

JAMES GORDON BENNETT, PROPRIETOR AND EDITOR.

OFFICE: N. W. CORNER OF FULTON AND NASSAU STS.

Volume XVIII. No. 139

AMUSEMENTS THIS EVENING.

BOHEMY THEATRE, Bowery-Putnam-LORD OF THE

BROADWAY THEATRE, Broadway-MADRID.

BURTON'S THEATRE, Chambers Street-SUN WOULD

NATIONAL THEATRE, Graham Street-KNIGHTS OF

WALLACE'S THEATRE, Broadway-MERCHANT BY

ST CHARLES THEATRE, Bowery-PARADE

AMERICAN MUSEUM-ASTORIA-NO 37

CHRISTOPHER OPERA HOUSE, 42 Broadway

WOODS' MINSTRELS, Wood's Hall, 42 Broadway

MADISON AVENUE-ASTORIA and Evening-FRANK

ST. JAMES' THEATRE, Broadway-REVENUE

THE NEW YORK HERALD.

THE HERALD'S OFFICE, 112 Canal Street, New York.

that persons of great respectability are now alleged to have been implicated in the projects of this notorious gang of conspirators.

Scarcely had the first despatches of the season announcing the receipt of produce, &c., at Buffalo and Albany, come to hand, and we received information that another serious break had occurred at the canal at the east end of the Butternut Creek Aqueduct.

This will require a check transportation for a day or two. The collector thinks that the break will be repaired by tomorrow, at an expense of \$25,000. House keepers anticipate that the immense influx of the produce which has long been pent up in the West will have the effect of cutting down the price of living to a wonderful degree.

Rev. Mr. Kirkland, and ex-Mayor Joe Barker, of Pittsburg, both preached in one of the Cincinnati market houses last Sabbath, without opposition from the Mayor. The sectarian excitement there, it is gratifying to learn, is gradually disappearing.

Both branches of our Common Council were in session last evening. For accurate accounts of the transactions in the first board, we refer to the official report elsewhere, as well as to the sketch of the debate by our special reporter. In the Board of Assistants, Mr. Woodward occupied the chair, in consequence of the President, Jonathan Trotter, being confined to the house by injuries received by the recent railroad calamity at Newark.

A resolution was received from the Board of Aldermen relative to the Second Avenue Railroad, in which an alteration of the route is proposed, by running the track down Twenty-third street to the First Avenue, and thence down the First Avenue, instead of the Second. This change of route, it is supposed, will be the means of compromising the present trouble, and enable the contractors to procure the removal of the injunction. It was also proposed to charge a tax of one hundred dollars a year license on each car. The resolution was referred to the appropriate committee.

After the passage of other papers of minor importance, the Board adjourned until to-morrow evening at 6 o'clock.

The Court of General Sessions met yesterday, pursuant to adjournment. There was great excitement about the Tombs, which was caused by the anxiety to see the celebrated Chauncey Larkin, but the people were again doomed to disappointment, as his trial, owing to the absence of counsel, was postponed until to-morrow. Several cases were tried, but no business of any great importance was transacted. For a full report of the proceedings, see another column.

We annex a brief list of a portion of the contents of to-day's inside pages.—Report of the Art Union of the State; Proceedings of the Board of Supervisors; Theatrical and Judicial Matters; Communications relative to Three Cent Pieces and the California Indians; Late and Interesting News from South America; Financial and Commercial Reviews, &c.

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1800; and that, therefore, those widows who were married subsequent to 1800 were entitled to pensions, commencing on the 4th March, 1848, the same as those who were pensioned under said act of 29th July, 1848.

The case was presented to the Secretary on the single question as to the period of the commencement of this new class of pensions granted by the act of February, 1853. The Secretary held that the words "in the same manner," used in the act of 1853, could not be regarded as necessarily embracing the time of the commencement of the pension, nor the term, "were married before that date," as relating exclusively to the act of 1848, as several acts had been passed granting pensions to widows who were married at different periods prior to the 1st of July, 1859; that the period of the commencement of the pension was left in doubt by the act of 1853; and that, although the rule prescribed by the act of May, 1820, fixing the commencement of pensions at the date where proof is completed, might with propriety be adopted, yet it would secure greater uniformity to construe the law as granting the pension to commence from its date, and he accordingly so decided.

We think this decision of Governor McClelland was prudent and judicious, for it was the intention of Congress to grant the pension from the 4th of March, 1848. It can easily be so declared next session, and the Secretary's decision will have merely operated as a deferred payment; whereas, if he had decided this doubtful question otherwise, and his decision should hereafter be adjudged to have been erroneous, the mischief would be without remedy, as the money paid could not be reclaimed.

This decision, it is said, has created quite an excitement amongst the pension agents at Washington. We trust that Governor McClelland will continue to act as energetically as he has begun, and it will put an end to the vexatious and harassing proceedings of the pension agents. The most glaring abuses have grown up under the lax administration of the Interior Department since its establishment. Frauds of every description have been perpetrated, and the ignorance or carelessness of the officers of the government has afforded a splendid harvest for the ingenuity of a large number of people who "live by their wits."

Properly organized, the Department of the Interior is one of the most important branches of the government. Charged with the supervision of the vast and intricate land system, the care of the Indian tribes, the Pension Office, the Patent Office, the census, and the development of the internal growth and prosperity of the country, it affords a splendid opportunity for its head to make his mark. The first Secretary, Tom Ewing, although a man of ability of a certain kind, wholly failed in developing the department during his administration. Mr. Stewart made scarcely a respectable clerk, much less a Secretary. It remains for the present head, Governor McClelland, to carry out the true intention of Congress in establishing the department, by making it not only a safe guardian of the important interests committed to its charge, but also by suggesting such measures as will more effectually promote the prosperity of the country and display a proper solicitude for the interests of the people. His past history leads us to anticipate that he will come fully up to the requirements of his important position.

THE RUSS PAVEMENT IN THE BOWERY.—We have before, on a very recent occasion, recorded our full and entire approbation of the measure passed by the Common Council of New York, authorizing the celebration of a contract with Messrs. Russ & Reid for laying down their excellent pavement throughout the extent of the Bowery. We think, and the common sentiment of the citizens is, that it was the most commendable measure which could have signally acted the action of the corporation. But we regret to find that the Mayor has vetoed the measure. That high functionary is no doubt actuated by good and proper motives in assuming the attitude he has taken in thus opposing the action of the Common Council and the popular desire. He gives as the reasons for his veto that in his opinion the Common Council has no power vested in them to authorize such a contract, that it was possible to get as good and durable a pavement at a much more economical rate, and that the public should have had an opportunity of competing with those contractors before any monopoly was given.

As to the first proposition, we cannot see its bearing. If the Common Council be not vested with the power to authorize contracts, in what body does that function lie? As a general rule, we are free to admit that the two latter propositions are fair and reasonable. But in this special case we also fail to see their application. All other systems of paving the streets of New York have been tried and found defective. The common cobble pavement and that of Perrine have alike proved utterly unfit for a great thoroughfare like the Bowery. The Russ pavement laid down in Broadway has been the only one which has united the great desiderata of smoothness and durability, and the company have secured a patent which during its existence prohibits any imitation of their system as an infringement on their rights. In point of economy, too, we are convinced that experience will decide that all other systems of pavement hitherto tried in this city have been on the whole more expensive. Every winter the streets paved with cobble stones have become entirely broken up in ruts, and in places almost impassable, so that there was an unceasing outlay for repairs. Not so with the Russ pavement, which is adapted to resist all weather. No repairs have yet been found necessary, and in Broadway, through which four-fifths of city traffic passes, the Russ pavement appears as whole and perfect as when laid down.

The Bowery is a thoroughfare which imperatively requires such a pavement. Next in point of importance to Broadway, that street has been mainly prevented from becoming equal to the other by the terribly bad state of its road. Vehicles are injured and shattered, and horses are knocked up, by the dilapidated condition in which its pavement is for nine months out of the twelve. And the natural consequence is to overcrowd Broadway with carts, wagons and omnibuses, which would otherwise have made, the Bowery their route. Still in spite of this great drawback, this street is rapidly increasing in wealth and in importance, and being the only thoroughfare for the eastern quarter of the city, and the direct road to Harlem it now becomes absolutely necessary that the evil which has so militated against its prosperity be removed. The one and only way to do this is by carrying out the original measure of the Common Council, and we hope that that will be done, and

that the Bowery will be made a credit instead of a disgrace to this great metropolis. We wait for the further action in the matter of the Common Council.

THE SALES OF COTTON YARDER REACHED 2,500 BALETS. The sales of cotton yesterday reached 2,500 bales. The sales of moderate activity in other articles of trade.

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