would begin to flow out at an open stop-cock at the lower end of the siphon. It was found, upon working the ship at an increased speed, that the auxiliary pumps were insufficient, and some time previous to the explosion the pumps were disconnected from the water jacket, and began to supply the water directly to the boilers, leaving the small quantity of water in the jacket to take care of itself. After the explosion it was found that the stop-cock in the siphon was closed; and it is supposed that it had never been opened since the pipe was subjected to the test of hydraulic pressure. An explosion must therefore have been inevitable, as the body of water in the jacket, subjected to great heat, and of course converted into intensely rarified steam, had no possibility of vent in any direction. It was conceded on all hands that there had been gross neglect in permitting this cock to remain closed. The explosion was witnessed by no less than twenty-one newspaper reporters.

Had the explosion occurred a half an hour later the loss of life must have been terrible. Until the day before the explosion the passengers and guests had dined in the grand saloon on account of the unfinished state of the proper dining room. On that day and the one preceding, however, they dined in the dining saloon, but they were in the habit of taking coffee in the evening in the grand saloon, and listening to the music of the excellent band on board, and half an hour later the whole company would have been assembled there and probably destroyed by the explosion.

Mr. John Scott Russell has the contract for repairs, and commenced clearing away on Monday, the 12th instant. The new iron work was going on with all possible despatch at London.

FUTURE PROJECTS.

Captain Comstock thinks that as a passenger ship the Great Eastern might be run between New York and some European port with profit, because she would not necessarily draw too much water to enter the habor if she carried little or no freight. Or a depot might be formed for her the other side of Hell Gate, which after all, would be as near New York as many ships approach to the heart of London. A large number of the stockholders are directly interested in the Grand Trunk Railroad, and of course would prefer to have the ship run to Portland. Others in the direction are India merchants, and desire, if she shall prove commercially as well as practically successful, to make her one of a regular line of packets to India. They talk of building five more steamers of similar monster proportions for the India trade, but of course that will depend upon the success of this first great experiment. On the whole, it is probable that the ship will be run regularly to this port. At Weymouth the vessel was visited by immense crowds of people, cheap excursion trains running to that point from all quarters, and steamers laden with visiters coming even across the Channel from France. The greatest interest was excited on the subject in England, and the same will doubtless be the case upon the arrival in this country of the great marine monster.

AFFAIRS IN WASHINGTON.

Our Relations With Central America, Great Britain and Mexico, &c.

OUR SPECIAL WASHINGTON DESPATCH.

WASHINGTON, Sept. 26, 1859.

The statement going the rounds of the papers that the Department of State is dissatisfied with the present course of the British government respecting Central American affairs, and that it intends to deceive the United States, is believed to be incorrect.

It is also believed that the Department of State has good reason for thinking that the British government is behaving in good faith in that matter, as it is desirous of bringing the dispute to a satisfactory termination.

Letters have been received here from Gen. Jerez, dated the 26th of August, in which he states that there is a fair prospect that all the difficulties in regard to the transit will be settled satisfactorily to both governments.

Advices have been received here from our Minister to Austria. There was little, if any, political news Matters were assuming their wonted aspect. Hulsemann, the Austrian Minister near this government, had departed, and would soon reach the United States, having been promoted to full minister.

THE GENERAL NEWSPAPER DESPATCH.

WASHINGTON, Sept. 26, 1859.

Lieut. Cohen will return to Rio de Janeiro in the Wyoming with despatches to the flag officer of the Brazil squadron, instructing him to send the storeship John Adams, on her way to the East Indies, if on due survey she is not found unseaworthy.

Sir Henry Holland is to be entertained to-morrow at the Soldiers' Home by the President in company with his cabinet.

The Court of Inquiry to investigate the facts attending the loss of the steamer Fulton consists of Commodore McIntosh, Commander Farrand and Lieutenant Keel.

Meeting of the Mozart Hall State Committee.

ALBANY, Sept. 26, 1859.

The Mozart Hall Democratic State Committee met at Congress Hall to-night. Ex-Mayor Wood, of New York, and the following members of the committee, were present:—C. P. Schermerhorn, Benjamin Rae, James Souther, W. Radford, Mathew McMahon, J. O. Hasbrouck, Orville Clark, John A. Green, Jr., W. Baldwin, and two others.

John A. Green, Jr., of Onondaga, was elected Chairman of the committee for the year, and Mathew McMahon, Secretary.

The resignation of Mr. Thompson for Clerk of the Court of Appeals was accepted, and Mr. Lewis, of Yates, was nominated to fill the vacancy.

A committee was then appointed to prepare an address to the democracy of the State, with directions to report after the November election.

A committee was also appointed to organize the Congressional districts.

The declination of John Cramer as a member of the committee was not accepted.

The following gentlemen were appointed to stump the State for the State ticket:—Ex-Mayor Wood, of New York; James Wadsworth, of Buffalo, and General Clark, of Washington.

The Committee then adjourned to meet in this city again on the second Monday in November next.

Arrival of the Overland Mail.

ST. LOUIS, Sept. 26, 1859.

The overland mail, with San Francisco dates of the 2d inst., arrived in this city last night.

Fifteen buildings were burned at Columbia, Cal.; loss about $20,000. All the business part of Camp Leco is also burned. The loss is unknown.

The Republican Central Committee of California announce the failure of the republicans and anti-Lecomptonites to fuse, and recommend the republicans to stick to their own tickets.

The San Francisco *Bulletin* publishes a letter from Capt. Walker, announcing his arrival at Camp Floyd, August 15, and stating also, that he has materially shortened the route from Fort Dobs to Salt Lake. He encountered no opposition from Indians.

Advices from Victoria, British Columbia, are to August 7. Governor Douglass, in his reply to General Harney's note, emphatically denies that any of her Majesty's ships were ever sent to convey officers of the Hudson's Bay Company for the purpose of seizing American citizens or any outrage whatever committed by Americans at that Island.

The Fort Smith *Times* says a man named Macknett had killed the Indian Agent, Nahorst, at Fort Belknap, on the 4th; also that Col. Leeper, agent for the Camanches, had been shot by Indians.

Aerial Navigation.

WATERTOWN, N. Y., Sept. 26, 1859.

Nothing is yet known of Professor La Mountain or Mr Haddock, who made a balloon ascension here on the 22d instant. Much is felt for their safety. Their course when last seen was at N. E.

News from Mexico.

NEW ORLEANS, Sept. 26, 1859.

The steamships Indianola and Arizona have arrived from Brazos 23d inst., bringing $95,000 in specie, and Tampico advices to the 14th. General Garza was to leave on 20 for the interior to reinforce the liberals, who now number 18,500 men. Nothing had been heard of Degollado's movements. General Wall had defeated the liberals near Leon. Miramon was preparing an expedition to San Luis Potosi.

News from Kansas.

LEAVENWORTH, Sept. 26, 1859.

Hon. F. P. Stanton delivered an address on Saturday night, advocating the adoption of the Wyandotte constitution, on which the people are to vote October 4. The indications favor its ratification. Gen. Lane is again on the stump.

The question of exempting from execution one hundred and sixty acres of land, for homesteads to actual settlers, will be submitted with the constitution.

The republicans have called a convention at Topeka on the 12th of October, to nominate candidates for State offices.

THE GREAT CRICKET MATCH AT MONTREAL.

Special Despatch to the Herald.

MONTREAL, Sept. 26, 1859.

Play commenced this morning. The English eleven's first innings was one hundred and seventeen. Grundy scored two; Wesden, seven; Haywood, seventeen; Caffyr, eighteen; Parr, twenty-four; Casar, nil; Diver, three; Lillywhite, four; Lockyer; nineteen and not out; Stephenson, two; Jackson, ten.

In Canada's second innings, seventeen wickets fell for forty-four runs. No double number. Among them Pickering, Hardinge, Daly and Morgan scored nothing, Jackson got two wickets; Caffyr, six; Parr, six; Threl run out.

The day fine and ground in good order. The game stands as follows:—Canada, eighty-five and forty-four, with seventeen wickets to go down; England, one hundred and seventeen.

Play will be resumed to-morrow at eleven o'clock.

THE GENERAL NEWSPAPER DESPATCH.

MONTREAL, Sept. 26, 1359.

The cricket match commenced on Saturday at noon, with the Canadians at the wickets. From the fast bowling they continued making runs, until Parr went on the sixteenth wicket, and made sad havoc with his slows. The last wicket fell for eighty-five runs, leaving the Canadian rather nervous from their sad prospect of success.

At 5:15 P. M., England sent Wisden and Grundy to the wickets, and after some pretty play Hardinge found his way to Grundy's stumps. Hayward was then sent in and played steadily with Wisden till sundown, when the score stood seven for one wicket.

On Monday at 11:30 A. M. they begun play, and at three o'clock the last wicket fell.

The Canadians again faced the bowling, but when time had been called seventeen wickets had fallen for forty-three runs, Parr, bowling splendidly, having taken six good wickets in half an hour. The nervousness of the first innings had taken strong hold, the slows finding their way faster to the wickets than the fast bowling. The game was stopped at twilight, the sun shining in the faces of the batsmen, with four wickets to fall on the side of the Canadians.

The twenty-two are laughed at by their friends, who bet two to one on the twenty-two of the St. George's Club. The English eleven play splendidly, and it is a perfect picture to see them; but they will find their equals in the twenty-two at Hobaken. There were 6,000 people on the ground, and the military band played some fine selections. There were many ladies, military officers and heads of departments witnesses to the match.

The following is the score:—

TWENTY TWO OF CANADA.

FIRST INNINGS.

Swain b. Caffyn	4
Surnam c. Caffyn b. Jackson	4
Simmons c. Jackson b. Caffyn	2
Bonner b. Jackson	0
Fisher l. b. w. b. Jackson	0
Fondrinier c. Cæsar b. Jackson	6
Hardinge b. Caffyn	0
Ravenhill c. Jackson b. Caffyn	2
Earle, run out	4
Pickering b. Caffyn	8
King b. Jackson	3
Daley b. Parr	19
W. Smith b. Jackson	8
Bacon run out	4
Morgan c Wisden b Stephenson	0
Swettenham b Parr	3
J. Smith c Stephenson b Parr	6
Napier st Lockyer b Parr	0
Ellis c and b Parr	2
Prior b Jackson	3
Tilston hit wicket b Parr	0
Kerr not out	1
Byes 4 leg byes 2	6
Total	85

SECOND INNINGS.

Swain c Jackson b Caffyn	1
Surnam l b w b Caffyn	7
Simmons, run out	1
Bonner st Lockyer b Jackson	6
Fisher, run out	3
Fondrinier b Jackson	5
Hardinge c Lillywhite b Parr	0
Ravenhill b Jackson	0
Earle c Lillywhite b Jackson	6
Pickering c Lockyer b Jackson	0
King c Stephenson b Jackson	3
Daley run out	0
W. Smith hit wicket b Parr	2
Morgan l b w b Parr	0
Swettenham c Lockyer b Parr	1
J. Smith not out	0
Bacon b Parr	2
Napier b Grundy c Parr	0
Legs byes 4, wides 2	6
Total	43

THE ENGLISH ELEVEN.

FIRST INNINGS.

Grundy b Hardinge	2
Wisden c Hardinge b Fisher	7
Hayward run out	17
Caffyn b Fisher	18
Parr b Fisher	24
Caesar b Fisher	0
Diver c Pickering b Napier	3
Lillywhite b Napier	4
Lockyer not out	19
Stephenson b Fisher	2
Jackson b. J. Smith	10
Total	117

Byes, 5; wides, 6.

The nervousness and run outs have defeated the Canadians, among whom are several British officers; but it was to be expected when they were pitted against such a magnificent body of cricketers.

Railroad Accident—Twenty Persons Injured.

CINCINNATI, Sept. 26, 1859.

An accident occurred on the Ohio and Mississippi Railroad, about twelve miles below this city, on Saturday night. It was occasioned by a broken rail. One car was overturned and the rest were thrown off the track. Twenty persons were injured, but only one was killed.

The Fair at St. Louis.

ST. LOUIS, Sept. 26, 1859.

The fourth annual fair of the St. Louis Agricultural and Mechanical Association opened to-day, and although a heavy rain fell in the morning the grounds were thronged, about 15,000 people being in attendance. The First brigade of Missouri militia joined in the opening ceremonies, and were reviewed by Col. Sumner, of the United States Army, and his staff. Nearly every State in the Union is represented either by delegates, stock or in the mechanical and agricultural departments. The number of entries already exceed 5,000, more than twice as many as those of any previous fair; still many more are to be made. The exhibition of stock is unprecedentedly large and superior in quality, the one thousand dollar premiums for the best roadster, thorough bred stallion, and thorough bred bull having drawn here many of the most celebrated animals in the country. In a ring of twenty draft stallions to-day the first premium was awarded to Charles B. Mack, of Lockport, Kentucky. The first premium for matched horses was taken by Wm. Reed, of Butler county, Ohio. The city is densely thronged with strangers, and every train and every steamboat comes loaded with additional crowds. Should the weather prove propitious the fair bids fair to eclipse any fair ever held in the Union.

The Pennsylvania State Fair.

PHILADELPHIA, Sept. 26, 1859.

The State Agricultural Fair commences at Powelton to-morrow, and probably will be the most prosperous one ever held. The entries are very numerous. The railroads are bringing unusually large numbers of people from the interior and other cities, and the city is crowded. A trial of fire engines, both hand and steam power, promises to be the most prominent feature in the exhibition. Forty companies, including sixteen owning steam engines, will enter into competition. An artificial lake, mist 200 feet long, has been constructed for the purpose. The race track is in fine order. In the stables are excellent stock horses, chiefly utility stock. All the departments are well filled. The premiums to be awarded amount to $8,000.

Departure of Missionaries.

BOSTON, Sept. 26, 1859.

Religious services were held this forenoon on board the ship Annie Bucknam, the occasion being the departure of the Rev. J. K. Haswell and wife, and Miss Sarah Mason, who go out as missionaries under the auspices of the Baptist Missionary Union.

Pennsylvania Politics.

PHILADELPHIA, Sept. 26, 1857.

A very large and enthusiastic democratic ratification meeting was held at Jayne's Hall to-night to formally open the coming State and local campaign. The resolutions as well as speeches tend to separate the contest from national politics. The opposition will hold a meeting at the same place in a few days.

Disaster to the Bark Eglantine.

BOSTON, Sept. 26, 1859.

Arrived bark Eglantine, Ellason, from Portland, 12th instant, for Buctouche, N. B. She reports 14th, lat. 45, long. 61, during a heavy gale, was thrown on her beam ends and shifted cargo. Cut away the mainmast to right her, which, in falling, carried away the head of the mizen-topmast, foretopgallantmast, main rail, bulwarks, &c. Put in to repair.

Markets.

PHILADELPHIA STOCK BOARD.

PHILADELPHIA, Sept. 26, 1859.

Stocks steady. Pennsylvania State fives, 92¾; Reading Railroad, 22½; Morris Canal, 50½; Long Island Railroad, 11½; Pennsylvania Railroad, 40. Sight drafts on New York at par.

NEW ORLEANS, Sept. 26, 1859.

Cotton—Sales of 8,500 bales at 11c. a 11¼c. for middling. Sugar buoyant and ¼c. higher; fair to fully fair 6¾c. a 6⅞c. Flour advanced 12½c.; superfine $5 10 a $5 15, and scarce. Pork buoyant; mess $15 a $15 12½. Freight on cotton to Liverpool 9-16d. Exchange on New York at sight ½ dis.

CINCINNATI, Sept. 26, 1859.

Flour: the steamer's news has caused greater firmness, and prices of the higher grades are stiffer, though not quotably changed, while superfine is in fair demand. Wheat unchanged. Whiskey steady at 24¼c. Provisions firm. Bacon shoulders 7¾c.; sides, 9¾c. Mess Pork, $15. Bulk meats, 7c. a 9c. Exchange on New York dull at ⅝ per cent premium.

CHICAGO, Sept. 26—6 P. M.

Flour firm. Wheat firm; sales 10,000 bushels spring at 77c. Corn firm; sales 4,600 bushels at 75c., aboard. Oats buoyant at 30c. Receipts to-day—4,400 bbls. flour, 9,700 bushels wheat, 8,500 do. corn, 6,000 do. oats. Shipments—4,800 bbls. flour, 55,000 bushels wheat, 32,000 do. corn. Sight drafts on New York 2 per cent premium.

BUFFALO, Sept. 26—1 P. M.

Flour quiet; prices unchanged: sales 2,000 bbls. at $4 for fine Indiana; $4 25 for State, from spring wheat; $4 50 for country brands Wisconsin; $4 50 a $4 87½ for extra Michigan, Indiana and Ohio; $5 a $5 25 for double extras. Wheat—Chicago spring firmer; buyers offer 85c. for No. 2 freely. Other varieties steady: sales 11,000 bushels No. 2 Chicago spring at 85c.; 4,000 bushels Racine Club at 85½c., 20,000 bushels Milwaukee Club at 87½c., 5,000 bushels do. at 90c. Corn scarce and firm; no sales. Other grains quiet and no sales. Whiskey steady: sales 240 bbls. at 25½c. Lake imports—12,000 bbls. flour, 177,000 bushels wheat, 9,000 bushels corn, 1,000 bushels oats, 5,000 bushels barley. Exports—3,000 bbls. flour, 48,000 bushels wheat, 2,000 bushels corn, 17,000 bushels oats, 1,000 bushels barley.

BUFFALO, Sept. 26—6 P. M.

Flour steady; demand moderate; sales, 1,400 bbls. at $4 25 for extra State; $4 50 a $4 62½ for extra Illinois and Wisconsin; $4 50 a $4 87½ for extra Michigan, Indiana, Ohio and Canadian, and $5 a $5 37½ for double extras. Wheat in good demond; No. 2 Chicago 1c. better: sales, 26,000 bushels No. 2 Chicago spring to arrive, at 85c. a 86c.; 7,000 bushels Racine club at 85½c.; 23,000 bushels Milwaukee club at 87½c.; 5,000 bushels at 90c.; 16,000 bushels No. 1 Chicago spring on private terms, supposed to be at 87½c. Corn scarce and firmer: sales 3,000 bushels Toledo at 84c. Other grains quiet. Whiskey steady: sales 200 bbls. at 25½c. per gallon, and 40 bbls. at 25¼c. Lake imports to-day—10,000 bbls. flour, 160,000 bushels wheat, 9,000 bushels corn, 5,000 bushels barley. Exports—3,803 bbls. flour, 59,000 bushels wheat, 3,000 bushels corn; 9,000 bushels oats, 1,000 bushels barley.

ALBANY, Sept. 26—6 P. M.

Flour—Fair demand: sales 1,200 bbls. Wheat—Demand good; sales 18,000 bushels, at $1 10 a $1 14 for Mediterranean and Genesee, $1 for old Milwaukee club, $1 30 a $1 35 for white Michigan, and $1 21 for white Canadian in store and delivered. Corn firm; demand light; sales 11,000 bushels, at 89c. a 90c. for Western mixed. Barley—Nothing doing: 85c. asked for two rowed. Oats steady; sales 20,000 bushels old State at 40c., measure; 1,400 bushels State at 42½c., weight; 12,000 bushels sold on private terms, mostly Canada East, to arrive. Whiskey—Sales 80 bbls., at 26½c. per gallon.

The Yacht Club Fall Regatta.

A FINE DAY AT LAST—A LIGHT BREEZE ON THE START—A BIT OF A CALM—ANOTHER LIGHT BREEZE AND SOME DRIFTING—DULL TIMES, ETC., ETC.

After three successivo postponements, the autumn regatta of the New York Yacht Club came off yesterday with plenty of sunshine but light breezes, and part of the way a dead calm. Repeated disappointments and the lateness of the season tended to greatly lessen the interest of the occasion. Of the third class sloops, the "Marragansett" had no competitor, the Alpha not sailing. The Mallory stood in the same position in the second class sloops, so that these two boats walked over the course. Neither the Rebecca, of the first class sloops, nor the Restless, of the second class schooners, had even a promise of a competitor, and their owners declined to sail. The whole interest of the race, therefore, depended upon the Zinga, Favorita and Gypsy, of the first class schooners, all of which sailed, and kept pretty close together. The bay at the start presented a beautiful appearance, dotted as it was with myriads of sails of every size and description. The location of the starting point at Owl's Head, by concentrating the yachts made the scene unusually brilliant. At the outset, about twelve M., the wind was light, just enough to be called a breeze, and sufficed to carry the five boats slowly down through the Narrows; but by the time the fleet had reached the Southwest Spit the boats' motion had subsided into a complete drift. At the Southwest Spit, however, the breeze freshened a little, and from that point round the Light Ship the movement was a little brisker. But on reaching the Southwest Spit on the return, the welcome breeze subsided, and the return from that point to Buoy No. 15, off Staten Island, just below Fort Tompkins, was very slaw. The distance run was only about thirty miles, yet nearly six hours and a half were consumed by the fastest of the five boats in making that distance.

The following are the time tables:—

TIME TABLE GOING DOWN.

Yachts.	Start from Owl's Head. H. M. S.	Buoy off S. W. Spit. H. M. S.	Light Boat. H. M. S.
SLOOPS.			
Narragansett	11 47 04	2 09 00	4 05 07
Mallory	11 46 23	2 04 30	3 49 18
SCHOONERS.			
Zinga	11 49 23	2 08 51	3 51 28
Favorita	11 50 49	1 51 50	3 54 43
Gypsy	11 47 41	2 07 15	3 56 40

RETURNING.

	Buoy off S. W. Spit. H. M. S.	Buoy No. 15. H. M. S.
SLOOPS.		
Narragansett	5 12 30	7 05 00
Mallory	4 54 52	6 44 57
SCHOONERS.		
Zinga	4 48 24	6 12 18
Favorita	4 53 53	6 20 42
Gypsy	4 53 53	6 22 45

TIME OF THE SCHOONERS COMPUTED.

The following table shows the time in which the schooners sailed the course:—

	H. M. S.
Zinga	6 22 45
Favorita	6 29 53
Gypsy	6 35 04

According to this the Zinga beat the Favorita seven minutes and eight seconds, and the Gypsy twelve minutes and nineteen seconds. The Regatta Committee will doubtless award her the first prize in her class. The Mallory and Narragansett having sailed in their respective classes, although without competitors, will doubtless be declared entitled to the prizes. The unpropitious weather cast quite a damper on the spirits of the enthusiastic yachtsmen. No class of pleasure seekers have more patience, and through the mysterious dispensations of Providence, none seem to need it so much as they. It is to be hoped they will have better luck next time.

ARTISTIC ARRIVALS.—THE OPERA AND THE FRENCH THEATRE.—The Vanderbilt, which arrived yesterday morning, brought a large fall shipment of artists. By this ship two managers arrived, namely, Mr. Maurice Strakosch, who is connected with Mr. Ullmann in the direction of the Academy of Music, and Mr. C. Sage, of the Theatre Francois. Mr. Strakosch, who has been absent from this country since July, has made several engagements with artists of good repute in Europe. He brought with him two young, and it is said handsome and clever prima donna. One of these, Signorina Speranza, is at the outset of her career, and has been very successful in Spain and Italy. Another, Signorina Crescimano, is a Sicilian, and comes well recommended. Mr. Strakosch brings two tenors, Signor Stigella, whose speciality is the Meyerbeer operas, and Testa, a tenor *di grazia* for the Rossinian operas. The barritone Ferri, who came also in the Vanderbilt, has a first rate reputation in Italy, and if we may judge by his picture, which appeared last night in the lobby of the Academy, is good looking enough to interfere seriously with some of the handsome tenors. These are the principal artists who came in the Vanderbilt. Among those who have been engaged, and who will arrive on or before the first of November, are Beaucardé, a tenor who made a success in Paris in several of the Verdi operas, and especially the "Trovatore." Great things are expected of this tenor. He sung in the original cast of the "Trovatore" at Rome. There is also Mlle. Cruvelli, a prima donna contralto, sister of the Baroness Vigier. The sisters Cruvelli sung together in all the chief Continental cities and at her Majesty's theatre, London. The Baroness, after her marriage, retired from the stage. The younger sister, who has been vouchsafed to us, is represented to be a fine artist. Mr. Strakosch is in treaty with several other artists, and will take the field at the opening of the new season, about the 20th of October, with a strong force, numerically speaking. The public will, no doubt, discover the merits of the artists in good time.

For the French theatre, Mr. Sage brings a full troupe for operettas, comedies and vaudevilles. We have already published the names of some of the artists, but repeat the full list, as follows:—The singers are M'lle Darcy, from the Folies Nouvelles, Paris; Mlle. Lemie Auger, from Rouen, and Mme. Adolphe, who does the duennas; M. Alphonse Vaugele is the tenor; the buffo is M. Juignet. The actors are M. Maustein, *jeune*, who replaces M. Paul Labu; M. Paul Bary, M. Juignet, M. Eugene Loiret, Mme. Laurette and Mlle. Karch. The French theatre will be opened in about ten days.

The Custom House officers say that if these artists are to be judged by the quantity of luggage they bring, they must be very good. The number of packages of their personal effects is variously stated from seventy-five to a hundred and fifty. It is encouraging to know that the officers of the revenue recognized the claims of art so far as to pass the wardrobes of the prime donne, tenors, soubrettes, comedians and so on without a very strict examination. Even Custom House officers, they say, melted before such an avalanche of feminine charms as that which the Vanderbilt landed on pier No. 4.

Military Matters.

EXCURSION OF THE VETERANS OF 1812.

The Veteran Corps of 1812, Col. Raymond, will go on their excursion to Tarrytown to-day. The second company Washington Continentals have volunteered to accompany them.

PARADE OF THE FIRST BRIGADE.

The First brigade N. Y. S. M., Brigadier General C. B. Spicer, consisting of the Seventy-first regiment, Col. Vosburg, numbering 283 men rank and file; the Second regiment, Major Irwin commanding, numbering about 150 rank and file; the Third regiment of Hussars, Col. S. Brooks Postley, numbering 390 sabres, and the First regiment of Cavalry, Col. S. H. Smith, paraded yesterday. The brigade line was formed at two o'clock P. M. in the Fifth avenue, right resting on Washington square. After the formation the troops were reviewed by General Spicer, after which they were marched around Washington square and up University place to Thirtieth street and thence down Broadway.

The Seventy-first regiment did not muster with the usual strength. The Second regiment, although neatly uniformed and composed of a membership from our best citizens, yet they have fallen behind in discipline and members. They will probably be disbanded within a year. The Third regiment of hussars turned out strong, and made a very good appearance. The First regiment of cavalry wore the new State regulation uniform, and to the casual observer they presented a very neat appearance. To a military man, however, the riding, the manner of carrying the sabres and the very bad horsemanship showed the want of a thorough drilling.

This parade was one of those ordered according to law; and it was merely a parade devoid of all utility towards advancement of the troops in the knowledge of the science of war. A total revolution in the loose manner in which these brigade parades are conducted and the disqualification of our inexperienced Generals is in contemplation, and the matter will be submitted to the Legislature at its ensuing session.

COMPANY D, NINTH REGIMENT.

Governor Morgan has authorized the organization of a new company of artillery, to be attached to the new Ninth regiment. The following named persons have been commissioned as the officers:—John W. Davis, as Captain; Edmund R. Greene, as First Lieutenant; William F. Henry, as Second Lieutenant; William E. Jackson, as Third Lieutenant.

ACADEMY OF MUSIC.—The "Trovatore" was given last night to a good house. Mme. Cortesi, Brignoli and Amodio all sung admirably, and the audience was enthusiastic in its applause.

Jersey City News.

FATAL RAILROAD ACCIDENT.—James O'Brien, a laborer, about sixty years of age, residing in Morgan street, while crossing the track of the Erie Railroad at Greene street, last evening, was run over by the 9½ o'clock train, and killed almost instantly.

The Family Herald.

THE MONSTER STEAMSHIP GREAT EASTERN—THE AMERICAN STATE CONVENTION—THE FALL FASHIONS—ANOTHER BANK DEFALCATION—SUIT AGAINST A VIGILANCE COMMITTEE—THE NATIONAL FAIR AT CHICAGO—THE AMERICAN INSTITUTE FAIR—LOCAL NEWS OF THE METROPOLIS—MARKET REPORTS, ETC.

Next Wednesday's edition of the FAMILY HERALD will contain a very interesting historical sketch of the Monster Steamship Great Eastern—Mode of Construction—Her Dimensions—Her Engines—Saloons and Cabins—Tonnage—Accommodations for Passengers—Her Trip out of the Thames and Arrival at the Nore—Immense Success of the Steamer—The Great Speed attained, &c., &c., &c., forming a complete history of the enterprise.

It will also give, among other matters, a full report of the Proceedings of the recent American State Convention at Utica—Adoption of a State Ticket—Selections from the Democratic Nominees—Address of the State Committee, &c., &c.; Opening Day in the Metropolis—The Fall Fashions—Grand Display of Millinery and Dress Goods; An account of the Defalcation in the Fulton Bank—Arrest of Mr. Lane, the Assistant Cashier—The Modus Operandi of the Defaulter, &c.; A report of the Suit against a Vigilance Committee for Tarring and Feathering a Colored Man for alleged illicit intimacy with an imbecile White Girl in Hudson, Columbia county; the National Agricultural Fair—Letter from our Correspondent at Chicago; Fair of the American Institute—Award of Premiums for Animals; Celebration of the Anniversary of the French Republic; Editorials on Prominent Events; All the Local News of New York and adjoining Cities of general interest; Theatrical Notices, Police Reports, Coroners' Inquests, and whatever may be interesting or important to the general reader.

Each week's issue of the FAMILY HERALD contains a report of the Condition of the New York Cattle Market, with the amount of Stock offered for sale, their Condition, the Prices for which they were Sold, &c., &c.; A Report of the Prices of all kinds of Family Marketing at Washington Market in New York City; Commercial and Money Market Reports; Marriages and Deaths for the week, and a large amount of miscellaneous reading.

TERMS—The FAMILY HERALD is published every Wednesday at Two Dollars per annum. Subscriptions received at the office corner of Fulton and Nassau streets. Single copies (price four cents) to be obtained at the office and of all news venders. Advertisements inserted at the usual HERALD rates.

Court Calendar—This Day.

SUPREME COURT—Circuit.—West Washington Market case.

SUPREME COURT—General Term—(Enumerated).—Nos. 54, 55, 57, 56, 59 to 68, 70, 72 to 77, 79, 19, 10, 31, 37, 49, 81, 85, 86, 89, 90, 91.

Drawings of Wood, Eddy & Co.'s Lotteries:—

DELAWARE. EXTRA CLASS No. 511, SEPTEMBER 26, 1859.
46, 27, 57, 42, 19, 32, 10, 30, 41, 50, 21, 73, 43, 45, 31.
DELAWARE, CLASS No. 512, SEPTEMBER 26, 1859.
71, 72, 75, 21, 47, 41, 67, 60, 29, 38, 74, 15, 27.
GEORGIA, CLASS No. 509, SEPTEMBER 26, 1859.
36, 29, 48, 59, 15, 22, 52, 23, 25, 66, 20, 75, 72.
GEORGIA, EXTRA CLASS No. 510, SEPTEMBER 26, 1859.
6, 27, 75, 40, 45, 61, 55, 28, 63, 23, 26, 34, 70.
WOOD, EDDY & CO., Wilmington, Del.

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Mrs. Stowe and Uncle Tom have had their laurels, and the newspapers throughout the Union are now exclaiming the praises of the new book, "Black Diamonds, gathered in the Darkey Homes," by Edward Pollard, of Virginia.
"The author knows negro nature profoundly, intimately. How appreciative, how loving, how tender he is."—New Orleans Delta.
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"Defending the institution more than all argument."—De Bow's Review.
"Exceedingly interesting; quite a new and unaffected style."—Baltimore Sun.
"Written in a dashing off-hand style."—Boston Transcript.
"Beyond doubt the most life-like delineations of the negro ever drawn with the pen."—Mobile Register.
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GREAT REDUCTION IN PRICE TO $50.
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BARTHOLF Manufacturing Company, 434 Broadway.

Grover & Baker's Noiseless FAMILY SEWING MACHINES.
Temporarily at 501 Broadway, New York.
182 Fulton street, Brooklyn.

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Cristadoro's Hair Dye, Wigs and Toupees; the best in the world, wholesale and retail, and the dye privately applied. No. 6 Astor House.

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The Drawings of the Sussex County and Consolidated Lottery of Delaware.

FRANCE, BROADBENTS & CO.,
MANAGERS.

The Legislature of the State of Delaware, at its last session, having given to France, Broadbents & Co. a lottery contract for twenty years, we, the undersigned, Commissioners appointed by the Governor of said State, to superintend the drawings of said lottery, do hereby certify that the following are the numbers drawn this day:—

SUSSEX COUNTY—CLASS No. 157, SEPTEMBER 26, 1359.
9, 59, 46, 64, 32, 75, 22, 70, 78, 10, 1, 8.
CONSOLIDATED LOTTERY—CLASS No. 129, SEPT. 26, 1859.
75, 9, 52, 14, 8, 6, 17, 49, 72, 46, 60, 29.

Witness our hands at Wilmington, Del., this day (Monday), September 26, 1859.
JOHN DALE, JOHN W. WALKER, ALFRED R. WOOTTEN, } Commissioners.
FRANCE, BROADBENTS & CO., Wilmington, Del.

Knox's Hats for the Fall Season are all the rage, and command the admiration of every one who aspires to wearing a hat of unquestionable style, exquisite finish and irreproachable beauty. Such are the hats that KNOX, the Hatter, offers to the fashionable public at his well known establishment, 212 Broadway, northeast corner of Fulton street.

White's Fall Style Gent's Hats Now ready.—Neatest hat of the season. 216 Broadway, opposite St. Paul's.

Leary & Co. Introduce This Day the Autumn fashion for gentlemen's hats. 3, 4 and 5 Astor House.

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THEO. R. B. DE GROOT.

New Stock of Fall and Winter Clothing ready for men and boys, at Oak Hall, the great ready made clothing house, 84 and 86 Fulton, and 45, 47 and 49 Gold streets.
THEO. R. B. DEGROOT