

NEW YORK HERALD.

JAMES GORDON BENNETT, PROPRIETOR AND EDITOR. OFFICE N. W. CORNER OF NASSAU AND FULTON STS.

AMUSEMENTS THIS EVENING.

BROADWAY THEATRE, Broadway—THE WANDERING SWORD. FULTON THEATRE, Broadway—THE GREEN SWORD. BOWERY THEATRE, Broadway—THE ARCADE.

NEW YORK, Wednesday, April 9, 1856.

The News.

The steamship Cambria, which left Liverpool on the 25th ult., is now fully due at Halifax, with a week's later news from Europe.

In the United States Senate yesterday a bill re- mitting duties on merchandise destroyed by fire was passed.

The announcement in the Legislature yesterday of the death by smallpox of Hon. Isaac Wells, member of Assembly from Jefferson county, led to the adjournment of both houses after the expiration of the morning sitting, and renders the prolongation of the session until Saturday almost a certainty.

In the Senate the Police bill was debated. Resolutions in favor of Congress satisfying claims arising out of French spoliation were adopted.

The bill re-enacting last year's prohibitory liquor law, with the unconstitutional clauses omitted, was ordered to a third reading. This is regarded as tantamount to a defeat of all the liquor bills, of whatever character, now before the Legislature.

In the Assembly the New York tax bill was passed. The Governor sent in a message recommending an appropriation of two hundred thousand dollars for the Commissioners of Emigration.

Isaac O. Hunt, known Nothing, was yesterday elected a member of the Board of Councilmen, from the Twenty-fourth district, in place of Robert H. S. Dixon, deceased.

The Know Nothings and nigger worshippers have carried both branches of the Connecticut Legislature. This, of course, insures the election of the fusion candidates for State officers.

Captain C. Carroll Hicks, of General Walker's army, John Kingsley and J. C. Hemmicks, were seized yesterday on board the steamship Orizaba, as she was about sailing for San Juan, Nicaragua, charged with organizing a body of armed men to proceed to Nicaragua, and there fight against the republic of Costa Rica, with which the government of the United States is now at peace.

The Hudson river is clear from Albany down to Coeymans, closed from that place to Baltimore, open from the latter place to Styvanes, closed from Styvanes to Coxsack, open from the latter place to Poughkeepsie it is closed. The steamer South America is advertised to start this afternoon for Hudson. Such weather as we are now in the enjoyment of must soon break up the ice, and we may, therefore, look for the opening of navigation at any moment.

Judge Capron delivered a very elaborate charge to the Grand Jury in the Court of Sessions yesterday. The immorality of gambling and the action of the majority of the Court of Appeals in pronouncing against the constitutionality of the coercive liquor law, are the principal ingredients of the production.

Fireman's Hall, in Mercer street, was formally opened last night, and the occasion called forth the filicitation of a large body of firemen, who were in attendance to witness it. Four fire wardens were voted for. George Brown, of Engine Company No. 29, and W. H. McDonough, of Hose Company No. 25 were elected. Up to the time our reporter left the meeting the others had not been chosen.

The Board of Alms-house Governors met yesterday, but transacted no business of special importance. Cornelius V. Anderson appeared and took his seat, in place of Wm. S. Duke, resigned. There are 6,235 persons under charge of the Governors, being a decrease of 75 since last week.

We learn by telegraph that the authorities of Virginia have seized the schooner Maryland, of this port, and imprisoned her officers and crew, for refusing to allow the vessel to be searched for slaves, in accordance with the law recently passed by the Virginia Legislature. The seizure caused great excitement at Norfolk, as it was believed slaves were secreted on board the schooner. This is the first arrest under the law, and it should serve as a warning to masters of vessels trading to ports in Virginia.

We have advices from Monrovia, Liberia, to the 20th of February. The emigrants who left this port by the bark Lamartine, which sailed about the 20th of December last, arrived in good health, there being only one or two sickly. Dr. Roberts, John Marshall, (colored), Mr. J. D. Johnson and Mrs. Arnet—passengers by the Lamartine—have each written to the Colonization Society in rather hopeful terms. A war convulsion had temporarily unsettled the finances of the country. An overflow of emigration was dreaded. The supply should be regulated by the demand. John Marshall says: Every man must look out for himself here, and you must pay the Africans the highest price for what you want.

By the arrival of the brig Pequin, Capt. Wainwright, from Bermuda, we have received files of papers to the 27th ult. Further particulars of the loss of the steamer Curlew, Capt. Hunter, are given, but they contain no additional facts of importance. Seven of the nine mail bags on board worked their way out of the state room in which they were deposited, and were picked up some three miles from the scene of the wreck. A bag of newspapers, and another bag containing British American letters and admiralty despatches, are all that were missing. The Mayor and principal inhabitants of Hamilton had presented a letter of sympathy to Capt. Hunter. The papers are filled with the details of the decisions of members of the Assembly and projects of legislative reform. The Governor General of Barbadoes has proposed a convention of delegates from the Windward Islands to devise some means of releasing them from their present non-progressive state.

The sales of cotton yesterday reached about 3,700 bales, based upon middling uplands at about 10 1/2c. Included in the sales were considerable lots for spinning use, with some parcels in transit and

for export. Flour was dull, and cheaper for common grades, while sales were moderate. Wheat sold at \$1 7/8 for Canada white, \$1 85 for Southern white, and red Tennessee at \$1 70. Corn was tolerably active, but at easier rates; sales of sound ranged from 62c. a 66c. for all kinds—the latter figure for prime Southern white. Rye was dull. Pork was heavy; mess sold at \$16 50. Sugars were more active, without change of moment in quotations. Coffee was steady, with moderate transactions. To Liverpool grain was pretty freely taken in bulk and bag at 6d. a 6 1/2d. The following vessels were sold: the ship Planter, 1,900 tons, (new), at \$75,000; the Gazetter, of 1,000 tons, one and a half year old, seven eighths sold at \$31,000; the Western Continent, 1,270 tons, sold for \$42,500.

The Condition of Our Country.

While the politicians are quarrelling about abstract issues, in which the sober, industrious, intelligent, working part of the people of the country take no deep interest, it may be worth our while to look at the figures—to see how many there are of us, how much we are worth, and how we are prospering in the great race of nations. We are the better able to do this because several of the States have had careful statisticians at work at the census for the year 1855, and in the other by partial returns we can make a fair estimate of their present condition. The following table has been prepared, which gives a complete and compact view of the whole subject:—

POPULATION AND WEALTH OF THE UNITED STATES IN 1855. Table with columns for State, Population, and Wealth.

COMPARATIVE POPULATION—1850 AND 1855. Table with columns for State, 1850, and 1855.

COMPARATIVE WEALTH—1850 AND 1855. Table with columns for State, 1850, and 1855.

INCREASE—1850 AND 1855. Table with columns for State, Pop'n, and Wealth.

There is matter for much thought in the above figures. Following out what seems to have been the destiny of the race, we see our population moving steadily towards the West.

We find its fertile prairies enriched by Eastern enterprise—the primeval forests traversed by railroads laid down by Eastern capital, and the stillness of its great rivers broken by the paddle wheels of countless steamboats supported by Eastern money.

We find the population of the West increasing twice as rapidly as that of New England, four times as rapidly as that of the South Atlantic States, and nearly keeping up with that of California, which has the inducement of gold superadded to a fertile soil and a delicious climate.

The Territories run far ahead of California, and show an astonishing increase both in wealth and population. This is another proof that agriculture is considered more profitable than mining, even where the latter pursuit brings a ready and ample return for labor.

Our corn is a surer source of prosperity to us than our gold. The latter may yet turn out to be a curse, and its bad effects are already visible in that inordinate appetite for luxuries and lavish display which seems to pervade all classes of society.

Experience—the best teacher—shows us that when a people become effeminate and luxurious, they are not far from ruin. We think, however, that in this country, with its constant infusion of fresh blood and new energy by immigration, there is no great danger at present.

The returns above do not show it. They rather give us a pleasant assurance that we are a very rich and a very great nation. If all the assessed property in the United States was equally divided to each man, woman and child would have three hundred and twenty dollars.

Another curious fact appears by these figures. We would commend it to all the abolition agitators as a good point for their speeches. In the Middle and Western States, which are generally conservative, and where the people generally attend to their own affairs, we have a large increase in wealth and population.

The Southern States on the Atlantic seaboard, and the New England States, which are noted for their fiery and radical opinions, and for waging a continual war of words to no good end, show a comparatively small increase. That negro slavery is not responsible for this is seen in the fact that the Southwestern slaveholding States have increased in population and wealth nearly twice as rapidly as the New England States, which are continually shrieking for freedom.

The chief cause of the diminution of population of both sections is emigration to the West. But this operates more powerfully on the Southern Atlantic States than upon New England. The planter in Virginia or the Carolinas finds his land exhausted and migrates to another and more fertile district in Louisiana or Mississippi; when he goes he takes from ten to an hundred slaves, who are counted in the population; but the New England far-

mer when he leaves for Iowa or Kansas, takes nothing with him but a Yankee girl, a few notions to speculate upon and a small invoice of the Tract Society's publications. They both do well, however, in the several spheres of life to which they are called. There is matter in all this for serious reflection, gentlemen of the Nigger Worshipping faction.

It is gratifying to know that we get rich faster than we get populous, the relative increase of wealth being double that of population in five years. Altogether, Young America is doing pretty well. He has multiplied his population twenty-five times since he cut away from Mistress Britannia's apron strings, and he now competes with her on the seas, which she has ruled for a century and a half. He is ready to build steamships or clippers with her; to buy with her and sell with her, to eat, drink or fight with her—just as she pleases. Go ahead.

THE PROGRESS OF NAVAL ARCHITECTURE AND COMMERCIAL ENTERPRISE.—The new steamship Adriatic, which was launched last Monday, is one of the most perfect specimens of naval architecture in the world. Her immense size, the admirable symmetry of her proportions, as well as the speed claimed for her, and which, it is said, will be greater than that of any ocean steamship now afloat—in all these respects she may be regarded as the most forcible illustration that could be given of human ingenuity, the extension of commercial enterprise, and our progress as a shipping nation.

Two hundred years ago "the ship Unrest"—the first vessel built in the West, or New Amsterdam, as the great metropolis was then called—was launched on the East river. The Unrest, history informs us, was exactly 44 1/2 feet long, and 11 1/2 feet breadth of beam, and her launch was considered among our simple minded ancestors as an event of the greatest importance. In the two centuries that have elapsed since then, the little Dutch village has grown to a vast city, and the two rivers that form its boundaries are now crowded with an immense fleet of vessels from all parts of the world.

The application of steam to machinery has given a new and powerful impulse to ship building and the progress of commerce. It was at first believed that steamers could only be used in making short passages, and that a voyage across the Atlantic, if not impossible, was at least highly improbable. The success that attended the first efforts of the Sirius and the Great Western, which crossed the Atlantic eighteen years ago—the former from Cork, Ireland, and the latter from Bristol, England—soon dispelled all doubts and skepticism on that point. The Sirius arrived at this port on the 23d April, 1838, after a passage of eighteen days, and the Great Western on the same day, after a passage of fifteen days. The first was not built for long voyages, but the second was intended to run between England and the United States. Their arrival at this port was hailed with the greatest enthusiasm. When the news was spread throughout the city that the Sirius, which arrived first, was coming up the bay, nearly every one rushed to the Battery to see her. It was a beautiful April day, just like that on which the launch of the Adriatic took place, and as she passed up to her dock in the East river, at the foot of Market street, the thousands that thronged the piers welcomed her with shouts of delight.

The successful accomplishment of the passage by both these vessels, and in such a comparatively short time, showed what might be done by the aid of those improvements which greater experience in ocean steam navigation would suggest. With larger vessels it was confidently predicted that it could be made in from ten to twelve days. The Great Western was 240 feet in length and registered 1,340 tons, while the Adriatic is 354 feet long and registers 5,888 tons, and it is expected will make the passage between New York and Liverpool in about nine days. The clipper ship Great Republic was 300 feet long, and measured 5,520 tons; the Atlantic is 287 feet in length and registers 3,000 tons; and the Peria, the new iron steamship of the Cunard line, has a length of 390 feet and registers 5,600 tons.

But all these gigantic vessels shrink into insignificance when compared with the mammoth iron steamer which is now in process of construction at London for the Eastern Steam Navigation Company. Her length is 680 feet; her draft of water when loaded 28 feet; her register 28,000 tons, and she is to be propelled by a gigantic screw, 23 feet in diameter, and by four paddles, besides the sails which she will carry, and for which she will have seven masts. With this motive power it is calculated that her average speed will be twenty-three knots an hour. Besides a large number of life boats, she is to carry eight small screw steamers, each 110 feet long. These will be employed in taking on board and landing passengers and cargo, as it will be impossible for her to approach near the shore, in consequence of her great draft of water. Her accommodations will be ample enough for 600 first class passengers, 1,800 second class, and 10,000 troops, with all their field equipments. The estimated cost of this leviathan, which we understand is to be called the "Great Eastern," is over one and a half million dollars.

Who, in view of these facts, will venture to say there is a limit to progress in human ingenuity, and particularly in that department of it which relates to naval architecture?

WHO CLEANED THE STREETS?—Who was it? Was it the Commissioner, or was it the people? People who live in Fulton street have a recollection of having paid out sundry dollars and cents for cleaning that street. Residents of Broadway remember that they paid their individual quota for cleaning portions of that thoroughfare. Householders in other streets have similar recollections. Yet, according to Mayor Wood's message, Mr. Ebling, the Commissioner of Streets, drew from the Treasury, during the first fortnight of March, \$10,305 59 for cleaning Broadway, and during the last fortnight of February, for cleaning other streets, \$15,619 88, making altogether \$25,925 47. Will Mr. Ebling tell us where this money went? So far as we remember, there was little or no street cleaning done during this period—from 15th February to 17th March—that was not paid for by individuals.

ALL RIGHT.—A writer in the Alexandria (Va.) Gazette, supposed to be Mr. John A. Washington himself, says that he will sell Mount Vernon to the State of Virginia, but to no other purchaser. Very well. Let Old Virginia do her duty.

THE SALE OF THE CENTRAL PARK FUND.

Though the federal and State stocks of New York sell in the market at from 15 to 20 per cent premium, the six per cents issued on account of the Central Park did not command an average of par, and the five per cents did not find a purchaser. There are several reasons for this. In the first place, the extravagance and corruption pervading the city government have injured the credit of the city, and indisposed capitalists to risk their funds in its securities. Then, the times are so prosperous that most men can do better with their money than buying six per cent stocks. It must be borne in mind that abnormal causes are at work to enhance the market value of the State and federal securities. The banking act creates a demand for the former which the issue of city stock does not supply; hence a competition, which imparts to the securities a fictitious value. Our federal securities are the remnant of a much larger debt which has been gradually redeemed. The federal treasury offers 17 per cent premium to all who will part with their United States stocks; but, what with the demand for them created by the existence of trusts, and what with the demand in Europe, the redemption goes on but slowly. Hence, of course, the price is sure to rise over 117; and, considering the small amount which is in circulation—some forty millions or so—it is not surprising that the holders should still hold on, partly, perhaps, from confidence in the merit of the security, but more probably from legal inability to dispose of them, and from a general impression that the time will come when the United States will bid still higher for their redemption.

As to the five per cent stock—which could not be sold at par on Tuesday—its story is very simple. Five per cent is too little to offer for money in New York. The New York State five per cents, with a convenient term to run, and the bank demand to enhance their value, only command from 101 to 104; while the Massachusetts fives are only worth 98 1/2, those of Indiana 84, those of Maryland 93, those of Tennessee 78, those of Pennsylvania 85, and the other States have none. No American city but New York has negotiated paper at five per cent; and the stocks of other cities, at six per cent, do not in any case command par. Again, the date which the stock has to run affects its value. The United States 6 per cent due this year, is worth 15 per cent less than the same 6 per cent due in 1868; because the former has not a long enough term to run. In like manner stocks which have too long a term to run are depreciated in value in consequence. These Central Park fives had forty-two years of life before them; too long for any faith. The mere length of their date diminished five per cent from their value; and the wonder is rather that they found so many bidders at par than that they were not entirely bought.

GEN. CASS SHOWED ASIDE—VERY CURIOUS.—The Richmond Enquirer, in a prominent editorial, thus shoves Gen. Cass off the democratic platform of Old Virginia. It says that General Cass is a genuine but a provokingly perverse patriot. His zeal in defence of the interests and honor of the country is so excessive that it overruns and debasifies the object of his aspirations. His patriotic zeal is morbidly acute. He is swollen with a plethora of patriotism, and is always foaming from a chronic indignation. Unlike the filibuster who was wont to march up and down the streets of his country, he would affront his life, the old statesman is perpetually crying out that the country is shamefully wronged, and must fight to vindicate its honor. Yesterday it was France, the Austria, and now it is Great Britain who tramples our toes and shakes a fist in our face. And he is as obstinate as he is quick in his resentments. Nothing will satisfy him—neither apology, reparation, nor the judgment of an arbitrator. More implacable than the Irish "code of honor," he demands, at least, a "dangerous hurt," before he will consent to an amicable adjustment.

This is bad enough; but our Richmond contemporary, supposed to speak the echoes of the administration, continues his assault by charging that Gen. Cass has lost his reason. Says the Enquirer:—

While reasonable men would soothe the public mind in the present controversy with Great Britain, General Cass, in his anxiety to get the British out of our country, has resorted to a course of indiscriminate denunciation, and exaggerated representations of the national wrong. The country is prepared to do all that is just and reasonable, and is equally laboring to prevent a pacific adjustment, by exorbitant demands and obstinate objections.

Our Richmond contemporary next contends that England's offer of arbitration is a fair offer, and ought to be accepted; and hopes, "for the good of the country, that the Senate has no sympathy with Gen. Cass's excessive resentment and absurd obstinacy." What does all this mean? Has President Pierce or Marcy taken this round-about way to give the old General a punch in the stomach? Does the administration give up the project of a fuss with John Bull, since the suspension of the war with Russia, or what is the matter?

OUR MINISTER AT MEXICO HAMPERED.—A Mexico correspondent of the Charleston Courier says that

Our minister feels sensibly the responsibilities imposed on his mission at this crisis, as in his essays to maintain the influence of American ideas in Mexico, he has had to brave the opposition of every foreign envoy, and has a constant struggle with the expected support from Washington. Indeed, it would seem that the Secy of State has representatives at this Court of higher authority than his legitimate chief, and that American interests have not only suffered, but have been made to yield to foreign and anti-political designs. There is an influence and power in Mexico which has been successfully warring against the zealous and honest endeavors of our minister to uphold the example of Americanism in this land of double allegiance.

Spies upon General Gadsden? Gen. Jefferson Davis should see to this, and call Marcy at once to an account. Just like Marcy—that Ostend Conference, for example.

THE THEATRE, &c.—By referring to the customary directory at the head of the paper, it will be observed that the attractions offered for this evening at the different places of amusement, are of a very novel and diversified character.

CITY POLITICS. SPECIAL ELECTION IN THE TWENTY-FOURTH COUNCIL DISTRICT.—ISAAC O. HUNT THE SUCCESSFUL CANDIDATE.

The special election for Councilman to fill the vacancy in the Twenty-fourth Council district, caused by the death of Robert H. S. Dixon, took place yesterday. The polls in the Sixth and Seventh election districts were open, as previously announced, from sunrise to sunset, but it was not until last night, together more than four hours voting.

There were only two candidates, and although the number of voters in the whole district is about 1,200, there were only 584 votes cast. Isaac O. Hunt was the nominee of the Know Nothings, and his opponent, Peter P. Wendover, was supported by some to represent the reform party, and by others the democratic Unionists, though some deemed it better to have very definite ideas as to political creed. There was no excitement about the polls, and for all the interest manifested no one would have been there had the polls not been opened at 12 M. Peter P. Wendover received but very few votes, and in the Sixth district still less, as may be seen from the following returns:—

Table with columns: Sixth Dist. Seventh Dist. Total. Isaac O. Hunt, Peter P. Wendover.

Majority for Hunt over Wendover in both election districts of the Twenty-fourth Council district, 215. Hunt will accordingly be sworn in immediately, and take his seat at the next meeting of the Board of Councilmen.

THE STATESMANSHIP OF JOHN M. WOOLLEY, JR. Before Geo. W. Morton, Esq. THE REDUCTION OF THE MEXICAN MEXICO. APRIL 8.—The United States vs. Geo. Wilson.—The examination in this case was continued on Tuesday, 21st M. Hunt will accordingly be sworn in immediately, and take his seat at the next meeting of the Board of Councilmen.

THE LATEST NEWS.

BY MAGNETIC AND PRINTING TELEGRAPHS.

WASHINGTON, April 8, 1856. INTERESTING FROM WASHINGTON. PRESIDENTIAL MOVEMENTS—COMMODORE VAN DERBILT ON DECK AGAIN, &c.

Unlooked for results, and not wholly unimportant in their consequences, are working out of the Forney manifesto that lately appeared in the Pennsylvania newspaper, purporting to be the views of Mr. Buchanan on the Nebraska question. It is a singular feature in this affair—which of course turns out to be a miserable hoax—that it should have thrown every prominent politician of his guard, by their prompt and open commitment upon the subject of the next Presidency.

Let it end as it may, politically it has been the means, for the present, of creating hostile feelings between the three most prominent candidates for the Presidency, and promises an interesting future. Pierce and Douglas can so far agree as to unite in any instrument that promises defeat to Buchanan; while the latter will be left alone to fight single handed against his two formidable rivals.

This indiscreet Forney effort will prove a troublesome matter to Mr. Buchanan, and one which he will hardly be able to recover from in the South.

Some of the prominent Southern members of Congress are urging a union of the democracy on Senator Fitzpatrick, of Alabama, for the democratic nomination for the Vice Presidency.

Mr. Vanderbilt is here again, looking after his own interests. This gentleman is rather uneasy, striving to ascertain in advance what will be the precise character of the papers which Mr. Marcy is preparing to send into Congress relative to the Walker imbroglio with the Transit Company's affairs. Another of the objects which he has in view in his present visit is, to secure to himself the small patronage of the United States between the United States and England, at the service of the Collins line. But here he will certainly be disappointed, for there are one hundred and thirty-one gentlemen in the popular branch of Congress who have openly and frequently expressed a determination to vote a further extension of the patronage to the Collins enterprise.

Associate Justice Burdell, of Kansas, is said to be in Washington for the purpose of consulting the Executive authorities relative to the course to be pursued towards the officers of the Kansas free State government.

THIRTY-FOURTH CONGRESS.

FIRST SESSION. SENATE. WASHINGTON, April 8, 1856.

DUTIES PERFORMED IN CERTAIN CASES. MR. PEACOCK, (S. M.), reported a bill to remit and refund duties on goods, wares and merchandise destroyed by fire.

MR. SEWARD, of N. Y., said the bill was passed by the Senate last session, but failed in the House for want of time. It was passed.

LIABILITIES OF SHIPOWNERS.

MR. SEWARD, of N. Y., introduced a bill supplementary to the act to limit the liabilities of ship owners.

MR. MASON, (DEM.), of Va., introduced a bill to make further provision for the satisfaction of Virginia land warrants.

KANSAS AFFAIRS.

MR. GERRY, (REP.), of Me., resumed his remarks on the Kansas question, and expressed the opinion that, had it not been for the Emigrant Aid societies, Kansas would have been a free State, as it requires much more time for slave owners to emigrate with their property than is necessary for Northern men, who have no cumbersome material to carry with them; but the South, having been stimulated by the attempt of the North to shape the destiny of that Territory, would in all probability maintain the present Southern ascendancy therein. He quoted from the Massachusetts Personal Liberty Bill, unfavorably contrasting some of its provisions with the laws of the Kansas Legislature, against which so much has been said by Senators on the other side.

MR. SEWARD obtained the floor, and the Senate adjourned.

House of Representatives.

WASHINGTON, April 8, 1856.

DEBATE ON POLITICAL QUESTIONS.

The Deficiency Appropriation bill pending. MR. ZOLLINGER, (R. N.), of Tenn., replied to his colleague, Mr. Smith, in justification of his vote for a new American platform in the Philadelphia Convention.

MR. HICKEY, (Nigger worshipper) of N. Y., argued against the extension of slavery. He thought the men who were seeking to enlarge the limits of involuntary servitude more obnoxious to the charge of black democracy than those who seek to restrain it are to the appellation of black republicans.

MR. WALDRON, (Nigger worshipper) of Mich., earnestly condemned the violation of the Missouri restrictions, and expressed, as his opinion, that the rights of the people of Kansas had been usurped by invaders, and the government designed for their protection made an instrument for their oppression.

MR. BOYCE, (DEM.), of S. C., argued that Great Britain had violated our neutrality laws in the enlistment case. He should insist upon reparation for the injury, which will be forthcoming when a future British administration attains power; for the present one cannot make reparation without condemning itself. He objected to Great Britain's pretence to the Missouri Protectorate and occupation of Kansas. War was not a remedy for the settlement of the question, our policy being peace.

The Connecticut State Election.

NEW HAVEN, April 8—9 P. M.

Returns for representatives from all the towns in the State, except Hartford, give the democrats 90 members, and the fusionists 127. Fusion majority, 23. Of the 21 Senators, eleven fusionists are elected, not counting Mr. Butler, who is probably chosen. Including Mr. Cutler, the Senate will be composed of 13 democrats and 9 democrats. The democrats give up the State.

Municipal Elections.

CALAIS, Me., April 8, 1856.

At the municipal election held in this city yesterday, Mr. Wm. D. Lawrence, the nigger-worshipper candidate for Mayor, was elected by 200 majority over C. R. Wilden, the democratic candidate. The nigger worshippers have elected their entire tickets in four of the five wards for their opposition.

ST. LOUIS, April 7, 1856.

Election returns indicate that Howe, the democratic candidate for Mayor of this city, and the whole democratic ticket, is elected by 1,600 majority. Both branches of the City Council are undoubtedly democratic.

CLEVELAND, April 7, 1856.

The city election yesterday resulted generally in favor of the democrats.

Philadelphia Mayoralty Nomination.

PHILADELPHIA, April 8, 1856.

The democrats have nominated Richard Vaux as their candidate for Mayor.

Seizure of a New York Vessel by the Authorities of Virginia.

NOVEMBER, April 8, 1856.

The captain and crew of the schooner Maryland, of New York, have been seized, and the vessel brought from Hampton Roads, for refusing to submit to a search for slaves under the law recently passed. Upon the refusal of the captain to allow his vessel to be searched, a company of military was sent on board. Great excitement exists, as it is believed there are slaves concealed in the vessel. The captain and crew have been consigned to prison.

News from Texas.

BALTIMORE, April 8, 1856.

Mexicans did not interfere to prevent another invasion of Mexican territory from the American side. The Ipan Indians had attacked another mail rider, wounded some escorts and committed other depredations.

Railroad Accident, &c.

ELIZABETH, N. J., April 8, 1856.

A gravel train on the New York Central Railroad, at Bound Brook, this morning, blocked into the carriage of Mr. David Talmadge, of Somerville, injuring Mr. Talmadge so seriously that his life is despaired of.

A barn and corn house in this city were fired by incendiaries this morning, and totally destroyed. The property belonged to Mr. Enzo Price. Two boys have been arrested on suspicion.

United States Supreme Court.

WASHINGTON, April 8, 1856.

No. 53, George C. Dodge vs. John M. Woolley.—Judge Wayne delivered the opinion of the Court, affirming the decree of the United States Circuit Court for the district of Ohio, with costs.

No. 77 and 78.—Argument was continued by Mr. Gifford in behalf of the United States.

Canadian Parliament.

TORONTO, April 8, 1856.

A motion of want of confidence in the Ministry last evening was rejected—43 votes for to 67 against.

Navigation of the St. Lawrence.

QUEBEC, April 8, 1856.

Two schooners from below arrived here yesterday with market produce. They report the river free of ice below. The ferry boats also commenced running yesterday.

MONTEAL, April 8, 1856.

The weather here is quite warm, and the ice opposite the city is giving indications of soon breaking up. The river is open from Three Rivers to Quebec; also above Prescott.

Boston Weekly Bank Statement.

BOSTON, April 8, 1856.

The following are the footings of our bank statement of the present week, ending April 7, as compared with the previous week:—

Table with columns: March 31, April 7. Capital stock, Loans and discounts, Amount due from other banks, Deposits, Circulation.

Schooner Sidney Bank.

NORFOLK, Va., April 8, 1856.

The steamship Roanoke, off the mouth of the Delaware on Saturday night, ran into and sank the schooner Sidney, of Philadelphia. The Roanoke was considerably damaged. One man on board the Sidney was drowned.

Movements of the Southern Steamers.

THE JAMES ADAMS AT CHARLE