n union workhouses, or with friends. In Scotland there were 7,403 insane persons on the 14th of May, 1855, viz., 2,732 private, 4,642 pauper, and 29 criminal lunatics; 4,300 of these were "lunatics" proper, and 2,608 congenital idiots. In Ireland, at the end of the year 1856-57, there were 3,856 insane persons in confinement, against 3,683 in 1856, and 3,199 in 1855. There were 1,281 insane paupers in union workhouses in Ireland in the year 1856. The receipts of the Irish asylums in 1856-57 amounted to £82,375, and the expenditure to £77,432.

In 1841, the year in which Sir Robert Peel succeeded to the Premiership, the value of every description of stock held by the farmers of Ireland was about twenty-one millions, this including £300,000, as the value of the poultry held at that date. According to the return of the number of stock in Ireland for the present year, the total value would be about forty-one millions, or nearly twice the amount. The Registrar General's estimate makes the value only thirty four millions, but on the average of each class of stock he takes the figures set down ten years ago, when cattle were at least 30 per cent under the present market rates. It is evident that the new blood infused into the agricultural world by the operations of the Encumbered Estates Court has had the happiest effects in arousing into more intense energy the local enterprise of the Irish farming population. This one fact, that the live stock owned by Irish agriculturists is, at present, worth twice as much as that held before the advent of free trade, is, in itself, an exceedingly valuable testimony of the success of Sir Robert Peel's far-seeing legislation, as applied to that country.

On the 1st of October the new Copyhold act of England came into force, repealing, in a great measure, the law which has heretofore existed. The object of the act is to make further improvements for the commutation of manorial rights, to facilitate the enfranchisement of copyhold lands, and to improve customary tenures. According to the sixth section, the tenant or lord of copyhold land may compel its enfranchisement, and the lord or tenant may compel the extinguishment of a claim to heriots. The law relating to copyholds passed in 1852 is considerably amended by the Copyhold act of 1858.

An imperial decree, published by the Paris *Moniteur*, approving of the convention passed between the government and the Credit Foncier Company for the advance by that establishment of 100,000,000 of francs for draining purposes is much approved of by several of the Paris journals, as calculated to prove highly advantageous to agriculture. As the subject is one of great importance, we extract from the *Constitutionnel* the following explanation of the system which is to be pursued:—The administration has so facilitated the formalities required, that to effect a loan will not require, on the part of either great or small proprietors, any of the steps which bring the most enterprising spirits to a dead stop, and which mere farmers would dare to venture on. Applications for a loan would be laid before a competent commission, and forwarded, after a cursory examination, to the engineer of the petitioner's department, or of that in which the drainage works are to be executed. The engineer, after ascertaining the utility of the proposed works, will send in his report to the Prefect, which document, after a lapse of ten days, will be forwarded to the Ministry of Agriculture, where a general examination into the grounds of the application will be made. The Crédit Foncier Company will then examine if the title is good, and see to the solvency of the demandant. If the securities offered are not deemed sufficient, the Minister of Agriculture will decide, after reference had to the superior commission. It will rest with the ministry, also, to fix a period of time within which the works shall be commenced and finished.

The French Custom House has published the complete statistics of the trade of France in 1857, verifying and completing the figures which have already appeared. The real value of the total imports of France in 1857, including the precious metals and the transit trade, was £107,560,000, and the real value of the exports, including the same, £105,560,000, making the total value of the imports and exports together, £213,120,000. Of this amount, representing the total external trade of France, £153,200,000 is the value of the united imports and exports by sea, and £59,920,000 of the exchanges carried on by the land frontier. The total trade, which represented a value of £213,120,000 in 1857, was only £93,600,000 in 1847, showing an increase of £119,520,000, or 128 per cent, in a period of ten years. In estimating this prodigious increase, the enhanced value of all articles in 1857, and the large movements of the precious metals in 1857, of which there was no corresponding item in 1847, must be taken into account; as also that trade was exceptionally depressed in 1847, and very active during the first nine months of 1857.

The Paris *Presse* of the 24th ult. takes the following gloomy view of the state of the lower classes in England:—Misery, whatever the optimists may say, makes constant progress in England. Trade, we are told, increases in activity; manufactures are developed; they call for workmen, and offer them higher salaries. We will not dispute these assertions, but we will call attention to the fact that they disagree from the tendency to emigration daily more strongly manifested by the working classes. It is destitution, it is hunger that drives these unfortunates from their native country; and so much has emigration become a social necessity for Great Britain that a committee has just been formed with the object of obtaining from government a gratuitous emigration.

Among the improvements about to be made in Paris is the removal of the present, and the construction of a new terminus to the Northern Railway, more suited for the immense traffic carried on there. The new terminus is to be raised on the waste ground between the Hospital la Riboisiere and the present terminus.

The French order of the Legion of Honor now consists of 55,285 members—viz., 70 grand crosses, 230 grand officers, 1,102 commanders, 4,827 officers and 49,056 knights. The above numbers are exclusive of foreigners having the decoration. The oldest dignitaries of the order at the present moment are Marshal Count Reille and Duke Pasquier, grand crosses of 1815; Lieutenant General Duke de Talleyrand Perigord, grand officer of 1821.

The Danish Ministry has presented to the Second Chamber of Denmark the budget of 1859-60. It estimates the receipts at 6,196,600 rix dalers, and the expenses at only 3,087,714. The receipts consist of 3,962,000 rix dalers from direct taxes, 1,663,000 from indirect taxes, and the rest of customs duties in the islands and of various items.

Postage stamps have been introduced into Spain. They are square in shape, and the colors are pink, green and brown. Within a circular border is a representation of the head of Queen Isabella. The values of Spanish postage stamps are 1½d., 2½d. and 5d.

Advices from Madrid of the 29th ult. have reached us. The prosecutions of the press continued. The *Parlamento*, organ of the Narvaez party, had been ordered for prosecution by the crown lawyers. M. Nocedal, the ex-Minister, had entered an action against the editor of the *Clamor Publico* for having made some ironical observations on his private life. The *Espana*, for the third time, had been condemned to a heavy fine (10,000 reals), and it was about to be tried again for another offence.

M. Emile Pereire has, it is said, obtained from the Emperor Napoleon, for the Southern Railway Company, the concession of two lines, one from Bayonne to Irun, and the other from Perpignan to Port Vendres.

Swarms of locusts have appeared in several of the Philippine Islands, and have caused immense damage in the plantations. Public prayers are being offered up, and the common people are employed in the fields in collecting and destroying them, the authorities paying so much for every basketful presented to the alcades. It does not appear that the natives of the Philippine Islands eat the locusts, as the Riff Arabs do.

A report from Siam, dated at Bangkok on the 15th of July, says:—Rice was very scarce, and of an inferior quality; and in the event of it not raining soon, a famine may be surely expected. The nobles desired the King to issue a proclamation prohibiting the exportation of rice; the King would not acquiesce, but ordered the price of that article to be raised higher.

Six gentlemen have just completed a boating tour from Paris to Antwerp, through the interior navigations of France and Belgium. Their boat, a light four-oared gig, had been previously sent to Asnieres, on the Seine. They started thence, rowing through Paris up the Seine to the junction with the Marne, near Charenton; here they commenced ascending the Marne, and soon encountered the first of the numerous weirs built for purposes of navigation across the river. The gate of this happened to be open, and they attempted to pull through, but were borne back by the rush of water, native spectators derisively shouting. They prepared for a second attempt. "Get ready," said the coxswain, "Go!" Twenty strokes brought them to the fall, and after three minutes' struggle in the turmoil the Firefly was steadily proceeding on her upward way.

The St. Lucia (W. I.) *Palladium* mentions the arrival at Castries, on the evening of the 6th of August, of the French man-of-war steamer Lucifer, in search of some Kroomen who had effected their escape from Martinique. It appears that during the preceding night twenty-three of these unfortunate beings, employed on the estate of Mr. Sempe, in that island, had embarked in a canoe, and had directed their course towards the northern part of St. Lucia. The moment this circumstance was discovered by the owner of the estate he represented the matter to the government of Martinique, who immediately placed the Lucifer at his disposal to go in chase of the fugitives. That vessel sailed from Fort Royal early on the morning of Tuesday, and discovering no trace of the Kroomen, shaped their course towards the port of Castries. On landing at the wharf, Mr. Sempe's son-in-law, who was on board, and a party of the officers, proceeded to the residence of his Excellency the Administrator of the government, by whom they were courteously received. They stated the object of their visit, and on being informed that no intelligence had been received of the arrival of the Kroomen, they inquired whether, in the event of their landing in St. Lucia, the Gover nor would consent to their being given up to the French authorities. Mr. Breen informed the gentlemen that the right of extradition, as established between the two nations, had reference only to crimes of a serious nature, and could not warrant the restitution of fugitives of that class.

Stephen Cave, Chairman of the West India Committee in England, writes to the London *Post* thus:—It is more than twelve years since Chinese were first taken to Cuba under contract for eight years. None have returned. Russell, in his "Agriculture of North America"—a most impartial witness—describes the hopeless state of these poor wretches, lured into slavery, and the frequent suicides amongst them. Many were conveyed in British ships. Lord Carnarvon's bill, withdrawn last session, may have gone too far in prohibiting emigration in British ships to all foreign countries. Yet surely it is but consistent that nations engaged in the suppression of the slave trade should prohibit, in their own or any other ships, the slave trade in a more specious but not less cruel form. For years past the Spaniards have been allowed to carry on this emigration under circumstances of the greatest atrocity, to Cuba; while it has been strictly forbidden, even under the most careful supervision, to our own colonies. Had it been otherwise, the victory of free labor had even now been well nigh won. The better system was prohibited and a monopoly given to the worse.

We have received a translation of the Emperor of China's sentence upon Kiying, and regard it as one of the most singular papers lately issued by the imperial government:—"When Prince Hwui and others memorialized Us to give orders that Kiying be executed according to martial law, We forebore, and commanded that he should be brought to the capital for strict examination. This was done, and the testimony presented having been all made out, Prince Kung and others were further ordered to decide upon his case in conformity with justice. They have now reported to Us their verdict, "That as Kiying did not wait for his Majesty's commands, and acted in a stupid and wilful manner in his office, our decision is, that he be remanded for the autumnal assizes, then to be strangled." There is, indeed, a degree of justice in this sentence, and it needs to be carried into execution; but Kiying's own explanation of his crime is such as conspicuously shows his blackness of heart, and renders it imperative that all the features of the case be published. He is an officer who had long been under the ban as a traitor, and when he entreated that he might be again employed in public service, it was hoped that he would prove himself efficient, at least to some extent, in his old age, and vindicate the trust given him.

The arrival of a Danish squadron at Carlscrona, under the orders of Rear-Admiral Bille, had produced a great Scandinavian sensation in Sweden. The two squadrons, consisting of thirteen vessels of war, had performed evolutions and manœuvres in concert, in presence of Prince Oscar, the second son of the King of Sweden.

The city of Munich celebrated the seven hundredth anniversary of its foundation lately. The chief feature of the *fete* was an immense cortège in which 3,000 men and 500 hundred horses figured, and which represented the respective centuries from the twelfth to the nineteenth, with their emblems, costumes, and the great personages of the national history at each epoch. The King and Queen viewed the cortège from the windows of the palace.

An exhibition of woollen cloths and silks manufactured in the Papal States has been opened in the hall of the Capitol at Rome. About twenty manufacturers sent specimens of their produce; of these the cloths of Bologna and Rome were particularly admired. Competent judges state that the Romans can now supply themselves at home with coarse cloths without having recourse to other countries.

The London *Times* of the 16th ultimo, remarking on the late news from India, says:—The decisive scouring of all the infested parts of Hindostan will soon come. Lord Clyde must quickly be upon the field of action—perhaps he is already there—with 25,000 British infantry and 10,000 cavalry, a good portion of which will also be British. There is no rebel force in India which can withstand these troops for one hour. We hope there is no body which can evade them. It is, however, evident that it is not a pitched battle or a great victory which will put an end to these mutinies, or fix in the Indian mind the fact of the uselessness of future resistance.

The same paper, speaking of the affairs of the Western Bank of Scotland, says:—Long before things had come to that pass the directors were fully aware that their capital was actually gone. They had had to borrow half a million from the Edinburg Bank on ruinous terms; they knew that the firms to which they had made these unparalleled advances were rotten; they knew that what they put down as good debts were merely historical mementoes of old losses; and they knew that the whole concern was a bubble, from which all solidity had long been withdrawn, and which was ready to burst at the first breath of distrust. Yet they published reports declaring the solid wealth, uninterrupted prosperity, and perfect soundness of the bank.

The London *Herald*, of the 15th ultimo, says:—Some of our contemporaries, who assume to be more than ordinarily well informed, have recently been enlightening the public as to negotiations on political subjects said to be in progress between Lord Derby and Lord John Russell. One of them is even able to state the precise overtures made by Lord Derby, the advice and opinions of the Duke of Bedford, who it seems, has been consulted, and the ultimate answer given by Lord John. We regret to be obliged to dispel the delusion of our contemporary, supported by such circumstantial details; but we have the highest authority for stating that there is not a shadow of foundation for the report, and that since the prorogation of Parliament there has not been, personally or in writing, directly or through any intermediate channel, any communication whatever between the two statesmen referred to bearing in the remotest degree upon public affairs.

The London *Times* of the 3d inst., speaking of the position of the British shipowners in consequence of free trade, says:—What the shipowners want is that, by some difficulty thrown in the way of foreign shipping, we should increase the amount of freight paid for imports and exports, and thus *pro tanto* reduce the cheapness of our own markets and the power of competing in foreign markets, which were the advantages aimed at and attained by the policy of free trade. They tell us that the money we pay to foreign shipowners is lost to the nation, and that we are unfairly treated by those who take advantage of our liberality without reciprocating it. We answer that the policy of free trade must fall or stand as a whole. However shabbily nations may behave which restrict their own use of our shipping while they fully avail themselves of our permission to employ theirs in our service, their illiberality is no reason why we should punish ourselves because France and America are foolish enough to tax their own people in order to give employment to their own shipping, and thus enable their ships to carry for us at a lower freight than they otherwise could. We can take advantage of their folly without imitating it.

Submarine Telegraph from Galway to Quebec.

[From the Galway Vindicator, Nov. 1.]

Previous to the failure, or rather the accident which has for the present caused the failure, of the cable between Valentia and Newfoundland, public opinion speculated on the formation of other lines of telegraphic communication between the Old and New Worlds. But these speculations are now assuming shape and form, since the silence of the telegraph has caused so much disappointment on both sides of the Atlantic. In the event of opening communication with America by a new and improved construction of the electric wire, Galway is looked to by Englishmen of business and enterprise, this Irish port having so eminently succeeded in establishing a fleet of steamers between the two countries. We are enabled to announce to-day that a company is in course of formation, to be called the British and Canadian Submarine Telegraph Company (limited), the object of which will be to connect the most important British North American colonies with Great Britain by electric telegraph, commencing with that portion of the line between Galway and Quebec, and extending it onwards to the Pacific as soon after as may be deemed expedient. The company propose that the first section shall commence here, cross the Atlantic to the Straits of Belle Isle, and follow the course of the river St. Lawrence to Quebec. The wire to be used will be of a totally different nature and construction from any hitherto employed, and the whole arrangements will be such as to secure its being successfully laid.

The Fire Departments of St. Louis and Cincinnati.

TO THE EDITOR OF THE HERALD.

ST. LOUIS, Nov. 1, 1858.

A residence in this city of a few months has enabled the writer to witness, to a certain extent, the practical workings of its department for the extinguishment and arrest of the progress of fires. Having, from long residence, witnessed the volunteer associations of the New York Fire Department, and been accustomed to regard its organization as complete, it was with no little interest, and with some doubts of their efficacy, that the operations of a paid department, with steam apparatus, were at first observed. Any doubt of this nature has been long since dispelled.

The recent reception of the Philadelphia Hose Company, with their steam apparatus, is an instance of the prejudice which exists in this matter, and which the company in question has had the independence, as well as foresight, to meet and overcome. It is not strange that this prejudice should exist. A system that has grown up to become time-honored will not be surrendered at once. On the other hand, in those Western cities which have arisen with such rapid growth, this matter has been, from the exigencies of the case, forced upon their consideration. With no old prejudices or old organizations—with all their collateral ends, personal, political, social, benevolent, &c.—to influence their independent action, they have wisely considered the duty of the municipal government in protecting the property of its citizens from the ravages of fire to be as imperious and clear as that of guarding against the depredations of thieves and other public evils. They, therefore, regarded this object as worth paying quite as much for, in proportion, and, as will be seen, with equally satisfactory results. What city, it may be asked, would trust its police duty to be performed by volunteer associations?

The history of the paid Fire Department of Cincinnati commences with March, 1853. Although the circumstances that led to an abandonment of the volunteer associations are stated to be those evils which have so frequently characterised them there and elsewhere, yet the suggestion and instant adoption of steam as the working power seemed to be the practical and common sense solution of a question of mechanical difficulty. We are not able to speak from observation of any change in the morals of the city consequent upon it, but must accept the official reports of the officers of the department. From these there seems to be no doubt that the alteration is great. The engine houses under the volunteer system had degenerated into nurseries of vice and the resorts of men who represented any other than a great preservative department of a city. There seemed to be little choice between the destruction of property by fire and the injury to the morals of so large a number as the volunteer system entailed.

Whatever may be said of the expense attending a proposed change in any civil organization, there is no doubt that where it has degenerated into such gross abuses, and come to view the objects of its organization in a secondary light, it is a wise economy to substitute at once a new system at any cost.

Mr. Miles Greenwood, a citizen of great respectability, acted as Chief Engineer for two years, and his reports are of great value in connection with this whole subject. He was succeeded by Mr. F. Clements, from whose reports we are enabled to present some practical results, deduced from an experience of three years. In 1856 Mr. Clements reported seven steam engines in service, with a capacity of 178,560 gallons per hour. Compared with twenty-eight hand engines, whose greatest capacity was 121,272 gallons, it will be perceived one steam fire engine equalled the capacity of four hand engines. It is not in such mechanical results, however, the greatest disparity exists. The application of these engines to fire purposes shows their results in nearly the same favorable light.

Though no accurate record of losses by fire seems to have been kept prior to 1854, yet we find for this year, and for three successive years, tables exhibiting the loss, insurance, and loss over insurance, as follows:—

Year ending	*Loss.*	*Insurance.*	*Loss over Insurance.*
April, 1854.....	$608,006	$330,089	$335,817
" 1855.....	120,816	84,831	35,985
" 1856.....	276,096	103,730	172,365
" 1857.....	184,119	157,489	26,630

The losses for three years are less by more than $26,000 than those of the single year 1854. These results speak for themselves. They are limited, to be sure, but are exceedingly satisfactory, and show that there is a central organization, a responsibility and moral accountability enforced in the department, and that its results are so well systematized that they can be always readily accessible. Mr. George C. Davis, an underwriter, states that thus far the average losses by fire have been reduced half a million of dollars annually; and adds that "were the underwriters to-day called upon to pay the whole expense of the department they would cheerfully do so, rather than return to the old system, with its concurrent evils of black mail, riot and arson."

Of the great moral results of the new system there seems to be a very unanimous sentiment prevalent. Mr. Greenwood says, in his report for 1855, "that the lingering opposition to the present organization remaining in the minds of the voluntary firemen at the date of my last annual report has entirely disappeared, and the present organization not only now meets their hearty support, but is regarded by them as better adapted to the protection of the property of their fellow citizens than the old one, to which they were so firmly attached. To refer the City Council to the order and quiet that now reign throughout the city when there is an alarm of fire would be superfluous; it is seen and known by every citizen." Again, in a succeeding report, Mr. Clement states substantially the same thing; and further, Mr. Davis writes:—"It has given peace, quiet and safety, for riot, lawlessness and insecurity * * * *, and beyond these we have the inestimable advantage which it has been to the morals of the community, especially to the young, by breaking up entirely those great seminaries of vice and immorality, the engine halls of a volunteer department in a large city."

Prior to September 14, 1857, the Fire Department of St. Louis consisted of volunteer companies, organized under an ordinance passed by the City Council in 1850. In 1857 the paid Fire Department, with steam apparatus, went into service. At the date of the first semi-annual report, March 1, 1858, there were three steam and four hand engines in service. The report says:—"The Board of Fire Engineers cannot but congratulate the citizens at large upon the great success which has crowned our efforts in carrying out the reformation in the Fire Department, which the safety of property, the peace and good order of society, and the morals of the youth of our city so much demanded. This great undertaking, carried on against the opposition and hostility of a portion of the volunteer firemen, is no longer an experiment involving a doubt of its success and usefulness, as can be testified to by a great number of our citizens."

In this report we find the loss by fire and by insurance for the period from September 14, 1857, to March 1, 1858, and this loss compared with the loss over a corresponding period of the previous year:—

Loss by fire from Sept. 14, 1856, to March 1, 1857	$595,580
Loss by insurance same time	383,010
Loss over and above insurance	$212,570
Loss by fire from Sept. 14, 1857, to March 1, 1858	$244,939
Loss by insurance same time	141,559
Loss over and above insurance	$103,380

A report, just issued, for six months ending October 14, 1858, gives for that period:—

Loss by fire	$261,905
Insurance on same	169,445
Loss over insurance	$91,460

In this report is embraced a table showing the dates of the occurrence of fires, names of owners, location of property, kind of property, amount of loss, amount of insurance, cause of fire. There is also to be found an accurate enumeration of the expenditures of the department, false alarms, &c., all evincing the attention which this whole subject is receiving.

A very important part of the fire organization is an appropriate district system and stations, with Messrs. Gamewell & Co.'s fire alarm telegraph. It is well understood that the fire apparatus is not to leave the house until reliable signals from the station box are received. Two results are already apparent—the instant intelligence that is imparted to all the engine houses of the location of a fire, and the gradual reduction of the number of false alarms. It consequently frequently occurs that, before an alarm is generally known, the rapid movement of the fire apparatus is the earliest indication of the prevalence of a fire. The influence this telegraph system exerts upon the frequency of false alarms is observed in the following table:—

False alarms, Sept. 1857	4
" " Oct. 1857	23
" " Nov. 1857	23
" " Dec. 1857	24
" " Jan. 1858	17
" " Feb. 1858	11
Total	102

The number of false alarms for the six months ending Oct. 10, 1858, was 5

So favorably impressed were the underwriters with the revolution in the Fire Department, that representatives of seventeen insurance companies convened in March and appointed a committee of five to visit and examine the Cincinnati plan, and to contract for two steam fire engines, at a cost of $5,500 each. These engines constitute the "Underwriters' Gift" to the city.

The Board of Engineers think the new system need not cost $10,000 more than the old system did, and base their opinion upon the current expenses of six months, as follows:—

Horse feed	$1,149 57
Horseshoeing	80 45
Repairing	1,778 17
Oil, turpentine and tar	156 65
Fuel	443 91
Miscellaneous	693 42
Salary	14,573 27
Total	$18,875 44

The practical results of the system in St. Louis are observed to be approaching those witnessed in Cincinnati, where it has been longer in operation. We think no one can doubt its very great superiority over any volunteer system who has witnessed the two. Such is the volume of water that can be thrown in a continuous stream for hours, if necessary, that destructive conflagrations are stated to be an impossible occurrence. It is also asserted that a fire is almost invariably confined to the building in which it originated, if not to the story, and that goods are rarely moved from adjacent houses, so great is the confidence felt in the efficiency of steam fire engines. We would not, however, confine ourselves to the practical results which are presented in official reports. The great moral results are obvious to the observer. The time consumed by industrious mechanics in attendance upon fires, under the volunteer system, is an item worthy of consideration. As an illustration of this, let it be presumed that an alarm of fire, at a distance of one mile from the engine house, is given. The hand engine is dragged by hand power and worked by the same. The complement of men is sixty. One hose company, in attendance, will proceed from a different station with its complement of thirty men. We make no enumeration of the number of adherents who in these cases constitute the sidewalk escort. The number of men thus called into active service is ninety.

On the other hand the steam engine has its four horses ready harnessed and attached to the engine in three minutes. The hose carriage proceeds, drawn by one horse, from the engine house. Each engine is accompanied by its full complement of seven men, including the driver, who rides a horse and drives with one rein; the hose carriage by two men. The apparatus is always driven to a fire at a furious gallop, and at the rate of fifteen miles or more per hour. This scene is at once novel, exciting and common sense. There is no noise, no shouting, and the engine is ready for service as quickly as a telegraphic message can be despatched and horse power move the apparatus to the fire. Comparing the engines in their efficiency, we perceive still more clearly the great disparity of the two systems in the number of men required. One of the results to be legitimately expected in connection with this subject is being realized. We refer to the reduction of the rates of insurance. An underwriter, representing several insurance companies, gave notice on the 3d of November "that, in consequence of the additional facilities for extinguishing fires, now enjoyed by the city of St. Louis, they deem it just to the community to reduce the rates of fire insurance on stores, stocks and dwelling houses located in the city of St. Louis." This movement must become a general one. J. B. C.

Dramatic and Musical Notices.

BROADWAY THEATRE.—One of England's favorite actors, Mr. Barry Sullivan, is to make his *debut* before a New York audience to-morrow in Shakspere's great tragic character of Hamlet. The entertainments are to close with the "Dream at Sea."

THE RAVEL TROUPE, headed by the famous Gabriel and Francois, and strengthened by the popular danseuse Yrca Mathias, the dashing tight rope performer, Mlle. Zafiretta, and other well known artists, will commence a short season at Niblo's to-morrow night.

BOWERY THEATRE.—Little Cordelia Howard is to appear to-morrow evening in her celebrated character of Eva in "Uncle Tom's Cabin." She will be supported by her parents, Mr. and Mrs. G. C. Howard, and the chief members of the company. The "Wizard Skiff" and "Magic Barrel" follow.

WALLACK'S.—The new petite comedy called "Blue and Cherry" and Mr. Tom. Taylor's peculiar comedy, with an equally peculiar title, "Going to the Bad," have proved sufficiently attractive to induce the manager to re announce them for to-morrow.

MISS KEENE still finds it to her interest to keep Mr. Tom. Taylor's comedy of "Our American Cousin" before the people. The play will commence the sixth week of its profitable career to-morrow. The afterpiece is to be the "Dumb Belle."

AMERICAN MUSEUM.—This is announced as the last week of the exhibition of Thiodon's world in miniature; also of the humorous Dr. Valentine, whose spicy jokes and narratives have been greatly relished by the multitudes who have lately visited the Museum.

PALACE GARDEN CIRCUS.—Prof. Nixon appears to have taken rather more pains than usual in preparing the programme for the benefit of his co-laborer, the popular W. H. Kemp, to-morrow night. Tony Pastor, the great clown, and a host of other favorites have volunteered.

WOOD'S MINSTRELS propose to favor their patrons to-morrow night with a graphic living pictorial illustration of "Southern Life" through the medium of natural, artificial and musical effects, that have never before been seen in this country.

THE BRYANTS issue a bill for to-morrow that cannot fail to please all who are acquainted with what is so aptly styled their "queer, quaint, quiet and quarrelsome" way of entertaining their auditors. Dan and Jerry always at home.

THE CAMPBELLS will to-morrow evening produce their extravaganza called "Southern Darkies on a Free State Railroad," in which a Yankee conductor, a Dutchman, an Irish woman, and the negroes succeed in creating much merriment. Mr. Larry Short, formerly the popular treasurer of the Buckleys, is to have a complimentary benefit in the course of the week.

The Indiana Divorce Laws.

[From the Lafayette (Ind.) Journal, Nov. 17.]

The following circular, received yesterday by Hon. Judge Test, furnishes another beautiful commentary on the peculiar justice and propriety of our present law on the subject of divorces. We trust that our Legislature, now on the eve of assembling, will take speedy measures to wipe from our statute book a law that so justly subjects our State to continuely and reproach:—

TO THE HON. JUDGES OF THE CIRCUIT AND COUNTY COURTS OF INDIANA:

GENTLEMEN—My husband, Westel W. Powell, of Brooklyn, N. Y., has gone to Indiana, it is supposed to obtain a divorce surreptitiously. He has cruelly abandoned me, without cause on my part, and would of course fail to make provision for me, if allowed to urge his petition unopposed. He will make his affidavit of residence in your State, as required, and find no difficulty, through various artifices, in obtaining a decree in his favor, I judge. I wish, for the sake of my (and his) children, and for my own sake, to oppose him. I find it so very difficult to watch the Indiana papers received here, for the notice of his application, that I have resolved to tax your sense of generosity to the extent of asking the Judges before whom his petition may come to cause notice of the same to be given me by letter, addressed to L. W. Case, Esq., Brooklyn, N. Y., and to make such postponement of the matter as will enable me to respond. MRS. HARRIET N. B. POWELL.

BROOKLYN, L. I., N. Y., Nov. 8, 1858.

SUSPENSION OF NORTH CAROLINA TRADE.—For the last sixty days there has been almost a total suspension of North Carolina trade with Norfolk, consequent upon the inadequate supply of water in the feeder of the Dismal Swamp canal. It is stated that forty or fifty vessels are detained at the southern end of the canal. The want of a good rain in that section of country is greatly needed.

Speech of Mr. Daniel E. Sickles.

HE IS SERENADED BY THE DISCHARGED CUSTOM HOUSE OFFICIALS—WHAT HE SAYS OF HIS OPPONENTS IN THE LATE ELECTION, ETC., ETC., ETC.

A large number of the friends of Mr. Daniel E. Sickles, the member of Congress elect from the Third district, assembled on Saturday evening in front of Gardner's Hotel, in Park place, with a band, and serenaded that gentleman. Among these was quite a numerous force of discharged Custom House officials, the whole assemblage numbering altogether about five hundred. They marched in procession from the Fifth Ward Hotel, with banners and transparencies, and, on their arrival at the hotel where Mr. Sickles is at present stopping, they gave him three enthusiastic cheers. Mr. Sickles, in compliance with the generally expressed desire, then addressed them. He spoke as follows:—

FELLOW CITIZENS—This visit evinces the pleasure my success in the recent canvass has given you. I thank you for the cordial manner in which you have honored me by your enthusiastic congratulations. We had, indeed, a hot contest. All that was left of the democratic flag in this district you carried. Torn by faction, trailed by mercenaries, deserted by traitors, the old banner comes out of the storm of the battle once more victorious, borne by my friends at the head of the invincible democracy of this district. You had to encounter all that is fanatical and profligate in republicanism; all that is proscriptive and bigoted among the Know Nothings; and all that is factious, mean and infamous in the democratic party. We have beaten this combination, routed this coalition, and scalped the renegades Wood, Tucker, Dickinson, Schell, Birdsall, and Walbridge, who commanded the corps of "spies and deserters" from the democratic camp. (Cheers.) It is gratifying to know that we made no concessions. Every sort of opposition was openly defied and crushed. We stood on the administration platform. We did not give up the restriction in the "English bill," nor agree that Fernando Wood might go to Nebraska as Governor, or be again Mayor of New York; nor did we trade off the State or county ticket. All these expedients are left to democrats of easy virtue and candidates weak in the back bone. We achieved triumph for the administration without aid from the Custom House; nay, in spite of its hatred and hostility. Mr. Schell, of course, supported regular nominations; but unfortunately for a man of so much sense, he went to Walbridge's quarters at the Astor House on the night of the election, to get the news and to felicitate my friends on the splendid triumph they had won. Under ordinary circumstances it would have been more agreeable to me to retire from the House at the close of my present term, and devote myself exclusively to my profession; but having deemed it a matter of duty to my native city and the democratic party to rid both of the atrocious government of Fernando Wood, even in defiance of an apparent endorsement from Tammany Hall, it was only fair to give Wood and his miserable gang of followers a chance to get even. To do this I was bound to present myself as a candidate before the people, and defy him to do his worst. I did so. He soon found allies. Dickinson came down to my district and made the Astor House his headquarters, devoting himself as assiduously to my defeat as was consistent with occasional exertions against Corning in the Twelfth and Taylor in the Second districts, both regular nominees of the party. Tucker, Secretary of State, "pitched in" also; poor fellow—his gratitude, like his pug nose, is inconveniently small, too small to be tangible. I had voted for him in the State Convention with my colleagues—they did so, and one does not like to be unamiable; even if your friends make fools of themselves, you must do so too, or else be called impracticable. I did more—although self respect forbids my recognizing Tucker in the street—I stumped the State for the ticket last year, upon which Tucker had a place. As if to see how "harmonious" I could make myself, I even accepted a mission from Mr. Morton, the present Deputy Secretary of State (the gentleman who grinds the "organ," the *Daily News*, for which Tucker plays monkey). This mission was to carry a pocket full of "posters" for Tucker from Utica to Oswego, where I was going to make a speech for "Tucker and the constitution." These "posters" I faithfully delivered to my friend De Wolf, as directed by Mr. Deputy Morton; and they were doubtless industriously used by those republicans who did not like Clapp—their candidate. This same Mr. Deputy Secretary of State Morton, who is overseer, negotiator and plunderer for the *Daily News*—organ of Dickinson, Wood, Tucker, Schell & Co.—could not find it consistent with his pocket, and the pockets of his friends, Mr. Postmaster Paine, of Rochester, and Mr. Tucker, owners and contributors, to allow the *News* to support my election, unless the sum of $4,000 was raised and paid to the concern by my friends. The opposition of that dirty paper has always been so propitious to my fortunes and so congenial to my tastes, that I would have sold my horses if the sacrifice had been necessary, to secure and stimulate its hostility. The means employed by the Dickinson faction to defeat me will be comprehended by the specimens I have given; but from the abundance of materials at my hand I will add two or three more facts. Tucker, orderly sergeant of the company, offered a respectable citizen of the Fifth ward, Mr. Casey, to get a relative pardoned out of the State prison, where he is confined for manslaughter, if Casey would desert the standard of his party, and join Tucker and the republicans in supporting Walbridge. Mr. Wood stated, falsely of course, at the First ward meeting, that among the things I did last December, to defeat him, was to get somebody or other pardoned from the Penitentiary to oppose him. This statement was not only untrue but absurd. No one, I believe, has yet suspected me of being an idiot, and none but a simpleton would expect a man who had ever been sentenced to the Penitentiary to oppose Wood. If the cells had been full last December Wood's vote would not have been so large. Tucker recently applied to Mr. Joesbury, editor of the Catskill *Recorder*, to publish an attack upon me, and offered as an inducement, to give to the *Recorder* the fat job of printing the official State canvass. The offer was declined, and the printing has been given to a neighboring journal, more needy and less scrupulous—the *Democratic Herald*, of Catskill—which yielded to the terms of the Secretary of State. As if demented, on the day of the election Tucker presented himself at a Fifth ward poll and voted. His family reside in Albany. He represented the Twentieth ward in the last State Convention. He does not reside in the Fifth ward, and had no right to vote there. My friends have under consideration whether or no they will prosecute Mr. Tucker for illegal voting. Walbridge also swore in his vote. He resides in Washington. It may become the painful duty of the Governor elect to issue a requisition for one of his most active supporters soon after entering the gubernatorial chair. Mr. Williamson has been until recently a resident of New Jersey. I am informed. I am confident he was not entitled to vote in the district, and was not a citizen of the State at the time of the election. That he, as well as Walbridge, went there been ineligible, if elected, is unquestionable; but I have not heard that Mr. Williamson voted. He is a conscientious and prudent gentleman, and conducted the canvass with dignity and courtesy. Conspicuous and memorable among the remarkable features of the canvass was Mr. Wood's caucus of his followers in my district. He brought together the "representative men" of the different interests with which he is identified, and made them a speech. There was a delegation of policy office keepers; a delegation of gamblers—of the more vulgar and depraved class—a delegation of lottery ticket venders; a delegation of emigrant robbers, commonly called "baggage smashers." This influential assemblage of citizens Mr. Wood addressed nearly as follows:—

My friends, when I was Mayor, I did not persecute you. Of course when complaints were pressed against you and those you represent, I was compelled to do something. But you did not suffer much. How is it now? Mr. Tiemann, my successor, seeks to crush you—to exterminate you. Who elected Tiemann? Mr. Sickles. Who is his constant adviser? Mr. Sickles. Now, then, if you will give me your aid to defeat this man Sickles, I will rid you of your worst enemy. He is my enemy too. If we defeat Sickles, we give Tiemann a deadly blow, and I shall be the next Mayor of New York—always ready to stand by you when I can, and to let you up easily when you are hard pushed. (Laughter.)

The applause which greeted this plausible harangue faintly indicated the rancor with which these hordes entered the canvass against me, led by a man who knows, better than any other, how to make unscrupulous adherents available. And yet they say I have succeeded by fraud. Fraud was the main reliance of my opponents, and my only danger. While I am here to declare in the most solemn form of human protestation that no such charge can be sustained, and to challenge the most searching scrutiny into the vote I received, yet I will say—and I believe all New York will cry amen—that if it can be satisfactorily proven that I have outcheated Fernando Wood in an election, I have not only established an incontestible right to my seat, but also a lasting claim upon the admiration, if not the gratitude, of New York. (Cheers.) The republicans opposed me because I stood fairly and squarely upon the democratic platform. The Americans opposed me for the same good reason. Mr. Dickinson and his squad opposed me because, always regarding his presidential aspirations as ridiculous, I have resisted his attempts to use the organization of the democratic party of New York, either to force himself upon the party as a candidate, or to break it up into factions as the penalty of a refusal. Mr. Schell opposed me with his Custom House patronage, because he was told to do so by those whose mandates he obeys with more alacrity than the wishes of the administration which gave him office. Mr. Wood opposed me for the same reason that he dislikes the Revised Statutes—because both the statutes and myself are sometimes dangerous to "notorious offenders." On the Sunday night preceding the election all these elements of opposition assembled in caucus at the Astor House, room No. 49. The problem was, how can Sickles be defeated? Mr. Greeley and Mr. Kennedy represented the republicans. Mr. Welsh and Mr. Sherman represented Mr. Williamson and the fusion. Mr. Tucker represented Messrs. Dickinson, Schell & Co., and the Washington Market speculation of James B. Taylor & Co. Mr. Wood represented—whom shall I say? He spoke for Walbridge, for himself and everybody else like him. They had plans, speeches, plots; there were coaxing and scolding; there were storms and calms; and finally they all broke