NEW YORK HERALD.

JAMES GORDON BENNETT,
EDITOR AND PROPRIETOR.

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

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Volume: XXII ..... No. 273

AMUSEMENTS TO-MORROW EVENING.

BROADWAY THEATRE, Broadway—MARRIED FOR MONY—AGGRAVATING SAM—REMEMBER.

BURTON'S THEATRE, Broadway—TIGHT ROPE FEATS—ACASTA—BIANCA.

BOWERY THEATRE, Bowery—THE CRUSADERS, OR THE OLD MAN OF THE MOUNTAIN—ARMOPEUS.

BURTON'S THEATRE, Broadway, opposite Bond st.—GUY MANNERING—THE TWO BUZZARDS.

WALLACK'S THEATRE, Broadway—THE RIVALS—CAPTAIN OF THE WATCH.

LAURA KEENE'S THEATRE, Broadway—HUSBAND FOR AN HOUR—SIAM—LIGHT GUARD.

NEW OLYMPIC THEATRE, Broadway—MARRIED RAKE—KING LAGER—SCHOOL FOR TIGERS.

ACADEMY OF MUSIC, Fourteenth street—ITALIAN OPERA—L'ELISIR D'AMORE.

BARNUM'S AMERICAN MUSEUM, Broadway—SONGS BY OUR WELSH NIGHTINGALE—GRAND AQUARIA, OR OCEAN GARDENS—CURIOSITIES, &c.

GEO. CHRISTY & WOOD'S MINSTRELS, 444 Broadway—ETHIOPIAN MINSTRELS—HAPPY MAN.

ERCHANION'S HALL, 472 Broadway.—NEGRO MELODIES—BURLESQUE—MOTLEY BROTHERS.

AMUSEMENTS THIS EVENING.

ACADEMY OF MUSIC, Fourteenth st.—GRAND ORATORIO OF STABAT MATER—BEETHOVEN'S PASTORAL SYMPHONY, &c.

New York, Sunday, October 4, 1857.

Mails for the Pacific.

NEW YORK HERALD—CALIFORNIA EDITION.

The United States mail steamship St Louis, Capt. Hartstein, will leave this port to-morrow afternoon, at two o'clock, for Aspinwall.

The mails for California and other parts of the Pacific will close at one o'clock.

The NEW YORK WEEKLY HERALD—California edition—containing the latest intelligence from all parts of the world will be published at eleven o'clock in the morning.

Single copies, in wrappers, ready for mailing, sixpence. Agents will please send in their orders as early as possible.

The News.

We are still without any tidings of the steamship Star of the West, now overdue from Aspinwall, with the semi-monthly California mails and treasure.

Despatches have been received by the Navy Department from Capt. Hudson, of the steam frigate Niagara, which lead to the belief that beyond all doubt the East India Company have made arrangments for useing the submarine cable.

The Coroner's investigation in the case of the West street boiler explosion was concluded yesterday afternoon. The jury thought proper, in rendering a verdict, not to cast censure upon anybody, notwithstanding they intimated that the disaster was caused by an insufficiency of water in the boiler. Two more persons were added to the list of killed yesterday, namely, Samuel Anderson and Richard Elphis. The former died at the City Hospital and the latter at 171 Varick street, from the effects of injuries received on the occasion of the explosion.

The colonization ship Mary Caroline, from Monrovia, Africa, arrived at Boston yesterday, with seven cabin and seventeen steerage passengers.

We publish under the telegraphic head a synopsis of the terms of the decree recently issued by the Mexican government relative to the new Tehuantepec Transit route.

The Police Commissioners have issued a general order, prohibiting the members of the police force from connecting themselves with any association for the advancement of the ends of any political organization. Gammon!

Elsewhere we publish interesting letters from our correspondents at Paris, St. Petersburg and Berlin, giving considerable information with regard to affairs at these important European capitals.

Some of the fossilized whig journals are agitating the old notion of Congress remitting the duties paid on railroad iron.

From the report of the City Inspector it appears that there were 442 deaths in the city during the past week, a decrease of 118 as compared with the mortality of the week previous. Diseases of the stomach, bowels and other digestive organs are rapidly decreasing and affections of the lungs and air passages are less frequent. The complaints incidental to children are much less virulent. The number of deaths of those under ten years of age during the past week was 289, against 388 the week previous. The following table exhibits the number of deaths during the past two weeks among adults and children, distinguishing the sexes:—

	Men.	Women.	Boys.	Girls.	Total.
Week ending Sept 26, 55	73	222	179	260	
Week ending Oct. 3... 75	69	135	143	442	

Among the principal causes of death were the following:—

	Week ending Sept. 26.	Oct. 3.
Consumption	65	58
Convulsions (infantile)	28	36
Inflammation of the lungs	25	17
Inflammation of brain	9	1
Scarlet fever	7	8
Marasmus (infantile)	70	31
Dropsy in the head	21	13
Measles	7	5
Croup	11	8
Cholera infantum	56	42
Bronchitis	3	2
Diarrhœa	22	24

There were also 13 deaths of congestion of the brain, 8 of dysentery, 6 of typhus fever, 11 of disease of the heart, 8 of hooping cough, 5 of inflammation of the bowels, 5 of scrofula, 9 of teething, 14 premature births, 23 stillborn, and 8 from violent causes.

The following is a classification of the diseases and the number of deaths in each class of disease during the week:—

	Sept 26.	Oct. 3.
Bones, joints, &c	7	2
Brain and nerves	88	83
General v e organs	4	4
Heart and blood vessels	15	16
Lungs, throat, &c	123	106
Old age	4	2
Skin, &c., and eruptive fevers	18	14
Stillborn and premature births	30	37
Stomach, bowels and other digestive organs	208	143
Uncertain seat and general fevers	45	32
Unknown	—	1
Urinary organs	3	3
Total	560	442

The number of deaths compared with the corresponding weeks in 1855 and 1856, was as follows:—

Week ending Oct. 6, 1855	275
Week ending Oct. 4, 1856	349
Week ending Sept 26, 1857	560
Week ending Oct. 3, 1857	442

The nativity table gives 339 natives of the United States, 69 of Ireland, 18 of Germany, 5 of England, 6 of Scotland, 2 of British America, and 1 each of France, Prussia and Wales.

The cotton market yesterday continued quiet, and no sales reported on the spot, while prices remained nominal. Shipments continued to be made from a very limited stock, on owners' account. Flour was more active, at the decline of the previous day, and included in the sale, 10,000 barrels for export to England. The market closed without further change from the previous day's quotations. Wheat was in light supply, and prices without change of importance, while the purchases made of good red and white Southern were chiefly for export. Corn closed at 70c. a 71½c. Pork was lower, with moderate sales of mess at $25 12½ a $25 25. Sugars sold to the extent of about 250 a 300 hds., without change of moment in prices. Coffee was steady and quiet. Freights were firm, with engagements of 10,000 bbls. flour for Liverpool at 2s.; of wheat at 6½d. a 7d. in bags, and cotton at 7 32d. a ¼d. To London about 4,000 a 5,000 bbls. flour were engaged at 2s. 3d. a 2s. 6d., and sperm oil at 32s 6d.

The Revulsion and its Causes.

We have grown pretty well accustomed to hear that the revulsion was caused by the nefarious course of the NEW YORK HERALD. When this bold theory was first touched, we blushed at the importance which was conferred on us. We shrank from the greatness that was thrust on us. We knew that this was a pretty widely circulated journal; we tried to make it a good and a useful one; but we could not believe that, in real earnest, we held the destinies of the country in our grasp and could expand or convulse credit with a paragraph. It was the fault of our modesty, perhaps; but we couldn't take the credit of the revulsion to ourselves. And we were confirmed in our distrust of our imputed influence by noticing that the men who shouted most lustily that we had brought on the revulsion were obviously the greatest fools in the community.

As time rolls on, however, we almost begin to question the justice of our self-denial. We begin to inquire whether, after all, the fools may not be right. For, by last mail, we perceive that our London cotemporary, the *Times*, is also among the supporters of the theory that it was we who brought on the revulsion. The money writer of the *Times*, who, of course, has nothing whatever to do with American bankers in London, and is never under any circumstances inspired by this or that wealthy house which is largely interested in our railroad securities, this money writer considers that the revulsion which has prostrated some of the largest banking and commercial houses in New England, the Central States and the West, besides compelling the banks of Pennsylvania and Maryland to suspend payment, is the fruit of a wicked combination between half a dozen immoral stockjobbers in Wall street, and the editor of this journal. We did the deed; the brokers made the money. It was, seemingly, a joint stock affair among us; when the bargain was made, we just wrote a couple of paragraphs, and down fell banks, commercial houses, railways, corporate, public, and private credit. Was ever such power thrust before upon king, emperor, or dominant political party? Where shall we find the like? How do the people of the United States dare to sleep o' nights with such a terrible engine as this HERALD among them?

Of course we can't be expected to argue that we didn't do the job. A decent pride would, under any circumstances, prevent such self depreciation as a denial of the *Times* theory would involve. Gentlemen who desire to believe that we killed Cock Robin shall meet with no impediment from us.

But it may be useful to note, in a comparison between the phenomena of this revulsion and those of 1837, how singularly prone men are to individualize causes, and to trace every accident and event or series of events to the agency of some individual or individuals whom they may glorify or abuse accordingly. When the revulsion of 1837 was in progress, and men found themselves compelled to retrench, to sell their fine houses, their horses, carriages and yachts, and to discharge their troops of servants, they looked round for some one to bear the blame of the reverse in their fortunes, and they fell foul of General Jackson. They never thought that the trouble which had befallen them was wholly the fruit of their own extravagance, overtrading, and running into debt; nor did they ever seriously inquire whether General Jackson could have caused the revulsion if he had wanted to do so, or what specific act he had committed which had ruined the country. They connected, simply enough, his specie circular and bank policy with the revulsion; and on the strength of this, accused him of causing it. Though it is manifest, at the present day, that Jackson's policy was perfectly sound and wise, they carried their hatred to him, and their distrust of his course to such an extent that they actually defeated Van Buren, his successor, in 1840, and gave over the country to the whigs.

The bugbear of the present day appears to be certain stockbrokers and the HERALD. As for the former, we are afraid that they have made very little by the revulsion. There are very few members of that band of illustrious and incorruptible patriots—the Board of Brokers—who can pay their own notes to-day; nine-tenths of them are bankrupt, and their business is ruined. Bulls and bears all seem to have gone by the board together. If they contrived the revulsion it was a bad speculation for them.

As for ourselves, we think it will be found as a general rule that the men who abuse the HERALD are either interested in fancy stocks, or are afraid of failing. Solid men of business, in secure circumstances, are greatly benefitted by the course we have pursued, and from them we are in daily receipt of letters breathing the most fervent gratitude for the timely warnings we have given them. They are our friends. We have one piece of advice to give them: don't buy the paper of people who abuse the HERALD, for they have a reason for doing so.

As for the parties on the other side the water who circulate the story that we have brought about the revulsion, they have by this time perceived their error; and we only hope that the journals whose credulity they have abused will not mete out to them the penalty they deserve.

THE THEATRES—THE BUSINESS AND THE CRITICS.—There has been a very general desire to know how the financial crisis has affected the city theatres, which are presumed to be the barometers of public feeling. From the indications of the past week, it does not appear that they have been materially affected by the pressure in the money market, although during the next six weeks it would not be surprising if one or two of them were obliged to suspend operations for a time. We have had at Burton's and the Broadway theatres two of the very best artists that speak the English language—Miss Charlotte Cushman and Mr. Charles Mathews. The largest receipts, we believe, have gone to Mr. Burton's house, and deservedly so, for Miss Cushman is an actress of whom every American may be justly proud. She is acknowledged both at home and abroad to be the very best tragic artist either in England or the United States, and she therefore merits the entirely legitimate success which she has made on her return to her native land. This success is the more gratifying because of an absurd attempt which has been made by some of the oyster house critics to deny her claims to the position which she occupied nearly twenty years ago, and in which she now stands without a rival.

Mr. Mathews, in his speciality, is a great actor, and has redeemed the fortunes of the Broadway. He has been good enough to overcome the effect of a very silly speech. We must tell him what we have said to several other clever people, that it is better to leave speech making (outside of the play) to the politicians. The success of Miss Cushman and Mr. Mathews is a complete vindication of the taste of the New York public, and refutes entirely the impression that nothing but the immoral drama would draw houses in this city.

The other theatres are, of course, somewhat affected by the crowded audiences at the largest theatres in town. Niblo's Garden, Laura Keene's theatre, the Olympic and the Bowery are, however, doing their usual business. At Wallack's, the engagement of Miss Heron has been a wretched failure; and it is a curious circumstance that the very same critics who wrote her up so ferociously last year, have now, almost to a man, left her among the breakers. This proves distinctly the truth of what we have said before, that the *furore* for the immoral drama was only a momentary spasm. People always come back to first principles; in art, as in everything else, only the true, the good and the beautiful can prevail to the end. And in their endeavors to put down Miss Cushman, the oyster house critics will fail precisely as they have failed to put up Miss Heron.

The New Field Opening in Republican Politics—Proposed Eradication of the Weeds.

Mr. David Dudley Field succeeded better at the Syracuse Republican Convention last week than even many of his friends anticipated. He succeeded in getting put at the head of the Committee on Resolutions; whereas it was apprehended that he would be kept in the back ground and only permitted to introduce his propositions as an independent side movement. As it was, his raking fire of grape shot at Seward, Matteson and Weed was made from the highest stand point, the most commanding position, and not from the rear of the ranks.

Does Mr. Field mean what he said about lobbying and official corruption? Are he and his particular friends in earnest? Let us see what he states in his address, which was adopted by the Convention:—

> Already the good name of our country has been injured by the stories which are current respecting the state of things at Washington, at Albany, and in the city of New York. There are jobbers in legislative grants and other private schemes hanging about the capital of the nation and the capitals of the States, who solicit members of congress and members of the state legislatures, and offer to the feeble minded and the wicked unworthy inducements for their votes. These things, fellow citizens, must not be allowed to last, for they sap the foundations of our institutions. Corruption must be destroyed or it will destroy the government.
>
> That there should be men of such unspeakable baseness as to sell themselves as they sell cattle is bad enough, but that such men should be able so to deceive the people as to reach places of trust, almost surpasses belief. One would think that an honest people would be sure to have honest representatives; but such is either the facility with which we are imposed upon, or such is the vice of our plan of election that we find many of our representatives corruptible, and what is more, we find, sometimes, that those who have been corrupted are renerated.
>
> Surely these things need only to be known to be corrected. There are two remedies. The first is the election of honest men—this would be certain and complete; the second less certain and complete—legislation. The legislative remedy which promises most success is, first, a different mode of legislation; and second penalties against what is call "lobbying."

Pretty good, that, for the party led by Thurlow Weed and represented by O. B. Matteson. Surely they ought to be able to wax warm and speak glowingly on corruption, for it is a subject which they understand. It is publicly stated that the clergyman who was detected in the seduction of a little girl, just turned of fifteen, at Burlington recently, was among the loudest of brawlers in his denunciations, not only of all carnal indulgencies, but of dancing and other social amusements. We once heard a grave and learned judge fulminate a terrible charge, at the opening of his Court, on the illegal practices of playing at cards and raffling. It was delivered to a Grand Jury the foreman of which had just raffled away a splendid horse, which the clerk of the court had won; and in the course of that evening these two worthies and the judge were seen sitting together at a card table playing for money.

Had Thurlow Weed introduced a different resolution into the Convention, and had Matteson supported it, we could have had confidence in their sincerity. That resolution should have read as follows:—

> Resolved, That the ways of transgressors are harder than we expected to find them; that the railroad grants, corruptly obtained, which were so sweet on our lips, have turned to ashes in our bellies; and, on the whole, finding that dishonesty don't pay, we are half persuaded to become honest, or at least to make a show of virtue.

The funniest part of the proceedings of the Convention was performed by Massa Greeley. They were discussing the nomination of State Engineer. General Nye appeared in the interest of the plunder section of the party. Our amiable and dirty faced contemporary is not destitute of some grit in his composition, and, in his reply to Nye's speech, turning with a leer in his eye and a squashy twinkle playing about his mouth, upon Mr. George Law and the whole regiment of that class of outsiders who were present, he exclaimed, "We do not want a candidate for State Engineer whom the contractors will come here to re nominate!" Pretty well for Massa Greeley; hit 'em again! The "old boots" evidently has not forgotten that thousand dollar draft business, in which he was used so advantageously by Matteson and the lobby at Washington. He is evidently determined to pay off those who raked their roasted chestnuts out of the fire with his paws. He feels as the New England clergyman did who was induced by one of his wealthy parishioners, while they were travelling in Canada, to take along a little extra luggage on his return to the States, and who was unceremoniously hauled up, just after crossing the boundary line, for having in his possession two trunks of smuggled goods. Greeley has no remaining fancy for Washington drafts on New York.

But, the by-play aside, what, really, does the work of this Convention amount to? If Mr. Field's address and resolutions express the real sentiments of the party—sentiments which they intend to live up to and carry into practice—why, then, Thurlow Weed, from the position of Warwick the king-maker, is degraded as low as a hangman's dog. If the bulk of the party mean what they say, a loud outcry will at once be made by their journals for the resignation of the expelled Matteson. Unless these events speedily follow, the bark of their resolutions is a vain and foolish rending of the air, like an idle dog's baying of the moon.

THE COMING WINTER—PREPARE IN TIME.—Instead of lamenting over the embarrassments caused by the present monetary panic, those who are wise will set themselves to prepare for its after results. Weeping over our misfortunes will not help us to remedy them, and prudent men will not wait until they are hopelessly crippled to take measures to provide against the prostration and exhaustion that must follow them.

Thus, for instance, in the course of the coming winter many of our large manufacturing establishments will be compelled either to work half time or to suspend their operations altogether. Iron founders, carpet manufacturers, upholsterers, builders, paper makers, and a host of other employers, who are more or less dependent on flush times, will be obliged for the next six or eight months to curtail their operations and to effect a retrenchment in every branch of their establishments. There will be very little building, and certainly very little in the way of house furnishing, done within that period. In most of the large manufactories a considerable reduction of business may be anticipated, and the pressure on many of them will be so great that they will probably be compelled to dismiss all their hands. This will throw out of employment a vast number of mechanics, and unless precautions be taken in time, the distress and suffering amongst the laboring population will be very great. It is, therefore, the duty of every employer and of every working man to prepare himself for this state of things. Although the pressure of distress cannot be avoided, it may, by care, be very much mitigated. Manufacturers, for instance, whose resources are not sufficient to carry them through the winter without the certainty of stoppage would do well to commence their retrenchments at once, so that they may be enabled to avoid that distressing necessity. By putting their men on half-time now, they will be able probably to pass safely through this critical period, and thus afford to a large body of industrious mechanics some resource against starvation. This would be better than continuing a month or two longer in full operation and then stopping short, when the rigors of the winter would render the effects of the suspension disastrous to a number of poor families. To mechanics themselves we would say—practice for a time the most rigid economy, deny yourselves everything that your necessities do not absolutely call for, spend no money on superfluous dress or idle junketing. Recollect that the lives of your wives and children depend upon your foresight and economy. Every dollar spared now will be worth ten when the horrors of such a winter as that which we have reason to anticipate will come upon you. The mechanic who gratifies unnecessary tastes or appetites in presence of the dangers which are threatening his family, we look upon as criminal.

As the large cities are likely to suffer most from the number of sufferers who will crowd in upon them during the pressure of the severe season, the municipal authorities should everywhere take care to anticipate as far as possible the heavy calls that will be made upon them. Thus, wherever there are works in contemplation which are likely to give employment to the laboring population, steps should be taken to complete the arrangements for putting them into operation. It is better to pay large sums for useful or even ornamental works than to have to dole them out in eleemosynary aid. By facing the difficulties that threaten us manfully, and making timely provision for them, we may pass over the winter without having to lament any extraordinary aggravation of suffering.

Screw and Paddle Steamers—Which are the Most Profitable?

When Robert Fulton sent his first steamer from New York to Albany—just fifty years ago—he adopted side paddle wheels as a means of propulsion. Except that the wheel was not covered by a wheel house, our river and ocean steamers present the same appearance to-day that Fulton's primitive craft did in the infancy of steam navigation. Cunard, Collins and Vanderbilt still employ the paddle-wheel, notwithstanding the facts which we publish this morning clearly show that this class of steamers is rapidly disappearing from the ocean. In another column will be found some comprehensive statistical tables that give a complete view of the different classes of vessels in use in the British navy and the British mercantile marine.

It will be seen that during fifteen years—from 1842 to 1856 inclusive—there were built and registered in Great Britain 10,759 sailing vessels, of an aggregate tonnage of 1,945,734 tons. During the same period there were built and registered 1,635 steamers, of an aggregate of 415,920 tons. This gives a total of 12,394 vessels and 2,361,654 tons. Of the number of vessels a little less than one-eighth are steamers, and of the tonnage not far from one-fifth. But it is in the vast increase of steamers beyond the increase of sailing vessels that we see the preponderating influence of steam as a motive power. During the most active ten years—from 1845 to 1855—the amount of tonnage of sailing vessels launched in a year increased only from 112,000 tons to 242,000 tons annually, or about 116 per cent. During the same period the annual steam tonnage launched increased from 10,894 tons to 81,018 tons, being 644 per cent, or more than eight fold, while the building of sailing vessels was but little more than doubled. Of vessels employed exclusively in the home trade and exclusively in the foreign trade, the following figures show the actual increase and the per centage of increase during seven years, from 1849 to 1856:—

TONNAGE IN THE HOME TRADE.

	1849.	1856.	Per cent Increase.
Sailing vessels	665,726	710,869	8
Steamers	54,089	67,616	25

TONNAGE IN THE FOREIGN TRADE.

	1849.	1856.	Per cent Increase.
Sailing vessels	2,016,544	2,912,674	44
Steamers	48,693	247,237	404

These facts are of the greatest significance. They show that the foreign commerce of Great Britain is fast leaving the old luggers—tubs with such appropriate names as Tortoise and Water Bruiser—for the sure and rapid transit guaranteed by steamers like the Baltic, Persia, the Himalaya and the Vanderbilt. Of the superiority of steamers over sailing vessels in these days of railroads, lightning telegraphs, quick sales and quick profits, there can be no question. Independent of the rapid transit and comparative certainty of arrival of goods and passengers, one fact will show the comparative cheapness of steamers. At the launching of the large screw collier, William Carey, in the Thames, the other day, it was stated confidently by the owners—prominent men in the London Coal Exchange—that in the rapid passages she would make, with 1,500 tons of coal, besides fuel for a round trip, she would do the work of twenty sailing colliers of 300 tons each. Now, an accurate computation of the number of hands employed on board of vessels of all classes in Great Britain, exclusive of masters, shows that, one vessel with another, a steamer requires a hand to every fourteen tons of the ship's measurement, while sailing vessels require a hand to every twenty-one tons. At this rate, though a coal or freight steamer requires a much less number of hands than a passenger vessel, the steam collier William Carey would require but 71 hands, while the twenty sailing vessels of 300 tons—required to perform the same amount of freighting in a given time—would need 286 hands. Here is the additional timber and cost of the vessels, the larger capital employed, besides the greater risk, the larger insurance and the additional expense of paying and victualling crews of four times the number required for the steamer. There are now in Great Britain 1,669 steam vessels, and of these 851 are ocean steamers, and 818 are employed on the rivers and bays. Of the ocean steamers 121 are in the mail service. A full catalogue of these was given in the HERALD a few weeks since. The steamers owned in the United Kingdom are valued at fifteen millions sterling ($75,000,000), and a late account says, "Vessels from 250 to 300 feet keel are springing up by the score, and before the expiration of another year the value of British steamers will probably be above twenty million pounds ($100 000 000)."

Let us now look at the material of which these vessels are made, and the style of engines and machinery. On Lloyd's List there are registered not every vessel in the kingdom, but 501 steamers—an aggregate of 234 143 tons. Of these 381 are iron screw steamers, 12 wooden screw steamers, 81 iron paddle steamers and 27 wooden paddle steamers. These different sorts, with the aggregate tonnage, foot up as follows:—

	No.	Tonnage
Total screw steamers	393	207 709
Total paddle steamers	108	26 434
Total iron steamers	462	223 537
Total wooden steamers	39	10 606
Grand total	501	234 143

The per centage of the various kinds of steamers built from 1841 to 1857 and from 1854 to 1857, and registered at Lloyd's, is as follows:—

Of each 100 steamers	Per cent of iron	Per cent of wood.	Per cent screw	Per cent paddle
From 1841 to 1857	92	8	79	21
From 1854 to 1857	93	7	88	12

The steamers and sailers registered at Lloyd's are principally seagoing, and some few—French, Belgian and others, trading at British ports—are foreign vessels. Here we have a comprehensive view of the various kinds of steamers, their number and class, that are in use in the British Isles. Taking every steamer now standing on Lloyd's list, and built since 1841, only 21 out of 100 are paddle steamers, and of the screw steamers 97 per cent are built of iron. Of those built since the commencement of 1854, eighty-eight out of every hundred have the screw propeller, and before another year is out nineteen out of twenty of all seagoing steamers will be built of iron and propelled by the screw.

These are simple facts, requiring some elaboration and examination of statistics to get at, but simple and instructive when brought before the mind at a single view. Will our enterprising shipowners have any difficulty in discovering the cause of the superior activity, energy and success of British steam enterprise, compared to our own?

THE LATEST NEWS.

News from Washington.

DESPATCHES FROM CAPTAIN HUDSON, OF THE NIAGARA—PROBABILITY OF A TELEGRAPH TO INDIA.

WASHINGTON, Oct. 3, 1857.

Despatches were received to-day at the Navy Department from Captain Hudson, informing the department that the Niagara had been hauled into the Keyham basin, preparatory to landing the submarine cable with the massive appendages of machinery. He sends a copy of a resolution of thanks from the company to the commanding and other officers of the telegraph squadron. A postscript is added to his letter, as follows:—"I have just been informed by the Admiral Superintendent Sir James H. Plumridge, that he had received a telegraphic despatch from the Admiralty not to have any of the cable landed until further orders. I can only conjecture, as the company have abundant time to manufacture another cable, that it may have been disposed of to the East India Company for laying out to India."

Captain Hudson also sends a copy of his letter to Mr. Seward, the secretary of the company, urging that there be no delay in removing the cable and machinery from the docks of the Niagara.

Naval Court No. 1 was not in session on account of the sickness of Commodore Lavalette.

Court No. 2 resumed the consideration of Lieut. Bissel's case. But little progress was made, witnesses being absent.

In Court No. 3 evidence in Lieut. Relil's case was closed, and his defence will be read on Monday.

I learn that a change in the Cabinet is contemplated, and that Charles Anderson, Esq., of Cincinnati, will be called to the executive council. Mr. A. has just written an able vindication of Mr. Buchanan against the old charge of slandering Henry Clay, just now revived by Governor Chase for electioneering purposes.

The New Tehuantepec Transit Grant.

WASHINGTON, Oct. 3, 1857.

The New Orleans papers of the 27th ult. publish the decree of Mexico in regard to the new Tehuantepec Company.

The route is to commence at the head of navigation on the Coatzacoalcos river. The railroad is to be commenced eighteen months after the date of the decree, and to be completed at the yearly rate of twenty-six miles and seventy-three yards, until entirely finished. Meanwhile the company must build and keep in order a good road, with the necessary bridges, for carriages for conveying passengers and merchandise of small weight. The surveys and plans are to be submitted to the Minister of Internal Improvements for his approval. The company are to build, within two years from the completion of the road, the necessary dykes and moles in the ports of Coatzacoalcos and Ventosa, and build immediately the works necessary for discharging vessels.

The government grants the necessary land for depots, stations, &c.; also the use of material from private lands by indemnifying the owners; gives the exclusive privilege of transportation and the power to levy tolls and transit dues not exceeding fifty cents a league each passenger nor one per cent a league for precious metals; the government to exact no import duties nor contribution except twelve cents for each package and passenger, payable monthly; the government to protect the line, but confer no right of trade on the Isthmus; the privilege to last sixty years, and the government to receive fifteen per cent on the net revenues whenever the dividends are declared.

The company assumes the payment of $600 000 to Falconnet, loaned Sico & Co., with interest and damages; also the delivery of all the mails along the line, and also the conveyance of all officers, troops, employés and agents of the government gratis; but metals and domestic merchandise are to be conveyed at twenty per cent less than the regular rates.

The government is to have two directors in the Board, and may establish espionage on the progress of the work. The company is to construct no fortification, nor give passage to armed forces, except on consent of the government, but shall discharge its employés when detected smuggling, and compel passengers to obey the revenue laws. The company is not to transfer or hypothecate privileges without the consent of the government. The line is to be free for transportation of the inhabitants of the whole world; but those who are not citizens of neutral countries are to be charged 25 per cent extra. A third of the stock is to be reserved for the people of Mexico for four months. Foreign sealed mail bags are to be respected by the officials. The navigation of the Coatzacoalcos is to be protected by the Mexican flag for the company's purposes.

The Antelope Outward Bound.

PORTLAND, Oct. 3, 1857.

The steamer Antelope sailed from this port for Liverpool via Halifax and Newfoundland, at five o'clock this afternoon.

Burning of a Propeller and Freight Warehouse.

SANDUSKY, Oct. 2, 1857.

The propeller Republic, of the New York and Erie Railroad line, was burned at the Southern Michigan and Northern Railroad dock this afternoon. She had a full cargo of selling freight and live stock, which was consumed. She was partially insured. The large freight warehouse of the railroad company caught fire from the propeller and was destroyed, with a portion of its contents. The building was insured for $10,000.

Indictment of Robertson for Poisoning his Wife.

ROCHESTER, Oct. 3, 1857.

John B. Robertson, cashier of the Eagle Bank, has been indicted by the Grand Jury for attempting to destroy the life of his wife by poison. Rumor says that of twenty-three jurors, only two were opposed to a bill. Robertson gave bail this morning.

Death of Two Firemen.

PITTSBURG, Oct. 3, 1857.

Two firemen, named B. M. Kincaid and Wm. Maxwell, injured at a fire yesterday by the falling of walls, died to-day.

The Maine State Fair.

BANGOR, Me., Oct. 3, 1857.

To-day the Maine State Fair closed its third exhibition by a trotting match for $200 premium. The conditions of the race were best two in three, free to all horses raised and always owned in Maine. The premium was taken by Lady Burnham, owned by A. Hodge, of Winthrop. Time: 2:45, 2:44, and 2:46. A second purse, free to all horses, was taken in three straight heats by Harry Walton, exhibited by J. O. Walton. Time: 2:44, 2:42, and 2:46. The rain of yesterday rendered the track heavy. On the whole the State Fair has proved highly satisfactory.

The National Horse Exhibition at Springfield.

SPRINGFIELD, Mass., Oct 3, 1857.

The trot between Flora Temple and Lancet commenced at 2 o'clock this afternoon, Henry Fuller, of this city; Elijah Simmons, of Albany, and Peter Dubois, of New York, acting as judges. Flora was to harness and Lancet under the saddle. Flora had the pole and won in three straight heats. Time, 2:30¼, 2:32 and 2:32; Lancet was hardly a length behind either time. There was eight or ten thousand people present.

Markets.

PHILADELPHIA STOCK BOARD.

PHILADELPHIA, Oct. 3, 1857.

Stocks heavy. Pennsylvania 5's, 78¾; Reading Railroad, 12¾; Morris canal, 40; Long Island Railroad, 7¾; Pennsylvania Railroad, 38¼.

NEW ORLEANS, Oct. 2, 1857.

Cotton.—Sales to day 2,500 bales at stiffer prices, but the quotations are unchanged. Middling 14c. a 14¼c. Sales of the week, 10,500 bales; receipts of the week, 28,500 bales, decreased receipts as compared with last year's, 53,000; stock in port, 60,000. Flour dull at $5 50. Wheat declining. Red, $1 05. White corn, 72½c. Lard dull and declined ½c.; barrelled, 15½c. Sterling exchange $1 a $1 01. Prime Rio coffee, 10¾; sales of the week, 3,400 bags; stock in port, 120,000 bags. Other articles generally unchanged.

BUFFALO, Oct. 3—1 P. M.

Flour was heavy and quiet. Wheat steady; sales 17,000 bushels at 80c. for Chicago spring, and $1 for white Michigan and Kentucky. Corn dull; sales of 4 000 bushels at 58c. Oats steady; sales of 3,000 bushels at 34c. Rye nominal at 60c a 66c. Whiskey heavy; retail sales at 19c. Freights—Corn 10c. to New York. Imports yesterday, 3,000 bbls. flour, 3 000 bushels wheat, 17,000 bushels corn. To-day the wind is ahead, and there is no fleet in. Money is very close.

Burton's Theatre—Miss Cushman's Romeo.

Women frequently play the parts of men in real life with effect, but on the stage such attempts are generally failures. We know no severer test to which an actress can submit her powers. The physical attributes of the sexes are so widely different that even where the accidents of nature help to diminish the distance between them, the line of demarcation is still too marked to permit the *vraisemblance* necessary to perfect effect. The highest point of excellence, therefore, to which a woman can attain in the representation of male characters on the stage, can only be said to be a distant approximation to the conception of the playwright. It may, nevertheless, be as highly finished and as admirable as an artistic effort, as the rendition of the same part by a thoroughly accomplished actor. Indeed, considering the physical difficulties that are to be taken into account, we question whether the success of the woman is not entitled to the higher meed of praise.

The character of Romeo, of all those bequeathed to us by the genius of the immortal English bard, offers perhaps the fairest chances of successful experiment to an actress of marked powers. It is so full of tender sentiment—is so wholly engrossed by its love, and passes so rapidly from the exuberance of happiness to the ravings of intense and passionate grief, that it presents to us the picture of a mind rather effeminate than otherwise. And yet, strange to say, this was one of the characters in which the powerfully developed and masculine genius of the elder Kemble, Charles Young and Macready was seen to most advantage. The fact goes to prove what is usually considered a solecism in art—that a picture may be seen to nearly equal advantage under two different lights.

When an actress like Miss Cushman attempts a part like that of Romeo, it argues an unbounded confidence in her own powers. She has not only to do justice to the conception of the dramatist, so far as a correct reading of the role is concerned, but she has also to render it through a medium unfamiliar to her habits, and in a costume strange to her. To do this even respectably is evidence of more than an ordinary show of talent, to achieve a wonderful success in the effort is proof that the actress possesses genius of the highest order. Miss Cushman has not only done all this, but more—she gives us a reading of the character which is peculiarly her own, and which although on none of the great histrionic models, is not the less as perfect and effective a picture.

Miss Cushman's performance last night fully justified the encomiums bestowed upon her in this character by the London press. It was full of passionate fire, of pathetic earnestness and concentrated energy, without once verging into the violent and noisy extremes in which mediocre talent is apt to take refuge. It would be impossible to give greater effect to the character, allowing of course for the physical disadvantages under which Miss Cushman labored.

Of the Juliet of Miss Susan Denin we have only space to say a few words. It was somewhat deficient in tenderness and delicacy of expression, but was nevertheless a creditable performance. Mrs. Hughes' nurse was a carefully finished picture, like everything that lady does. Of Mr. Fisher's Mercutio it is needless to say that it was an exceedingly happy performance.

ACADEMY OF MUSIC.—An elegant sacred entertainment, in which one hundred and twenty performers will take part, is to be given at this house to night. The selections comprise the grand oratorio of "Stabat Mater," Beethoven's "Pastoral Symphony," &c. To-morrow evening we are promised a repetition of "L'Elisir d'Amore."

The Turf.

The racing week is over, and nothing has occurred worthy of note except the two mile race of Wednesday for the proprietor's purse, in which were Shocco, Parachute, Nannie Lewis and Charley Ball. In this race there were four admirably contested heats, and all run in excellent time. The four mile race was a disappointment, the three mile race a failure—Parachute, one of the two horses to contend—having broken down in the two mile race referred to above, but the injury was not discovered until too late to notify the public of the casualty. A mile race was substituted, to satisfy those who were determined to see a race of some kind and two beaten horses of the Westchester stake of Wednesday were brought out and ran, making a very good race in capital time—1:51¼—1:54¼. The majority of those present were, however, dissatisfied; failures in the two most important events of the meeting being too much for them to overlook.

As the taste of the community in the United States will be satisfied with nothing short of four mile racing, it is to be hoped that all horses brought here may be able to run that distance. One and two mile racing, however swift it may be, is not looked upon in this country as sufficiently attractive, and will not draw—and alone will never prove remunerative. All the sporting reminiscences of the people are associated with great four mile events—such, for instance, as the race between Eclipse and Henry, the particulars of which every one is familiar with; that between Fashion and Boston,