NEW YORK HERALD.

JAMES GORDON BENNETT,
PROPRIETOR AND EDITOR.

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

TERMS [illegible]
THE DAILY HERALD [illegible] per annum.
THE WEEKLY HERALD every Saturday, at six cents per copy, or $3 per annum; the European Edition, $4 per annum to any part of Great Britain, and $5 to any part of the Continent, both to include postage.
THE PRINTING executed with neatness, cheapness, and despatch.

VOLUME XIX..... No. 16

AMUSEMENTS THIS EVENING.

BOWERY THEATRE, Bowery—UNCLE TOM'S CABIN.

BROADWAY THEATRE, Broadway—TWO BUZZARDS—CATARACT OF THE GANGES.

BURTON'S THEATRE, Chambers street—PRETTY PIECE OF BUSINESS. PARENTS AND GUARDIANS—YOUNG ACTORS—FUNNY.

NATIONAL THEATRE, Chatham street—Afternoon, LITTLE KATY. Evening—UNCLE TOM'S CABIN.

WALLACK'S THEATRE, Broadway—BACHELOR OF ARTS. PRETTY PIECE OF BUSINESS—CURIOSITIES OF LITERATURE.

AMERICAN MUSEUM—Afternoon—GEN. TOM THUMB—DOMESTIC ECONOMY. Evening—HARRIED HARE. HOP O' MY THUMB.

BROADWAY MENAGERIE—SIAMESE TWINS AND WILD MAN.

BUCHANAN'S AMERICAN OPERA HOUSE, 472 Broadway—ETHIOPIAN MELODIES BY CHRISTY'S MINSTRELS.

BOWERY MINSTRELS, Wood's Minstrel Hall, 444 Broadway—ETHIOPIAN MINSTRELSY.

BUCKLEY'S OPERA HOUSE, 539 Broadway—BUCKLEY'S ETHIOPIAN OPERA TROUPE.

PANVARAMA, DIORAMA, 598 Broadway—PANORAMA OF THE HOLY LAND.

DERBYSHIRE GALLERY, 691 Broadway—Day and Evening.

MINOR RITZ—GRAND CONCERT INSTITUTE, 559 Broadway.

LIBRARY HALL, 663 Broadway—PERHAM'S GIFT IN ADDITION OF THE SEVEN FILE MIRROR.

MUSIC CHAPEL, 718 Broadway—JONES' PANTOSCOPE.

EUROPEAN GALLERY OF CHRISTIAN ART—543 Broadway.

New York, Tuesday, January 17, 1854.

Mails for Europe.

THE NEW YORK WEEKLY HERALD.

The royal mail steamship Canada, Captain Stone, will leave Boston on Wednesday, at 12 o'clock, for Liverpool.

Subscriptions and advertisements for any edition of the New York HERALD will be received at the following places in Europe:—

LIVERPOOL—John Hunter, No. 2 Parade street.
LONDON—Edwards, Sandford & Co., No. 17 Cornhill. Wm. Thomas & Co., No. 19 Catherine street.
PARIS—Livingston, Wells & Co., 5 Place de la Bourse. B. H. Revoil, No. 17 Rue de la Banque.

The European mails will close in this city at a quarter to three o'clock this afternoon.

THE WEEKLY HERALD (printed in French and English) will be published at half-past nine o'clock this morning. Single copies, in wrappers, six pence.

The News.

The Europa, from Liverpool, arrived at this port yesterday morning, bringing our files of English journals to the 31st of December, and Paris intelligence of the 29th. The aspect of affairs in the East remained almost unchanged from the day the Baltic sailed. We refer to the position of the Russo-Turkish difficulty at length elsewhere.

There is little news from France or England. Parliament had been further prorogued to the 31st of this month. An imperial decree of the French government makes important concessions to the cotton traders of England.

It was said that the Emperor of France had received a despatch from Madrid, stating that M. Soulé, Sen., had been killed in a second duel at Madrid, but the report required confirmation.

The appalling loss of life and the terrible suffering of the survivors consequent upon the wreck of the steamship San Francisco [illegible] chief theme of discussion in Congress and our city Legislature, as well as in public and private circles throughout the country, yesterday. Both branches of Congress, it will be seen, have taken steps to testify their high appreciation of the noble conduct of the captains and crews of the ships Three Bells and Antarctic, and the bark Kilby, to whose skill, bravery, and indefatigable exertions, under the most trying and hazardous circumstances, some five hundred human beings are indebted for deliverance from watery graves. The necessary measures have also been adopted to make provision for the losses of the officers and soldiers of the army who were passengers on board the steamer, and to remunerate the commanders and owners of the rescuing vessels for the expense and inconvenience incurred by them in rendering assistance. The Boards of Aldermen and Councilmen are resolved to compliment Captains Creighton, Lowe, and Stouffer, and to invite them to partake of the hospitalities of the city. The merchants of the city are also doing their duty by subscribing liberally towards the purchase of medals, &c., in commemoration of the generous services of these gallant officers, as will be seen by the reports of the meetings at the Exchange and Corn Exchange. We understand that about two thousand dollars have already been subscribed, and that a list of the donors will be published to-morrow. We publish some additional information with regard to the wreck, the sufferers and their rescuers, the approach of the bark Kilby to Boston, &c., all of which will be read with feelings of the most intense interest.

In the course of his remarks in the Senate yesterday, Mr. Pearce alluded to the manner in which Capt. Nye, of the Collins steamer Pacific, had been rewarded for his exertions in saving the crew of a British vessel. But this is not the only instance by any means in which American sailors have been eulogized by the English people for their gallant conduct, as will be seen by the action of the British Humane Society in the case of Capt. Ludlow, of the American whaleship Monmouth, who rescued one hundred and five persons from the wrecked bark Meridian. Full particulars are given in another page.

Ex-Secretary Clayton concluded his speech in the United States Senate yesterday in reply to Gen. Cass. At the close a spirited discussion took place between the two gentlemen, after which the subject of the Clayton-Bulwer treaty was laid on the table. In the House Mr. Maurice introduced resolutions in relation to the removal of Collector Bronson, and Mr. Lyon a resolution concerning the protection afforded to Americans abroad. For the proceedings with regard to these, and a great variety of other interesting matters, the reader is referred to the reports under the proper head.

The business transacted in our State Legislature yesterday, though of an interesting character, was not what may be classed as important. The Senate, in Committee of the Whole, adopted the proposed amendments to the constitution in order to secure the completion of the canals. As nearly all our readers are interested in the legislative movements with regard to the parks, our correspondent has given proper attention to the matter.

A report having been circulated that Bishop Bedini was in Philadelphia last evening, a large procession was formed and marched through the streets of that place, at the head of which was borne an effigy of the Nuncio. We also learn that placards, printed in four languages, were recently posted throughout the city of New Orleans, in which a contemplated visit from the Nuncio was announced, and the propriety of treating him as a wild beast was urged. How bitter must be the feeling against the Bishop, when we find people in all parts of the country joining in these extraordinary demonstrations of hostility.

Late advices from Texas announce that Gen. Carvajal has been acquitted by the United States Court of the charge of invading the Mexican territory at the head of a band of armed men with hostile intentions. A record of the curious movements, bold undertakings, and miraculous escapes of this noted chieftain, would probably form one of the most interesting volumes ever written.

C. L. Sloo, whose friends at Washington are reported to be disappointed at the terms of the Gadsden treaty with Mexico, is said to have contracted with an English firm for the construction of a plank road across the Isthmus of Tehuantepec.

See the lengthy report from our special correspondent relative to the railroad difficulties at Erie. The last telegraphic despatch informs us that all was quiet, but that the work of reconstructing the track had been suspended in consequence of the absence of the United States Marshal and his aids.

The locomotive of the express train on the Harlem Railroad was thrown off the track, near Whitlock station, yesterday morning, and the engineer and fireman were killed. Some of the passengers in the baggage car were injured, and one of them, Lewis Griffin, had his leg broken.

On reference to the proper reports elsewhere, it will be seen that the stock market was in a very unsettled condition yesterday. The foreign advices caused flour to advance 12½ to 25 cents per barrel. Wheat was also held at an advance of 10 to 12 cents per bushel, and corn was sold at 5 to 7 cents higher than before the news. It is a remarkable fact that the prices for breadstuffs now rule higher than at any period since the famine years of 1847–'48.

Want of room prevents particular reference to a number of telegraphic despatches relative to marine disasters, politics, &c., and also to a variety of other interesting matter.

The Land Spoils—Land Jobbing Schemes in Congress.

The President, in his annual message, upon three important subjects directly connected with the spoils, is very decided. First, in regard to patent extensions he says:—"I commend to your favorable consideration the men of genius of our country, who, by their inventions and discoveries in science and art have contributed largely to the improvements of the age, without in many instances securing for themselves anything like an adequate reward." Secondly, in reference to railroad land grants, he is in favor of granting lands to such roads through the public domain on the principle that this policy advances "the interests of the States in which the works are located, and at the same time the substantial interests of all the other States, by enhancing the value and promoting the rapid sale of the public domain." Thirdly, against the policy of river and harbor improvements the President stamps his foot, and says, substantially: "Gentlemen, this business must be stopped."

Now, in showing the enormity, the palpable injustice, the invidious favoritism, and the demoralization and corruption to which this special legislation for the benefit of large patent monopolies is likely to lead, if once adopted, we have shown that the President in this business has been humbugged by the lobby. Let the House of Representatives see to it, or they may be held to a more serious judgment before the country. Thus much for this special extra patent legislation.

We shall now very briefly look into this land business in connection with internal improvements. The policy adopted by the President is plausible at first glance, but will not stand a close inspection. When Thompson & Co. form themselves into a corporation, in conjunction with the State of Illinois, for the construction of a railroad from the Ohio river northward smack to Lake Michigan, they ask for alternate sections of the public lands on each side of the road, for a depth of six miles. The bill is passed, and the land stocks of Thompson & Co. are brought into [illegible] premium—all the adjoining lands, which were to bring two prices to the government, having been previously bought up by Thompson & Co. and others. They sell out their railroad stocks then at a premium. The road may go to the devil for all they care, and Uncle Sam, left without an acre along the line of the proposed road, is completely dished by the land jobbers.

Such is the practical working of the policy of land grants to railroads recommended by the President. How much wiser would it be to save the public lands along such roads, excepting the right of way, and appropriate a sum of money from the treasury in lieu of these land grants. This policy, and the limitation of the sales of the lands along such railroads to actual settlers, in reasonable quantities, would go far to put an end to this land stock jobbing, log-rolling, and lobbying in Congress. Thus we should have a large leak of corruption stopped, which threatens otherwise to absorb the whole of our available public domain, humbugging and swindling the government, and cutting out the poor honest emigrant from all chances of a good location for his little farm.

Take the case, for example, of the Mobile and Chicago Railroad—a case involving a grant of four or five millions of acres, more or less, of the public lands. What has the government gained? Nothing. What is it likely to derive from this operation? Not the first red cent. Who are the gainers? The land-jobbers. One of them, now deceased, formerly a member of the lower house of Congress, but afterwards of the Senate, was a shareholder in this venture; he was worth little or nothing before, but with his decease his interest in the profits of this speculation is turned over to his family, to the tune of three hundred thousand dollars. A fair operation, as the world goes, we admit—but whence these prodigious dividends? From the public lands granted the monopoly by the United States.

This is the practical working of this land monopoly, railroad, stock-jobbing policy, commended by Congress several years ago, and recommended to be continued by the President. What follows? Why, the lobby and both houses, taking him at his word, during the first month of the session have concocted railroad bills enough to gorge some two hundred millions of acres of the public lands—the government to be tickled with the notion that it reserves the alternate sections at double price, when they have been already snapped up by the speculators. How many Western and other members of the Senate and of the House, of the Cabinet and of the lobby, have been enriched by this specious policy of two-pluck-one we know not. But such are the temptations of this thing that we almost despair of arresting it short of holding every member of both houses responsible directly to the people.

As we understand the subject, the public lands are the property of the United States—that is, of all the States in their united capacity. In other words, the public domain is the property of the general government. The legitimate uses of the avails of this property are appropriations to meet the expenses of the general government. The distinction set up between voting public lands to railroad stock-jobbers and their equivalent in money is all gammon and claptrap. There is no real distinction between granting a million of acres, worth two millions of dollars, and that amount of cash from the treasury, except this: that government would save most by saving the lands and granting the money. The selling price of our public lands in Illinois and Missouri is, we will say, one dollar and a quarter per acre. Run a railroad through a particular district, and in a year or two those lands may bring from five to ten dollars an acre. And the difference between us and the President is simply this: that while he recommends the turning over these profits to the land-jobbers, we prefer retaining them for the relief of the treasury and the benefit of the people at large and of actual settlers in particular.

We trust that the members of Congress from the eastern side of the Alleghanies will look into this business, and insist upon it, if the public lands are to be squandered away upon internal improvements, that the Eastern States shall have their rightful share. If these land spoils are to be squandered without reserve let every State insist upon its proportion. True, we consider Bennett's land bill nothing more than a bill for the relief of land-jobbers and stock-jobbers, and the Homestead bill only a more sweeping measure of the same kidney; but, rather than have this Western system of railroad land-jobbing and land-robbing continued, we are not sure but it would be preferable to have the Homestead bill, clearing off the whole of the public lands at a single wipe of the pen, and thus putting an end to this corruption fund in Congress at all events.

The spoils are tremendous, the game is bold, human nature is weak at Washington, and we fear the worst. Nevertheless, it should be our policy to encourage honesty, to rebuke corruption—whether in Congress, the Cabinet, or the lobby—come what may. In this game of the spoilsmen for the five hundred millions of the public plunder we are enlisted on the side of the public treasury, the public credit, the public honor, the country and the people. This is our platform. And we are enlisted for the war. Where is the New York delegation? Where are Seward and Fish? Where is Cutting, Wheeler, Walbridge, Walsh? Are they among the land-jobbers, or how? Take your position, men, and let us hear.

The News from Europe.

The news brought by the Europa presents but little alteration in the aspect of the Turco-Russian difficulty. The intelligence that the recommendations embodied in the last note of the Vienna Conference had been approved of by the Divan, and accepted by the Porte, does not hold out any more immediate prospect of the peaceable solution of the questions in dispute. Although the Sultan consents to send a Plenipotentiary to the proposed conference, he properly adheres to his determination not to treat on any terms short of the recognition of his full rights of sovereignty within his own dominions, and he continues to insist upon the evacuation of the Principalities as a preliminary condition to negotiation.

In this state of facts it is clear that the only possible issue is a general war. It is scarcely to be expected that Nicholas will so far forfeit his character for consistency, or be a willing instrument in his own humiliation, by receding from the haughty attitude that he has hitherto assumed. To yield anything of his pretensions, now that he is menaced by the combined action of England and France, would be to acknowledge in the face of Europe that he is a coward as well as a bully. There is nothing in his character to justify the supposition [illegible] so disgrace himself. He has been preparing for this struggle ever since his accession to the throne, and sooner than yield an iota of the advantages he has gained, he will risk the alternative of a long and desperate struggle.

The conviction that this struggle can be no longer averted seems to be fast gaining ground in Europe. Even the more temporizing portion of the English cabinet have been at length brought over to this conclusion, reluctant as they have been to arrive at it. By our private letters from London we learn that, besides the condition of several modifications in the Reform bill, which formed the ostensible pretext of Lord Palmerston's resignation, it was made a *sine qua non* of the latter's return to office that the remainder of the cabinet should concur with him in the adoption of energetic measures against Russia. In order that full effect should be given to this change of policy, it is said that immediately after the meeting of Parliament Lord Aberdeen will retire, and will be succeeded in the Premiership by his more warlike colleague. In the meantime, the utmost activity is said to prevail in the dockyards and ordnance departments.

The preparations of France are stated to be on the most extensive scale, and afford some index to the probable character of the approaching struggle. With so many motives of resentment against the Czar, both hereditary and personal, the French Emperor would have been long since in the field had he not been held back by the more prudent counsels of the English cabinet. Whilst he has made a show of moderation, however, it is certain that he has been secretly stimulating the Porte to adopt its present firm attitude, and at the same time he has himself been quietly preparing for the alternative to which it was certain to lead.

Unless, therefore, one of those unforeseen and providential chances should turn up, which occasionally defeat the wisest calculations, Europe will ere many months be plunged again in all the horrors of a general war. It is a fearful prospect for humanity; but there are hopes connected with it that make millions of hearts throb with exultation. Amidst the crash of decayed and tottering thrones the enslaved populations of Europe will again rise to vindicate their trampled rights, and this time will wreak a heavy retribution upon the heads of their oppressors.

INTELLIGENT EDITORS AND EQUALLY INTELLIGENT CORRESPONDENTS.—The faces of editors at the Capital, and of the Washington correspondents of the various journals in this city and elsewhere, cannot be worth studying just now. One and all—the *Union* leading off the batch—they declared our exclusive information of the Gadsden treaty to be a hoax and a fabrication. The *Union* was very much disgusted at a story which "had not a shadow of foundation in truth." Others took occasion to rebuke our correspondent, and rehash their old slanders about ourselves. From Dan to Beersheba all the Washington correspondents solemnly averred that there was no treaty with Mexico, that we had misled the public, and that the credit of the HERALD was shaken. As usual, they are now compelled to eat their own words, and confess that we were right. Those who denied the truth of our statement are divided into two classes: first, people under the control of the Executive, like the *Union* clique, who were ordered to state a falsehood, and did so with their accustomed alacrity; the second, those who were too ignorant or too lazy to find out the truth. To the latter belong the Washington correspondents of our cotemporaries; and the best advice we can give their employers is, to replace them by writers who will not make the papers for which they write ridiculous. As to the *Union*, of course, we have nothing to say. No fresh act of the Cabinet organ could injure its character as a newspaper, or add to the reputation its editor has already gained for servility. That the administration knew the truth of our statement we have not the smallest doubt; it matters little whether its organ participated in that knowledge or not.

The Soulé Duels—Our Foreign Ministers.

In another column will be found an account of the Soulé duels. It is, we venture to say, the most authentic which has yet appeared, and will probably command general attention. Hitherto our comments on the events which it recounts have been very brief: now that the facts are placed before the public by an authority somewhat higher than that of ordinary newspaper correspondents we may be authorized in devoting a little more space to the subject. It would seem that the grandees of Spain entertained a dislike to our ambassador from the first. They knew his antecedents as a popular leader and a prominent member of the ultra-popular party in France; and felt a degree of repugnance at associating with him or his family on terms of equality. We are led to believe that this antipathy was manifested plainly enough on several occasions before the incident which gave rise to the duels took place. Hence it is but natural that both the Soulés should have mingled in the society of Madrid with less amicable feelings towards its members than they might have entertained had their reception been that usually tendered to the *personnel* of a foreign embassy.

There seems to be no doubt of the facts narrated in the newspaper correspondence with relation to the remark made by the Duke d'Alba on Mrs. Soulé's dress at the Marquis de Turgot's ball. No denial of the words imputed to him has appeared. Assuming their accuracy, therefore, one can easily understand how a very young man, with warm Southern blood in his veins, should have boiled with indignation at the thought of an insult offered to his mother, and resorted to the mode of vindication prescribed by the laws of honor in the latitudes of New Orleans and Madrid. To us, judging calmly of the whole matter, there appears little ground for a challenge in the language ascribed to the Duke; but still, under the circumstances, and bearing in mind the interpretation which others may have placed on his expressions, we can hardly see in the conduct of Neville Soulé any greater crime than an over-sensitive pride and intense filial affection. There are cliques and societies where a man who fights a duel is regarded as a reprobate and an assassin. Those among us who take broader views of right and wrong, and do not try to cut down the rest of the world to their own standard, will repudiate this verdict, and entirely acquit Neville Soulé of wrong. Our laws and customs are not those of the entire world, and we have no right to set them up as the test of right and wrong in places whose customs and usages are entirely different from ours. For our part, we confess we see nothing in Neville Soulé's conduct more reprehensible than such susceptibility and passion as are natural to his age.

With his father the case is entirely different. Judging him by the [illegible] we see nothing in the fact of the French Ambassador being his host on the occasion of the quarrel that could warrant him in challenging the envoy of a foreign power. As between private individuals, the pretext was too slender for a resort to arms. In the second place, the want of discretion and judgment he displayed in the matter shows him to be utterly unsuitable for the diplomatic post he occupies. In such a city as Madrid a man who would fight a duel on such a pretext as his will constantly have his hands full; and the character of duellist is obviously incompatible with that of ambassador. As it is, Mr. Soulé has already made personal enemies of one of the most influential grandees of Spain and of the French Ambassador. These men will lead a large party at the Court to which he is accredited, and will go a long way towards neutralizing his influence. In any negotiation with which he may be entrusted he must expect to meet them as antagonists. They will intrigue against him, and thwart him wherever they can. Under the most favorable circumstances he will now find obstacles arising in his path where another diplomatist would infallibly succeed. In a word, henceforth Mr. Soulé must be regarded as a total failure. Independently of the considerations which his duel will suggest with regard to his judgment and discretion, we cannot but consider that the *animus* he has aroused against him will entirely incapacitate him from concluding any bargain or carrying through any negotiation that could be profitable to this country. He has been tested, and now stands before the people at his true value.

The country will do us the justice to remember that from the first we characterized his appointment as injudicious. We foretold in almost as many words, what would be the consequence of sending an ambassador to Spain whose constitutional indiscretion could hardly fail to bring himself into disgrace and the country into disrepute. Our predictions have been fulfilled sooner than we anticipated. Mr. Soulé has committed political suicide at the very outset of his career. He stands on record to bear witness to the folly which inspired the foreign appointments of the present administration. Nor is he alone. Our envoy to Turin, who cannot prevail on the government to receive him, will be forced to sneak home, soundly punished for gratifying his revolutionary mania at the expense of his place. Our Minister to Berlin, who has raised such a storm about his dress—Mr. Belmont, scarcely less illustrious in the eyes of the editor of the "Tailor's Guide"—and the bulk of the other gentlemen who were selected to represent the United States in foreign parts, have all by this time given tolerably substantial evidence of their unfitness for their posts. A few months hence they will themselves have verified our strictures on their appointments. We attach little blame to them: they have doubtless done the best they could. The real responsibility of Mr. Soulé's indiscreet duel and the follies of his brother Ministers rests with the Cabinet which selected them in preference to men who would have done the country honor. On the government must fall the blame if they make us ridiculous abroad, and so order themselves as to counteract all the effect of the Ingraham demonstration. Marcy and his spoils system are the true causes of the whole disgrace.

Marine Affairs.

DEPARTURE OF THE NASHVILLE.—The steamship Nashville, temporarily transferred on the Havre line in place of the Humboldt, sailed yesterday for Havre via Southampton. Her passenger list numbered seventeen.

THE SAN FRANCISCO—A CALL UPON THE GRATITUDE OF CONGRESS.—Now that we have been able to ascertain all the particulars of the recent terrible disaster by which our army lost some of its brightest ornaments and the republic several of its bravest defenders, we naturally turn towards the men whose humanity and courage were so well displayed in the rescue of those whose lives were spared.

The masters of the vessels which assisted in the rescue—Captain Creighton, of the Three Bells; Captain Pendleton, of the Lucy Thompson; Captain Stouffer, of the Antarctic; and Captain Lowe, of the Kilby—as well as the officers and crews of these ships, have a claim upon the gratitude of all American citizens, and they should be severally remembered by our representatives in Congress assembled. The fact that Captain Creighton is a British subject only goes the farther to show his disinterested benevolence, while his conduct on the occasion referred to cannot be too highly lauded. In the midst of a most violent storm—in a leaky craft, liable at any moment to instant destruction—the instinct of self preservation would have taught him to make for the nearest port, and save his ship, without regard to the perils of others. But his gallant heart was superior to the promptings of selfishness. He, all crippled as he was, laid by the San Francisco during six days, and finally succeeded in the consummation of an act which will make his name great in the mouths of our children and our children's children.

In view of these facts we are glad to see that movements have already been commenced in various quarters to secure to Captain Creighton and his coadjutors a suitable testimonial of the people's gratitude. In the Senate of the United States yesterday, Mr. Pierce, of Maryland, introduced a resolution directing the Naval Committee to take the subject into their consideration, and this action we are glad to see has been seconded in the House. The merchants of this city held a meeting yesterday, when two thousand dollars were subscribed on the spot. A meeting of those officers of the army who are now in New York and its vicinity is to be held at noon to-day for the furtherance of the same object; and various other assemblages will doubtless be convened. It would be ridiculous to suppose that any man would do as he did, and suffer as he suffered, and risk what he risked, for the sake of pecuniary reward; but we feel that we should be allowed to express our gratitude to him and his associates by a testimonial which he will honor the givers by accepting.

The British government and British merchants have always been prompt in remembering the services of American shipmasters; and, pertinent to this, we have received, and give in this paper, some interesting correspondence relative to Captain Ludlow, of the American ship Monmouth. He saved the lives of two hundred and five British subjects, and the inhabitants of the little town of Port Louis, (Isle of Mauritius,) have sent him a substantial token of their appreciation of his services. This correspondence will be read with interest at this time.

We have been often indebted to British vessels for similar acts. The passengers of the packet ship Caleb Grimshaw, (which vessel [illegible] were rescued by the gallant master of a Nova Scotia brig, and he was suitably remembered by our merchants, and, we believe, by Congress.

We could multiply instances, but it is unnecessary. The present occasion is an important one—it is a national affair; the loss of the San Francisco with the brave Colonel Washington and his comrades, is a national calamity; the rescue of those officers who are now among us is a national benefit, and the nation should properly remember the men who have assisted in the saving of its servants. We hope to see Congress act upon this subject promptly. The shipmasters, their officers, seamen, and all others who assisted in the matter, should be severally compensated, according to their station and the circumstances under which the services they have rendered have been performed.

We are confident that we express the opinion of the community upon the subject above alluded to. The private subscription and the army subscription needs no urging, and we trust that Congress will prove for once that the charge of ingratitude as regards republics in general is not true of the United States.

THE POST OFFICE—THE UNCALLED FOR LETTERS.—What conclusion has Mr. Fowler come to? To whom does he intend giving the printing of the uncalled for letters? Surely, by this time he must be satisfied that the HERALD is entitled to them by the statute. They are not worth having, but must be published according to law. It is almost sundown.

THEATRES AND EXHIBITIONS.—The great pressure of news matter upon our columns to day compels us to omit our usual theatrical notices. The various establishments were well attended last evening, and the entertainments offered for to-night are well selected, as may be seen by referring to our advertising columns.

The Railroad Opening.

NEW YORK, Jan. 16, 1854.

JAMES GORDON BENNETT, ESQ.,
EDITOR N. Y. HERALD:—

Dear Sir—In looking over your paper this morning I noticed an article headed "Railroad Jubilee" in which I see it stated that passengers by the Canada route avoid one hundred miles of the Lake Shore road, thereby intimating that the Canada line has one hundred miles in their favor between New York and the Great West. It evidently being a mistake, I append the following table of distances:—

	Miles.
From Jersey City to Dunkirk	481
Lake Shore Railroad to Cleveland	142
Cleveland and Toledo to Toledo	112
Michigan Southern Railroad to Chicago	247
Total	982
Hudson River Railroad to Albany	144
New York Central railroad to Niagara	306
Great Western Railroad to Detroit	228
Michigan Central Railroad to Chicago	283
Total	961

Thus you will see that, instead of being one hundred miles shorter, it is nine miles longer than the American Lake Shore route, while the advantages possessed by a road already tested, and having been run for a length of time, would naturally suggest that better time might be made for the same distance on the American road.

Yours, truly, JOHN F. PORTER
General Agent of the Michigan Southern Railroad.

Personal Intelligence.

Maj. J. B. Smith and family, Philadelphia; D. E. Norton, Albany; and J. Catlin, Newark, were among the arrivals yesterday at the Cooper House, Broadway.

DEPARTURES.

For Havre and Southampton, in steamship Nashville—F. Brown, Mr Mason and daughter, Mr F. Martin and son, J. Lyon, Mr Bouchard, Cordermier, Mr Tasse, Mr Savray, D. R. Hass, Marie de St Arnaut, A. Mall, J. B. Grivat, Mr Viand, Mr Fellatau, Mr Beujennier.

ARRIVALS.

From Liverpool, in the steamship Europa—Mrs Leter, Mr Belt, Mr Hemminsawer, C. Carson, J. M. Perry, Messrs Taylor, Worrell, Stursburg, Hilser, Stirrett, Dr J. R. M. Lewis, staff surgeon, L. Herwitte, Messrs Gorit, Hittman, Ramsay, James, Bagnall, McDonald, R. Pullen, Sartigue, Cresse—total 21.

From Savannah, in steamship Florida—Mr and Mrs Armstrong, H. F. Dey, S. C. Herring, H. Kennedy, J. W. Nevitt, J. Merritier and lady, S. F. Olie, Jas Parsons, W. Took and lady, C. Phillips—19 in the steerage.

From Bremen, in ship Hermine—Mr Ruinius and lady, Capt Kemoff, F. Ulrichs, A. Imlorsen, Mrs C. F. Graff, Mrs D. Ahlers, H. Stock, J. Jandock.

From Hamburg, in bark John Herman—L. Bushold, S. Sacely and lady, G. N. Ecke, R. Kerhnstiovin.

From Buenos Ayres, in bark Weybosset—Messrs Brett and Bailey.

CINCINNATI WITHOUT A POLICE FORCE.—While the present police of Cincinnati are on their defence in the Bedini riot case, the city is left without protection.

THE SAN FRANCISCO CALAMITY.

Meetings in the Merchants' and Corn Exchanges.

Meetings and Religious Services To-day, &c., &c., &c.

THE SHIP THREE BELLS.

The ship Three Bells is crowded with visitors, the greater part of whom are attracted by curiosity to behold the vessel which, under the guidance of its gallant commander, took so conspicuous a part in the rescue of the passengers and crew of the San Francisco. We are assured by the crew of the Three Bells that so dense was the crowd that they were totally unable to attend to their duties, and could hardly find space to turn around in. From morning till night the piers and the surrounding vessels were filled with crowds of spectators, and the Three Bells was emphatically the lion of the day. The curiosity of the public has not been so thoroughly excited for a long time.

The vessel itself bears evident marks of the hard service through which she has passed. It seems scarcely possible, from a cursory survey, that so large a number of people could have been accommodated on board of her. She is a clipper-built ship, of only 648 tons burden, and a glance at her quarters occasions surprise that so large a number of persons could possibly have obtained shelter; indeed they could not unless extraordinary efforts had been made by the officers and crew. The Three Bells is named after her owners, three brothers, bearing that name, residing in Glasgow. She was built at Dumbarton, Scotland. Her hull and bulwarks are of iron. She has been employed principally in the Australian trade, but has made several voyages to Australia and Mobile. At present, as may be expected, she is in a somewhat rusty condition, but a few repairs and a thorough overhauling will do much toward removing the traces of the severe usage to which she has recently been subjected.

MEETING AT THE MERCHANTS' EXCHANGE.

At half past three o'clock yesterday afternoon a very large meeting of merchants and others was held at the Merchants' Exchange. The assembly was almost entirely an informal one, and was convened chiefly for the purpose of obtaining signatures to the memorial to Congress prepared by the committee appointed at the last meeting. At the hour agreed upon Mr. Thomas Tileston ascended the speaker's stand and said:—"There is a memorial on the right side of the building, addressed to the Congress of the United States, praying that they may take some action in behalf of those captains who have brought to our port the survivors of the ill-fated ship San Francisco. Gentlemen will please sign before leaving, as it is important that the petition should be sent off to-day. An effort has been made to induce the captain of the Three Bells to be with us to-day, but his modesty is only equalled by his merit. (Applause.) We hope that he will be with us to-morrow."

The business of signing the memorial then began, and a very large number of signatures were procured. The following is a copy of the document:—

TO THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA, IN CONGRESS ASSEMBLED:—

The undersigned, merchants and citizens of various occupations, of the city of New York, beg leave respectfully to represent to your honorable body that the recent calamity on board the steamer San Francisco has excited in this community a deep feeling of sympathy for the sufferers, and a warm admiration for the humane and heroic conduct of the commanders of the three ships which relieved the passengers from their awful exposure.

They beg leave further to represent, that this noble and heroic conduct on the part of these commanders involved a heavy pecuniary loss to themselves and to the owners of their respective vessels, not only in the sacrifice of property thrown overboard, but in injury to the ships during the time they were engaged in their praiseworthy efforts to save human life and suffering.

As a large portion of those relieved were the officers and soldiers of the United States Army, the citizens naturally look to the government to indemnify those commanders and ship owners for the losses thus sustained.

And your memorialists beg leave further to represent to your honorable body, that in their opinion it will materially serve the cause of humanity, and fully express the feeling of the whole nation, if some proper testimonial should be granted by Congress to Captain Creighton, of the ship Three Bells, Captain Stouffer, of the ship Antarctic, and Captain Lowe, of the bark Kilby, as well as every officer and sailor belonging to these vessels, for their humane, self-sacrificing and heroic conduct.

The following statement of the proceedings of the committee appointed at the meeting on the 14th inst. has been handed us for publication:—

A meeting of the committee appointed at the Merchants' Exchange on the evening last, relative to the rescuing of the officers, crew and passengers from the wreck of the steamer San Francisco, was held yesterday at the Atlantic Insurance Building, 8 Wall street.

George Griswold, Esq., was appointed Chairman, T. Tileston, Esq., Treasurer and Caleb Barstow, Secretary.

A memorial was prepared to be forwarded to Congress. A copy will be at the Merchants' Exchange for signatures to-day.

Subscription books were also prepared for the committee. Subscription or money will be received by T. Tileston, Esq., Treasurer, at the Phenix Bank.

An adjourned meeting of the committee will be held this day at 12 M., at room No. 18 Insurance Buildings, corner of Wall and William streets. By order.

C. BARSTOW, Secretary.

The committee to whom was referred the business of collecting subscriptions inform us that $2,000 was collected yesterday, but decline to specify the sums received or the names of the donors until to-morrow, when we shall publish a full list of both, with the additional sums contributed. Charles H. Marshall, Esq., was the largest donor yesterday. He contributed $500.

MEETING OF MERCHANTS AT THE CORN EXCHANGE.

A meeting of the New York Corn Exchange was called at the rooms, corner of Broad and South streets, on Monday, January 16, to take into consideration the late melancholy shipwreck of the steamer San Francisco, and the noble conduct of those captains who were, under Providence, the instruments of preserving so many valuable lives from impending destruction.

The object of the meeting was explained by Mr. N. H. Wolfe, Esq., President, and the following preamble and resolutions, offered by Mr. Alfred Barratt, were unanimously adopted:—

Whereas, this meeting regards with admiration the generous and eminently heroic conduct of the captains of ships Three Bells, Antarctic and the bark Kilby—

Resolved, That irrespective of demonstrations in other quarters, this meeting cannot permit the occasion to pass without tendering to those gentlemen some enduring tokens of its appreciative regard.

Resolved, That a committee of ten be appointed to consider what testimonials will be most appropriate, and to receive funds from the members of the corn exchange to carry out the object of the above resolution.

Messrs John L. Bulkley, Henry Suydam, Jr., John Romer, Isaac T. Frost, John Rice, William H. Powell, William J. Schenck, John R. Wright, W. H. Newman, Samuel C. Paxson, were appointed a committee, and the meeting adjourned. By order,

PHILETUS H. HOLT, Secretary.

Among those saved from the San Francisco were Mrs. Burnham and her two children, of New York. They were passengers on the San Francisco, on their way to California to join Mr. B., who is doing business there.

CEREMONIES AT GRACE CHURCH.

The officers of the Third artillery, with their families, who were rescued by the bark Kilby from the wreck of the San Francisco will meet this morning, 17th, at Grace Church—Dr. Vinton's—at 10½ o'clock, to offer up their united thanksgiving for their safe deliverance from death. They request all their fellow sufferers of the army, as well as citizen passengers to unite with them in this joyful act of praise and prayer to Almighty God for His abundant and great mercies.

The sacrament of the Lord's Supper will be administered to all who shall be devoutly disposed to receive it. It is hoped that every officer will be present. The Rev. Mr. Cooper, who was likewise on the wreck, is especially invited to assist.

TELEGRAPHIC.

THE BARK KILBY.

BOSTON, Jan. 16, 1854.

The steamer City of New York, with the bark Kilby in tow, passed Hommes' Hole this morning, and is expected here early to-morrow.

Loss of the General Armero.

TO THE EDITOR OF THE HERALD.

Thinking that some of your readers might feel interested in reading the account of the loss of the Spanish steamer General Armero, (a propeller) on Watling's Island, one of the Bahamas, I enclose you the following narrative by one of her passengers:—This steamer was a packet running along the north side of Cuba around to St. Jago, touching at six different ports. She lost her rudder, masts, sails, cabins stove on deck, &c., during the terrific gales of 21st to 24th November, and was left completely to the mercy of the waves; but not being overloaded, like the San Francisco, she drifted through Ragged Island passage on to the reefs of Watling's Island without losing a single soul, a distance of about 300 miles from where she was disabled. This will show that propellers, when disabled and left at the mercy of the waves, are much safer than side wheel steamers.

Police Intelligence.

IN THE MATTER OF PATRICK MATHEWS—CHARGED WITH SHOOTING A NEGRO.

In this case, pending before Justice Osborn, counsel for the prosecution, on the meeting yesterday, and before proceeding with the evidence, stated to the Court that an important witness in the matter was absent from the city and could not be procured until the day after to-morrow; and therefore requested the magistrate to postpone any further action until that time. Justice Osborn remarked that he wished to render every facility towards the prosecution, and therefore adjourned the proceedings until Wednesday afternoon at 3 o'clock.