Our Nova Scotia Correspondence.

HALIFAX, N. S., August 31, 1852.

The Railroad between Quebec and Halifax.

A treasury minute, transmitted by the Secretary of State for the Colonies, has just been made public, on the subject of the currency; and, as it may be interesting to the business readers of the NEW YORK HERALD, I shall prepare and forward in a day or two an abstract of its contents.

The accompanying document will show you that the government of this province, without abandoning the hope of yet obtaining an inter-colonial line of railroad between Halifax and Quebec, with the aid of the mother country, have determined not to be behind their neighbors, but to push forward our own public works with the means that we possess within ourselves, first putting our own shoulders to the wheel, and then calling upon Hercules to help us.

You will receive this document before it can appear in the United States, as it has not been, as yet, made public here, and which, if you think proper, you can publish in the HERALD, by which means it will reach England by the next steamer from New York, and before it can be transmitted from Halifax, subsequent to its publication:—

At a Council held at the Government House, on the 27th day of August, A. D. 1852,

Present—His Excellency the Lieutenant Governor, &c. &c. &c.

His Excellency the Lieutenant Governor having called the attention of the Council to the importance of introducing into this province a system of railways, and assured the Council of his cordial co-operation in any practicable scheme for the construction of such works, the subject is discussed at large and it being the opinion of His Excellency that any attempt to re-open negotiations with the Imperial government, until after Parliament had assembled, would be premature and impolitic, His Excellency is advised: 1st—To appoint five commissioners, to aid the government by counsel and co-operation in the works to be undertaken, who shall serve gratuitously till the legislature sanctions their appointments, but who, on such sanction being given, shall then form the commission for the construction of such railways as shall be provided for by legislative enactment. 2d—To authorize forthwith the complete survey, with working plans and estimates, of so much of the inter-colonial line as must form a common trunk for railways, extending to the northern counties, and to the eastern and western counties. 3d—To authorize a similar survey, as partially provided for by the legislature from Windsor to Victoria Beach. 4th—To take steps to ascertain at what point of intersection a branch line running to the Pictou coal mines would most advantageously connect with the main trunk. 5th. To make conditional arrangements, subject to the sanction of the legislature, for constructing thirty miles of railway in each of the ensuing ten years, that is to say:—

In 1853,	30 miles,	In 1858,	30 miles.
1854	"	1859	"
1855	"	1860	"
1856	"	1861	"
1857	"	1862	"
	Total.....		300 miles.

The direction of the roads to depend upon the action of the legislature, and on the progress which may be made in the neighboring provinces in the construction of inter-colonial lines; thereby connecting New Brunswick, the Pictou coal mines, and our fertile western counties with Halifax. 6th. To make conditional arrangement, subject to the sanction of the legislature, for providing the funds required for the construction of such works, on the best terms, and at the lowest rate of interest, by any or all of the modes following, that is to say:—By opening the savings' bank and affording to the frugal and industrious an opportunity to invest their savings in railways on the faith of the government; by a further issue of province paper, provision being made to guard against depreciation by redemption at the treasury in gold and silver; by opening cash accounts with any provincial or British banks that may be advantageously employed, to supply the funds required and sustain the credit of the province, or by the sale of provincial bonds or debentures, at home or abroad. His Excellency is also advised to make, at any time which in his judgment may be the most suitable, an effort to reopen the negotiations with Her Majesty's government, with a view to the construction of an inter colonial railway, and, failing such endeavor, from the absence of co-operation on the part of the other provinces, to urge upon the Queen's government the importance of aiding this province, by loan or guarantee, to construct a railway from the harbor of Halifax to the Gulf of St. Lawrence.

The foregoing is a true copy from the original minutes. Certified by WM. H. KEATING, D.C.C.

It is evident, from the introductory portion of the Minute of Council, that the British government has sanctioned the movement; and which, coupled with that in relation to the fisheries, evinces a determination, on the part of the present ministry, to foster and protect the hitherto dormant and unproductive resources of the province.

I consider the formation of a trunk line, from Halifax to Quebec, as the first step towards the extension of a railroad to the Pacific; and although the action of the government of Nova Scotia on the present occasion may not seem to be of immediate importance in the United States, yet there are many persons there who feel an interest in colonial affairs. At all events, the early appearance of the document in the HERALD will afford another evidence of the extensive means it possesses of procuring the earliest and most reliable information from all parts of the world.

We have no further information of moment from the fishing grounds. G.

Our Boston Correspondence.

BOSTON, September 4, 1852.

The Whig State Convention—Mr. Webster Banished—Clifford and Huntington—Webster Men Kicked in—The Free Soilers—General Wilson—Mr. Banks and Mr. Webster—Greeley's Plan to Catch Mr. Webster with Fresh Salt, &c., &c.

The one subject of conversation here is the action of the Whig State Convention, which amounted to a defiance of Mr. Webster and all his friends. The world was prepared for some pretty decisive action on the part of that body; but that it should all but formally excommunicate Mr. Webster, and that, too, with most remarkable unanimity, was what the world was not prepared for. Yet the proceedings, as reported by the papers, afford but a tame copy of what really occurred at the convention. We have the letter—not the spirit—of what was there done. One should have been there, in order to know the feeling of fierce hatred that prevailed among the delegates towards Mr. Webster. There were more than nine hundred persons present, and not fifty of them but were ready to denounce Mr. Webster formally, while pretty near every one did so in conversation. That conversation afforded the true test of the feeling of the whigs. The speakers who addressed the convention were all hostile to the secretary, and were cheered when they made any indecent allusion to him. When that resolve was read in which he is quoted against himself, or rather against his present conduct, a storm of applause came forth from the delegates; and it was no difficult matter to see that, the first step—that which alone costs according to the French proverb—having been taken, any others would have been easy, even had they been toward perdition. When the delegates from Boston and its direction returned at night, they concluded the genial and fraternal labors of the day by marching to the Webster headquarters, where they recreated themselves with a fair allowance of hissing and groaning, which was immediately returned.

Of the officers of the convention, and its nominees, not one but is an enemy of Mr. Webster, from Messrs. Clifford and Winthrop down to the least known of the vice presidents and electors. A studious selection from the enemies of the greatest whig of all seems to have been the main object of the convention, and it must be admitted that they succeeded in such design marvellously well. We now see why it was that Mr. Choate and Mr. Everett refused to act as delegates. They knew that Mr. Webster was to be assailed, and they had not the courage to appear where they must have defended him or forfeited all character for common decency. Both these gentlemen, it is well known here now, are utterly opposed to the action of Mr. Webster's friends, and it is understood that both have written to him condemning that conduct, and asking him to repudiate all opposition to Gen. Scott. You now see the correctness of what I long since wrote to you—namely, that the so called "respectable" Webster men had any intention to break away from the whig party, though desired to head a bolting movement by Mr. Webster himself, who tarried at Marshfield long after he had proposed to leave it, in the hope of receiving a call to take the field, as Napoleon remained at Malmaison, in 1815, in the hope that he would be asked to take the field against the allies. It was when these men utterly failed him that he took the leaders of the present movement into his confidence, and, from Washington, directed all that has since been done here, adversely to the cause of Scott. His old associates have none of the virtues of the sunflower, which

"Turns to her god when he sets,
The same look that she gave when he rose."

Elle vous suit partout will never be the motto of any of their number. They rather resemble those flowers which open under the beams of the morning sun, or emit their full bloom and odors as a tribute to his meridian splendor, while they close up as he holds his western way.

It is too soon to say what will be the effect of this action on the part of the whigs. It is clearly in the power of the friends of Mr. Webster to make them pay dearly for it—to spoil their feast of hatred by appending to it *le quart d'heure de Rabelais*, which would be a sort of desert that would do anything but improve their digestion. But will they do anything to signify their detestation of such conduct, their resentment at being kicked like dogs? That is to be seen—to be waited for, I think. A gentleman who has no particular interest in politics, met Mr. Stevenson, who stands at the head of the friends of Mr. Webster, the day after the convention, and asked him if the doings of that body reflected the public opinion of the whigs. "So it would seem," was the answer. Yet Mr. Stevenson was the man chosen to welcome Mr. Webster, when he lately made his triumphal entry into Boston, that "funeral procession of a living man," as Mr. Clifford sneeringly called it. The Webster papers of this city are now supporting Mr. Clifford's nomination with even more zeal than is exhibited by the Scott journals, as if they were anxious to atone for any temporary display of manliness they had made on the Presidential question by a disgusting obsequiousness. The Scott men are not backward in expressing their contempt for such conduct. On the whole, I am reluctantly forced to the conclusion that the Webster men will so act as to show that they "lack the gall to make oppression bitter."

Mr. Huntington, the whig nominee for Lieutenant-Governor, is a respectable physician of Lowell. The whigs as devoutly wish to purge the Commonwealth of the coalitionists as Macbeth did to purge Scotland of the English, and so they have called in a doctor to their aid. He is a staunch supporter of the Maine law, in his office of Mayor of Lowell, and was nominated partly to conciliate the temperance men, while Mr. Clifford takes the other side of the question. Mr. Huntington was defeated last year, when one of the whig candidates for Senator, from Middlesex, by some 2,300 majority. He and Mr. Clifford will lack from ten to fifteen thousand votes of being chosen by the people to the offices for which they are candidates; but they may be successful for all that. Their own party is utterly powerless to elect them, but their elevation may be accomplished through the dissensions of their opponents. If the Democratic Convention should act indiscreetly, or the ultra-temperance men among the free soilers should insist upon their views coloring the local nominations, then the whig candidates will be chosen by the Legislature. A union, not more complete than that of last year, between the opponents of the whigs would leave Mr. Clifford where Mr. Winthrop was left in 1851—nowhere.

The Free Soil Convention will meet on the 15th, at Lowell. Horace Mann, S. C. Phillips, J. G. Palfrey, Gen. Wilson, and Charles Allen, are the most prominent persons for that party's gubernatorial nomination. General Wilson is desired by the democratic portion of the party, and will be nominated if that portion choose to put him forward. He has more weight and power with the free soilers than any other man among them. They know, as do other parties, that to him alone is due the two successive defeats of the whigs in Massachusetts. Had he opposed the coalition, it never could have been successful. The hatred which the whigs show for him has had the effect of making him popular not only with free soilers, but also with democrats. It is, therefore, nothing strange that he should have been strongly urged by his party to allow himself to be nominated for the office of Governor; and whoever shall be nominated by the free soilers will be elected, if the coalition should be continued, and should carry the State.

The democrats have an excellent chance of securing the electoral vote of this State. By prudent action in their convention, they can secure from five to ten thousand votes for General Pierce, which otherwise will be given for Mr. Hale. There are thousands of democratic free soilers, who followed Mr. Van Buren in 1848, who would gladly vote for the democratic candidate now, provided they are not insultingly repulsed from the democratic party. These men, added to the full democratic vote that would be secured by the prospect of carrying the State, would make the vote for General Pierce amount to 65,000 at least, and perhaps to more. With a Webster ticket against him, General Scott cannot receive above 53,000 votes; and, even without such a ticket, he cannot look for above 63,000, which is more than General Taylor received here. Should no Webster ticket be nominated, thousands of whigs would not vote at all, and not a few would vote for General Pierce, who is known to entertain towards Mr. Webster none other than the kindest feelings. Mr. Webster's friends would be much better treated by a democratic administration than they would be by one nominally headed by Scott, but really controlled by Seward, with Greeley for chief of the kitchen cabinet. The vote of the State is in the hands of the Democratic Convention, which ought to be held responsible for it.

The man who shall undertake to correct all the blunders of your neighbor Greeley, whenever he endeavors to regulate Massachusetts politics, will have no sinecure. He probably thinks that the Scott cause is so very well conditioned here that it can bear a little damaging, and so he tries his hand at the business. His two-column article of the 30th August—What will Mr. Webster do?—has worked mischievously already; and his proposition that Mr. Webster should go back to the House of Representatives from Boston, enrages the friends of the great statesman, who look upon it as an insult to their leader; who, in such a position, would have to either be the chief supporter of General Scott's administration, or the chief opponent of that of General Pierce, whose election over the former gentleman he is well known to desire. Beside, Mr. Webster has not been a resident of Boston for years, and that city is divided into two districts, to each of which some few other places have been added. Mr. Webster is a citizen of the free soil town of Marshfield, in the coalition county of Plymouth; and Marshfield lies in a congressional district, made up of towns that last November gave 1,919 majority for the coalitionists, which will not improbably be increased to 2,500 at the election in November next. The parallel which the *Tribune* draws between Colonel Benton and Mr. Webster is worthy of the old gossip of Cheronac, to whom he refers. The resemblance is as great between the men, as that which an ingenious gentleman discovered to exist between Macedon and Monmouth. Even if all other points were susceptible of adjustment, the recent action of the Whig State Convention has placed a great gulf between Mr. Webster and the whigs. The truth is, that the regular whigs are glad to be rid of the Secretary at any cost. As one of their best leaders said to me on Friday, "he has been thrown off, and he will not be taken back, if the voice of the party shall be attended to."

Mr. Banks has sent a letter to the Boston *Atlas*, in which he says that Mr. Webster never told him that he (Mr. W.) desired the election of Gen. Pierce, and that he hoped never to see Massachusetts vote for General Scott. But Mr. Banks does not deny that he told others that Mr. Webster said so. His denial is of little consequence, however, as to the main fact, for Mr. Webster said the same words, both to democrats and to whigs, before he left here last; and he has also reiterated them in Washington. It is preposterous to suppose that he holds to any other sentiments, seeing that, great as he is, he is but a great man, and subject to all human influences.

We are likely to have great business in Boston, this fall. I never saw the city more full of life, energy, and bustle. Every body is employed. The highest wagest are given to all kinds of mechanics, and other members of the industrial classes. There was some talk, the other day, of a strike among carpenters, masons, &c. But thus far, it has not come to any thing. Boston is rapidly changing its character, and from a staid old town, is becoming an uncommonly "fast" city, in which very few, but the rich and the poor reside. The former have their elegant mansions at the worst parts of the place, while the latter have their abodes in the worst quarters of the city. The middle classes, to a very great extent, have moved into the country, and every year sees their number become less, relatively to the whole population.

Judge Russell's decision on the license question is approved by all men, except the "ultra" temperance people, who know no law except their own mad will. It does him credit as a jurist. It is worthy of being noted, that his appointment was made under the influence of the men who passed the liquor law. ALGOMA.

Our West Point Correspondence.

COZZEN'S HOTEL,
WEST POINT, Sep. 7, 1852.

Gen. Scott about to leave West Point—Political Bores—Arrival of Southerners—Watching on the Hudson river.

General Scott leaves here to-morrow for New York. Where he goes to from the city, he does not say; perhaps he will visit his family residence in New Jersey. At any rate he does not give out where he is going. It appears that he leaves here to escape the applications of politicians, who write to him upon all sorts of subjects connected with the future of our republic, just as if he, Atlas-like, bore the Western hemisphere upon his shoulders. Every mail brings him communications of this kind, and he bears the infliction, not at all patiently. He came up here to enjoy a few weeks of rest, but his time has been infringed upon by other persons, to a considerable extent, and he fears that it will be hereafter, impossible for him to enjoy the repose and quiet which he promised himself before coming.

There was quite a large accession to the number of visiters here, this evening, and the house is now again quite full. Of those who arrived here by the last train, the register denotes that a good number are Southerners; they are from Alabama, Louisiana, and Tennessee. All express themselves delighted with this place. Some of them came for the purpose of visiting the military academy, and did not know that they would be so comfortably provided with hotel accommodations, until they arrived here. Of course they are highly gratified.

The yacht which I mentioned in my last letter, has gone up the river without stopping here. I understand it was the Ultra, on a pleasure trip up the North river.

MEETING IN SANTA FE.—A meeting was held in Santa Fe, on the 30th July, to express indignation at the course taken by Mr. Weightman, the delegate from New Mexico. It was alleged that he denounced the American population of that territory, and stated in Congress that they did not deserve the protection of the people.

Domestic Miscellany.

The *Savannah News* of the 2d instant says:—"The Cuban flag was displayed at half mast yesterday, from the cupola of the Exchange, and fifty two minute guns fired, by the friends of Cuba, in commemoration of the execution of General Lopez. The steamer Welaka also honored the day by displaying the Cuban banner at her prow, as she came into port from Florida.

A severe fight concluded a meeting of Rising Star Division of the Sons of Temperance, at their meeting in Boston on Monday evening. Several of the members received bloody noses and black eyes. The watch were called, and the fight ended.

About six hundred guests were entertained at Spencer wood, on Thursday evening, to a *dejeuner*, by their Excellencies the Governor General of Canada and the Countess of Elgin and Kincardine. Most of the members of both houses of Parliament were present.

A "Lone Star" society, it is said, is about to be formed in Boston, and we also learn of members of the order moving towards the establishment of a society in Philadelphia.

So wealthy is the city of New Bedford, that were its property divided between every man, woman, and child in the city, each would have upwards of $1,000.

The engine house with two locomotives, and the machine and blacksmith shops, with a portion of the tools and fixtures, belonging to the Concord and Claremont railroad, were consumed by fire at Bradford, on Sunday morning.

The Sac and Fox Indian delegation, who are on a visit to Washington, have, after several interviews with the Commissioner of Indian Affairs, had all their difficulties satisfactorily arranged.

Eulether St. Amand, a native of New Orleans, aged about twenty-five years, was drowned on the 30th ult, in the river, between Hospital and Barrack streets. He was partially insane, and subject to fits, and it is not known whether he jumped intentionally into the river, or fell into it during a sudden paroxysm of illness. The deceased was in easy circumstances. His body was recovered.

The authorities of the city of Erie have authorized subscriptions to the stock of the Sunbury and Erie railroad, to the amount of two hundred thousand dollars.

The remains of Hon. Orin Fowler, arrived at Fall River on Tuesday morning, accompanied by Mr. Sumner of the United States Senate, Mr. Doty of Wisconsin, and Mr. Penniman, of Michigan, of the House of Representatives.

A young man, named Prince, was killed on the 6th inst., at Falmouth, Me., by the accidental discharge of his gun.

Victoria, daughter of Rev. Joseph Marsh, injured by the recent camphene explosion at Sandwich, Mass., died early on Saturday morning.

The cholera has entirely disappeared from Toledo, Ohio.

A few fatal cases of yellow fever have occurred at Charleston, S. C.

The Sac and Fox Indians left Washington on Monday afternoon, by the 4 o'clock train, accompanied by their worthy agent, Mr. John R. Chenault, the interpreter, and the half breeds attached to the tribe.

There were one hundred and sixteen deaths in Baltimore, last week.

There were one hundred and fifty-eight deaths in New Orleans during the week ending August 28. Eighteen died of cholera.

The Manchester *Mirror* learns that on Friday, the 27th ult., the buildings of Mr. G. W. Stone, in Boscawen, were struck by lightning and entirely consumed. The family were in the house at the time, but were uninjured.

The railroad machine shop engine house, two engines belonging to the Sunapee and and Claremont road, and several cars, were destroyed by fire on Sunday morning about 5 o'clock. The fire occurred in Bradford, N. H., the terminus of the Concord and Claremont Railroad.

There were ninety-six deaths in Boston last week—under five years fifty-five.

George Ide, a son of Mr Amos Ide, was playing in a hay loft with some other boys last Sunday, near Pawtucket, when, in jumping from one beam to another, he fell a distance of about ten feet, striking on a stake in a wagon below. He was literally impaled, the stake entering his back and coming out of his abdomen.

On Sunday a milkman named Wm. Trask, resident in Quincy, discovering boys stealing grapes from his premises, started in a pursuit, and falling over a fence, struck his head upon a stone with such violence as to produce a fit, in which he died. His age was about 55.

THE LATE STORM AT PORTERVILLE, ALA.—A SAD AFFAIR.—At Porterville the storm was terrific. The new sawmill, together with several dwellings, were, we are informed, swept entirely away, and some families only escaped by wading nearly to their necks in water. Among the houses destroyed were those of Messrs. Alexander and Keeler. Potato fields and gardens were ploughed up by the storm, and vines, with the tubers attached, may now be seen clinging to the branches of trees or hanging from them in curious festoons. Mr. Chas. Medieus, formerly editor and proprietor of the *German Courier*, published at New Orleans, gives an interesting description of a scene in which he was, unfortunately, a prominent actor. It seems that Mr. Medieus had established himself on the shell-bank, opposite Conway's creek, where he was engaged in cultivating a garden. Fearing for the safety of his family, and wishing to remove them to a place of greater security, he took two boats on Thursday morning, in which he deposited his family, consisting of his wife and two children. The heavy sea soon capsized these frail boats, and, by great exertions, Mr. Medieus succeeded in bearing his family all back to the house. But the water was encroaching upon them with fearful rapidity. Chairs, tables and bedsteads soon ceased to afford them any security. As a last hope, the lady and her children took refuge in a peach-tree, near the house which they reached from the window. The excited and anxious father had scarcely placed the last child in this uncertain retreat when the house fell down with a crash over his head, and buried him in the ruins. When consciousness returned, he found himself some fifteen yards distant from the tree containing his household treasures, and heard the mournful cry of his wife and children, "Father, don't leave us." With this agonizing cry ringing in his ears, and the terrible incertitude as to how long their present refuge would afford them a hope of life, he struggled vainly with the billows to regain his position beside them. Nearly exhausted with this ineffectual struggle, he was afterwards taken up by some fishermen and borne to a place of safety. Every effort was made to reach the poor sufferers, who were still so fearfully exposed, but all to no effect. Towards evening, when the violence of the storm was somewhat abated, diligent search was made, but no trace of them could be discovered. On Friday morning, the storm having lulled, the remains of Mrs. Medieus and one of the children were found at the foot of the tree, which had blown over in the gale. The body of the youngest child has not yet been found. Their ages were eleven and nine years, respectively.

The Cholera in New Granada.

The New Orleans Bulletin gives the following extract from a letter received from Navy Bay, per steamer Falcon, dated August 16th:—

"This place is very sickly at this time. The hotels, streets and by ways are strewed with the sick, dying, and dead. A corpse is now lying out on the side of the street, which has been there some four or five days. They talk of burying it to-morrow. At the railroad depot the sick are strewed all around, destitue of home, food, friends and money—a deplorable sight indeed."

The letter proceeds to state that business is very dull, owing to the rainy season and sickness, and that "good carpenters are getting $10 per day, and the most ordinary hands from $2 to $4." Most descriptions of western produce, however, command a high price.

The schooner Meridian, fifteen days from San Blas, at Baltimore, nuts and tortoise shell, to Wm. Peters. Capt. F. reports that on his arrival at San Blas the cholera was so prevalent that the Indians forbid him from landing and compelled him to leave without even a supply of water. It was also currently reported that the cholera was prevailing to a great extent at Navy Bay. The schooner Arminta, Thompson, of Baltimore, was also forced to leave San Blas under the same circumstances. The crew of the Meridian are all well.

STEAMBOAT BUILDING.—An article in the Pittsburgh *Gazette* of Saturday, gives some interesting particulars in regard to steamboat building in that city and in Cincinnati. We take from it the following view of the extent of steamboat building in the Pittsburgh district, as compared with the Cincinnati district, from 31st August, 1846, to 31st August, 1852:—

PITTSBURGH.		CINCINNATI.	
1847 from July 1 to Sept. 1	45	1847 whole year	32
1847-48	43	1847-48	29
1848-49	44	1848-49	23
1849-50	58	1849-50	16
1850-51	46	1850-51	31
1851-51	70	1851-52	25
Total	306	Total	156

TRAGIC AFFAIR AT CHARLESTOWN, MASS.—On Saturday evening an Irishman, James Mahoney, living in Mason street, Charlestown, in a fit of delirium tremens leaped from his bed and got a pruning knife and with this, first rush upon John Kilner, whom he stabbed in the abdomen, inflicting a dangerous wound. He dashed out of the window with only a red flannel shirt on, and the pruning knife in hand, ran down Mason street and along Front street, and thence to the marshal's office, attacking and cutting all who came in his way. Nine persons were stabbed or cut, three of them severely, though the wounds of only one are considered critical. Jos. Hunnewell, Esq., a much respected citizen of Charlestown, was severely stabbed. He went very quietly to a cell. He had no knife when he entered the marshal's office. Subsequently on handing him his clothes, Mahoney made a severe attack on Officer Sanderson. Among the persons stabbed were Mr. McLaughlin, of this city, very severely. One pass was made at a lady which cut only her dress. Jeremiah McCarthy was cut in the head. A lad was stabbed in the thigh. Some were cut in the hand. The whole was done in about five minutes.—*Boston Post, Monday.*

TERRIBLE ACCIDENT.—About ten days ago, at Alton Bay, three boys, sons of John W. French and Nathan B. Sleeper, of Alton, and of Mr. Rollins, of Middleton, purchased two pounds of powder to burn for sport. They went out near the river and began to burn it, a little at a time, the son of Mr. French holding the main quantity of powder in a paper under his arm. By some accident, this powder took fire and a most terrible explosion was the result. The French boy was sadly injured, his clothes set on fire and life was burnt so that he died in a few days. The other boys' clothes were also set on fire and they were badly burnt, and it is thought that neither of them can live. The two first named were about eight years of age and the other about fourteen.

CITY NEWS.

New Flour and Grain Exchange, 16 South street.

At a meeting of the Flour and Corn Exchange, South street, held yesterday forenoon, the following new members were elected on the Arbitration Committee for Flour, viz:—Stephen Valentine, J. B. Herrick, and J. B. Hitchcock; and on grain, John J. Crane, and Alfred Barratt. The committees as now constituted stand as follows:—

ARBITRATION COMMITTEE ON FLOUR.

Old Members.—Thos. Banks and J. J. Herick.

New Members.—Stephen Valentine, J. B. Herrick and J. B. Hitchcock.

ARBITRATION COMMITTEE ON GRAIN.

Old Members.—John K. Kingsford and Henry Roland.

New Members.—John J. Crane and Alfred Barratt.

Military Excursions and Parades.

During the forenoon and afternoon of Monday and Tuesday, the city was enlivened by the music of military bands, and a gorgeous display of citizen soldiers. They were all either going to or returning from their usual pic-nic or target excursions. The "United Guards," composed of industrious young mechanics, of the Seventeenth ward, commanded by that efficient officer, Captain Malachi Brennan, proceeded to Geoderson's Grove, Flushing, upon their third annual pic-nic and target excursion, Monday morning. They were accompanied by Manahan's Brass Band, which performed some of our most delightful popular airs on the march. The presence of a large number of beautiful ladies formed a pleasing feature in this excursion. They were for the most part, either the "bride's elect," or sisters of the members. The party enjoyed a variety of dances on board the steamer, and on the grounds. The ladies, members, and invited guests, sat down to a most sumptuous dinner. The following prizes were afterwards presented to the gentlemen by whom they were respectively won:—1st. A splendid silver cup, gift of Mr. Augustus McMahon, to Edward Mulley; 2d—A silver cup, gift of Mr Marcus Kelly, to Edward McGuire; 3d—A gold pen and pencil case, gift of Mr. Colter, to Dennis Darcy; 4th—A gold medal, gift of Mr. Michael Smith, to Arthur Woods. Previous to leaving New York Mr. Francis Mitchell presented a magnificent pair of guide flags to Captain Brennan.

Company A, of the "Patriot Guard," Ninth Regiment, New York State Militia, passed our office Monday evening, on their first annual target excursion. After spending a pleasant day in Yonkers, the following prizes were presented to the best shots: 1st—A silver cup to Mr. Thos. Kennedy, Private; 2d—A gold pencil, &c., to John Keenan, Private; 3d—To Orderly Sergeant T. Guider, a silver cup; 4th—To Sergeant O'Connell, a silver tea urn and silver medal, for good conduct, combined with his shooting. The last prize was presented by Captain John Coffey, commanding. Shelton's band attended.

The "Liberty Guards," Captain J. W. Harrigan, numbering thirty muskets, passed the HERALD office Monday evening, on their return from St. Ronans Well, where they spent the day target shooting. They were accompanied by Adkin's Washington Brass Band, and made a very respectable appearance.

The "Forty Acre Guards," and the "Vandeveer Guards," of Brooklyn, paraded also for target practice on Monday.

The "Jones Guard," passed our office on Tuesday morning upon their usual target excursion. They numbered forty-eight muskets, and were commanded by Captain Samuel Yeates. Shelton's band was in attendance. This company made a very fine appearance. The prizes presented were as follows:—1st Prize—Presented by S. B. Jacobs, a silver goblet, won by M. Reddy; 2d—Silver goblet, presented by Mr. James G. Cooper, won by Wm. H. Blackledge; 3d—A beautiful scarf pin, presented by L. Jacobs, won by P. Waters; 4th—A gold pen and pencil case, presented by David P. Rhoads, won by M. Horlet; 5th—A beautiful breast pin, presented by Capt. Yeates, won by David Levette; 6th—A beautiful inlaid segar cense, presented by Lieut. Levette, won by Thomas Hines; 7th—A richly bound copy of Byron's work, presented by Thomas Levette, won by James Crongban; 8th—A most spendid edition of Southey's Poems, presented by Mr. Thos. Picton, won by M. Gilmartin. The Guards returned from Saint Ronans Well, in the steamboat Island City, highly delighted with the trip.

The Henry Clay Calamity before the Grand Jury.

UNITED STATES DISTRICT COURT.
Before Hon. Judge Betts

SEPT. 8.—The following gentlemen were sworn on the Grand Jury:—

Luther C. Carter, Foreman.	Julius Hitchcock,
Peter J. Bogart,	William A. Stilwell,
Ebenezer G. Ferris,	John J. Jackson,
Henry A. Halsey,	Thomas Thompson,
Ezra Ludlow,	Augustus L. Wood,
David Quackenbush,	Joseph T. Bell,
William K. Strong,	Albert W. Goble,
Thomas E. Smith,	Ebenezer S. Dewey,
Jireh Bell,	John W. Salter,
George Wood,	Thomas McKnight.

The Judge then proceeded to charge the Grand Jury. He said—Gentlemen of the Grand Jury, your services required on this occasion, to aid in the criminal jurisdiction of this court; it will devolve upon you to inquire into the acts of individuals charged with criminal offences against the United States, whether triable in this or the Circuit Court. The calendar of the criminal cases shows a considerable amount of accusations, none of which, however, are of high magnitude, though some are of great interest to the public. The first case on the calendar relates to the destruction of the steamboat Henry Clay; several of the officers of which, seven, I believe, are under arrest, on a charge of manslaughter. There is a law of Congress of 1838, which enacts—"That every captain, engineer, pilot, or other person employed on board of any steamboat or vessel propelled in whole or in part by steam, by whose misconduct, negligence, or inattention to their respective duties, the life or lives of any person or persons on board said vessel may be destroyed, shall be deemed guilty of manslaughter, and upon conviction thereof before any circuit court in the United States, shall be sentenced to confinement at hard labor for a period not more than ten years."

The Judge then continued—I shall not undertake any labored expositions of the law upon this matter; it is not the duty of Judges of this District to prepare elaborate charges; we reserve ourselves till we hear the arguments from the counsel on both sides. It is our duty, however, to expound the law so as to assist the mind of the jury in the consideration of the proper topics involved. I shall, therefore, confine myself to an exposition of the provisions of this law. It will devolve upon you to say, whether any point is established which proves any of the charges made against the persons accused. You are aware that since the introduction of steam-navigation, there has been an increasing desire and anxiety to attain the utmost speed; and this feeling is not limited to the proprietors of steamboats, but is shared by the community at large. There is a spirit manifested on the part of the people, to encourage, countenance, and to stimulate them to attain the greatest speed. It is but natural that the owner should partake of this feeling, because he has interests at stake; his property is invested, and his success depends, to a great extent, upon the superior attainments of his boat. Since boats began to run on the East and North rivers, you are aware of the great improvements that have been made in their construction. The first essays were very slow, not exceeding four or five miles an hour, then a speed of eight and nine was attained, and in 1825 it was considered an extraordinary improvement was made, which enabled a boat to go to Albany from New York between sunrise and sunset. From that time the speed has been constantly increasing till at length some boats succeeded in running twenty and even twenty-five miles in one hour. The competition between boats on our rivers has been going on for some years; but recently another competitor has entered the field. Steam has been applied to conveyance by land, and passengers are now carried with twice the velocity. This has led to fresh exertions on the part of steamboat owners and higher demands on that of the travelling community, till we have arrived at a point at which the boats can be propelled with a speed nearly equal to that of the railroad cars. In this state of things there is no doubt great hazard. You are aware that, in the employment of this agent, an immense force is brought into exercise—a force whose use is attended with great danger. One great object has been, to employ the power with the least possible weight of machinery—to construct the boilers in the lightest manner consistent with the safety of the passengers. But in whatever way the engineer displays his skill, men of science say that there is always a hazard about the generation of steam, by causing a rush of water upon the boiler. There is a great desire, on the part of the owners and officers, to acquire the greatest speed, and a consequent hazard, which demand, on the part of the government, some check upon those men, so that they shall not employ this power in a manner that may endanger the lives of the passengers. It is undoubtedly with this view, that Congress, in 1838, passed a law, placing restrictions upon steamboats. A state law has been enacted in aid of this, prohibiting vessels from passing within twenty yards of each other, and requiring them to blow off their steam on their arrival at the wharf; and in the event of the neglect of the proper officer to do so, a very heavy penalty is imposed. In addition to this, a law has been enacted which provides that if, through inattention or any neglect of an officer, life shall be destroyed, without regard to motive, he shall be deemed guilty of manslaughter and sentenced to imprisonment for ten years. This law is undoubtedly a stringent one—it departs from the ordinary principle involved in the enactment of criminal laws—it leaves aside the motive, and looks only to ascertain whether he has neglected his proper duty or gone beyond the line which prudence would mark out; and if, through his carelessness, life has been lost, he is made legally responsible. You will, therefore, not be required to look into the intention or design of the officer. It is to be presumed that none of the officers intended harm to the persons under their charge; that they would have a regard for their own lives and the property entrusted to their care, and that they would have the strongest desire to carry their boat safely through her voyage. But if you find that, accomplishing this voyage, they were impelled to competition, or have neglected to do what was incumbent upon them for the safety of the passengers, however painful it may be, your duty commands you to bring them to trial under the provisions of this law, by indicting them for its violation. There is no doubt that those individuals are all strangers to you, as they are to me; that they are men of high respectability, and that they lament as deeply as any one the terrible calamity. They are, doubtless, heavy sufferers in their business and family relations, and there may be many circumstances to prove that they were desirous to navigate the vessel with safety. This will lead you to exercise your opinions with due caution and deliberation, that you may not be carried away by the excitement prevalent in the community. The law does not look for victims, it only investigates the facts, and if we can produce facts to show that they have violated the law, they are to be made amenable to it for their conduct. There has doubtless been somewhere a want of attention, of forecast; but we are not to take our impressions as evidence. We are also to be guarded against taking the suppositions of others as to their misconduct, that they neglected their duty, that they were racing; but we are to look at the evidence, and have witnesses who will testify to the specific facts—the witnesses must prove what was done. We are entitled, as citizens, speaking of this matter, to say, there has been a want of prudence of studious discretion and caution in her management; but when we consider it as a jury whose province it is to try the facts, we must take care to distinguish between a judgment formed in a general point of view, and a judgment formed upon the evidence. You will inquire, then, in relation, the persons accused, whether any of them has been guilty of misconduct which led to this catastrophe. The case will be tried before two judges, and the Court, after hearing what has been said on both sides, will be in a condition to give it what construction they should judge to be in accordance with justice and law. If you find that the management of the boat, in propelling, in regulating her steam, or in setting fire to her, was the cause of the catastrophe, then you are entitled to consider it misconduct. You will endeavor to ascertain as far as the evidence will enable you to say, what has caused this disaster; then you will inquire into the condition of the boat, and see whether an improper extent of fire was kept up, whether the boiler or any part of her machinery was so heated as to set fire to the wood work. The Judge then enjoined the jury to view the case dispassionately, without regard to hearsay, and to confine themselves alone to the evidence that would be brought before them. He had no doubt they would perform their duty with firmness, and present the accused for trial if in accordance with the provisions of the act, they have been negligent. But on the other hand if it is one of those disasters that are purely casualties, the jury would take care not to subject them to a trial. He then referred to the other cases on the calander which are frequently subjects of inquiry at this court—revolts, assaults with dangerous weapons, smuggling, opening letters, carrying excess of passengers, and attempting to pass counterfeit coin, and his honor having explained the law lucidly on these several offences, the Grand Jury retired to their room, where they immediately proceeded to the consideration of the Henry Clay calamity.

City Intelligence.

FIRE.—On Tuesday afternoon, about 4 o'clock, a fire broke out in the "College Hotel," corner of Murray and Church streets. Mr. A. W. Adams, a member of United States Hose Company, No 25, was passing at the time, and extinguished it with a few pails of water.

FIRE.—As officer Jones, of the Fifteenth ward, was patrolling his beat at 1 o'clock on Tuesday morning, he discovered a fire to exist in the basement of the unoccupied building at the corner of Broadway and Ninth street, formerly known as the Albion Hotel. It is supposed to have been the work of design, as the fire was lighted in three different places. The building is now undergoing repair. Hose Company No. 17, with other members of the Fire Department, quickly extinguished the flames.

FIRE ALARM.—The alarm of fire at 2 o'clock yesterday morning was caused by the bursting of a chimney at No 34 Hammersly street. The damage was very trifling. It was extinguished by the police of the Eight ward.

SERIOUS ACCIDENT ON SIXTH AVENUE RAILROAD.—A boy, named James Dornan, aged nine years, who resides with his parents at No 119 Twelfth street, was run over at ten o'clock on Monday night, by one of the cars of this railroad. The car was stopped immediately; and the conductor took up the boy, and carried him to the station house of the Ninth ward. Upon his being examined by Doctor Henry, it was found that his right arm was broken, and his right foot mangled in a most dreadful manner. He was removed to City Hospital, by officer Clarke. Many respectable citizens say, that neither the driver nor conductor were to blame, in the slightest degree. The boy was not a passenger; he had only hung on to the platform, and, in attempting to jump off near Eleventh street, as another car was passing, he fell, and one wheel passed over him.

SUSPICIOUS CIRCUMSTANCE.—A small boy named Hough observed a man walk up, on Monday evening, to the dock, foot of Thirteenth street, and throw a large leather trunk into the water, after which he ran away. The boy called his brother, and they recovered the