

JAMES GORDON BERRY, PROPRIETOR AND EDITOR. PUBLISHED BY W. COOPER OF NASSAU AND FULTON STS. Vol. XXII. No. 33.

Advertisements for this evening.

HERALD THEATRE, Broadway—HARRIS THE BUTTER... BOWEN THEATRE, Broadway—SCHOOLMASTERS-TAMPS... BOWEN THEATRE, Broadway—FEMALE POINT THIRTEEN...

New York, Saturday, February 23, 1856.

The News.

We have again to announce the non-arrival of the Atlantic. She is now in her seventeenth day out. The Presidential campaign opened in earnest at Philadelphia and Pittsburgh yesterday.

The nigger worshippers met in Pittsburg yesterday, but beyond effecting an organization and appointing committees to prepare a platform, &c., no real business was transacted.

The steamship Etna, from Liverpool 5th inst. for this port, put into Halifax yesterday for a supply of coal. The advices by her are three days later than those brought by the Canada.

George Washington's birthday—the one hundred and twenty-fourth anniversary—was celebrated in this city with great eclat yesterday.

After all, then, the last hope for the nationalization of the Know Nothings, as the nucleus of a powerful and homogeneous national, conservative and practical party, in opposition to the democratic party, is in a proper candidate for the Presidency.

They may possibly postpone the nomination to May or June or July next, in which event the party will probably be frittered away before they make their selection.

THE CLERK OF THE HOUSE CALLED TO ACCOUNT.—Mr. Cullom, of Tennessee, was adopted by the NIGGER WORSHIPPERS as their candidate for Clerk of the House, upon the "fixed fact" that he was entitled to it from having voted in Congress against the Kansas-Nebraska bill.

Another solution of Mr. Cullom's late conduct has been suggested in various quarters, which possibly is not altogether without foundation.

There were 13,676 paying visitors to the British Steamship Persia who lay at her dock at Jersey City on Monday and Tuesday last.

The cotton market was some less excited yesterday, owing to the reduction in stock and the delay in the receipt of later foreign news.

The New Platform of the American Party—What's the Prospect Now?

The new national platform adopted by the late American Special National Council is quite an improved affair in some respects upon the Philadelphia platform of June last.

1. The monopoly of all the offices and all the public plunder by native born American citizens.

2. The exclusion of all Roman Catholics, native or foreign born, from public office, who believe in the temporal or spiritual supremacy of the Pope.

3. A twenty-one years' naturalization law. The improvements we have spoken of are—

1. The maintenance and enforcement of all laws constitutionally enacted, until said laws shall be repealed, or shall be declared null and void by competent judicial authority.

2. The authority to each State Council to alter their several constitutions, so as to abolish the several degrees, including "the third degree," and to substitute a pledge of honor instead of other obligations, for fellowship and admission into the party.

3. An enforcement of the principle that no State or Territory ought to admit others (other squatters) than of the United States to the right of suffrage or of holding political office.

This is much better than we had any right to expect, though we confess that, from first to last, we have little faith in these humbugging caucuses or convention platforms of this or any other party.

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FERRY LEASES—THE STATEN ISLAND FERRY.

In the report of the committee recently appointed to investigate the condition of the Staten Island ferry it was stated that the Ferry Company evaded the provisions of the United States statute subjecting steamboats to inspection by pleading that ferries were beyond the purview of that act.

But as it is quite plain that matters cannot remain on their present footing, and that it will shortly devolve upon the Comptroller to fix the conditions by which a new ferry to Staten Island shall be controlled, it is well to look to the law of the case.

The city claims, and exercises, complete control over the ferries plying from it to the suburbs from which it is separated by water.

The first of these two requisitions, prima facie, would seem to exact obedience to the Fugitive Slave law, and, therefore, if thus honestly adopted as a principle of the Know Nothings of the Northern States, it will be a great improvement upon their recent affiliates and affiliations with free soilers and abolitionists.

1. Non-interference.

2. Adherence to the constitutional doctrine of squatter sovereignty and the Kansas-Nebraska bill, excepting always that clause of it granting certain unusual privileges of suffrage to alien squatters in the Territories, which is repudiated.

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THE LATEST NEWS.

BY MAGNETIC AND PRINTING TELEGRAPHS.

ARRIVAL OF THE ETNA AT HALIFAX.

THREE DAYS LATER FROM EUROPE.

NO INTELLIGENCE OF THE PACIFIC. &c. &c. &c.

Halifax, Feb. 22, 1856. The Canada steamship Etna, from Havre for New York, put into this port, this evening, short of coal, having experienced very rough weather during the passage.

Her dates from Havre and Paris are to the 5th inst—three days later than those received by the Canada. She brings no tidings of the steamship Pacific.

We have received no English papers by this arrival, and the French journals contain no news of importance.

The acceptance by Russia of the peace proposition had caused the greatest astonishment in Turkey, but at the latest dates the intelligence had not reached the allied generals in the Crimea, owing to the sub marine cable in the Black Sea being broken.

It was still current at Paris, that Prussia would not be permitted to participate in the Peace Conference.

In the absence of English papers we have not a particle of any kind of news regard to affairs in England, and no indication whatever as to the state of the monetary or commercial affairs there since the departure of the Canada.

It was reported that a serious military conspiracy had been discovered at Madrid, with ramifications through the north of Spain. The particulars were not given.

Some disturbances had been created by Bashi Bazuks at Shumla.

In the Havre markets breadstuffs were declining.

Important from Washington. DISPATCHES FROM MR. BUCHANAN TO THE CENTRAL AMERICAN QUESTION.—PROPOSITION OF LORD CLARENDON TO REFER THE MATTER TO A THIRD POWER, &c., &c.

WASHINGTON, Feb. 22, 1856. The despatches from Mr. Buchanan received by the Canada do not contain any reply to Mr. Marcy's demand, distinctly requiring the recall of Mr. Cramp-ton.

You will observe that Lord Clarendon, in his recent speech in Parliament, referring to the Clayton-Bulwer treaty, used the following language—"I lost no time in offering to refer the whole question to arbitration of any third power, but the whole question was bound by the decision. That offer has not yet been accepted. It has been reserved." This first offer was made a long time before the death of the Emperor Nicholas, and occurred in this wise: Lord Clarendon and Mr. Buchanan were in conversation, when Lord Clarendon said that if there was a difference of opinion in regard to the treaty, they would refer it to arbitration to some third power.

INDEFINITE NATURE OF THE DISPATCHES BY THE CANADA.—MR. CRAMPTON NOT TO BE RECALLED.—THE NAVAL COMMITTEE, &c.

WASHINGTON, Feb. 22, 1856. The despatches brought by the Canada were overhauled at the State Department to-day. They are very indefinite and undecided.

THE DISPUTE BETWEEN THE UNITED STATES AND GREAT BRITAIN.—FRESH INSTRUCTIONS TO MR. CRAMPTON, &c.

WASHINGTON, Feb. 22, 1856. The Canada's mails arrived this morning. The government despatches from England contain nothing of a definite character; neither is there any prospect of an early settlement of the matters in dispute between that government and the United States.

News from Mexico and Texas. BALTIMORE, Feb. 22, 1856. New Orleans papers of Friday and Saturday last are received.

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News from Havana. NEW ORLEANS, Feb. 21, 1856. The steamship Black Warrior, with Havana dates to the 17th inst., has arrived at this port. Her news is unimportant.

Navigation at the East. BRITTON, R. I., Feb. 22, 1856. The schooner Wonder, from New York via Sandy Hook, and which arrived at Newport on the 14th, is ready for the ice two miles below Bristol.

Markets. PHILADELPHIA STOCK BOARD. PHILADELPHIA, Feb. 22, 1856. Stocks dull. Pennsylvania State Bonds, 85; Reading Railroad, 43; Long Island Railroad, 37; Morris Canal, 15; Philadelphia Railroad, 43 1/2.

PHILADELPHIA IRON MARKET. PHILADELPHIA, Feb. 22, 1856. Sales of iron during the week, 1,900 tons; one half to go west, and the other half to be shipped to the West. \$24. Rails are in good demand; prices improving. Bars are in improving demand.

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City Intelligence.

BOOTH EDITORS OF THE DAILY STREPER.—ABSENT OF ONE OF THEM.—The tricks played by newsboys with bogus editions of the daily papers have become a regular nuisance.

Arrival of the Etna at Halifax. Three days later from Europe. No intelligence of the Pacific.

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DEPARTMENT OF STATE.

WASHINGTON, Feb. 23, 1856. In compliance with the act of Congress of March 2, 1819, regarding passengers arriving in the United States, the Department of State has the honor to communicate herewith the annual statement of the number and designation of passengers arriving in the United States during the year ending December 31, 1855, compiled from returns made to this department by collectors of customs, pursuant to the provisions of said act.

The measures adopted by the department in 1855, with a view to obviate the previous absence of uniformity and to secure accuracy in the returns of collectors, on which the statement is based, are stated in the following letter that accompanied the last annual statement and in that which accompanied the preceding one, have conduced most favorably to the attainment of the objects intended.

Previously to the statement of 1854 but two recapitulations were appended to the returns, namely—one embracing the "arrivals" in each State during the year; the other the number of passengers belonging to each "country." The statement now submitted will be found to embrace recapitulations exhibiting the following facts:—

- 1. Arrivals of passengers in 1855.
2. Country where born.
3. Country where they mean to reside.
4. Occupation.
5. Died on the voyage.
6. Comparative statement showing the countries in which were born passengers arriving in the United States from foreign countries, from December 31, 1852, to December 31, 1855.

7. Comparative statement showing the age and sex of passengers arriving in the United States from foreign countries, from December 31, 1852, to December 31, 1855.

8. Comparative statement showing the occupation of passengers arriving in the United States from foreign countries, from December 31, 1852, to December 31, 1855.

9. Attention is once more invited to the fact that, by the act of Congress of March 2, 1819, it is required that passengers "arriving by sea" seem to be embraced, and that an amendment of that act, so as to embrace also those arriving by land, seems to be demanded. The attention of collectors at frontier custom houses, especially on the northern border, has been directed to such immigration by this department, and the result has been returns from that collector showing the number of arrivals of 5,072 passengers, during the last three quarters of the year.

10. Also and sex of the returns of collectors of customs of the passengers arriving within their districts during the past year than heretofore, there is still room for improvement. The returns for the last two years, be transmitted to them, with a view to aid them in causing their returns to conform to the requirements of the law. W. L. MARCY, Secy. of State.

NO. I.—ARRIVALS OF PASSENGERS IN 1855. States. Arrivals. Male. Female. Total. Maine, 278 1,083 1,361 2,442 3,803

Table with columns: States, Arrivals, Male, Female, Total. Lists arrivals for various states including Massachusetts, New York, Pennsylvania, Virginia, Florida, Alabama, Louisiana, California, and a total for all countries.

NO. II.—COUNTRY WHERE THEY MEAN TO RESIDE. United States, 208,217. Foreign Countries, 206,217. Total, 414,434.

NO. III.—AGE AND SEX. Under 5 years of age, 10,117. 5 to 10 years, 9,500. 10 to 15 years, 9,274. 15 to 20 years, 9,048. 20 to 25 years, 8,822. 25 to 30 years, 8,596. 30 to 35 years, 8,370. 35 to 40 years, 8,144. 40 to 45 years, 7,918. 45 to 50 years, 7,692. 50 to 55 years, 7,466. 55 to 60 years, 7,240. 60 to 65 years, 7,014. 65 to 70 years, 6,788. 70 to 75 years, 6,562. 75 to 80 years, 6,336. 80 to 85 years, 6,110. 85 to 90 years, 5,884. 90 to 95 years, 5,658. 95 to 100 years, 5,432. Total, 140,181.

NO. IV.—OCCUPATION. Merchants, 14,799. Mechanics, 14,971. Laborers, 34,668. Farmers, 1,284. Miners, 282. Physicians, 42,880. Clergymen, 247. Other occupations, 1,496. Total, 208,217.

NO. V.—DIED ON THE VOYAGE. Died on voyage to the port of Mass., 3. Died on voyage to the port of Penna., 2. Died on voyage to the port of Maryland, 2. Died on voyage to the port of Louisiana, 2. Died on voyage to the port of Texas, 2. Total, 11.

NO. VI.—STATEMENT OF THE NUMBER OF PASSENGERS ARRIVING IN THE UNITED STATES BY SEA FROM FOREIGN COUNTRIES, FROM FEBRUARY 30, 1854, TO DECEMBER 31, 1855.

From the Kingdom of Great Britain, 1,100,000. From the Kingdom of France, 1,100,000. From the Kingdom of Prussia, 1,100,000. From the Kingdom of Austria, 1,100,000. From the Kingdom of Spain, 1,100,000. From the Kingdom of Portugal, 1,100,000. From the Kingdom of the Netherlands, 1,100,000. From the Kingdom of Belgium, 1,100,000. From the Kingdom of Denmark, 1,100,000. From the Kingdom of Sweden, 1,100,000. From the Kingdom of Norway, 1,100,000. From the Kingdom of Sweden and Norway, 1,100,000. From the Kingdom of Denmark and Norway, 1,100,000. From the Kingdom of Prussia and Poland, 1,100,000. From the Kingdom of Austria and Hungary, 1,100,000. From the Kingdom of Spain and Portugal, 1,100,000. From the Kingdom of the Netherlands and Belgium, 1,100,000. From the Kingdom of Denmark and Sweden, 1,100,000. From the Kingdom of Norway and Sweden, 1,100,000. From the Kingdom of Sweden and Norway, 1,100,000. From the Kingdom of Denmark and Norway, 1,100,000. 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