DAMAGING EFFECTS OF THE FOG.

Collisions and Detentions of Steamboats—No Lives Lost.

The dense fog which prevailed on Monday night and yesterday has proved very destructive to vessels by means of collisions, and very annoying on account of a number of detentions, but we are happy to state that no lives were lost. At the time of the collisions of the steamboats Metamora and Commodore, Hunchback and Southfield, and the running aground of the Empire State, the utmost unnecessary excitement prevailed among the passengers, showing how deeply the fear of death on such occasions has been impressed upon the public mind by recent disasters. We give below full details of the damage, as far as learned.

THE ACCIDENT TO THE EMPIRE STATE.

The following is an authentic account of the accident to the Empire State, received from the agent of the Fall River line of steamers, Wm. Borden, Esq.:—

NEW YORK, Oct. 13, 1857.

The Empire State left for Fall River at her usual hour last evening. The fog which prevailed at the time shortly after she left town thick. While groping along, intending to come in the place of safety (her engine at the time slow off so as to give them but little more than steerage way), it became necessary to suddenly shear to avoid a lighter, which they made dead ahead. Before recovering her course, the steamer struck a rock, being at the time off the lower end of Blackwell's Island. Finding that she had received such damage as to cause her to leak badly, her course was at once changed and the way felt through the fog back to the city, where her passenger were all landed in safety. With her engine working as slowly as was then necessary in the heavy fog, and frequently stopping, the water gained upon her to that at one time it was above the cabin floor, but the leak was at no time beyond control, as was proved by the fact that at 11 o'clock last night she had been entirely freed of water without other aid than her own pumps. She now lays at the foot of Twenty-first street, East river, and at noon to-day will be put upon the balance dock and thoroughly repaired, and put in as complete order as before.

THE DAMAGE TO THE EMPIRE STATE.

This steamboat was found, upon further examination, not to have suffered so severely by reason of the accident on the East River, as at first supposed. Preparations were immediately made to remove her to the Dry Dock at the foot of Pike street, for repairs. The water was all pumped out of her within four hours after her arrival at the Twenty first street pier. A few of the passengers remained on board all night. The only fault found by the sufferers was, that the officers of the boat allowed them to remain in ignorance, both of the extent of their danger and the course they intended to pursue; for a few timely words from an official source would have allayed all their fears. Another passenger said: "Strange as it seems, no official intelligence was communicated to the passengers, either of the extent of the injury which the boat had sustained, or what was to be done." The boat was struck on the starboard side, and her timbers sprung and splintered, extending over, perhaps, twenty feet. The injury to the steamboat in consequence of her collision with a schooner, was comparatively slight.

The captain states that the engines had ceased working some minutes previous to the accident, as he was desirous of decreasing the speed of the boat, lest some collision might ensue. A tug took the baggage, &c., off the Empire State during the morning, and landed it at the pier of the Fall River line.

The steamer has two Worthington steam pumps, which were kept at work vigorously. In a short time the leaks were partially stopped by workmen, and before morning the vessel was pumped dry. The freight being on deck, was not at all injured, and has been transferred to the Metropolis, which left for Fall River yesterday afternoon.

The Empire State was built in 1848, by Samuel Sneeden; burned down the same year, and rebuilt in 1849. She is a strong boat, and well appointed. She carries seven metallic life boats, capable of holding three hundred persons. The number of her passengers at the time of the accident was one hundred and eighty, and the officers and crew numbered eighty. She had also an ample supply of life preservers. All the boats of the line are similarly provided with boats and life preservers.

SINKING OF THE STEAMER METAMORA ON THE NORTH RIVER.

During the dense fog which enveloped the North river yesterday morning, a collision occurred between the steamers Commodore and Metamora. The former left this city in the morning for Albany, and at about half past nine o'clock came in collision with the Metamora, which was bound down from Haverstraw and Nyack. The Metamora was struck forward of the gangway, and so completely cut through that she sunk in four minutes.

The Metamora's passengers were mainly taken on board the Commodore, and were transferred to the steamer Isaac P. Smith, and brought by her to New York. It is not known that any lives were lost, but it is thought that two or three persons perished. A man is said to have jumped overboard and not to have been seen afterwards, and another man and a colored boy are reported missing. The Commodore transferred her own passengers to the New World, also bound for Albany, and both boats returned to New York. The Commodore had her stem broken and leaks quite badly.

When the early Poughkeepsie train passed, at half past eight o'clock, two steamboats and some twenty row boats were trying to tow the Metamora ashore.

The cause of the accident is not yet certain. Those on board the Metamora claim that they blew their whistle to notify the Commodore of their approach, and backed water immediately; that the Commodore mistook the whistle for a locomotive, and was under full headway when she struck the Metamora.

The pilots of the Commodore state that they did not leave New York until five o'clock yesterday morning, although her time was five o'clock on Monday afternoon—the cause of the delay being that they deemed it advisable so well, as long as possible, the clearing of the fog. They state they moved very cautiously all the way up, blowing a whistle at short intervals. They heard no whistle from the Metamora, nor had they any intimation of the Metamora's proximity until the sound of of her wheels reached their ears.

It is conceded on all hands that there was no cause for any one jumping overboard, although we learn that a Mr. Davis, a merchant doing business at Haverstraw, immediately upon the occurrence of the collision, grasped his little child in his arms and jumped into the water, at the same time calling upon his wife to follow, which she did, taking the precaution to slip a life preserver over her head ere she ventured to jump.

It is said that the Metamora had but very few boats, and those mere skiffs, which were incapacitated from holding many, and that had the Commodore not brought their large life boats so soon into requisition the probability is that many would have been drowned, as those on board were so very much frightened that they seemed determined to jump into the water if the boats were not at hand. It is generally supposed, however, that all were saved.

THE COLLISION OF STATEN ISLAND FERRY BOATS.

The officers of the Staten Island Ferry Company deny that there was any serious damage done by the collision of the Hunchback and Southfield on Monday night, and say that as the Hunchback lay a little lower in the water than the Southfield she ran under her, ripping up a small quantity of her plank, and tearing off a portion of her own posts and stanchions, but that they could readily have run the boats the remainder of the evening. The following is the

STATEMENT OF A PASSENGER.

NEW YORK, Oct. 13, 1857.

The collision between the two Staten Island boats, last evening, was more frightful than the morning papers made it out to be. I myself being a passenger on board the Hunchback, and also being requested to give an account of the collision, I will endeavor to lay before you a brief statement of facts.

The Hunchback started from New York at 5 o'clock, on her down trip for the Island. There being a dense and almost impenetrable fog at the time, our captain wisely ordered the boat to clear the bow of our boat of the throng of people who stood looking about to see if there was fear of any accident. He then stationed some of his crew on the bottom. Fortunately for us that he did so, for when midway between New York and Staten Island, they started to the captain that the steamer Southfield was coming down upon us at a fearful rate. So sudden and unexpected was the meeting, and although almost every precaution was taken to prevent any collision, we did not see how that collision was inevitable. The passengers had just started for the stern of the boat, when a fearful crash was heard on all sides. We met bow to bow. The Southfield's starboard bow was terribly stove in, and cut down to the water's edge.

Our bow was completely torn up, the whole front was a mass of splinters; the flagstaff came tumbling down on the deck, and many persons barely escaped being struck by it. To show the frightful force with which we struck, needs but to state our heavy anchor was toned six or eight feet from its original place. Every one on board was taken off his feet and prostrated on the deck. One gentleman, Mr. John Keese Bailey, was thrown with great force down the stairs from the upper cabin, and trampled upon by the panic stricken throng, who rushed in frenzy to find something to save themselves with.

The panic that ensued was terrible. At least four hundred persons—among whom were two hundred ladies—were rushing to and fro, eager to obtain a life preserver to place around them. What few there were, were soon gone, and men and women could be seen with them clasped around their bodies. One gentleman, in the agony of despair, was seen to have five. No one knew the extent of the injury either steamer had received. Boats were put out from the Southfield to examine and cruise around. Our boat had but one, and that was rendered useless by being stove in at the time of the collision. Had we sunk, the loss of life would have been awful. At the time we struck, the passengers on both boats gave themselves up for lost, not knowing where they were, and the darkness of night, together with the gloomy aspect of things around, that were gathering thick and fast, was indeed enough to dishearten the bravest of them.

Having made a brief statement of facts, I now ask ought such things to be permitted? one boat, that could not twenty five or thirty people, to save 400 or 500 souls! Let the rigid eyes of the law look to this; this is indeed a call; and may the want of boats or of life preservers not be the cause of adding to the fearful disasters and loss of life that have so lately startled the community?

The steamers Southfield and Hunchback being thus disabled, the Sylph was put in commission to make the six o'clock trip from the Island. She had to encounter the same dense fog, and went ashore on Governor's Island, where she remained, with all the passengers on board, until three o'clock yesterday morning, when she floated off with the high tide and landed her passengers in safety. Her commander found his boat surrounded with rocks, and could not with prudence start his engine until the tide rose. The cause of the Sylph's going ashore was a defect in the lead line. It had been repaired, and a portion of it cut off, making the usual fathom tokens shorter. This deceived the man who was sounding, and caused the captain to run his vessel ashore.

THE STEAMER ISLAND BELLE ON A ROCK.

On Monday afternoon the steamboat Island Belle, Capt. Bergen, left Nyack at 3½ o'clock, with 190 passengers, half of whom were ladies and children. The fog came on very dense, but nothing material occurred until half past 7 P. M. At that time Capt. Bergen, thinking he had got too near the Jersey shore, had the steamer's head put directly about. This movement after a few moments caused the vessel to run on the rocks at the foot of Eighty-fourth street, a short distance above Burnham's.

The captain, it appears, had altogether, by reason of the fog, mistaken which side of the river he was on. The excitement on board was intense. The vessel ran perfectly square and fast upon the ledge, and lay within ten feet of the shore. The passengers describe the shock as seeming as if the steamer was about to part in the middle. She quivered and sprung or curled her bows upward, and her stern gradually settled into deep water.

This ledge of rocks runs out into the river, so that when the steamer first struck it was about 100 feet from the embankment. The passengers at first thought they had met with a collision, and the captain ordered down the small boat, which was immediately filled with ladies and children, and after pulling several strokes found themselves ashore. These clambered out of the boat and over the rocks, and raised an alarm. Gang planks were then rigged from the bows of the steamer to the rock in front of her, which was about fifty feet square and all the other passengers were landed in safety. Two of the vessel's officers were in the boat that was lowered.

Mr. Burnham went down and offered the accommodations of his hotel, but the passengers concluded to come to the city for the most part. The flagman at Eighty-seventh street, Hudson River Railroad, then ran up the road with a red light to warn the down train. The train stopped and took the passengers in to bring them down to the city.

The passengers left everything behind them on the boat. Several horses and a considerable quantity of merchandise were also left. Our reporter could not ascertain the extent of the damage to the boat, and from the last accounts she was still lying hard and fast upon the rocks.

MISCELLANEOUS ACCIDENTS.

The steamboat Joseph Belknap, from Amboy, with Philadelphia passengers, due at this port on Monday night, at 6½ o'clock, and the Wyoming, from Elizabethport, also due here about the same hour, did not reach the city until six o'clock yesterday morning, having been detained by the dense fog. The latter did not leave her dock at Elizabethport until yesterday morning. The former left at her usual hour, but was compelled to stop at Elizabethport.

The Sound steamers Connecticut and Vanderbilt anchored near Blackwell's Island on Monday night, and were getting up steam to proceed at half-past nine yesterday morning.

The following boats, which should have arrived much earlier, got in at 10 o'clock yesterday morning, viz.—The Elm City, from New Haven; Metropolis, from Fall River; Commonwealth, from Norwich; City of Hartford, from Hartford, and Governor, from Providence.

The City of Hartford passed the Granite State at half-past ten last night, just entering the Connecticut river. There was no fog then, but indications of one approaching.

The fog prevented the North River boats of Monday night from getting further than Yonkers.

THE EFFECT OF THE FOG ON THE FERRIES.

With the exception of the collision on the Staten Island ferry, there was no accident of moment on any of our ferries. One of the boats of the Peck slip ferry carried away a portion of the pier at South Tenth street, but on all the ferries of the Union Ferry Company, Jersey City and Hoboken, the regularity of the trips was not materially disturbed, and no accident occurred. Probably there are no more careful pilots than those engaged on our various ferries.

City Politics.

REPUBLICAN PRIMARY ELECTIONS.

The black republicans held their primary elections on Monday night, to choose delegates to conventions for the nomination of such city, county and Legislative officers as are to be voted for this fall.

As a general thing, the republicans had a quiet time. In a few of the wards there was some skirmishing, but nothing like a fight. The bone of contention now among the republicans, is the propriety of uniting with the Know Nothings in the local nominations. All the office seekers want a coalition if possible, but the old line republicans fear they will lose all the Germans if they consent to anything of the kind. As he office seekers are the strongest party, it is understood that a bargain and sale set of delegates have been elected.

The conventions to be held are as follows: Judicial, composed of five delegates from each ward, to nominate two Justices of the Supreme Court, two Justices of the Superior Court, one Judge of the Court of Common Pleas, and one Justice of the Marine Court. Convention meets on the 12th day of October, at No. 680 Broadway.

County Convention, to nominate District Attorney, Recorder, Surrogate and Register, to meet at the same place on the 15th inst.

Senatorial Conventions to meet on the 16th inst., at the following places:—

Fourth district—Corner of West Broadway and Franklin street.

Fifth district—No. 274 Grand street.

Sixth district—No 689 Broad way.

Seventh district—Corner of Third avenue and Sixty-first street.

The Assembly Conventions will meet on the 17th inst.

REPUBLICAN JUDICIARY NOMINATIONS.

The Republican Judiciary Convention met at No. 680 Broadway last evening, for the purpose of choosing candidates for the coming election. Ex-Justice E. P. Cowles occupied the chair during the evening. On motion, the nominations of the different candidates were made viva voce. The following candidates were put in nomination and nominated unanimously:—

Judge Supreme Court (long term)—Wm. Mitchell.

Judge Supreme Court (short term)—Charles A. Peabody.

Judge of Superior Court—Benjamin W. Bonny and Lamar Sherwood.

The Convention here adjourned until next Tuesday evening, when the remainder of the judiciary nominations will be made.

THE DEMOCRACY ORGANIZING.

Pursuant to the call of the Tammany General Committee the democracy met at their respective headquarters last night, to form two organizations, one composed of Wilson small democrats and the other of the rival faction. These two organizations will elect each two delegates to the several county nominating conventions, and the fifth delegate to each of those conventions will be chosen to night by the General Committee. The politicians are as busy as bees now a-days.

THE AMERICAN MAYORALTY CONVENTION.

This Convention met on Monday evening, and organized by the appointment of James W. Barker as Chairman and E. Meredith as Secretary. The chairman appointed Messrs. G. D. Dean, of the Thirteenth; B. E. Hancock, of the Sixth; Philip G. Monroe, of the Twenty-second; Stephen R. Kirby, of the Fifteenth, and W. Andrews, of the Seventh ward, a Committee on Credentials.

Upon motion, it was decided to admit the reporters of the various papers.

The Committee on Credentials reported favorably on all credentials but those of the Ninth ward, from which there were two delegations, headed by George Briggs and Geo. B. Dean respectively. The committee reported in favor of the latter delegation. The report was accepted, but on the question of its adoption the Convention decided to hear one gentleman from each delegation after which they should retire.

Dr. WITHERS moved, as a substitute, the original resolution, which, after a discussion of much length, was lost.

After a very long and tedious discussion the difficulty was settled by allowing each delegation to select one member—the third to be chosen by lot.

A committee was appointed to convey the decision of the Convention to the delegates from the Ninth ward.

The committee retired, and after an absence of about half an hour reported that the two delegations would rather return to their Councils than accept the decision of the Convention.

The report was accepted and the committee discharged.

A long discussion here ensued on a motion to adjourn until the 9th of November, in which there was a strong disposition manifested to conciliate the republican party.

The Convention then decided to adjourn until the 9th of November—the chairman having power, at the request of twenty two members, to call an earlier meeting.

After making the temporary officers permanent the Convention adjourned at 12 P. M.

KNOW NOTHING ASSEMBLY NOMINATIONS.

The Know Nothings of the Seventh Assembly district, composed of the Ninth and Fifteenth wards, are in a snarl. They have nominated two candidates for Assembly, viz: Charles J. Helder, of the Ninth ward, and Daniel Bowly, of the Fifteenth ward. Fortunately for the Hale, the district elects only one Assemblyman.

WILLIAMSBURG.

AMERICAN ASSEMBLY CONVENTION.—The American of the Sixth Assembly district have placed in nomination Mr. Wm. H. Hickox, of the Fourteenth ward. At their meeting on Monday evening resolutions were passed to the effect that they would not give their support to any man who was not sound on the American question and true to the interests of that party.

Madame Ristori and the Condemned Soldier in Spain.

MADRID, Sept. 29, 1857.

MY DEAR STRATTON—Affairs are going here very prosperously; the receipts have risen to 28,000 reals, without counting 8,000 reals of subscriptions.

Enthusiasm has risen to the highest degree, and it is easy to perceive that we are here in a warm hearted and sympathetic country.

A few days ago a soldier was condemned to be shot for having attempted to kill a sergeant who had struck him. The execution was appointed to take place on the morrow of the day on which we gave "Medea." The Queen and all the Court were at the representation.

A deputation of Spanish and Italian gentlemen came to me, telling me that I alone could save the life of this unhappy man, and that all the efforts which they had that day made to induce the Queen to spare him had been fruitless. I accepted the mission, and after the first act I went to the Queen's box and threw myself at her Majesty's feet, imploring her to spare the wretched criminal. The Queen yielded to my prayers, and at once signed the full pardon of the poor man. I leave you to imagine what an ovation awaited me when I reappeared on the stage in the second act. During at least five and twenty minutes it was impossible for me to speak a word, and the applause was continued throughout the evening till I went home. From that day the receipts have augmented more and more, and my residence here is one continued *fête*. The journals will, I dare say, give you further details. Good bye. Remember me.

ADELAIDE RISTORI.

The Sea View House Tragedy.

COURT OF OYER AND TERMINER.

FREEHOLD, MONMOUTH CO., N. J., Oct. 12, 1857.

The People vs. *Jas. P. Donnelly*.—To day was fixed upon by the Court for passing sentence upon Jas. P. Donnelly, for the murder of Albert S. Moses, at the Highlands, on 1st of August last. The Court assembled this morning, but postponed sentence of the prisoner until Thursday, owing to absence of his counsel. The Sheriff placed Donnelly in irons this morning, and refuses letting him receive his meals from the hotel. This action was taken in consequence of having found upon him some $300, and from other circumstances of a suspicious nature.

Mr. John Mitchel and Mr. Fleming.

TO THE PUBLIC—A CARD.

KNOXVILLE, Oct. 3, 1857.

To JOSEPH MAHEY, Esq.—I perceive that Fleming's published account of the little affair the other day is full of falsehood. For example, he says I was armed when I first attacked him. You know that I was unarmed, except with an ornamental cane, which instantly broke. But the strangest falsehood is, that in his subsequent speech to me upon the street, he suggested "an open and honorable encounter." This is the first time I have heard (or you either) of such a suggestion from him. You are aware that it was precisely to give him the opportunity of exacting such satisfaction that I followed down the street with you, where, as I understood, he awaited me for that purpose; that I expressed such intention to him; and when he reproached me with having attacked him "unprepared," demanded whether he was prepared then, and there expressed my disposition to give him any sort of satisfaction he desired; asked him whether he was there only to talk, and finally informed him that talk from a whipped man was of no avail.

All this he very naturally suppresses; but my object in this note is not to get you to contradict anything of his statement, as I presume that from the very nature of it nobody will believe it—and besides, I despise newspaper altercation. My object is to request you to call upon Fleming, and to tell him that neither you nor I heard anything of his allusion to an "open and honorable encounter;" that I am still willing (notwithstanding his falsehoods and abuse) to afford him that satisfaction, if he has the spirit to seek it—but not on the streets of Knoxville surrounded by an armed mob. You can suggest to him that Georgia is not far off.

All this I leave to you. If you agree with me that this course is admissible under the circumstances, you will do it for me; if you think otherwise, I shall be entirely guided by you, as I feel that I am perfectly safe in your hands. Faithfully yours, JOHN MITCHEL.

The Sickles Libel Suit against the Herald.

SUPREME COURT—SPECIAL TERM.

Before Hon. Judge Roosevelt.

OCT. 13.—*The People at the relation of Daniel E. Sickles* vs. *James Gordon Bennett*.—Mr. Benjamin Galbraith made application this morning for a writ of *certiorari* to remove the proceedings in this case from the Court of Sessions, for the purpose of reviewing the decision of Recorder Smith vacating a previous order made by Judge Russell, who acted with co-ordinate powers.

Judge Roosevelt granted the motion, and made the writ returnable on the first Monday in November. The following is a copy of

THE WRIT OF CERTIORARI.

The People of the State of New York to the Court of General Sessions of the Peace in and for the city and county of New York, greeting:—

We having been informed that Daniel E. Sickles, of said county, made complaint before William S. Davison, one of the Police Justices of the city of New York, against James Gordon Bennett, for an alleged libel upon him, the said Daniel E. Sickles, which complaint was sent by said Justice to the District Attorney of the city and county of New York, who placed the same on the files of the Court of General Sessions of the Peace in and for the city and county of New York, which Court at the September term thereof, by an order of the said Court, sent the said complaint back to the said Justice to enable him to process thereon, and give to the said James Gordon Bennett a hearing, pursuant to the statute in that case made and provided; and whereas we have been informed that at the October term of the said Court of General Sessions of the Peace, the said Court vacated the said order made at the September term, without warrant or authority of law, whereby the said James Gordon Bennett will or may be deprived of his legal rights in the premises, and we being willing, for certain reasons, that the said complaint, and all other proceedings touching the same before you remaining, should be certified and returned by you into our Supreme Court of Judicature before our Justices thereof, do command you that you do certify and return the same unto our Justices of the Supreme Court of Judicature, with all the proceedings thereto appertaining, at the City Hall in the said city, on the first Monday of November next, so that our Justices may further act therein, as of right and according to law ought to be done.

Witness, William Mitchell, Esq., one of the Justices of this Court, at the City Hall in the said city, the second Monday of October, 1857.

Allowed, J. J. Roosevelt.

By the Court. RICHARD B. CONNOLLY, Clerk.

BENJAMIN GALBRAITH, Attorney for defendant.

Supreme Court.

Before Hon. Judge Peabody.

APPLICATION FOR THE RESTORATION OF LOVE LETTERS.

OCT. 13.—*Mrs. Copway* vs. *Mr. Copway*.—This was a motion for an order requiring Charles Weimore, an attorney, forthwith to deliver up certain correspondence, "love letters," written by a Fifth avenue lady to the defendant, which Weimore got possession of and refuses to give up unless a claim for fees due him by Mrs. Copway is first paid. Mr. F. G. Young appeared as counsel for the moving party, and stated that the divorce suit brought by Mrs. Copway has been settled, and it was her desire that the letters sought for, which she had intercepted at the General Post Office, should be returned to her husband. Mr. Weimore, in opposing, was proceeding to read copies of the letters, when Mr. Young objected, as Mr. *esquire* of the writer's name, and the character of the letters, had nothing to do with the case. Judge Peabody took the copies, and after reading a portion of them, ordered that Weimore should immediately place the letters, and all copies of the same, in the hands of the clerk, Mr. Dusenbury, to await their final disposition.

Theatrical and Musical.

BROADWAY THEATRE.—The Ristori troupe will appear in a new bill, called "Il Barricchini di Parigi," this evening. The laughable farce of "Somebody Else" precedes it.

NIBLO'S.—Jerome Ravel's elegant new pantomime, entitled "Boreas," is to be performed for the second time to-night. The community of "The Combatants" is also announced.

BOWERY.—Three very popular pieces, the "Corsican Brothers," the "Duke's Progress," and "Valentine and Orson," are on the bills for this evening. The casts, as usual, are remarkably good.

BURTON'S.—Miss Charlotte Cushman is to play Mrs. Haller in "The Stranger," and Juliana in the "Honey Moon," on the occasion of her benefit this evening. Go early if you desire a seat.

WALLACK'S.—Mrs. Hoey, Mrs. Vernon, Miss Gannon, Messrs. Blake, Walton, Holland, Davenport, &c., will tonight appear in the comical pieces of "Delicate Ground," "Simpson & Co.," and "My Friend from Leatherhead."

LAURA KEENE'S.—The drama of the "Marble Heart," which created such a marked sensation at this house last season, is to be given, with the new farce of the "Quiet Family," to-night.

CHRISTY.—Keneke' popular play of the "Hunchback" is to precede the great local burlesque of "King Lager," this evening. Miss Ludlow, Mr. H. Clay, and other favorites appear in them.

AMERICAN MUSEUM.—The gymnastic feats, and particularly the pantomime called the "Goblin of the Wood," by the Carlo family, are daily and nightly winning much applause at this house.

GEORGE CHRISTY AND WOOD'S MINSTRELS are to commence operations in their new hall, in Wood's buildings, 661 and 663 Broadway, near Prince street, to-morrow evening.

BRYANT'S MINSTRELS continue to please about as many of their friends as can be comfortably accommodated in Mechanics' Hall, every evening. See their programme for to night.

THE ARCTIC REGIONS are graphically illustrated by the life like paintings now on exhibition at Empire Hall. None who have read Dr. Kane's narratives should miss seeing them.

THE OPERA IN PHILADELPHIA.—The *Press* of the 13th says:—Last night two new singers made their *début* at the Academy of Music. Verdi's opera of "Ernani" was played. Signor Bettarelli has a good, manageable and expressive tenor voice, and admirable manner, and some dramatic ability. Signor Tagliafico is a bass singer, with less power than almost any bass *profundo* whom we have ever heard, but with an expression charming beyond description. These singers are great acquisitions to the company at the Academy. Amodio was in magnificent voice, and took the *rôle* of the King. Madame Gazzaniga acted admirably, as she always does; her vocalization was rather uncertain; she did not achieve all that she attempted, and was about half a note wrong, as the music went, until the last act, when she recovered and produced a great effect. The performers were twice called out, and indeed the whole performance went off enthusiastically. The house was pretty well filled. To morrow evening a bumper may be expected, as "La Figlia del Reggimento" is to be produced, and few operas are so attractive.

Firemen's Torch Light Procession.

EXHIBITION OF ENGINE CO. NO. 11, OF ALBANY.

The reception of Engine Company No. 11, of Albany, by their fellow firemen in this city, last evening, was a very fine affair. The members of the different companies turned out in strong numbers, and presented a neat and imposing appearance. The Albanians were the guests of Howard Engine Company No. 34, and were warmly welcomed to New York the moment the boat was moored at the wharf, foot of Bank street. The torch lights attracted a great deal of attention, and added much to the éclat of the occasion. The usual welcoming having been gone through with, the procession started from the foot of Bank street in the following order:—

Police.

Two Delegates from each Company.

Howard Engine Company No. 34.

Board of Engineers

Relief Engine Company No. 11, of Albany

Columbian Hook and Ladder Company No. 14.

Pacific Engine Company No. 28.

Oceanus Engine Company No 11.

Warren Hose Company No 33.

National Hose Company No 24

Columbian Engine Company No. 14.

Gulick Hose Company No. 11.

Protector Engine Company No. 22.

Laurel Hose Company No 30.

Chatham Engine Company No. 15

Phœnix Hook and Ladder Company No. 3.

Star Hose Company No 34.

Lone Star Engine Company No. 50.

Alert Hose Company No. 41.

Paulding Hose Company No 37.

The line of march was up Bank to Hudson street, along Hudson street to Fourteenth street around Union square, down Fourth avenue to Twelfth street, through twelfth street to Broadway, down Broadway to Grand street, through Grand to the Bowery, through the Bowery and Chatham street to the Park, through the Park, up Broadway to Canal street, through Canal to Hudson, up Hudson to Barrow, through Barrow to West, through West to Christopher, through Christopher to Hudson and dismiss.

Each company was formed four abreast. Noah L. Farnham, Assistant Engineer, acted as Grand Marshal on the occasion, while James L. Cox, John Willey, and S. Burhans, Jr., officiated as aids.

Howard Engine Co. No. 34 looked remarkably well, and had their machine decorated in a neat manner.

The Albany company, a fine looking body of men, appeared in excellent spirits.

Engine No. 11 was illuminated in the most beautiful manner.

Hose No. 33 was nicely decorated with flags and garlands of flowers.

Columbian engine No. 14 was the theme of general remark. The company turned out in full numbers to show off their beautifully decorated machine.

Hook and Ladder No. 3 presented the most beautiful appearance. The apparatus was hung with a large number of lanterns—red, white, blue and green—while a pair of the most brilliant and powerful calcium lights were borne aloft on the body of the truck. The men carried lanterns in their hands instead of torches.

At the conclusion of the procession the visiting company repaired to the house of Howard Engine Company No. 34, where they partook of a sumptuous collation and enjoyed themselves heartily until morning.

MARITIME INTELLIGENCE.

ARRIVAL FOR NEW YORK—THIS DAY.

SUN RISES.....6 05 | MOON RISES.....morn 2 50
SUN SETS.....5 23 | HIGH WATER.....eve 6 55

Port of New York, October 13, 1857.

CLEARED.

Steamship Arabia, Stone, Liverpool—E Cunard.
Steamship Argo (Br), Benson, Bremen, &c—C H Sand, 1 ship (approximate, Child, Liverpool—Zerega & Co.
Ship Sebastian, Patten, New Orleans—J C Duncan & Co.
Bark A Brewer, Ulmer, Mobile—Lawlin & Hurlbut.
Brig Gwenet (Br), Smith, Windsor, NS—J S Whitney & Co.
Schr Tam Dunlap, Stacey, Pilatka—Van Brunt & Slaght.
Schr E M Demill, Hendrickson, Savannah—Demill & Co.
Schr M E Wells, Hallock, Wilmington—McCready, Mott & Co.
Schr Connecticut, McKinnon, Rockland—B W Trundy.
Scar M Waring, Hamblin, Boston—S W Lewis & Co.

ARRIVED.

Steamship Roanoke, Skinner, Portsmouth, &c, with mdse and passengers, to Lockman & Plessanne.
Ship Hope, Merrill Shields via Kirkwall, 40 days, with coal, to Manhattan Gas Co. Experienced heavy westerly weather; was 15 days making 17 miles so the westward; 17th ult, during the gale sprung a leak.
Schr Targent, Plummer, St John, NB, 14 days, with lumber, to order.
Schr Cabot, Nickerson, Boston, 3 days.
Steamer Peter, Arey, Providence.

BELOW

Bark Cossack, Ballard, from Penang June 28. July 6, lost overboard Joseph Matherson, of Prince Edward Island; Aug 4, lat 27 48 S, lon 47 13 E, passed bark Ceres of Salem, bound W. Experienced much heavy weather since passing lat 20 N, also in the gulf, stove boat, &c. (The Cossack was ordered to Boston.)
Also a Norwegian bark—Took by pilot boat Mary Ann.
A bark, with Dunham & Dimon's Glasgow signal.
Wind during the day very light; sunrise, NE; sunset, SE.

Miscellaneous and Disasters.

SHIP MAION (of Boston), Cole, from Hong Kong, supposed for Shanghae, is reported by telegraph, received at London, to have gone ashore on the Praias Shoal. From the nature of the place it is not probable that she will be got off. She is a fine ship of 1411 tons, built in 1844, at Chelsea, owned by Messrs Wm Appleton & Co, and probably valued at about $60,000.

BARK ARCELIA, of San Francisco, loaded with coal from Formosa, took fire at Shanghae from spontaneous combustion on the 12th July, and was only put out after thirteen hours of hard labor on the part of the crews of the steam frigate San Jacinto and the frigate Pique. By running her aground and flooding her she was finally saved.

SLOP GEORGE DARBY—Lewes, Del, Oct 12—The schr George Darby, Capt Mulliner, from New York bound to Aspinwall, with an assorted cargo, took fire in the hold on Saturday last, while lying in the harbor, and had to be run ashore and scuttled in order to extinguish the smouldering goods. Yesterday the holes were stopped and the water pumped out. The true America made an attempt to haul her off yesterday but did not succeed, and subsequently a portion of her cargo being discharged into lighters and as the vessel is but slightly damaged she will probably be got off to-day.

SCHR HARRIET MARIA, which was in collision with a steamer Niagara, lies upon the Long Island South Beaches. The body of Mr Daniel Higgins, Jr, was found on board entangled in the rigging.

SCHR MINNA SCHUTTER, from New Orleans at Rancas, which had been ashore on Padre Island, was valued with her cargo at $60,000.

Capt Sickley, of the brig Eastern Star, at New Orleans, reports having seen on the 3d inst, in lat 25 18, lon 79 50, a raft of about 150 tons (apparently new), waterlogged and abandoned, with her foremast and mainmast gone and only a stump left aboard, still attached to the vessel by the rigging. She had been in that condition apparently but a very short time. Ran down alongside of her, but could discover no one on board of her. Made some good-natured remarks to her out, but being able to board her, in blowing a gale of wind at the time and a very heavy sea. The name of her owners or her name were FORD.

Capt H W Harvey, of brig T M Mayhew, from Bermuda, will please accept our thanks for files of Bermuda papers.

LAUNCHED—At Frankfort 5th inst, from the yard of Webster, Treat & Co, a brig of 180 tons, called the Ann Tyler, to be commanded by Capt Andrew Tyler.

At Baltimore 12th inst, a schooner of 78 tons burthen, named the Mary E Wells, built for Messrs T Burgess and Captain Miller, of Virginia, and is designed for the Chesapeake Bay trade, under the command of the latter named gentleman.

Spoken, &c.

Br steamship Europa, Leitch, from Boston Sept 23 via Halifax 26th for Liverpool, Oct 1—by steamship Atlantic, from Liverpool Sept 30.
Ship Esmeralda, M'Manus, from Liverpool July 22 for Calcutta, Aug 31, lat 10 25 N, lon 18 30 W.
A large ship steering SE, with a black cross in her foretopsail, was seen Oct 4, lat 39½, lon 69 44.
Bark William, of Fall River, from Malaga for NYork, Oct —, lat 36 44, lon 74 30.

Foreign Ports.

SAVANNAH, Sept 26—In port ships Revenue, Howes, for Boston, one; Tropic, Nowell, for New Orleans 30th; and others as before.

DEAL, Sept 26—Arr Onward, Chase (Cape Chat for London; 29th, Odessa, Barstow, Sagenay for do (and proceeded).

DEMERARA, Sept 22—In port ship Tropic Bird, Foulkes, from Philadelphia; bark Harry Anna, McKinney, for Baltimore same day; Montezuma, Hanson, Boston, disg; Excelsior, Willard, from S Haven, arr 16th; Virginia, Ward, from Norfolk, arr 20th; brigs Thomas Crowbridge, Lanfare, for Barbadoes next day; Martha Ann Thompson, from Philadelphia, disg; Marietta, Gowing, from Baltimore, arr 21st.

MARATAM, Sept 12—Sld 11th by barks Nereida, Percival, for Malaga for Boston; Mary Boulley, Beasley, from Almeria for NYork.

BATAVIA, Sept 11—Sld 6th ship Danube, Carter, Mobile.

MONTEVIDEO, Aug 19—In port ship Jas P. Cooper, Nickels, from Antwerp, arr 7th, with cargo of guano, bound to Sag Ik.

MARSEILLES, Sept 21—Sld ship Jenny Lind, Littlefield, Batavia.

PORT AU PRINCE, Sept 30—In port bark Cordelia, Hopkins, from Jacksonville; and brigs Fox, Sanderson, from Boston; Hero, Enoch Benner, Woodward, from do; and Ida (Br), Carline, from do, arr 7th (with loss of mast), heavy; Caroline A White, —, Gale (White, deceased), for Boston 9 days; Linda, Cook, from Machias, arr 12th, for NYork; A G Washburn, Lent, from NYork, arr 12th; Cuba, Wallace, for do next day; Delhi, Kenney, for Philadelphia soon.

QUEBEC, Oct 8—In port brig James Cheale, Devine, for the Clyde 10d.

RIO JANEIRO, about Sept 5—In port ships Riverside, Cunlin, from Richmond, arr 31; Courier, Brenner, disg; barks Virginia, Miley, one; Hahnow, Baxter, from Philadelphia, disg; Reindeer, Simmons, from Pensacola, arr 4th; Henrietta, Ellis, for Baltimore, 10d; brig Eliza, Long, do for and others.

SMYRNA, Aug 22—Arr bark Our Union, Aeck, Philadelphia.

SAN LUCAR, Spain, Sept 5—Sld bark Belgica, Phinney, Boston.

ST THOMAS, Sept 16—In port brig Harlan, Chadbourne, from Boston, just arr; schrs W S Hersey, Colburn, from Philadelphia, arr 11th; May Queen, Jones, from Antigua arr 12th, for Remedios next day. Brig Magnet, Shasseldford, from Baracoa, arr 15th, and sld 16th for Vera Cruz. Schr Napoleon, Summers, from Port Spain, arr 10th and sld 11th for Remedios.

ST JOHNS, PR, Sept 30—In port schr H W Fry, Wilson, for Baltimore 2 days.

Home Ports.

BOSTON, Oct 12—Arr bark Leon, Farris, San Lucar, Sept 30; brigs Nereus, Atkins, Malaga; schr Gen Yeager, Ford, Port au Prince. Sld (or 13th) ship Florence Nightingale, Gates, Liverpool; barks Fenelon, Holmes, Valparaiso; Lim, Freeman, Buenos Ayres; Tremont, Baker, Leghorn; brigs Leonard Berry, Berry, Rio Janeiro; Wm Parrington, Weeks, Jacksonville to load for Port Spain; schrs Joseph Hesseron, Baker, Baltimore; Princess, Lovell, New York. Sld, wind W to E and SE, moderate, ship Halcyon, brigs Canton, and Eudora.

13th 6 PM—Arr (by tel) barks Osmanli, Gordon, Palermo; Belmont, San Lucar.

BALTIMORE, Oct 10 & 11—Arr steamer Henry P Beach, Ramsay, NYork; ships Montezuma, Carter, Liverpool; Johanna Wheldon (Brem), Ehrenkrantz, Bremen; bark Maryland (Brem), Hellmers do; brgs Queen Victoria (Br), Durant, St Vincent; Farah Hersler, Clark, Machiasport; Pactolus, Taylor, and Winyaw, Wyman, Boston; schrs Inkerman (Br), Alkema, St Johns, PR; Giraffe, Clark, and Ada Frances, Coombs, Windsor