

NEW YORK HERALD.

JAMES GORDON BENNETT, EDITOR AND PROPRIETOR.

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AMUSEMENTS THIS EVENING.

- NIBLO'S GARDEN, Broadway.—PATRIOTTE.
BOVEY'S THEATRE, Bowery.—FRANCON—RAOUL.—HANS-BOSS JACK.
BUTCHER'S NEW THEATRE, Broadway.—EMILIE OZERA.
WALLACK'S THEATRE, Broadway.—NOTHING BUT NOTHING.—NEPTUNE'S DEBATE.
LAURA KENNES THEATRE, 6th Broadway.—LORDS AND LADIES.—JERRY LIND.
FARMER'S AMERICAN MUSEUM, Broadway.—ARTIST AND BREVET.—THEODORE'S MIND.—DR. VALENTINE, & CO.
WOODS' MINERAL BUILDING, 141 and 143 Broadway.—METEORICAL AND THE OLD CLOCK.
MICHIGAN'S HALL, 42 Broadway.—SERVANT'S MISTRESS.—MRS. BOND AND BUREAU.—RICHARD THE THIRD.
CAMPELL MINGRELS, 44 Broadway.—ETIOPIAN CHARACTERS, BOGUS, & C.—LA MOYNE MARRIAGE.
ODD FELLOWS' HALL, Hoboken.—MR. MARRIAGE'S "HOW AND WHY" OF TRAVEL IN MANY LANDS.

New York, Tuesday, October 5, 1858.

MAILS FOR EUROPE.

The New York Herald—Edition for Europe. The Cunard mail steamship Niagara, Capt. Miller, will leave Boston on Wednesday, at noon, for Liverpool. The European mails will close in this city at ten o'clock, at half past two o'clock to go by railroad, and at four o'clock to go by steamer.

MAILS FOR THE PACIFIC.

New York Herald—California Edition. The United States mail steamship Moses Taylor, Captain John McGowan, will leave this port this afternoon, at two o'clock, for Aspinwall.

The News.

There were no indications of the steamship Nova Scotia at Point du Loupe late last night. She will bring four days later news, and is now overdue. The Norwegian ship Catarina arrived at Quebec on Sunday, with twenty-two additional persons saved from the steamer Austria. Their names, together with an interesting statement by a passenger, will be found elsewhere.

The vessel sunk at Montauk Point proves to be the Haidee, of New York, and not the Elizabeth, as previously reported. The Haidee sailed from this port last January, for Gibraltar. From there she went to Cadiz, and thence to the coast of Africa, where she took in a cargo of 900 slaves, and then proceeded to Cuba. She arrived safely at Havana, where the captain and owners left her. The vessel then went to sea under the charge of the mate, who scuttled and sunk her off Montauk Point, the crew going ashore in the boats and then dispersing in different directions. Three of the men were arrested in this city a few days ago, and were placed in confinement. Macomber, the mate, was arrested near New Bedford, and brought on to this city by a deputy of the United States Marshal. The prisoners say little about the matter, and it is difficult to obtain information from them. All the facts, however, so far as they have been elicited, will be found detailed in another column. The Marshal intends to have the Haidee raised if she is worth the expense. It is understood that the sailors were Portuguese, and that nearly all of them have succeeded in getting out of the country.

A serious riot occurred on Sunday night at the Metropolitan Gardens, near Yorkville. This place is owned by an Italian, and much frequented by the Italian residents of the upper part of the city. The difficulty had its origin in an Irishman standing against an Italian woman, and knocking her down. The Italians immediately made an onslaught on the Irish, armed with guns, pistols, and knives, killed one man outright, and severely, if not mortally, wounded three or four others. A policeman, who attempted to make arrests, was obliged to fly for his life. Subsequently, however, the place was taken possession of by the police, the inmates arrested and the premises searched. The police found large quantities of valuable stolen goods secreted in different parts of the house, the proceeds of various burglaries committed by the Italians, Sicilians, and others. Some of the stolen property has been identified. A full report is given elsewhere.

A large ratification meeting of the democracy of Kings county was held last evening in front of the Brooklyn City Hall, to ratify the State and county democratic nominations. Speeches were made by the Hon. George Taylor and others, and a good deal of enthusiasm was manifested.

The Board of Aldermen met last night. A message was received from the Mayor relative to station houses. A resolution was passed against certain abuses in the omnibus in collecting fare. The Corporation Counsel was called upon to report whether the Commissioners of the Sinking Fund have power to lease the ferry franchises at auction; also to state why he did not take proceedings to satisfy the Lower claim, as directed. A voluminous report from the Joint Committee on Accounts was laid on the table and ordered to be printed. We have the document in type, but are compelled to omit it for want of room. The subject of a new census of the city was referred to the Committee on Ordinances. The committee on the Comptroller's communication relative to the Lower claim, after a long discussion, was adopted. An injunction restraining the Board from repealing the Fourth avenue steam ordinance, was referred to the Committee on Arts and Sciences, and the Board adjourned to Thursday.

pany. M. Cross was put into contempt for leaving the chamber without the President's permission, and had not been purged of the contempt when the Court adjourned. After the adjournment some hot words ensued between the President and Mr. Cross, but they separated without coming to any further difficulty.

The German Conference Societies resumed their sittings yesterday at Pythagoras Hall. The order of the day was a discussion of the petition to be sent to Congress, having for its object the better protection of emigrants on shipboard. The Hon. John Cochrane offered his services to the Conference, believing that he could afford them valuable information on the subject of shipping regulations. After an animated discussion of the abuses of the luggage system, the Conference adjourned until this morning.

The Rev. S. L. Baldwin, of the Methodist Episcopal church, with his lady and Mrs. Heniah, and Miss Sarah Woolston, of Trenton, N. J., and Miss F. A. Potter, of New York, sailed yesterday forenoon in the clipper ship Empress for Shanghai. The reverend gentleman goes out as a missionary of his church to enlighten the subdued Chinese in the glorious truths of Christianity. The ladies who accompany him will act in the capacity of teachers to the female inhabitants of the Celestial Empire. Three ministers of the Dutch Reformed church also take passage in the Empress for Shanghai, but are afterwards destined for Amoy and Fuh Chau. For the former place the Rev. Alvan Ostrom and lady, and the Rev. Mr. Rappaljee are "set apart"; the Rev. L. P. Peet and lady go to the latter place. Their departure from our city has created much interest in their respective denominations.

Judge Brady gave his decision in the Fourth avenue railroad case yesterday. The Judge gave it as his decision that the Common Council has full power to grant the use of steam, and to repeal the privilege whenever they see fit; that steam is not a nuisance, but a motive power of great utility. The Judge denied the motion to restrain the Corporation from repealing the ordinances, and dissolved the injunction.

The October term of the General Sessions commenced yesterday. Recorder Barraud presiding. The grand jury panel was called, and a quorum not being present, those answering to their names were discharged till Tuesday. A sufficient number of petit jurors were in attendance to allow the business of the court to go on. Richard Barry, who was indicted with two men named Bush and Thompson, for a felonious assault upon Philip Wolfe, pleaded guilty to assault and battery, and was remanded till Saturday for sentence. The indictment against Richard Barry for robbery was discharged. William Mulligan was arraigned on an indictment for assault and battery on James F. Warner, said to have been committed on the 27th of July, to which the defendant pleaded not guilty. Mr. Sedgwick, the District Attorney, strenuously urged it on for trial, but the Recorder set it down for next Monday. It is but just to Mr. Sedgwick to state that the attacks made upon him by an obscure city paper for alleged neglect of duty in failing to protect the interests of the people, when Mulligan pleaded guilty to assaulting Capt. Webb, were entirely unwarrantable. Charles Hawkins, a notorious thief, was convicted of grand larceny, having stolen a quantity of jewelry from Mary La Cost, 64 Laurens street. The defence called a number of witnesses, said to be bad characters, and the jury would not believe them. Hawkins was sent to the State prison for five years, having served two terms in that institution already. John Carney was charged with stabbing Cornelius Fridgen on the 10th of August, and with the consent of the prosecuting officer, pleaded guilty to assault and battery. He will be sentenced on Saturday.

Counsel for Mr. Ray Tompkins and Mr. J. C. Thompson, in the investigation now proceeding before Judge Metcalf, into the alleged charges of arson at Stapleton, Staten Island, closed their case yesterday. Ex-Judge Dean and Mr. Arthur will sum up for the defendants on Thursday next. At eleven o'clock yesterday a large number of speculators and others assembled at the City Hall. It was expected that the furniture of the Governor's room and all the other moveable property of the Corporation would be sold at auction by the Sheriff at that hour, according to announcement. To liquidate the debt of \$200,000 which the Supreme Court has affirmed the city owes to Mr. Lowber. No sale took place, however, Mr. Lowber agreeing to have it postponed till Friday next, in order to afford the Mayor and Corporation an opportunity of effecting some more favorable arrangement with him in the meantime.

By the arrival of the steamship Cahawa we have news from Havana dated on the 29th ultimo. The city was very healthy. Sugars were quiet in the market, but holders firm. One hundred and twenty thousand boxes remained on hand. Freights continued very dull. Exchange on New York was at four and a half to five per cent premium. Our correspondents in Havana state that acting Consul Savage, of the United States, did not pocket any portion of the one thousand dollars awarded to him for his information to the Executive in the case of the American slave brig Perkin, but that he had donated it in charity, and for law and other incidental expenses of the Spaniards in the case. Nine hundred negroes had been landed near Cardenas from the American bark Haidite, which vessel is insured in Paris. Captain Wright had left for New York to order the building of steam vessels for his new line between this city and Havana, which has been finally approved of by the Captain General.

Late accounts from Mexico state that the liberals were forming an army at Vera Cruz. General Vidaurri was at Potosi on the 13th ult. Miramon had declined fighting. The Santa Fe mail arrived at Independence, Mo., on the 2d instant, with dates to the 13th ult. from New Mexico. There was considerable political excitement in Santa Fe. The Apaches were still troublesome, and had stolen some government property. Mr. Craig, a government contractor, is supposed to have been murdered by Indians. The British brig Esperanza, from Vera Cruz, bound to Liverpool, with a cargo of mahogany, was picked up in the gulf by the steamer Orizaba and towed into Apalachicola. The captain had died, and all the crew were ill of fever. Another account states that not but two men and a boy were living on the 28th ult., when the Orizaba fell in with her.

Coroner Hills held two inquests yesterday at the New York Hospital. One was on the body of a Prussian soldier named William Stoy, who came to his death by swallowing a dose of arsenic. The other inquest was on the body of William Hovey, who died from injuries received by the premature discharge of a cannon on board one of the Galway steamers. An inquest was also held at the Alms house on the body of a pauper named Robt. Park who died of phthisis. Coroner Perry held an inquest at 142 Charles street, on the body of Mrs. Mary Ann Cicca, a native of New Jersey, who died from the effects of accidental burns received on the 4th ult.

John P. Housewright and John Hackett, of 55 Broadway, were arrested yesterday and held to bail, on a charge of winning \$530 at faro, from a drover named Benjamin F. Hibler, residing at Paris, Kentucky. A fire occurred at 195 Second street yesterday morning, occupied as a clothing store by Simon Bacharach. Damage to stock and premises about eighty dollars. Another fire occurred in a frame two story dwelling in 122d street, near Third avenue. Loss \$1,500. The bottle establishment 127 East Eleventh street, took fire yesterday morning, and was entirely destroyed. Loss on stock \$10,000, on building \$1,500. Some tenements in the rear

a good part of which was in transit. The market closed quite steady. Should the present favorable weather continue to a late period in the season at the South, it cannot fail to inspire more confidence in larger estimates of the growing crops; yet prospects may be varied at almost any moment. The occurrence of an extensive equinoctial storm, which has not yet been felt on land, followed by the advent of killing frosts, would materially lessen the ultimate yield. The crop, at best, is late, and this is a most critical season of the year. But let the crop reach 3,500,000 bushels, or even 3,400,000, to which some parties are disposed to raise their estimate, yet, with cheap bread, cheap money, and peace in Europe, and especially in England, it will all be wanted, and at remunerative prices to the producer. The receipts at the ports since the 1st of September exceed those for the same period last year by about \$6,378 bales. The exports to Great Britain are about 12,429 bales, and those to France 10,753 bales, making a total of 24,228 bales in excess of those for the same period last year. The flour market was depressed, and with moderate sales; prices closed at 25c. a 10c. decline, and some grades of inferior were quoted at 15c. lower. Wheat was 2c. to 3c. lower, and in some cases of inferior grades even a larger concession was claimed. Corn was rather easier, but more active. Pork was heavy, with sales of most at \$14 50 a \$15 00 for old, and at \$17 for new prime at \$14 50 a \$15 00. Sugars were firm, and closed at about one-eighth cent per pound better, with sales of about 500 a 1,000 hhds. and 500 boxes Cuba at rates given in another column. Coffee was quiet, but steady. Freights were offering to a fair amount for Liverpool, while engagements were moderate and rates somewhat irregular, though in the main steady.

Routes to our Pacific Empire—The Dawn of a New State of Things.

A good deal of activity is being displayed in opening new and re-opening old routes to California and the Pacific shore, which promises at no distant day to be productive of fruitful results. The Tehuantepec company is earnestly at work sending down coaches and a river steamer from here, and cattle and materials from New Orleans to Minatitlan, and confidently expect to carry a mail through on the first of November. The steamship Quaker City, Captain Shufeldt, will leave here for New Orleans on the 9th, and that port on the 27th instant for Minatitlan, from whence the mail will be carried across to Ventosa, a distance of about 150 miles, in Concord stages, and there it will connect with the Pacific mail steamers for San Francisco. By this arrangement the company anticipate being able to run the mail through from New Orleans to California in fifteen days, arriving on the same steamer with the Panama mail, but with one week's later news. The return trip will be made in the same way, leaving San Francisco at the same time, with the Panama mail, and reaching New Orleans by way of Tehuantepec one week sooner than the mails that go to Panama. We understand that the Tehuantepec Company intends to make liberal arrangements for the conveyance of passengers and treasure, and are confident that they can keep the route permanently open, and up to time from the start.

While these preparations have been going on for opening the Tehuantepec route, similar labors have been actively prosecuted for opening the Nicaragua route under the auspices of Col. Joe White and the White-Stebbins grant. This company has dispatched the steamship Hermann round Cape Horn for the purpose of performing the sea service on the Pacific, and have sent out two river steamers to San Juan del Norte for the river and lake portion of the line. There is some difficulty as regards the validity of the grant by Nicaragua, that government maintaining that it has lapsed, and no announcement of the time of opening this line has yet been made. The company no doubt awaits the intelligence of the arrival of the Hermann at San Juan del Sur, and of the Case-Yrisarré and her companion river steamer at San Juan del Norte, before committing itself to the public. The arrangements for this line have been made without much publicity, the first announcement of the proceedings being the report given in the HERALD a few weeks since, of the sailing of some of the steamers. We hope there will be none of the mismanagement in this matter that has marked the past history of the Nicaragua route.

Coincident with these sea and isthmus routes is the opening of the wagon road overland route, of which we gave a full description in the HERALD of the 26th ultimo. This enterprise has been undertaken by contract with the Post Office Department by a company styled the Overland Mail Company. The route runs from St. Louis to Fort Smith, on the western border of Arkansas; thence to Franklin on the western border of Texas, near El Paso; thence through Arizona to Fort Yuma on the Colorado, near the head of the Gulf of California, and from there by land to San Francisco. The distance traversed by this line is 2,651 miles, of which 664 are from Fort Yuma to San Francisco, and the schedule time is twenty-five days. This line, besides taking the mails from our Western States to California, will open facilities for regular correspondence with large tracts of territory which have hitherto had few and uncertain means of communication, and are comparatively unknown to the great mass of the people. The popular idea is that it is a vast sandy waste, bounded on the west by almost impenetrable mountain ranges; but there are large tracts well adapted to the support of man, and at no very distant day they will become favorite resorts for emigrants and the universal Yankee land speculator.

From present appearances, therefore, we shall soon have four routes to California permanently opened to correspondence and travel. We present them here in a tabular form, with their respective distances and time of transit to San Francisco from New York:—

Table with 3 columns: Route, Miles, Days. Overland route... 2,651 25. Tehuantepec... 2,400 21. Do. from New Orleans... 4,521 15. Nicaragua... 2,700 22. Panama... 4,992 23.

efforts have been earnestly seconded by Governor Brown, the Postmaster General, and the result will be that before the present year will have expired, traders, travellers and emigrants will be able to go to our Pacific States without expending a sum that is a fortune to a poor or young man just starting in the world.

European Crowns and Democratic Securities—A Hint to Queen Victoria.

The crowned heads and coronets of Europe are doing an active business in the way of investments in this country; and all alike, from the monarch whose throne has stood unshaken for a thousand years, to him who is the heir of his uncle of yesterday, are placing large sums in safety on freedom's side of the Atlantic. Whether this arises from a greater confidence in the stability of free institutions, or because a better interest is obtained here, where everybody tries to employ to advantage more capital than he possesses, or whether it is the simple act of a wise foresight, matters little, and we do not care to inquire. Suffice it that the fact is so. Kings and princes are sending large sums here; and this fact may have no small share in producing the plethora of money seeking employment, now to be observed among us.

One of the leading operators in this way is Christina, dowager Queen of Spain. She is one of the richest individuals in Europe, and probably the greatest business woman in the world. Her operations are not confined to any one country or any single class of securities. She dabbles in everything. Driven from Spain, she has her first in every speculative project in the Peninsula. She has contracted with the Pope to build the railways of the Papal States. Her investments in the French railways have been large; she has bought Malmaison, the former residence of Josephine, and now owns the Courrier de Paris newspaper. She has been one of the most successful operators in the Cuban slave trade, and has innumerable projects in Cuba—among which are the Havana gas works, several fine sugar estates, and many tracts of fine lands. At one time, when she was paramount in Spain, it is said she offered to lend her influence to the sale of Cuba to us, provided we would give her the land the walls of Havana stand on. She has two or three agents in this country—one being in Philadelphia, one in New Orleans, and another without a fixed location. Each of these is supposed to control investments to the amount of one or two millions of dollars, scattered in real estate, railway securities and State stocks.

Louis Philippe was well known to have large possessions in this country, and the last visit of the Prince de Joinville was principally to look after them, and to see if they promised well in the future. The heirs of the house of Orleans have retained these, and are continually adding to them. Louis Napoleon has followed the example of Louis Philippe, and has several active and shrewd agents in this country looking out for good investments, in which the savings of the Parisian improvements and the pickings of the empire may be made at once safe and to pay a good rate of interest. There is no doubt that he has sent here from three to five millions of dollars in this way, and that he looks upon them as being much safer than the sceptre he plays with.

But the greatest operators in safe investments here are the petty princes of Germany. The German houses through whom they operate have become a marked feature in our money market, and they control some of the most prominent of our railroad securities. It is estimated that the sums invested in this way among us by the dukes, counts, barons and timid capitalists of Germany amount to fully fifty millions of dollars. One of the most curious features in this system is the fact that European capitalists control some of our leading railroads, and these railroads control the political affairs of several of our most prosperous States. In this way the Duke of Baden-Baden has more influence in New York politics than he has in those of Germany, and a bigger share in the per centages of the Albany cliques than in the gambling banks of his own duchy.

Now, in view of this prosperous state of things, and of the fact that Queen Victoria will neither come over to see us, nor lend a baby to open the Canadian exhibition, we suggest to her whether it would not be well to invest a few millions in democratic securities. Crowns are slippery things, and she has a large family to provide for. Suppose, then, she puts in for some safe American investments. Every one of her English lords has his pocket full of them, and finds them to be, after all, the safest and best paying investments. We would advise her to buy out one of the leading New York railroads, and send her proxy to sit with Corning and our other railroad men in high conclave upon New York politics. They now rule the State, and some of her kingly cousins are already represented there.

CONDITION OF THE FINANCE DEPARTMENT.—STATEMENT OF HOMER FRANKLIN.—We publish in another column a letter from Homer Franklin in reply to a communication from some of the leading tax payers in the city, relative to his labors in connection with the Joint Committee of Accounts. It is a very clear and satisfactory exposition of the mode in which the affairs of the Finance Department are conducted, with which no man is better acquainted than Mr. Franklin, to whose efficiency and ability the public are indebted for the exposure of many frauds in the city government, as well as the suggestion of many remedies for the disgraceful condition now existing in the public affairs of this city.

In the communication referred to, Mr. Franklin shows that over thirty-eight millions of dollars have been placed in the hands of collectors of assessments, for collection, during the last five years, and not one of their accounts was ever audited or adjusted until he undertook to do it—with what result we have already been made acquainted through the medium of his reports, published in the HERALD from time to time. The most deplorable confusion, and worse than confusion, exists in all the public departments, especially in the Comptroller's office, where all the fraud and plunder have been tacitly sanctioned by the incapacity of the present incumbent. Mr. Franklin proposes a remedy, which will at once strike any sensible man as the only available one—namely: the auditing of every account in the Finance Department, which has never been done, by a competent and faithful accountant. Mr. Franklin says:—

Under such a method of auditing and bookkeeping as I have matured, not only would the liability to losses by negligence and fraud be greatly lessened, it is entirely removed, but a balance sheet from the principal ledger would be a self-explanatory report, showing at a glance the expenditures in every department of the city government, under proper captions, the amount of collected revenues from every source, the amounts uncollected, and who are held responsible, the state of all accounts for which appropriations have been authorized, the true cost of the city's property, and the true amount of the city's

to expect from the chief officer of the Finance Department of the city of New York.

By the present system of irresponsible departments, with no one to check them, there is no limit to the fraud which may be committed; and to meet this difficulty Mr. F. proposes that the collection of assessments should be placed in the hands of one responsible officer, and that the money should find its way into the Treasury directly through him, and through no other channel.

Mr. Franklin has been now engaged for eighteen months on the work of unravelling the dark mysteries of the Finance Department, and endeavoring to get the accounts into such a shape that stealing will be henceforth impossible. For this arduous task he deserves the gratitude of the public; and if he be properly sustained, we may hope to see some amelioration of the condition of the city government. Meantime we commend his letter to the attention of our readers. It will be found to possess for every taxpayer a mournful interest and some instruction.

GERBERT SMITH STIRRING UP THE BLACK REPUBLICANS.—From the dreadful complaints of the Hon. Massa Greeley, it is pretty evident that Gerbert Smith—the candidate of the "temperance and freedom" party, pure and simple, for Governor—is doing considerable damage in the black republican camp. Greeley calls the attention of Mr. Smith to the fact that 15,000 opposition votes in this State, in 1844, thrown away upon Birney, elected Mr. Polk President, and argues that Mr. Smith is now laboring, on a smaller scale, to bring about a similar result. No doubt this is exactly what he is after, in order to rebuke the Seward party of this State for their hubbubbing and shuffling course upon the great issues of "temperance and freedom." As it is possible, too, that Mr. Smith may carry off not fifteen thousand but fifty thousand votes in November, he will be very apt to finish up this other Morgan.

RESCUE OF TWENTY-TWO MORE OF THE AUSTRIA'S PASSENGERS.—Our readers will be glad to learn that a vessel has arrived at Quebec with twenty-two more of the passengers of the ill-fated Austria. These are the persons brought off from the wreck by the boats of the Norwegian vessel, the Catarina. The addition of their number to the list of rescued passengers already enumerated makes the total number of persons known to be saved eighty-nine. There are still hopes that we shall have some further names to add to this list. The escapes at sea of shipwrecked persons are often as miraculous as they are various, and it may be that others of whom we have not heard have been picked up by passing vessels. The probabilities, we must own, are not very encouraging; but whilst there is uncertainty there is hope, and those bereaved are justified in clinging to it.

THE LATEST NEWS.

The Atlantic Telegraph. The following despatch came to hand on Monday forenoon:— PARIS, Oct. 4, 1858. Nothing was done with Valencia yesterday. Some very good currents were received from Valencia, but no intelligible signals. C. V. DE SAUTY. The following was received Monday afternoon:— TRINITY BAY, Oct. 4, 1858. PAZZA COOPER, New York.— TRINITY BAY, Oct. 4, 1858. There has been no change whatever since my last. I am trying this morning a new system of working, and will telegraph again to-day as to its results. C. V. DE SAUTY.

Non-Arrival of the Nova Scotia. RIVER DE LOUPE, C. E., Oct. 4—11 P.M. There are no signs of the steamship Nova Scotia, now overdue, with Liverpool dates of the 22d ult., four days later. OUR Special Washington Despatch. WASHINGTON, Oct. 4, 1858. Señor Jerez, Minister from Nicaragua, had an interview to-day with the Secretary of State. He has a disavowal, in the fullest manner, the intention of his government to insult or give offence to the United States in the Bely negotiations, or in language used with respect to the government or people of this republic. In fact, the firmness of the administration and the tone of the despatch of our veteran and able Secretary of State to General Latorre have opened the eyes of the Nicaraguans. The Martinez government has completely backed down, and will probably behave better in future. Should this be the case our government can afford, upon proof of accuracy, to be lenient, and to receive Señor Jerez as an accredited Minister.

The despatch of General Cass to Lamar, important portions of which were published in the HERALD, has been spoken of by a statesman of most eminent position in our country as one of the ablest papers ever sent from the State Department. General Herran, New Granadian Minister, and Señor Pumbo, Secretary of Legation, arrived here to-night from New York. General Herran left Washington a few days ago, having, as it was understood, arranged his affairs to be absent some time. It is thought his presence is required by the State Department. There is evidently a shaking of the dry bones just now.

It is said that Commodore Shubrick, in command of the Paraguay expedition, has an understanding with the Navy Department to return in some months to be at the head of Light House Bock. It is thought that Lieut. Maffei, being disappointed in not going to Paraguay in command of the Dolphin, in consequence of the trial of the captain of the captured slaver, and for his conduct in making that capture, will be sent to St. Domingo to look after affairs there. It is the opinion of many naval men here that it is not safe to send the Paraguay expedition without a larger marine or land force than is ordered.

Congressional Nominations—Fires.

The American Convention in the Fourth district nominated N. A. Thompson for Congress this evening. It was somewhat expected that this Convention would ratify the nomination of Mr. Conroy by the republicans, but the Americans will not condescend. A fire broke out in South Street this evening, destroying the large two story building, 200 feet long, occupied by James B. Russell & Joseph S. Paget, glassware manufacturers. Loss \$7,000. Three or four adjacent buildings were also injured. A fire on Bunker Hill street, Charlestown, yesterday afternoon, destroyed four dwellings, a stable and a paint shop. Loss \$10,000, of which only \$200 is insured.

Election in Halifax.

Halifax, N. S., Oct. 4, 1858. Henry Fryor has been re-elected Mayor of this city, without opposition.

Bridgeport City Election.

Bridgeport, Conn., Oct. 4, 1858. At the city election to-day the entire republican ticket was elected. Sidney C. Booth, republican, for Mayor, has thirty-one majority votes. P. C. Calhoun, democrat, the vote.

New Church in Newark.

Newark, N. J., Oct. 4, 1858. The corner stone of the new edifice for the first Baptist congregation in Newark, was laid by the Rev. J. W. Walker, Second Assistant Engineer; Robert A. Harshbarger, Third Assistant Engineer; Edward Willard, J. Harshbarger's Clerk in charge; Vincent F. Travis, Captain's Clerk; Joseph Lock, Chief Engineer; and John C. Calhoun, democrat, the stone.

Paper Mill Involved.

Stoughton, Mass., Oct. 4, 1858. The following is a correct list of officers of the United States steamer Harriet Lane—John France, Captain; Arthur D. Stanford, Jr., C. Constable, J. Wall Wilson, Hugh W. Trolie, Lieutenants; Angelo T. Torrey, Surgeon; James B. Heyburgh, Chief Engineer; Walter Scott, First Assistant Engineer; Ash Meeker, First Assistant Engineer; Charles G. Hale, Second Assistant Engineer; J. T. Wheeler, Second Assistant Engineer; Robert A. Harshbarger, Third Assistant Engineer; Edward Willard, J. Harshbarger's Clerk in charge; Vincent F. Travis, Captain's Clerk; Joseph Lock, Chief Engineer; and John C. Calhoun, democrat, the stone.

Letter from Mexico.

New Orleans, Oct. 4, 1858. By the steamship General Rusk we have Brownsville dates of the 26th ult. The yellow fever was raging at Matamoros and Brownsville.

General Vidaurri was near San Luis Potosi on the 13th. Miramon had declined fighting. The liberals were forming an army at Vera Cruz.

From New Mexico.

San Antonio, Oct. 4, 1858. A despatch from Independence at the Santa Fe mail arrived on the 2d with dates of the 13th ult. Mr. Craig, the bay contractor at Fort Massachusetts, is supposed to have been murdered by the Indians. There was considerable political excitement at Santa Fe between the regular democratic nomination and what the Gazette calls the bob tail democracy. The Apache Indians were still troublesome about Fort Buchanan. They had stolen a lot of government stock. There was no news from Fort Defiance. It is supposed the expedition against the Navajo Indians has been abandoned.

Railroad Accident.

Philadelphia, Oct. 4, 1858. The train from Philadelphia, due here at three o'clock this morning, was detained till six o'clock by running over a horse at Fort Mifflin. The baggage car was thrown from the track, and Peter McGee, a baggage man, was killed, another, named Garzar, severely hurt. None of the passengers were injured.

Accident on the Memphis and Charleston Railroad.

London, Ky., Oct. 4, 1858. The cars on the Memphis and Charleston Railroad ran off the track near Humsville on Saturday. Several persons were wounded, but none fatally.

The Yellow Fever at the South.

Charleston, Oct. 4, 1858. The Health Officers report sixty-four deaths from fever during the week ending Saturday.

Savannah, Oct. 4, 1858. The interments yesterday numbered six, of which three were from yellow fever.

Savannah, Oct. 4, 1858. There were no deaths from fever to-day.

St. Louis, Oct. 4, 1858. The deaths from fever yesterday were 63, and for the week they foot up 380.

Marine Disasters.

A BRITISH VESSEL PICKED UP AT SEA. NEW ORLEANS, Oct. 4, 1858. The steamship Oriana, from Key West, found the British brig Esperanza drifting about the coast of Florida, dead, and all the crew sick with fever, and towed her into Apalachicola.

AGGWA, Ga., Oct. 4, 1858. The Tallahassee Journal of the 2d states, that on the 28th ult. the British brig Esperanza, from Vera Cruz for Apalachicola, was wrecked on the coast of Florida, in distress. Two men and a balance of the crew had died. The captain, mate, and balance of the crew had died. The steamer Oriana manned the Esperanza and sent her to Apalachicola.

WRECK OF THE SLOOP QUINCY.

Boston, Oct. 4, 1858. The body of a man, and a valve were found on Dennis Beach this morning, supposed to be those of Quincy sloop, which was wrecked on Yarmouth bar Saturday. The valve contained papers belonging to Wm Parker, of Boston. Two persons were seen on board the vessel which she struck.

FISHING VESSEL STRUCK BY LIGHTNING.

Halifax, N. S., Oct. 4, 1858. The fishing schooner Bloomer, from St. John's, was struck by lightning on Friday, last, and sustained other damage. One man was killed.

Death of a Methodist Clergyman.

Halifax, N. S., Oct. 4, 1858. Rev. John K. Shaw, Pastor of the Warren street Methodist Episcopal church in this city, and well known to the Methodist community of this State, died to-day, after an illness of several weeks from bilious remittent fever.

Markets.

NEW ORLEANS, Oct. 4, 1858. Cotton—Sales to-day 2,300 bales, at rates not so fully specified. Flour firm at \$5. Corn at 25c. CHARLESTON, Oct. 3, 1858. The sales of cotton to-day were 7,000 bales, at the market closing with an advancing tendency; the sales included 500 bales at 15 cents. CHALMETTE, Oct. 4, 1858. Cotton—Sales to-day 1,300 bales, at firm prices. SAVANNAH, Oct. 4, 1858. Cotton unchanged. CINCINNATI, Oct. 4—6 P.M. Flour dull and unsettled, accurate quotations cannot be given. Whisky unchanged, with a fair demand at 15c. Provisions unchanged. Wheat dull and price irregular. CHICAGO, Oct. 4, 1858. Very heavy dull. Wheat declined 2c. oats quiet. Shipments to Buffalo—40,000 bushels wheat, 45,000 bushels corn. Shipments to Oswego—40,000 bushels wheat. Receipts—1,500 bush. flour, 80,000 bushels wheat, 38,000 bushels corn.

There has been only a moderate demand for flour to-day and the market hardly so firm as some. Sales, 1,300 bush. at 25c for choice extra, and Illinois; \$2 25 a \$2 50 for good to choice brands extra. Indiana, at \$1 60. Ohio and Canada, \$2 75 a \$2 87 1/2 for double extra. Flour in good supply and only a moderate demand; market for common and medium grades lower. Sales, 20,000 bush. at 95c for Milwaukee club; 95c for No. 2 red winter Illinois; \$1 16 for white Canada. Corn in large supply and market steady. Sales, 12,000 bush. at 40c. Oats, 10c. Flour, 11c. on floor, 10c. on hand. Shipments for the last forty-eight hours by lake—19,000 bush. flour; 125,000 bush. wheat, 142,029 bush. corn. Shipments by canal—5,000 bush. wheat, \$1 27 bush. wheat, 56,952 bush. flour, 8,813 bush. corn, 6,000 bush. barley.

OSWEGO, October 4—6 P.M. Flour quiet. Wheat held above the views of buyers, and the market very dull; sales, 17,000 bushels red winter, at \$1 12 1/2. Nothing doing in corn, rye or barley. Canal freights firm and 1/2c. advanced on grain to Albany. Invest—2,500 bush. wheat, 141,800 bush. corn, 29,000 bushels corn, 3,000 bushels barley. Canal