

JAMES GORDON BENNETT, PROPRIETOR AND EDITOR.

AMUSEMENT FOR THIS EVENING.

- BOWERY THEATRE. BOWERY—HOW CORN—THE BOWERY.
- BROADWAY THEATRE. BROADWAY—DAMON AND PYTHAGORAS.
- THEATRE. CHAMBERS STREET—AFTERNOON AND EVENING.

New York, Saturday, April 8, 1854.

Circulation of the New York Herald for the Week ending April 1, 1854.

Mails for Europe.

THE NEW YORK HERALD—EDITION FOR EUROPE.

OUR AGENTS IN PARIS, FRANCE.

THE NEWS.

The Cunard steamer Europa, having been out nearly fourteen days, may be expected to arrive in season to enable us to spread her news before our readers in to-morrow's paper.

Our telegraphic information from Washington, concerning the proposed resignation of the Clerk of the House, an office worth three thousand dollars a year, with perquisites amounting to many thousands more, is a contemplated resignation of this valuable office of honor and profit by Col. John W. Forney.

With each returning year there was an augmentation of treasure. Cities suddenly rose from the arid sands or uninhabited plains and valleys of California; property suddenly advanced to fabulous prices; men long bankrupt suddenly became millionaires, which inflamed the imaginations of their early companions with a desire to acquire wealth by a process equally sudden.

The House of Representatives, after an interesting discussion, in which individual enterprise was shown to be far in advance of that of the government, referred to the Committee of the Whole the bill authorizing the Postmaster-General to contract for carrying the mails between New Orleans and San Francisco according to time.

According to our advices from Albany, the Maine law men in the Legislature, despite the horrible appearance of their late prohibitory act after it had undergone dissection at the hands of the Governor, do not even yet despair of securing a bill before the close of the session.

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former gentleman, but why did he defer putting in his claim to till this late day.

The news from Hayti is interesting. We mentioned yesterday that Souleque had had some difficulty with the French Admiral Dupoué, who threatened to bombard Port au Prince, but was compelled to give up to his noble Majesty and salute the Haytian flag. We publish to-day a full account of the affair.

This Admiral Dupoué is the same officer who promised the Captain-General of Cuba to protect that island from any attack that might come from the United States, and who, in offering up this protection, gave it as his opinion that the American navy was an abortion, scarcely worth noticing, and that the war in Europe would exhibit to the world the superiority of the French over the English fleets.

It affords us some satisfaction that Souleque had the first difficulty with this Admiral, and that we have so powerful a neighbor as Hayti near us in the event of any trouble between the American and English fleets in the West Indies.

Files of the Turkish *Royal Gazette* to the 22d ult. have been received, but they contain no news of special interest. The latest report of the new salt crop and state of trade informs us that during the week ending the 4th ult. some salt had been raised at both Cays and at East Harbor, and if no rain should fall they would be in a condition to supply American and Nova Scotian customers with their usual cargoes in a week or ten days.

Provisions of every description were scarce and high. Vessels from the Windward Islands for salt would do well to retain a part of their cargoes, for which they would generally obtain good prices.

Hendrickson, who murdered his wife, was yesterday re-sentenced by the Court of Appeals to be executed on the 5th of next month. Our Albany correspondent gives a graphic report of the action of the court in the case.

The additional intelligence from Mexico, published in another page, contains much that is very interesting. However, in reading those extracts which declare that the Alvarez revolution at Acapulco had been quashed, due allowance should be made for the zeal of Mexican editors in behalf of the Dictator, especially when prompted by his officers, to whose supervision they are compelled to submit all articles relating to politics or government business before the same can be promulgated.

Quite a rich scene took place in the Board of Councilmen last evening pending the adoption of a resolution welcoming the members of the Legislature to this city. One of the gentlemen was put under arrest for not taking his seat when enjoined to do so by the President, but was eventually released, and the affair ended amicably.

For a full report of this interesting portion of municipal proceedings see our special report in another column. Among the numerous petitions presented and referred to the appropriate committees was one of all the property holders on College place, praying to have the second or crestedly track of rail of the Sixth and Eighth Avenue Railroad in College place taken up, which was referred to the Committee on Railroads.

The Board of Aldermen also disposed of a great deal of routine business—among other things sustaining the report of the Ferry Committee recommending a schedule of rates for the Williamsburg ferry, the details of which are furnished by our special reporter.

To-day's inside pages contain a very interesting letter relative to the popular and commercial feeling concerning the navigation of the Amazon, and another of the war between that country and Guatemala; also a report of the important proceedings in the New York Chamber of Commerce in relation to the rights of neutrals, free ships and free goods; Meeting of the American Bible Society; Commercial, judicial, local, theatrical and miscellaneous news, advertisements, &c.

California and its Consequences. The extraordinary results which accompanied the discovery of rich gold fields in California and Australia astonished the civilized world. Prior to the opening of these new fields of treasure the chief supplies of the precious metals had been extracted from the mines of South America, including those of Mexico.

Humboldt, in his work on New Spain, had predicted that the richest gold mines would be discovered in the northwestern provinces of Mexico. The bare assertion of this supposition led to no practicable explorations; and it was not until the digging of a race at Suter's mill accidentally brought to light the existence of immensely valuable gold deposits in California.

With this important discovery on the Pacific a new era dawned upon the world. An immense tide of emigration was set in motion to the new El Dorado; while another tide from Europe was set in motion for the States, filling the vacuum of those departing thence for the Pacific.

With each returning year there was an augmentation of treasure. Cities suddenly rose from the arid sands or uninhabited plains and valleys of California; property suddenly advanced to fabulous prices; men long bankrupt suddenly became millionaires, which inflamed the imaginations of their early companions with a desire to acquire wealth by a process equally sudden.

Cities were burnt down, and again as quickly rebuilt. All became a game of speculation, and while some miserably failed others became as speedily rich—among whom were the early saloon and gambling dens. The first flood of gold which poured into the Atlantic States of any considerable magnitude was in 1849 and 1850.

In 1851 the amount shipped from California amounted to \$34,492,634; in 1852 the amount was \$45,559,117, and in 1853 about \$56,000,000—while immense sums averaged about four and a half millions per month for the year. Thus the total shipments by manifest for the three years of 1851-52-53 amounted to the aggregate sum of \$136,051,751, to which may be added the coin and treasure brought away by passengers, \$30,000,000, making a grand total for the three years named of \$166,000,000.

The years of 1849, 1850 and 1852, were years of immense profit to those engaged in the trade. Nearly all descriptions of goods sent out paid enormous profits. Large vessels, including new and splendid clippers, paid for themselves in a single voyage to California and back, via China, or other East India ports.

In 1852 and '53 the Australia gold fever broke out. It raged with a perfect furor in England, and spread with more or less intensity to Canada and the United States. The most marvelous accounts reached us regarding the golden wealth of New South Wales and Victoria.

time, and that the time would soon arrive when the yield would be one hundred millions per annum, and predicated their speculations accordingly.

The effect in the principal Atlantic cities of the United States was soon developed. Real estate rapidly advanced, soon doubled, and in some cases quadrupled in value. Rents advanced in the same ratio. Habits of great extravagance in living became developed on every hand. Immense importations of costly goods from France and England and other points of Europe were made. Credit was easily obtained, and the goods imported were rapidly sold on credit at good profits.

Under State free banking laws immense numbers of new banks started up—not only in New York, but in New Jersey, New England, and in the Western States, based upon stock securities. If gold became short from unequal distribution or foreign exportation, paper money was abundant and ready to supply its place and buoy up credit.

With increased expenses of living increased wages for labor were demanded. From the great demand for ships all materials used in their construction advanced about twenty-five per cent. The impetus given to building caused work and materials to advance in about the same ratio.

In connection with all this sudden and unexampled prosperity thousands of schemes of speculation were engendered. Hundreds of mining companies were formed or revived, embracing searches for zinc, lead, iron, gold, coal and copper, scattered from the Lakes to the Gulf of Mexico, and from the Atlantic to the Pacific Ocean, with ramifications in Mexico and Canada.

New steamboat routes multiplied, with a vast increase in the number of this class of vessels. A railroad mania seized the country—vast lines were commenced or projected. Millions upon millions of bonds were issued and sold at low figures to raise the wind to enable many of them to work those built or to complete those unfinished.

New Life and Fire Insurance Companies sprung into being by scores. Indeed, in no former era—in no former age of the world—did such a sudden flood of prosperity appear to burst on the nation. With this sudden prosperity there was engendered a rank spirit of corruption, of unblushing rascality, both in low and high places.

Rogues seeing the sudden wealth acquired by "Tom," "Dick" and "Harry" in California, while they were likely to remain poor, resorted to stealing to enrich themselves. Hence the Galphin claim, and the Gardiner and Meir swindles, with kindred operations in various sections of the country. Truly, "Money (gold) is the root of all evil."

From recent developments we have reason to believe that the year 1853 was the culminating point in this universal gold intoxication and speculation. From the facts we shall give it will be seen that "all is not gold that glitters." Another side to this picture is coming rapidly into view. English merchants and shippers have largely lost by Australia speculations, and we find a tremendous ebb tide has set in against the States from California.

As heavy as the yield of gold in California in 1853, we have reason to believe that the shipments of produce and merchandise sent there to purchase it greatly exceeded it in amount. We find that the amount paid in San Francisco in 1853 for freights alone shipped to that port amounted to the enormous sum of \$10,736,107 on Eastern shipments, and \$1,976,661 on foreign shipments, making a total of \$12,712,768, or over five per cent of all the gold yielded by the mines.

In 1853, 1,902 vessels arrived, against 1,388 in 1852, with a tonnage in 1853 of 549,755, against 445,044 in 1852. Among the vast amount of produce and merchandise landed in California in 1853, for the consumption of 322,000 people, against 300,000 in 1852, we may notice the following. It may be observed that while the population of the State in 1853 was only 22,000 over that of 1852, yet the articles shipped for its consumption in 1853 were about in the proportion of 5 and 6 to 1 in 1852.

The importations were as follows— Received in 1852. 1853. Flour, bbls. 176,721 610,577 Corn meal. 11,512 60,844 Pork. 6,035 30,093 Beef. 2,663 7,140 Bacon, lbs. 1,846,900 8,514,622 Hams. 3,968,750 10,428,000 Lard. 1,782,229 6,600,889 Butter. 4,766,245 19,556,622

At the close of 1853 it was known that large quantities of goods were on their way from the Atlantic States greatly in excess of those of 1852. It must also be remembered that agriculture in California in 1853 had made considerable progress, and that the local supplies of food would greatly excel those of 1852. The mining population in 1853 had materially decreased, while the farming population had increased. In December, 1852, the mining population amounted to about 85,000, while in December, 1853, it only amounted to about 65,000, showing that consumers had decreased and producers increased.

The production of native grown wheat in 1853 kept down the price of flour to a point below the price of importation. Barley was yielded fully equal to the consumption; and it was supposed that millions of dollars would be lost on the importation of this article, chiefly from Chili. It encumbered the wharves in San Francisco, without bidders at half the cost of shipment. The fact seems to be lost sight of abroad that the capacities of the soil of California are not exclusively mineral.

Among the receipts of merchandise at San Francisco in 1853 there were between five and six hundred thousand packages of unspecified merchandise, besides some fifty-five thousand packages and fifty tons of provisions. Of liquors "unspecified" there were over twenty-eight thousand packages. There was also an excess in the importation of lumber, and in a great many other articles.

The Times and Transcript of San Francisco showed by figures that, taking the importation of flour for 1853 with the quantity produced in the State, and deducting the consumption of the year, that it would leave a supply at the end of the year of not less than 189,000 barrels, and it might possibly reach 279,000 barrels—enough for four and a half to seven months consumption; while the quantity on the way from the Atlantic ports cleared prior to the 1st of November, 1853, amounted to 77,000, besides considerable lots expected from Chili. The same paper of December the 30th states that from the large quantity of wheat which had been shown that there would be sufficient raised for the consumption of its population in 1854.

The excess in the importation of provisions and merchandise had corresponded with that of breadstuffs. The consequence of this is, that there has been a complete break-down in the California market, and large quantities of goods have been sacrificed—in some instances not paying freights and charges. Flour, which paid \$3 50 a \$5 pe

barrel freight, sold for less than it was purchased at before it was shipped. We find that the clipper ship *Bald Eagle* is returning to New York with an assorted cargo, including flour, sugar, and various other articles.

Her freight bill amounted to about \$15,700. One party, on a shipment of 7,000 bbls. of flour, lost about \$40,000. Hence, though fifty-six millions of gold left California in 1853, we have no doubt, if all the facts were known, that seventy-five millions, or more, were sent there to pay for it.

Who are the losers? Where has the gold gone to? Who has got it? This we shall show hereafter.

We have no doubt that heavy losses will be sustained by English traders, who so recklessly embarked in the Australian trade. For there, as in California, the markets were glutted, and ruinous losses sustained. Some failures had already occurred in England. In this country the great increase in paper money, issued by new banks, and creating easy credit, hitherto has kept things tolerably smooth. Nobody appears so far to have lost anything.

Some probably have been despoiled of previous profits, and should there exist "lame ducks" in the California trade—in railroad speculations—in mining stock operations—in real estate—or other fancy speculations—the war in Europe, with a tight money market in London, will be sure to bring them to light.

There is probably a money crisis at hand, which a war in Europe may precipitate, but which a peace cannot avert for any great length of time.

The Great Twenty Million Swindle of the Gadsden Treaty. During the last ten days the impression has been rapidly gaining ground at Washington, that the grand joint stock Gardner swindle of the twenty millions of the Gadsden treaty will be indignantly rejected by the Senate.

This will not be surprising to anybody. The only wonder is that this gigantic plot for committing burglary upon the public treasury, under the cover of law, has been given the deliberate and protracted discussion which it has received. With all the facts, all the parties, and all the correspondence of the conspirators before it, disclosing the whole plot in all its unblushing impudence and atrocity, all would naturally suppose that the Senate would have instantly trampled this so-called treaty under foot, and that they would have ordered such proceedings against the guilty parties, upon the spot, as would bring them to justice, or disclose, at least, the precise interest of every individual concerned in the conspiracy.

But there have been powerful influences at work in behalf of this corrupt and comprehensive plot for plundering the Treasury of two-thirds of its thirty millions surplus. What with Santa Anna, and our Mexican claim agents and railroad stock jobbers, a contingent aggregate of the spoils, equal to five or six millions of dollars, has been under the control of the lobby in support of this treaty. Grand operation! Worthy the golden epoch of California and Australia—equal to some fifty Gardner claims, and fully up to the imperial necessities of "Benemerito de la patria," General Don Antonio Lopez de Santa Anna!

Among the incidental interests connected with the fortunes of this treaty are a number of worthy citizens, under bona fide contracts of various kinds, with Santa Anna, but whose means of payment are the fifteen anticipated millions for the Gadsden triangle of the deserts of Sonora. Of these bona fide contractors are the Messrs. Ames, of Springfield, Mass., who, it appears, have engaged to supply Santa Anna, from their foundries, with some two hundred pieces of artillery—field pieces of six and twelve pounds calibre. On or about the 26th of March last the bark *Grapeshot* left this port with a cargo, in part, of thirteen hundred parcels of hardware, bound for St. Thomas and a market. Now, as already known, these thirteen hundred parcels of hardware were so many bundles of muskets, ten muskets to each bundle, making in all thirteen thousand muskets bound for Vera Cruz. The venture is owned one-half by George Law and the other half by the Messrs. Laurence & Co., of New London, Connecticut; but whether the muskets are of the second-hand stock of which forty thousand were turned over to Kossuth at two dollars a piece, or whether they are new muskets "with all the modern improvements," we are not advised. It is enough for us to know that the chances for payment are exceedingly slim for the artillery and the muskets, unless Santa Anna's empty pockets are replenished from our treasury.

Hence the interest of the parties concerned in the ratification of the Gadsden treaty. These military investments, and others for materials and munitions of war, to enable Santa Anna to extinguish the independence of the Mexican people, are, however, but incidental contingencies. Santa Anna and his agents at Washington, the Tehuantepec speculators, the Opelousas and Pacific railroad speculators, the Gardner claimants against Mexico, and the border Indian bogus indemnity jobbers, are the parties that have given weight and strength and sinews of war to the lobby. How utterly corrupt, therefore, must this Gadsden treaty be, when, notwithstanding it is desirable to settle our existing differences with Mexico in a friendly way, and very desirable to procure a new boundary south of the Gila, this bargain of Gen. Gadsden is more than the Senate can swallow!

We have been amused at the brazen-faced arguments employed by the lobby men in support of this treaty, in the newspapers. The country proposed to be ceded to us is a horrible desert, a "waste and howling wilderness" of naked mountains of rocks and blistering plains of sand; and yet, these lobby gentlemen have described it as a new garden of Eden in vegetation and climate, and a second California in its mineral riches. And then the treaty involves the settlement of the Tehuantepec dispute, it settles the Mesilla valley question, it relieves us from the duty of watching the Apaches all along the line, and it settles a lot of Mexican claims; and it secures the peace and friendship of Mexico—and all for twenty millions of dollars. The bait was tempting; but the lobby, as is apt to be the case where the stakes are large, have overdone the business, and the most magnificent schedule of the grandest swindling scheme in the history of the government is thus scattered to the winds.

The anticipated swamping of the Gadsden treaty is, nevertheless, in view of the calculations of the spoilmens upon a great variety of other schemes, a profound source of disappointment. It breaks up the programme for the five hundred millions of the public plunder, and leaves the lobby without the supplies, even for their contingent expenses. Can nothing be done to relieve the Treasury of its surplus

of thirty million? Let them try another railroad bill or two, or a patent extension, or a stiff contract of iron. There is the money, and it must come out.

NEWSPAPER DISTRIBUTION IN THE UNITED STATES.—Among the revolutions which have taken place during the last twenty years, none is more remarkable, or more worthy of consideration, than that which has marked the development of the newspaper press of the United States. The daily press for nearly a century had remained almost stationary, and but little or no progress was visible until about 1835, notwithstanding all the agitation and excitement which had convulsed the Old World. No attention was paid to the stirring events of the day, and no efforts were made to diffuse intelligence of passing events among the masses—everything appeared to drag on dull and monotonously, without life or energy.

The aggregate circulation of all the daily journals on this continent at that time, was not as large as the daily issue of the New York Herald is at the present day. Many reasons might be adduced for the apathy and want of enterprise manifested by the managers of the different journals—they appear not to have had a single progressive idea. Their system of management was radically wrong. We will name one instance in support of our argument, which is that of the delivery of papers. The custom was to hire carriers at three or four dollars a week, to serve their patrons, which cost with any. These men took no interest in the welfare of the establishment—there were no inducements to increase the circulation, as they merely increased their own work in their efforts to do so; and matters went on in this way until the advent of the "cash press." The element of progress now developed itself, and a new system of delivery became indispensable. The credit system being abolished, the papers were delivered to carriers and newsmen, (a class which then sprung into existence,) at so much per hundred. The effect was immediately apparent in the great sales of the "cash press," as the carriers were immediately interested in its success, and exerted themselves accordingly.

The agency system established by the New York Herald rapidly spread throughout the land, and depots for the sale of newspapers and periodicals sprung up at every available point. The book trade, also, which was in a languishing condition, at the same time received new life, and magazines and cheap literature of every description found their way into the remotest corners of the Union. To this system—introduced by the New York Herald—and to this system alone, may be ascribed the immense fortunes of the Harpers, the Appletons, and others, all achieved through the influence and energy of the "cash press." The system of agency, established originally for the country, is now beginning to react upon this city, and the necessity for its adoption here is daily felt more and more, and a struggle is now going on between it and the carrier system, and which the latter must eventually succumb.

Our contemporaries all fell into the grave error of selling routes to carriers, thus destroying their own independence, and placing the control of the circulation of their journals entirely out of their own hands. We rarely saw the effect of this system, and from the first firmly refused to sell a single route, preferring to preserve our own independence. We hold a carrier on his good behavior, and will remove him whenever necessary—which our neighbors cannot do.

The agency system is increasing so rapidly that in nearly every street in this city a depot may be found for the sale of newspapers and periodicals. The great value of these agencies consists in their ability to supply customers at any hour in the day—the majority of readers not being willing to wait for the carriers in the morning. This system will eventually break up the whole carrying business; and we would advise our carriers at once to adopt the plan of establishing permanent agencies in their respective districts; for if they do not, somebody else will. This will be found the proper system for the distribution of papers, and when once adopted, we shall hear no more complaints of the late delivery of the Herald.

THE HARD SHELLS AND THE SPOILS.—The hard shells are great upon principles—very great—but they are greater for the spoils. The spoils are the great fundamental cardinal principle of the hard shells. Anything for pure democracy—anything for the Union—but everything for the spoils. The hard shells are remarkably great and somewhat peculiar concerning the spoils. If they cannot get hold of them for themselves, they are generous—they are liberal, and they are ready and willing to co-operate in giving the spoils to somebody else—a good whig or a bad whig—or anybody but a miserable soft shell. For example, and it is a striking example—a very singular example, we may say—the hard shells in our Legislature, not being able to get the State printing for themselves, but being unwilling that so large a dish of the spoils should be lost, generously, magnanimously, and humanely, voted to give it to Thurlow Weed. Could anything in this world more forcibly illustrate the peculiar liberality of the hard shells concerning the spoils? Long live the hard shells! "To the victors belong the spoils!" Thurlow Weed is the victor. Let Marcy and the hard shells rejoice.

THE WASHINGTON MONUMENT.—The trustees of the Washington Monument Association have offered a reward of \$500 for the detection of the miscreants who destroyed the Pope's block of marble. We trust they will be successful, and that the barbarians will be punished suitably. An attempt has been made by a few obscure prints here, that would say anything for half a dozen subscribers, to get up some sympathy for the perpetrators of the offence; it has only succeeded in arousing still deeper indignation against them in the minds of all honest men.

Marine Affairs. For Europe.—The U. S. mail steamer Franklin, Capt. Wotton, will leave at twelve o'clock to-day for Havre, touching at Southampton. She had 128 passengers engaged yesterday.

ARRIVAL OF PACIFIC AND CHINA SHIPS YESTERDAY. The clipper ships *Highflyer*, *Waterman*, ninety days from Canton; the *Hurricane*, very, from San Francisco Jan. 1; the *Young America*, Babcock, from Calao, all arrived at this port yesterday.

THE BRITISH STEAMER *Crowley* left yesterday for Bermuda and St. Thomas, with fifteen passengers and 541,968 in specie freight.

SHE LAYTON.—Mr. William Perine launched from his yard, in Greenpoint, on Thursday afternoon, the ship *Henry Harbeck*, of 800 tons, built for Messrs. Harbeck & Co., and intended for general freighting business. The vessel went off the stocks in fine style but, in consequence of the ballast shifting, she keeled over on her beam ends, and swinging round struck the end of the pier, carrying away a portion of the railing. Quite a number of persons were on board at the time, but no accident occurred. She is to be commanded by Captain John True, Junr.

THE STEAMSHIP *Knockville*, which arrived from Savannah last evening, brought Southern papers in advance of the mails, for which her officers have our thanks.

Brooklyn City Intelligence. FIRE.—A fire broke out in a stable on Fulton street, near Johnson street, owned by N. B. Morse. It was extinguished in about five minutes, and a quantity of fodder, harness, &c., all of which were consumed by the burning. The fire was communicated to the building of St. John's church, and damaged the rest to the extent of about \$200. The building occupied a brush factory by William Steele was also somewhat damaged, but the stable and contents is all \$3,000, upon which there was no insurance.

About four o'clock yesterday morning a fire broke out in the block building on Fulton street, near Johnson street, owned by N. B. Morse. It was extinguished in about five minutes, and a quantity of fodder, harness, &c., all of which were consumed by the burning. The fire was communicated to the building of St. John's church, and damaged the rest to the extent of about \$200. The building occupied a brush factory by William Steele was also somewhat damaged, but the stable and contents is all \$3,000, upon which there was no insurance.

ACCIDENTS.—Malone Miles, a carpenter, 60 years of age, of No. 27 Goerck street, was on yesterday morning when he fell from a scaffolding in Webb's ship yard to the foot of Seventh street, East River. He was taken to his home.

Benjamin Halstead, a child, was yesterday run over by Cherry street. His leg was broken. He was taken to his home in his parents in Williamsburg.

THE INDEPENDENT ORGANIZATION for the Cleansing of Broadway.—The Independent Organization for the Cleansing of Broadway is justly considered as the pride of all New Yorkers, and it is undoubtedly the most magnificent, the most brilliant, and the most successful, in the country. Any one who desires to see an exhibition of the art and industry of all nations has only to take an afternoon promenade from Union place to the Battery, and his wishes will be gratified. It has, however, been a common complaint, both among citizens and strangers, that Broadway was never clean. It was either so muddy or so dusty that not only walking was unpleasant, but the goods of the merchants, to say nothing of the ladies' dresses, were seriously damaged. Three weeks ago the Independent Organization for the Cleansing of Broadway was organized, and the result of the labors of the Board of the part of the citizens was a meeting of the Board of Health. The Board appropriated seventy-five thousand dollars to pay the expense of cleansing the city, and about one hundred and fifty thousand loads of dirt were removed from our streets. This was all very well, so far as it went; but it did not go far enough. It was only a cleaning, one sweeping, and one removing of the dirt. For the future we are left to the tender mercies of the reform Common Council, the members of which are fully as lazy as their predecessors.

The Broadway merchants, having been delighted with the sight of the Russ pavement, and having little faith in the reform Councilmen, have formed a private, independent organization, having for its object the cleaning of Broadway, and the removal of the dirt from the street. This organization is the result of the labors of the Independent Organization for the Cleansing of Broadway, and the result of the labors of the Board of Health. The Board appropriated seventy-five thousand dollars to pay the expense of cleansing the city, and about one hundred and fifty thousand loads of dirt were removed from our streets. This was all very well, so far as it went; but it did not go far enough. It was only a cleaning, one sweeping, and one removing of the dirt. For the future we are left to the tender mercies of the reform Common Council, the members of which are fully as lazy as their predecessors.