THE NEW YORK HERALD.

WHOLE NO. 6964. MORNING EDITION—FRIDAY, SEPTEMBER 21, 1855. PRICE TWO CENTS.

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THE NUN AND THE BRITISH CONSTITUTION—AMONG the mass of favorable notices of the press we find the following in the British Constitution, published in Canada:—
"We acknowledge the receipt of the "Escaped Nun, or Disclosures of Convent Life." It is a well written volume of three hundred and forty-four pages, and discloses in a truthful and candid style the tyranny, immorality, abuses and licentiousness of a monastic life. When first published it made much excitement in the United States, and every effort was used to suppress the work by the Popish party, which, however, was unsuccessful. Although it deals practically and historically with the fraud, farce and pollution which emanate from the depraved minds of an unmarrying priesthood, the language is so chaste and the delicacy manifested so unimpeachable, that the most pure and fastidious need not fear to give it a perusal," &c.
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FASHIONABLE FALL MILLINERY.

ANTICIPATING A LATER STYLE OF PARIS BONnets by the Baltic, B. LENZ, 494 Broadway, will have her opening day on Thursday, Sept. 27.

A SPLENDID STOCK OF FRENCH FLOWERS,
PARIS FEATHERS, BONNET RIBBONS,
And colored straw goods, is offered by
HOMER & KETCHUM,
at very low prices for cash, at Nos. 64 and 66 John street, corner William.

FALL AND WINTER FASHIONS FOR 1855 OF FRENCH Bonnets and Furs.—Madam HARRIS & SON have much pleasure in announing the arrival of their first importation of French bonnets for the approaching season. In elegance of design and tasteful combination of materials, this importation has never been surpassed. We call particular attention to our embroidered straws, so much admired at present in Paris, the same as worn by the Empress Eugenie; besides other novelties in velvet, &c., &c. Furs.—Our stock of furs will be found worthy of especial notice, comprising a full assortment of Russian sable, mink, stone marten, chinchilla, ermine, &c., &c. As we are going out of the fur trade, not having room for both businesses, we shall sell our entire stock of furs at great sacrifice. Madam R. HARRIS & SON, 571 Broadway.
Notice.—We open on Thursday, the 20th.

FALL FLOWERS AND FEATHERS.—JAMES TUCKER respectfully reminds the trade that the bulk of his rich autumnal stock is now available, baskets with fruit and flowers and bridal wreaths for the million, at 587 Broadway, near White street.

FALL MILLINERY.—MRS. COOLEY, 112 EIGHTH AVENue, between Fifteenth and Sixteenth streets, will open her show rooms on Tuesday, Sept. 25, with an elegant assortment of fall and winter millinery.
MRS. COOLEY, 112 Eighth avenue.

FASHIONABLE FALL BONNETS, RICH RIBBONS, AND French flowers, at the Brooklyn Bazaar.—MRS. J. N. COYNE would kindly invite her friends, and the public in general, to her opening of fall millinery, on Tuesday, Sept. 25th, at the Brooklyn Bazar, 143 Atlantic street, opposite Journeay & Burnham's, where will be found bonnets, ribbons, flowers, head dresses and caps, of the most beautiful selections of choice and elegant goods, prepared for her opening.

MISS A. CLUNE WILL OPEN A HANDSOME ASSORTment of fall millinery on Thursday, September 20, at 55 Canal street.

MADAME P. LAURENT, NO. 661 BROADWAY, DEsires to inform the ladies that she will open her Paris millinery on Tuesday, Sept. 25.

MILLINERS FROM THE COUNTRY, CAN NOW SEE at GENIN'S Bazaar, 513 Broadway, under St. Nicholas Hotel, pattern bonnets, for the fall, of unusual and surpassing beauty.

MOURNING MILLINERY—C. F. BARTHOLOMEW, 551 Broadway, between St. Nicholas and Metropolitan Hotels, will open Paris mourning bonnets on Thursday, Sept. 20—comprising over 150 styles of the most elegant mourning bonnets ever exhibited.

MR. BANTA WILL TO-DAY EXHIBIT AT HIS PLACE, 106 Canal st., the fall styles for 1855 in the line of children's fur hats, boys' silk hats and cloth caps, ladies' beaver bonnets and an infinite variety of hats and caps for gentlemen's wear.

PARIS MILLINERY.—MRS. DAVIDSON WILL OPEN on Thursday, September 20, fall millinery. No. 131 Canal street, corner Laight.

PARIS MILLINERY.—MRS. HART, 391 BROADWAY, will open fall millinery on Thursday, September 20; also the newest styles of dress, cloak and mantilla patterns. The trade supplied.

PARIS MILLINERY GOODS.—GEO. N. CUTTER, IMporter, No. 18 John street, up stairs, would inform his customers, that having just returned from Paris, he is now opening (from steamers just arrived) the latest styles for fall millinery, selected and manufactured expressly for his sales. Rich artificial flowers, new styles feathers, gold and silver coiffures and ornaments, Paris bonnets and caps, &c., &c., to which the attention of buyers is specially invited.

THE NEW YORK RIBBON MILLINERY GOODS AND Dress Trimming Mart.—Bargains in very rich fashionable ribbons, bonnet silks, moos and silk velvets, satins, ostrich feathers, French flowers, dress and cloak trimmings, &c. The undersigned would respectfully invite buyers of the above goods to inspect his unrivalled and magnificent stock, being determined not to be undersold by any house in the city. The wholesale warerooms have no connections with the retail store. Store closed on every Saturday.
M. H. LICHTENSTEIN, 90 Bowery,
corner of Hester street.

THE MODES, JUST IMPORTED, BY MME. GRADE, from Stephanie and Heloise Rodrin, No. 64 Rue des petits champs à Paris, modistes, by imperial letters patent, to the Empress Eugenie, will be exhibited on the 25th September, P. M., at No. 355 Broadway, Entrance No. 2 Clinton place. Warranted direct from the above establishment.

THE MILITARY.

BARCLAY GUARDS, ATTENTION.—THE MEMBERS of the company are requested to meet on Friday evening, 21st instant, at half past 8 o'clock P. M., as business of the greatest importance will be transacted. A punctual attendance is requested at No. 212 Eighth avenue.
GEORGE McKAY, Comdt.
W. MM. MADDOX, Orderly Sgt.

NEW YORK HERALD GUARD, ATTENTION.—THIS company will meet in the armory room, on Saturday afternoon, Sept. 22, at 4 o'clock. By order of
HENRY R. ROOME, Captain.

NOTICE.—THE MEMBERS AND FRIENDS OF THE NO Surrender Guards are respectfully invited to attend their meeting on Monday evening, 24th inst., corner of Grand and Elizabeth streets. By order of the Commandant,
JOS. PENAYRE, Orderly. A. M. IVKY.

ANOTHER RAILROAD CATASTROPEE.

SERIOUS ACCIDENT ON THE NEW YORK CENTRAL RAILROAD.

ENGINEER KILLED AND A NUMBER OF PASSENGERS DREADFULLY MANGLED.

Another railroad disaster occurred on the Central Railroad yesterday morning, about 4 o'clock, to the train which was due at Albany at 4:20. It appears the cattle train was some twenty minutes behind time, and was, consequently but a very little in advance of the passenger train, and on nearing West Albany it switched off at the usual place, while running under a light head of steam. Owing to a shameful remissness on the part of the switch-tender, the rails were not re-adjusted so as to allow the passenger train to continue its journey to Albany, and it consequently switched off after the cattle train, and ran into it before the engineer had time to reverse his engine, or, indeed, could have had time to realize the impending danger. According to one account, as the cattle train was switching off the coupling broke, and some of the cars remained standing on the track, and hence the accident. The collision was fearful, and it was indeed astonishing that more mischief was not done.

The following are the names of the sufferers:—

John Pratt, of Albany, one of the engineers, instantly killed by being hurled off the car when the collision occurred.

Franklin Kirkman, of Albany, a fireman, had his legs and arms broken, and is otherwise so mangled that he cannot possibly survive.

William Giffing, of Buffalo, an express agent, was dangerously wounded.

Masterson Fox, an express messenger, leg broken.

George Simpson, a young lad, a West Point cadet, from Chicago, under charge of an express messenger, was also much injured. His hip was broken.

A man, a resident of 38 Water street, Albany, had his spine injured.

There were a number of other persons who were injured, but the above list comprises all that could be ascertained who were hurt seriously.

The scene after the collision was one of great confusion. The engine, baggage car, and first passenger car were broken in pieces, while the two rear cars of the cattle train were smashed, and the cattle in them killed. The broken cars, baggage, engine and killed animals were all in a confused heap.

The wounded people were taken to West Albany, to be cared for. Much indignation is expressed at the conductor of the cattle train, who, it is charged, was to blame, inasmuch as he allowed his train to run behind time without taking the necessary precautions to prevent a collision, which would be likely to occur.

ANOTHER ACCOUNT OF THE DISASTER.

OUR ALBANY CORRESPONDENCE.

ALBANY, Sept. 20—P. M.

Both passenger and freight trains were bound for Albany. The freight train contained eight or ten freight cars, three emigrant and one cattle car. It started from Schenectady twenty minutes ahead, and when near West Albany the engineer gave the signal to break up. At that instant he heard the whistle of the locomotive attached to the passenger express train in his rear, opened the valves of his engine, giving his cars a sudden jerk, which impulse parted the coupling of the centre cars, which together were switched on to a side track as intended, in order to give the fast train the straight track. The speed of the disconnected cars was, of course, slackened, and some ten rods before they arrived at the switch, were struck by the express locomotive.

The collision was an awful one. In an instant the locomotive stove half way through an emigrant car; the tender broke loose from the baggage car, and was thrown completely over upon the engine. The first passenger car mounted upon, and ran through, the passenger car, and one of the emigrant cars ran into the cattle car.

The engineer, Mr. Pratt, was instantly killed; the fireman so much bruised that he survived but a few hours. A brakeman had a leg and arm dislocated, and the express messenger had his jawbone broken and otherwise fractured. Five or six passengers, who were in the forward car, were more or less injured, but none were killed. Whether those injured will survive is not known. They were brought to the city, and received immediately the best medical treatment. A large number of trunks and other baggage was literally smashed to atoms. There were seven cattle killed. The express locomotive was greatly injured, the tender, baggage car, one passenger car, two emigrant cars and two or three freight cars totally demolished.

Such is a condensed statement of the facts, as collected on the spot this morning. A coroner's jury was held on the dead body of the engineer, and a verdict of accidental death rendered. It happened at four o'clock in the morning, when there was a clear sky, though subsequently some considerable fog arose. Hundreds of citizens visited the scene of the disaster this morning, being only three miles from the city, and every one upon witnessing the condition of things, and the destruction of cars, was filled with wonder that any of the passengers in the first car should have escaped with their lives. How any one could remain unhurt in the midst of such a wreck of iron and timber, is truly miraculous.

At daylight a large force was on the ground assisting the passengers and attending to the matmen. The work of clearing the track was also commenced, and it was not until after twelve o'clock noon to-day, that it was sufficiently cleared to admit of the passage of inward bound trains.

NEWSPAPER ACCOUNTS.

[From the Albany Atlas, Sept. 14.]

SMASH UP ON THE CENTRAL RAILROAD—ENGINEER KILLED—FIREMEN FATALLY INJURED AND SEVERAL OTHERS BADLY HURT.

A collision occurred on the Central Railroad early this morning, about 2½ miles out of the city, by which one man was instantly killed, another fatally injured, and several others badly hurt.

It appears that a freight and cattle train coming to this city, was behind time at Schenectady, but was allowed to proceed, notwithstanding an express train was also nearly due at Schenectady, on its way here. On the arrival of the express train, the conductor was informed that the freight train had just left, and he held back some twenty minutes, in order to allow it to reach the turn-out track reserved for cattle trains. At the expiration of that time, the express train was started, the brakes ordered to be let up, and the train was urged forward at the highest speed, in order to make up lost time.

There was a dense fog at the time, and it was impossible for the engineer to see more than five rods ahead. Thinking the track was entirely clear, he pushed on, and when within two and a half miles of the city, he discovered, but too late, that he was coming down at lightning speed upon the freight train. The engine was reversed, but, of course, without avail. A collision ensued—the engine and tender piled upon the freight train, smashing the cars badly, and with the following result to human life:—

John Pratt, engineer, instantly killed. He was about twenty-five years of age. His parents reside in Schenectady, and he leaves a wife, having been married but a few months.

Franklin Carter, of Albany, fireman—arm cut off, leg and hip bones broken, and badly hurt in the back.

William Gifling, of Albany—Wells & Co.'s express messenger—jaw broken in two places, and, it is feared, internally injured.

Matthew Fox, of Albany, assistant messenger of Mr. G., slightly injured.

George Simpson, boy, of Chicago, leg broken in two places, and otherwise badly hurt.

Mr. Winne, formerly conductor on the Northern Railroad, contusion on the head; slightly injured.

Mr. P. C. Wells, of Lyons, Wayne county, jaw broken and face and head cut.

Mr. Parks, baggageman, was slightly injured outwardly, but it is feared he was injured internally.

A man, name unknown, said to reside at 38 Water street, was also slightly hurt.

Some two or three other passengers were slightly injured.

There were six cars containing passengers in the express train.

One car loaded with cattle was smashed to atoms, and the cattle nearly all killed.

The immediate cause of the accident is stated thus—The freight train had reached the point where there is a side track reserved for cattle trains, and the engine with some of the cars had been run off upon that track and stopped. In doing this the coupling, which attached the three last cars broke, leaving those cars standing upon the main track. It was these cars, filled with cattle, that the express train came down upon.

There were various opinions as to there being blame in the affair. Some say the freight train should not have been allowed to leave Schenectady when behind time, and an express train due so soon. Others, that the express train, under the circumstances, should have been proceeded with more cautiously.

Mr. Hull, editor of the Steuben *Courier*, was a passenger on the train, and occupied a seat in the second passenger car. He says, the first intimation he had of approaching danger was the engineer calling three times to put down the brakes. Immediately after he felt a check in the speed of the cars, and then the collision followed; and almost instantly he saw the first passenger car crushing through the car he was in, and either its roof or platform came ploughing up the seats and against his arm and breast. Its force, however, appeared to be somewhat checked, as he thinks, by the timely intrepidity of the engineer in reversing his engine—and thus he was saved from instant death. As it was, he was pinioned in his seat.

The boy, Simpson, 14 years of age, who is a stepson of Dr. Hadley, of Chicago, and who was on his way to a military school in New Haven, was in charge of Mr. Fox, the express messenger. When found, he was buried beneath the rubbish; and on being extricated, although his leg was broken in two places his first inquiry was as to the whereabouts and safety of Mr. F.

The engineer and fireman were left at the scene of the accident, the others were brought to this city. Mr. Giffing was taken to the Mansion House, where he boarded. Young Simpson was taken to Stanwix Hall, where his leg was set by Dr. Armsby. He bore his sufferings with remarkable fortitude and coolness.

Messrs. Wells and Parks were also taken to Stanwix Hall.

It was reported, at noon, that the fireman had died from his injuries.

Mr. Giffing, it is feared is seriously injured internally. The heavy iron safe of the express company fell upon his head, breaking his jaw; and the iron money trunk, which was jammed out of shape, it is thought, fell upon his back.

[From the Albany Journal, Sept. 20.]

MELANCHOLY ACCIDENT ON THE CENERAL RAILROAD AT WEST ALBANY—TWO MEN KILLED AND SEVERAL SERIOUSLY WOUNDED.

At an early hour this morning a fearful and melancholy accident occurred at West Albany, a few miles from this city, and more generally known as the Cattle Depot. It appears that a cattle train which had just arrived was being switched off the track when a coupling broke, leaving two or three of the cars filled with cattle on the track, which at that moment belonged to the express train, then due. In almost an instant after the breaking of the iron which connected the cars together, the train due here at 4:20 came up at regular speed and ran into the three cars on the track. The concussion was so great that the tender of the express train was thrown over and upon the locomotive, and the baggage and express cars badly broken. One cattle car was demolished, and all the cattle in it killed. So great and fearful was the concussion that trunks were thrown out of the cars to the distance of from twenty to thirty feet; and even the iron trunk belonging to Wells & Co.'s express, heavily strapped with iron bands, was totally demolished. By this accident we are called upon to note the loss of life of one person, and perhaps two, and the serious injury of four if not of five persons who were on the express train.

John Pratt, the engineer, was instantly killed by the tender falling upon him and crushing him to death. He has a wife and child residing in this city.

Franklin Kirkland, the fireman, both legs and arm broken, and otherwise so badly injured that his life is despaired of. He is a single man, and resided in this city.

William H. Giffing, of Buffalo, Wells & Co.'s express messenger, jaw broken in two places, and received some bodily injuries. Dr. March was instantly called upon, and is rendering all the service in his power.

Matthew Fox, of Fort Plain, express messenger, left leg badly cut, but not supposed to be seriously injured.

Mr. Parks, of Waterloo, baggage man, badly wounded.

A lad, George Simpson, of Chicago, who was on his way to New Haven to school, was in charge of the express messenger. His leg was broken, but not otherwise injured. He appeared to be in good spirits, and bears his pain and suffering with a manly fortitude.

A gentleman, whose name we could not learn, but who resides at No. 38 Water street, received some injury upon his back, as he was obliged to be carried home. We could learn of no other person receiving any injury.

It is feared that Mr. Giffing has received serious internal injuries by the falling of a heavy trunk upon his back. Not only is his face fearfully cut and mangled, but he is suffering intense pain in his back.

A passenger, Mr. Wells, of the firm of Dewey & Wells, Lyons, Wayne county, N. Y., received a wound upon the chin. He is the only passenger, except the lad previously mentioned, that received any injuries.

The boy Simpson lives with a stepfather at Chicago, who is all that a father could be, for he not only provides for all his wants, but is giving him a good education. He is in charge of the best medical men in this city.

It was foggy and quite dark when the collision occurred, and the blame is chargeable upon those who had control of the cattle train.

P. S.—One or two of the passengers in the forward car were slightly hurt, among them Canal Appraiser Hull. Several others had a narrow escape. The roof of the baggage car broke through the passenger car, and passed over the heads of those in the front seats. The motion stopped as it had uncomfortably pinned Mr. Hull to his seat. Six inches more motion would have crushed him. The pressure upon him has left him in considerable pain. Another passenger was so fastened in by the neck as to require several minutes to extricate him.

The Weather and the Change.

TO THE EDITOR OF THE HERALD.

The following shows the state and condition of the atmosphere from Saturday, 15th, to Wednesday, 19th, both days inclusive:—

	Highest.		*Lowest.*	
Saturday, 15th	75 deg. at 2 & 3 P. M.	58 deg. at	5 A. M.	
Sunday, 16th	74 deg. at 2 & 3 P. M.	61 deg. at	6 A. M.	
Monday, 17th	82 deg. at 3 P. M.	64 deg. at	1 to 5 A. M.	
Tuesday, 18th	87 deg. at 2 P. M.	53 deg. at	11 P. M.	
Wednesday, 19th	59 deg. at 1 P. M.	47 deg. at	4 & 5 A. M.	

And this morning at 5 and 6 o'clock, 43 degrees.

Aurora Borealis on Saturday evening. On Sunday, 16th, an equilibriation of temperature from 11 A. M. to 3 P. M., duration seven consecutive hours, from 72 to 7 degrees, and again from 10 P. M. till 6 A. M., of Monday nine consecutive hours, from 66 to 64 degrees. At 5 A. M. of Monday a thick fog settled down, and remained for several hours. On that morning a shock of earthquake was felt in Catarangus county, New York, and in McKean county, Pennsylvania, a chimney top was thrown down in one place. This shock, it will be seen, preceded the heat of Monday and Tuesday, and was connected with the Aurora and equilibriations mentioned. A sprinkle of rain at 10 and 11 A. M. of Sunday, and again at 3 and 5:20 P. M. On Tuesday morning a meteor coursed along the etherial from east to west, at 3h. 10m., and fell into our atmosphere and disappeared. We met the rain on Tuesday, as we were travelling east, in Worcester county, Mass., at 5½ P. M. It reached here at 7h. 35m. P. M., continued to fall in the night of Tuesday and Wednesday, and on Wednesday morning rain at 4h. and 10m., and at 4h. 40m. heavy rain. The change of temperature from 6 to 7 P. M. of Tuesday was 14 degrees, and from 2 P. M. to 11 P. M., 34 degrees. The change from 2 P. M. of Tuesday to 5 o'clock this morning is 44 degrees.

BROOKLYN HEIGHTS, Sept. 20, 1855. E. MERIAM.

Cricket.

ST. GEORGE VS. NEW YORK.

This great cricket match has terminated in favor of the New York Club, and with but one wicket to go down. The result of the match was, St. George 1st innings, 108 runs; 2d innings, 113 runs. New York 1st innings, 66 runs; 2d innings, 157 runs. The result of this game was so unexpected by the cricketers generally, and the match being terminated after sundown yesterday evening, amidst the greatest excitement, that we shall defer an account of the game until we have more space to devote to the subject, which will be in our Sunday edition.

The match between the married and single members of the New Brighton Club takes place on Saturday next, (to-morrow,) at the cricket ground, near New Brighton. All the residents of New Brighton are expected to be present on the occasion.

Personal Intelligence.

Senator Payard, of Delaware, and Hon J. Glancy Jones, of Pennsylvania, arrived in Washington on the 18th instant.

Col. Bragg, U. S. A., of "a little more grape memory," arrived in Lynchburg, Va., from the Springs, on the 15th instant.

ARRIVALS.

AT THE ST. NICHOLAS.—Rev. Dr. Barclay, Canada West; J. Tyler, Virginia; C. B. St. John, Albany; W. Cox, Philadelphia; M. Smith, Buffalo; Dr. James Baker, Philadelphia; J. Leiver, do; D. S. Young, Alabama.

AT THE METROPOLITAN HOTEL.—Capt. D. Woodruff, U. S. A.; G. W. Anderson, Savannah; F. B. Stockton, U. S. Navy; Judge Jefferson Smith, Washington; Sydney Smith, Mobile; Major Farrell, British Army; Col. Hager, U. S. A.; J. L. Tidwell, U. S. A.; S. Buck, U. S. A.; Gen. Nathan Whitfield, Alabama.

AT THE SMITHSONIAN HOUSE.—Hon. Truman Smith, of Hartford; Hon. Samuel P. Benson, Maine; Capt. Garnett, U. S. Army; W. H. Lord and family, Washington; Capt. Gen. Crabtree, Savannah; John F. Thomas, Va; Capt. J. Sprouls, Cincinnati; D. K. Lee, Springfield, Mass; W. J. Walke, Utica; W. C. Williams, N. J.; Dr. L. Jay, S. C; Rev. T. L. Lewis, S. C.

AT THE HOWARD HOTEL.—Rev. Dr. Putnam, Roxbury, Mass; Dr. C. C. Chafee, Springfield; Hon. J. Hathaway, Port Edwin; Hon. R. M. Gillivay, Canada; Hon. Henry D. Polmoole, Finland; E. A. C. Mins, Esq., Galena, Ill; W. B. Bennett, England; Hon. D. Smith, Norwich; J. Turner, Esq., N. C; Hon. H. Rodell, France.

AT THE CLARENDON.—His Excellency, Senor Don Alfonso de Escalante, Minister from the Court of Spain to the United States; His Excellency, Gen. Uraga, Mexican Minister at the Court of Prussia; A. Graham Dunlop, England; Thomas S. Smith, Washington.

From Liverpool, in ship Wm Tapscott—Mrs Robinson and family, Mr and Mrs Graham, Miss Hanna, Mr Valender, Jas Kirkpatrick, Henry Kirkpatrick.

From London, in ship Victoria—Mrs Delorne, two children and servant, Mr Goddard and lady, Messrs Eaven, Wise, Bacon, of England, Mrs Terrey, Mr Sheuny, of New York; Dr Gunze, of Boston.

From San Francisco, in ship Telegraph—Mrs Harlow and son, Mrs Russell and child.

From Havre, in ship Admiral—Dr F Allates, John Reed, of New Orleans; F Rothier, E Marchal, of France; Miss Lavalloon.

DEPARTURES.

For San Francisco, via Nicaragua, in the steamship Northern Light—Wells, Fargo & Co.'s messenger; G H Bines & Co's messenger; Freeman & Co's express messenger; Pacific Express Co's messenger; C Stone, jr, and wife; Mrs M J McGowan, Henry Wells, D Rolland, S S Lapham and wife, Mr Ball and child, Mr Alexander, T S Lapham, Miss A H Greenleaf, Mrs W E Robinson, W H Taylor, Geo F Bragg, H L Douglass, R L Douglass, Dr D P Gibbons, wife and two children; Mrs S Webb and two children, C C Webb, J C Johnson, Mrs J M Johnson, J Lester and wife, J D Bostwick, Dr E F Harris, J Bithell, wife and two children; E S Wood, G H Mead, wife and children; Mrs H Snow and son, J C Abrahams, Mrs J Nicolai and child, Mrs J H Gass, R M Davis, George J Thomer, wife and three children; W J Turner, Miss E Turner, J B Bossette, G M Scudder, M Maxwell and wife, A Gross, H Thorner, P Welsh, C Meyer, wife, infant and servant; Mrs Severson, Miss Stevenson, Miss E H Cline, Mr Gore, Miss Hartlett, H Gass, Mrs C Cottrell, Robert Cottrell, Mrs S H Taylor and two children, J C Bartlett and wife, J M Nobb, Mrs Smith, Mrs E Davidson, Misses J and E Kerr, J W Haynes, Mr Haynes and infant, S T Axford, H Hobart, Theo Christ, H C Stockton and wife, Chas Thorn, Mrs C Plumbe and boy, G H Elmer, G W Beadford, J S Eaton, Mrs M J McGuire, Mrs S Barstow, A Nane, Mrs Shewlew and son, G K Rounds, Miss E Rounds, Miss W M Percival and infant, Miss Jane Waters, Mrs J Fitzgibbon, H Weldon, T Belcher, W Goldwin and two children; Mrs S H Carey and infant, Miss H Wadd, Dr Allers, H Robinson, T Lewis, G H Irwin, wife, two infants and servant; Mrs M Lamb and two children, Jas Naddy and wife, H P Paret, N Levy, Mrs Thompson, Miss Brennan, Mrs C Gotwalts and infant, Mr Foster, G Foster, G F Joy, L Wood, C W Fuller, Mrs Mary Marsh, A W Dobbs, Mrs Margaret Feral, S K Brown, Mrs B Ackerman, Mrs C Ackerman, Mrs P Flyn and two children, Madame Pasco, Madame Lemen, M Doring, B F Mead, Mrs C Brown and child, J Martin, J Hennessy, J Pasco and wife, Miss H Winfield, S Hawkins, D B Somers and five children, J F Bancroft, J J Prist, Mrs W Kerr and four children, J Yancy, Mrs R Sova and three children, Mrs A Waters and two children, W Handerson, W Handerson, H Pendleton, Miss M Sprague, O H Henderson, W H Sears, L Bliss, R Roberts, E B Jacobs, A Ladd, Wm Sawyer, D Strauss, Mr Muse, S S Townsend, J Dodd, Mr Stewart, Mrs E W Rowe and infant, W McCockley, W Thon, L K Swift, S J Whaley, G B Gorgel, Mrs E Barnes, Mrs Herman and three children, Mrs H M Cussans and child, R H Webb, S A J Dee, J P Mix, W W Elliot, J W Jenkins, J Henderson, W Henderson, S Lafferty, Miss A J Lafferty, Miss S E Lafferty, Miss L F Lafferty, Miss Jane Grifin, Jas Yanee, L Newkins and wife, M S Hawes, A W Cobbs—and a full steerage.

Rachel's Tenth Night—"Bajazet."

Mademoiselle Rachel played Roxana, in the tragedy of "Bajazet," by Racine, to a numerous and appreciative audience, at the Metropolitan theatre, last evening.

The scene of this piece is laid in Constantinople, in the last half of the seventeenth century, when Turkey was not exactly a sick man, but one of the great Powers of the earth. The incident upon which Racine founded the play is purely legendary, but has been so often repeated in story and upon the stage, that, like many Roman fictions, it has come to be considered an historical fact.

When the pieces opens Ammath the Fourth is Commander of the Faithful. A little killing expedition has taken him away into Asia, and he leaves supreme power in the hands of Roxana, who is Sultana in name, though not in fact. Ammath has not married her because she did not happen to belong to the Osmanli, and those who wore the green turban could not ally themselves with the *canaille*. The Sultan leaves his brother, Bajazet, in the hands of Roxana, Bajazet is an amiable young man in a white *despote*. He is popular with young Turkey, and Ammath has resolved upon his death, as he is a dangerous person. The execution of the sentence is confided to the gentle Roxana, who, having nothing else to do, falls in love with her prisoner. Bajazet, however, loves some one else—a young woman named Atalide. The Grand Vizier Acumet, like all true politicians, allies himself with the side that seems strongest, and strongly advises Roxana to proclaim Bajazet Sultan. But Roxana is not a fool, and she demands the wedding ring of Bajazet before she elevates him to power. He temporizes. Atalide is anxious. Bajazet is weak, but not willing. Roxana is furious and loving by turns. The Grand Vizier plots and waits. Roxana does not at first suspect Atalide, but soon discovers her treachery. When it comes to the point, Bajazet refuses to marry Roxana, but still clings to his life. Roxana demands that he shall see Atalide die, and then marry her. He refuses. He is executed by a special order from the Sultan, who has been posted up in political affairs at home. Roxana is included in the same firman, and Atalide kills herself. The Grand Vizier leaves town by the first train.

As a literary effort, the piece is not considered worthy of Racine's genius. The characters wear Turkish dresses, but there is nothing else Turkish about them. It seems like a scene in a *bal masque* at the Opera. Mademoiselle Rachel played Roxana very finely; she had a true idea of the character of the haughty woman who, though only the mistress of a king, held the lives of millions of people in her hand. The exhibition of this feeling was nicely tempered with her love for Bajazet, and her jealousy was grand to behold. We have before spoken of her power in delineating intense passion. In this respect, one or two scenes in "Bajazet" are very superior. To our mind, her best point was in the speech after the discovery that Bajazet loves another woman, and that all her plots, labors and toil have been for the benefit of a rival. Those who have seen Rachel can imagine what she would make of such a situation. It cannot be described. All her scenes with Bajazet were very fine, and the last was quite equal to anything she has yet done here. Her costumes were more magnificent than ever—she was literally covered with jewels. As usual, she was closely followed by the audience, and often interrupted by enthusiastic and long-continued applause. M'lle Ida Felix played Atalide very well. M. Beauvallet was rather sleepy in Bajazet, and M. Cheri *cuse* was good, though not quite mobile enough in expression, as the Grand Vizier. We think "Bajazet" ought to be repeated.

We must remind our readers that M'lle. Rachel's engagement here is drawing to a close, and that they should not miss the present opportunity to see the greatest actress of the century. M. R. Felix has just returned from Philadelphia, and M. Naquet from Boston, in both of which cities she will shortly appear. M. Felix has complied with the wish of the people, as expressed through the press, and has reduced the prices one-third, on and after Monday, when the next performance takes place. The seats in the lower part of the house will be sold at $2 each, and in the third circle at fifty cents. The houses have always been more than remunerative, but M. Felix has taken the advice of the HERALD, and believes that with this reduction he cannot only draw houses larger in numbers, but that he can make more money. "Angelo" on Monday.

THE RACHEL PRICES.

TO THE EDITOR OF THE HERALD.

Mad'lle Rachel, deeply affected by the kindness shown her daily by the press and the public of New York, has expressed to me the desire that I should yield to the wish generally manifested, by fixing the prices of places at her performances more in accordance with the habits of the population of this city. I am myself happy to meet the wishes of the public in this respect, though I do not expect to find any pecuniary advantage in a diminution of prices; so far, the average of my receipts has been beyond what I had thought it just to count upon. But the journals of the city have declared themselves on the subject with such unanimity, that I think I ought no longer to refuse to follow their counsels. Accordingly, during the two or three weeks which it will be possible for me to remain at New York, before proceeding to fulfil the engagements I have formed in Boston, Philadelphia, Havana, and the Southern States of the Union, the prices will be as follows:—

Balcony and orchestra seats, $3.
Parquette, dress circle and first circle, $2.
Upper circle, 50 cents.
There will be no additional charge for securing seats in advance.

By communicating these facts to your readers, you will greatly oblige, your obedient servant, RAPHAEL OGLIA.
49 Wall street, Sept. 20, 1855.

The Turf.

Two running races are announced between Jim Barton, by Gray Eagle, out of Ann Innis, by Eclipse, and Charley King, by Glencoe, out of Leopardess, by Medoc. The first race will come off on Sept. 25, and the second on Oct. 2. The races will be run on the Union Course, L. I.

SUFFOLK COURSE, L. I.—TROTTING.

WEDNESDAY, Sept. 12.—Purse, $150, one mile and repeat, in harness.

G. Raynor named b. m. Katy Darling	2	1	1
P. Smith named g. g. Gray Trouble	1	3	2
J. C. Bandega named g. m. Fanny Gray	3	2	dr

Time, 2:55—3:00—2:58.

SAME DAY.—Purse, $110, one mile and repeat, in harness, for colts.

S. C. Rogers named g. m. Lady Suffolk, Jr.	1	1	
David Hartt named g. g. Gray Squirrel	2	2	
M. Bailey named g. g. Badger	3	dr	
E. Bryar's named s. m. Salina	4	dr	
S. Jones named b. g. Almack	5	dr	
T. Young named b. g. Reefer	6