitions of the laughing-gas, with other attractions, at the Cooper Institute to-morrow evening.

Gen. William H. Morris sailed in the Britannia for Europe.

BOARD OF CONCILMEN—NO QUORUM.—The Board held no meeting yesterday, a quorum not appearing at roll-call, and an adjournment to Thursday next was had.

BULL'S HEAD, *Monday*, Nov. 20.—The warm Indian Summer weather of the week past has been so dry and pure it has not been unfavorable to the butchers, although the consumption has not been as great, and the purchases of last market day not as closely killed off, and therefore the demand naturally should not be very strong to-day, particularly, as will be recollected, there was a surplus and the stock not all sold at noontide closing day. This morning, with cooler and consequently favorable weather, we find 4,000 head of cattle in market, and the state of trade about as follows: At the opening in the morning the first class stock began to sell at about the same prices as last Monday, that is, at 17@18c., but from this they soon declined half a cent, and trade grew dull, as it was found there was a good stock of this class. We found no extras to-day selling as they did last week at 19@20 cents, and the number sold to-day at 18 cents is much less than it was a week ago, though the number of that style of stock is much larger. Of the next grade, selling at 14@17 cents, there is a full supply, and prices on the average three-fourths of a cent lower than this day week. The lower grades are in excess, and trade dull at ½ to 1 cent decline, and at the middle of the afternoon a good deal of doubt appeared to be entertained about the ability to close out, as the supply was quite too large for the demand, for we have reports of nearly 2,000 head since last market to add to what is here to-day for the supply of the week, and that is what's the matter; the supply is so large that drovers find it difficult to sell their stock at a price that will save them from loss. Indeed, some droves were sold at less than they cost at Buffalo. There are a good many through droves here, some of them in the hands of men whose names have not heretofore appeared upon our list of drovers, and they think they have met a rough market. It is rougher to some of the Albany buyers, as the prospect of a hard close is pretty strong. The sheep market too, has declined heavily, in consequence of being overstocked. There were 5,000 head at Browning's this morning, 3,000 of which were kept over from Saturday, and don't sell to-day, even at 50c. @$1 each decline upon ordinary stock. Some very good sheep would sell at 8c. ⅌ ℔, but 7½ cents takes anything in market, and from that down to 6@7 cents, and some have been withdrawn. Lambs are plenty, at 9@9½ cents. There are 50 cars of hogs in market, and of course the trade is glutted and prices down, ranging at 11@11½ cents ⅌ ℔, with no prospect of selling out to-day.

ALLEGED FALSE PRETENSES.—Officer Siebert of the Jefferson Market Court Squad yesterday arrested Theodore Hossner, a well known horse-dealer, on a warrant issued by Justice Dodge on the complaint of Mr. Andrew Richardson, a Canadian, at present stopping at the Bull's Head Hotel, corner of Third-ave. and Twenty-fourth-st. The complainant states that on the 8th inst. he and his partner, Louis Schattel, owned five horses which were valued at $625, and were stabled at the establishment of Messrs. A. S. Chamberlin & Sons, in East Twenty-fourth-st. On that day Hossner came to him, and represented that he and a partner were horse-dealers and had a stable in Twenty-fourth-st. where they were doing a good business, and proposed to purchase the horses mentioned above. The complainant asked for them $625, and to this Hossner agreed, provided the former would accept, as part payment, a silver watch valued at $65. This offer was accepted, and Hossner then handed him the watch and $50, stating that when the horses were brought to his stable the remainder of the purchase money would be paid. The horses were accordingly driven to the place designated, where Richardson was told by Hossner to wait until his partner came in, when he would be paid. He waited for an hour, but as the partner did not come, he decided to take his horses and leave, but he discovered that they had already been secreted by Hossner, and since that time he had not seen them. He therefore claims that the representations made him by Hossner were false and fraudulent. The prisoner was held to bail in the sum of $1,500 to answer the charge. Alderman Peter McKnight became his surety for that amount.

ALLEGED THEFT.—Detective McCarty of the Twenty-ninth Precinct yesterday arrested William McMullen, a young butcher, residing at No. 91 West Thirty-third-st., on the complaint of Ellen James, residing at No. 99 Crosby-st. The complainant states that while riding with the accused in a carriage on Sunday night she fell asleep, and on awaking found that her companion had disappeared, and with him her watch, valued at $80, and $40 in money. He was committed for trial by Justice Smith.

THE P. R.—A match has been made for $500 a side between Barney Aaron of New-York, and Jim Turner of Philadelphia, to fight each other within three months at 126 pounds weight.

[Advertisement.]

BOOTS AND SHOES FOR THE YOUNG.—The best place to procure these articles is at CANTRELL'S, No. 815 Broadway, between Eleventh and Twelfth-sts. His prices are low, and the articles he sells of the very best quality.

THE CHOLERA.

Meeting of the Health Commissioners—Interesting Correspondence.

At an informal meeting of the Health Commissioners, the following correspondence was laid before the Board:

WALTON, Del. Co., N. Y., Nov. 13, 1865.

To the Hon. C. GODFREY GUNTHER, *Mayor*, etc.

SIR: I see that the proper authorities have under consideration, measures to be taken with a view to prevent the introduction of cholera into the city from vessels now arriving from the ports in Europe, &c., where that disease is prevailing.

Being Health Officer of the Port of New-York in 1854, the time of its (the cholera) last visitation, I have thought that a statement of the *facts* in relation to its appearance at the Quarantine at that time might be of some aid in enabling you to take efficient measures to secure the desired object. Being *facts*, they point very significantly to the only plan to be adopted to prevent the introduction of this deadly malady from our shipboard. You will recollect that 1854 was the year of the great immigration, the number of vessels arriving in the month of May alone being 401. The first cases of cholera were found on the North American, which arrived on the 13th of May, having left Liverpool, where the cholera then prevailed, on the 14th of April. There had been no sickness until the vessel had *been more than two weeks at sea*. While crossing the Banks, cholera made its appearance. The ship was detained, and the passengers all landed their baggage and clothing thoroughly cleansed and disinfected, and none were allowed to leave until no new cases had appeared for two days. They were detained about a week.

On the 17th the Progress arrived, having left Liverpool with 700 emigrants. Thirty-nine died on the passage, 80 cases were taken from the vessel, and new cases were hourly occurring. The well passengers from this vessel as well as from the Empire were placed in the grounds around what was then called the Hill Hospital, and the sick with the disease placed in that building, being about 12 or 15 rods south of the shanty buildings in which were placed the cases of typhoid fever, most of whom were at the time convalescent.

About the same time the ships Charles Hill, the Plymouth, the Robert Parker, the G. F. Patten, and some others, arrived from Havre, all having a large number of cases of small-pox of a very malignant type. These were all placed in the small-pox hospital situated in the north-western angle of the Quarantine grounds, at least 80 rods from the hospital and grounds, where the sick and well from the cholera ships were placed. The passengers and their effects from these vessels were subjected to a very thorough process of cleansing and disinfecting, and allowed to leave for the city. No cases of cholera were subsequently traced to them, but the convalescent patients in the shanty buildings who were recovering from typhoid fever began to die of cholera, and in less than one week *seventy-nine per cent* of the patients in the small-pox hospital died of *cholera*.

On the 21st of May, the Dirigo arrived from I think Glasgow, with a small number of emigrants. On her passage she took from the wreck of a vessel from Liverpool, about 30 passengers. There had been no cholera in the wrecked vessel, and the persons taken from her saved only the clothing upon their persons. The vessel being healthy, all were allowed to go up to the city. Some of the first cases of cholera that occurred in the city were traced to these wrecked emigrants.

From the above facts, the following conclusions are to be deduced with entire certainty:

First: That with thorough cleansing and disinfecting (by chlorine or otherwise) of the baggage, clothing or other effects that have been in contact with the secretions or excretions (or emanations from them) of cholera patients, the further development of the disease may be prevented.

Second: That unless the most entire isolation of all passengers in vessels from ports where the cholera prevails is enforced while this is being done, the disease is sure to manifest itself in the vicinity sooner or later.

Speculation as to the contagion or non-contagion, infection or non-infection of the disease, are of no practical importance whatever.

Very respectfully yours,
HENRY E. HARTLEY, ex Health Officer.

MAYOR'S OFFICE, New-York, Nov. 20, 1865.

To the Hon. EDWIN M. STANTON, *Secretary of War*.

DEAR SIR: Unless the Government assist the Commissioners of Health, the cholera cannot be quarantined. There are no vessels to be obtained in our port. The Legislature not being in session no appropriation for the purchase of vessels can be made.

Can we not get the steam transport Illinois?

When can we get possession of the ground selected by your Medical Commission for quarantine? Yours, respectfully,
C. GODFREY GUNTHER.

WASHINGTON, Nov. 20, 1865.

To the Hon. C. GODFREY GUNTHER, *Mayor*:

I will direct the steamer Illinois to be turned over for quarantine purposes whenever you want it. The question as to Quarantine ground at Sandy Hook was referred by the President to the Attorney-General, who has not yet given his opinion as to the power of the Federal Government to give the permission asked for in behalf of your city.
EDWIN M. STANTON,
Secretary of War.

KINGS COUNTY CIRCUIT COURT—NOV. 21.—Nos. 21, 22, 23, 25, 26, 29, 31, 32, 33, 34, 35, 36, 38, 39, 41, 42, 44, 45, 46, 49, 20.

Latest Ship News.

ARRIVED.

Brig Clara White, Windsor, N. S., 13 days, with plaster, &c., to J. F. Whitney & Co.

Brig Advent, Craw, Providence 24 hours in ballast to J. F. Whitney & Co.

Brig Pollie Jones (Br.), Israel, St. John, N. B., 10 days, P. J. Nevins & Son.

Brig Beede York, Allen, Cow Bay, 18 days, coal, D. R. DeWolf & Co.

Brig Humming Bird, Stephens, Glace Bay 12 days, with coal, J. E. Bradshaw.

Brig Robin, Hopkin, Rondout for Boston.

Brig Clara P. Globe, Gardner, Newport.

Schr. Lewisville, Taylor, Dorchester, 17 days, stone, P. I. Nevins & Son.

Schr. Percy, ——, Providence for Philadelphia.

Schr. E. Scott,