INTERESTING FROM EUROPE.

ARRIVAL OF THE CITY OF WASHINGTON.

The London Times Condoles With the Rebels on the Loss of the Merrimac.

Gen. Butler's Action in New Orleans Offends the British Humanitarians.

The Spanish Cabinet Supports General Prim in Madrid and Paris, &c., &c., &c.

The screw steamship City of Washington, Capt. Brooks, which left Liverpool at half-past eleven o'clock on the morning of the 28th and Queenstown on the 29th ultimo, arrived at this port at half-past twelve o'clock yesterday afternoon.

The City of Washington brings our European files, thirty-one cabin, six hundred and ninety-five steerage passengers. United States mails and a general cargo.

Her news has been anticipated by her own report, delivered off Cape Race, which was telegraphed from Newfoundland and published in the HERALD last Saturday morning.

Our Paris Correspondence.

PARIS, May 27, 1862.

The Roman Occupation—The French Army—New Senators—Mexico—The American News—Change in the Tactics of the Southerners—Tucker Smiles All Alone—Cameron and Taylor—A Secesh Lady Married Under the Stars and Stripes—Theatrical Affairs—Edwin Booth, &c.

The *Moniteur* of yesterday morning contains the following paragraph at the head of its columns:—

The Emperor having decided that, on account of the reductions which have taken place in the effective of the army, the corps of occupation of Rome will be submitted to a new organization, General Goyon has been called to resume his service near his Majesty, and as a testimony of his high satisfaction the Emperor has raised him, by a decree of this date, to the dignity of Senator.

Napoleon the Third never does anything without a good and sufficient reason, and it seems the only reason, at least the only one which he gives the public, why the corps of occupation at Rome is to be submitted to a "new organization," is the reduction in the effective of the army. What the "new organization" is to be we are not yet informed; but the context of the paragraph would at least lead us to imagine that the occupying force would itself undergo a reduction. Now the French government has always contended that it kept at Rome only a sufficient number of troops to insure the personal safety of the Holy Father, and the result of this reduction now will doubtless be the replacing of the withdrawn French troops by Italians, and a joint occupancy for a time by the soldiers of Napoleon and Victor Emanuel, where, when the pear is considered fully ripe, the former will be entirely taken away, and the seven-hilled city be permitted to drop into the lap, or, rather, the crown of the "Re Galantuomo."

Speaking of the effective of the French army, the *Moniteur* a few evenings since, in correcting some statements made by Lord Palmerston in regard to the number of French troops, gives the list as follows:—On the 1st of January, 1862, effective, 447,000; reserve, 165,000. Since then 38,000 having been retired to the reserve—that is, raised to 203,000 men, and the effective reduced to 409,000.

The same decree which makes General Goyon a Senator also raises to that dignity Count Chasseloup Labat, Minister for Marine, and M. Ingres, Member of the Institute, the celebrated painter. This last nomination, a tribute to high artistic merit, will do much in behalf of the Emperor's popularity among a class who are not particularly devoted to him. Although the Senate has now become a sort of a rubbish garret, in which the Emperor stows away a good deal of useless trash, which elsewhere is in his way, the honor of a seat there is not a mere empty and nominal one, as it not only is retained during life, but carries with it the substantial benefit of 30,000 francs per annum.

No new light has been thrown since my last letter upon the present or prospective condition of the Mexican imbroglio. All sorts of rumors are in circulation. It is stated one day that large reinforcements are to be immediately forwarded, and this is contradicted the next, and that there is still a probability of England and Spain coming back to the aid of France. It is not probable that any reinforcements will be sent until the news of the arrival of the army in Mexico is received. The feeling towards Spain may be imagined, in the light of the fact that a very abusive article, abusive first of General Prim individually, and then of the Spanish government, which sustains him, published originally in the *Patrie*, was copied in full in the *Moniteur* of yesterday. In this article the conduct of General Prim is characterized as "a forgetfulness of all the duties of an alliance contracted in good faith. In retiring with the Spanish army, General Prim violated the convention. To our country no political reason could have absolved such conduct; nothing could have prevented a general, who had taken upon himself such a responsibility, from being brought before a council of war." Letters published in the prominent journals here from Mexico represent that the French troops are everywhere enthusiastically received, and that the people want them to stay; "fully convinced," says one letter, that, "if they do not, Mexico will fall into the hands of the United States in less than ten years." General Miramon arrived in Paris from Spain a few days since, and has, it is said, had two or three long interviews with the Emperor. He will proceed immediately to Mexico to aid in the "spread of civilization," as the French term their present campaign there.

We have just received the thrilling news of the 15th of May—Norfolk taken; McClellan near Richmond; New Orleans in peaceable possession of our troops; the monster Merrimac blown up; the ports to be opened on the 1st of June; the House of Representatives passing a bill for the abolition of slavery in the Territories—all those came upon us with a rush, and have put us all in a great state of excitement. The bloody drama seems to be approaching its denouement, and such seems to be the general opinion here. The *Patrie*, however, speaks of the continued retreat of the rebels as "the continuance of this system of evacuation and falling back before the Northern troops." The *Moniteur* calls particular attention, as an important fact, to the passage of the Territorial anti-slavery bill, and the *Constitutionnel*, after rehearsing the destructive deeds of the rebels, says "they are acting like men determined to leave nothing but ruins in the hands of the conqueror." This is their text here now. The Southern emissaries, who a few months since were blustering and blowing about the superiority of the Southern troops over the damned Yankees, and who were to annihilate the latter as fast as they invaded their "sacred soil," now assume the subdued tone of martyred patriots, persecuted and crushed by superior force, but intending to give proof of their determination never to be "subjugated," by retreating into the extreme South, destroying all in their path, and fighting till they are all "murdered" by the Northern Vandals. They obtain some sympathy by this kind of talk, and it is really amusing to see the change in their manner and appearance within the last few months. Even Bev. Tucker has become crushed in spirit, and takes his cocktail in melancholy silence.

Hon. Simon Cameron and Mr. Bayard Taylor, his Secretary of Legation, arrived here yesterday from London, and will leave in a few days for St. Petersburg. Mr. Cameron is stopping at the Louvre; but Mr. Taylor is stopping at the house of a friend, Mr. John L. Graham, Jr., of New York.

Among the humorous things to which our war has given rise may be set down the following:—Last week a young lady from Secessia, and herself of most intense secession proclivities, was anxious, as all young ladies are, to be married. She was not only anxious, however, but ready and willing; and so was her bridegroom, a French gentleman of wealth and distinction. In order to make the marriage civilly legal, however, it was necessary that it should be performed not only in the regular forms required by the French law, but afterwards in the legation of the country to which that lady belonged. Here was trouble. The lady belonged to Secessia, and Slidell was her representative. But Slidell's blessing would be of no more value to her, under the circumstances, than any ordinary individual's blessing or cursing; and so, after much anxiety and mental trouble, not wishing to postpone the "happy day" till Mr. Slidell was "recognized" (by which time she probably could not be married, on account of gray hairs and the wrinkles of old age), she finally made up her mind to swallow the dose, and, conducting her "dearly beloved" to the Legation, they were married by Mr. Dayton, beneath the folds of the American flag, and, by a fiction of international law, upon American soil. It is said that Mrs. Slidell chided the young lady for her want of patriotism and self sacrifice, and asked her "why she didn't wait a little while till she could have been married by Mr. Slidell?" But she was too wise for that.

Halevy's opera, "La Juive," is to be produced at the Grand Opera to-morrow evening, for the first time in a year.

Ristori has been playing for the last week at Versailles. For several years past it has always been her custom to make the tailiens in May, immediately at the close of the opera season, and play a round of her characters. Last year she was not very successful, and says that tragedy is dead in Paris. So she has taken the little theatre at Versailles for a week or two, and considerable numbers have gone out nightly from Paris to see her. She and Alboni have just erected each a pretty hotel on the new boulevard des Malesherbes, near the Parc de Monceaux. I understand that Ristori has abandoned the idea she had of going to America this year.

At the recent annual meeting of dramatic authors and composers, the following theatrical statistics were given:—The total receipts of the Paris theatres, from April 1, 1861, to March 31, 1862, exclusive of the Italiens and the little theatres formerly comprised in the *Faubligue*, were 11,191,041f., of which the authors' dues amounted to 1,277,178f. The largest receipts were those of the Grand Opera, amounting to 1,215,060f., and from which the authors and composers received 87,026f. Two other theatres only exceed a million. The Cirque, with the show pieces, "Prise de Pekin" and "Rhotomago," which have been played all the year—the latter being still in the tide of success—receiving 1,185,624f., and paying its authors 148,736f.; and the Porte St. Martin, which received 1,057,528f., principally from the "Grace de Dieu," an old piece revived, which ran over two hundred nights, and which has just been put on the bills again—the authors' dues were 137,521f. The receipts at the Francais were 929,287f.; authors' dues, 112,355f. At the Opera Comique, receipts 860,367f.; authors' dues, 128,314f. At the Gymnase, receipts 629,000f.; authors' dues, 76,000f. Vaudeville, Varieties and Palais Royal, about 600,000f. each. The Gaite and Ambigu, about 700,000f. each.

Next month the Cirque and Lyrique are to be removed into their new *salles* on the place du Chatelet. The theatres on the Boulevard du Temple, it was originally arranged, were to remove in July, but, with the Delaissements, the Funambules and the Lazary, have obtained a prolongation of their sojourn up to April next. The Folies Dramatiques and the Gaite remove in July.

Edwin Booth has taken apartments, and, with his family, has quietly settled down in Paris for two or three months. He is by no means idle, however. Besides being engaged, as I wrote you, in studying portraits and costumes of Richelieu and his time, in order to produce the grand play of Bulwer in a perfectly correct style, he is superintending the translation and adaptation of several effective French plays, which he will produce upon his return to the United States, and which will be great and attractive novelties.

Right Rev. Bishop Wood, of Pennsylvania, and Bishop Parcell, of Cincinnati, left Paris on Saturday for Rome.

THE AMERICAN QUESTION.

Europe "Perplexed" at the View of the Military Power of the Union.

[From the London Times, May 28.]

The war in America is sweeping over the land with the velocity and destructiveness of a hurricane, and all the ordinary feelings and pursuits of men are absorbed in its vortex. Bulletins from the armies succeed each other with rapidity enough to satisfy even the appetite of the New York public, sharpened as it was with twelve-months of famine. The scale of operations is absolutely tremendous. The federals have 700,000 men in arms, and the army estimates actually voted for the present year exceed £125,000,000 sterling. These forces are no longer stationary. In the East, as well as the West, they are so actively engaged that every mail brings us the intelligence of a battle, an attack, an advance, or a conquest. President Lincoln was right enough when in his homely language he described this war as a "big job." It is about the biggest job of the kind ever seen, no mere "ninety days'" business or temporary disturbance. The "insurrection" which Mr. Seward believed to be "waning" at the close of last year now covers half a continent with desolation and havoc, and we are warned that the battles known to be imminent will exceed in severity any hitherto fought.

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The whole story is a mystery as well as a marvel. *It is almost as hard to believe what has occurred as to imagine what will ultimately happen.* Twelve months have changed an untaxed republic into two military confederacies, engaged in desperate war with each other, and burdened already with debts exceeding in charge the national debt of Britain. The number of men actually maintained in arms for upwards of a year *is something incredible.* From a population smaller than that of these islands the Northerners have not only sent 700,000 volunteers into the field, but have kept them there since last summer. No wonder that "trade is paralyzed" and industry neglected. In fact, there is now but one trade in America, and that is the trade of war. We know that it is a traffic which can never end in gain, but the Americans are embracing it, with all its costs and consequences, as the most enrapturing pursuit in the world. *No difficulties daunt one party, no defeats appall the other, and, while all Europe is perplexed at the spectacle set before it, New York is enchanted with the position and prospects of the nation.* It is at least, however, a satisfaction to reflect that no European Power can be blamed for any incident of this dreadful war.

Lamentations for the Rebels of New Orleans.

[From the London Times, May 26.]

What is passing in New Orleans may teach us what the apprehensions of those desperate men are, and what is the nature of the fate they dread. The proclamation of General Butler *realises all that has ever been told of tyranny by victor over vanquished.* The state of slavery endured by a negro in New Orleans cannot be more absolute than that now suffered by the whites of that city. They are compelled, under pain of "severe punishment," to treat the federal flag with the utmost deference and respect, which is treating the New Orleanists much as Gessler treated the Swiss. They are compelled to open their shops and their places of amusement whether they wish to do so or not, and while the shops and theatres are thus open any little liberties which may be taken by General Butler's garrison or any of their friends must not be resented, on pain of death. All assemblages are forbidden, State property, as well as confederate property, must be surrendered, and everything proposed to be published by a newspaper must first be authorized by a federal censor. Even this proclamation appears to be exceeded by the practice under it, for it seems that the Mayor and Aldermen of the city had already been committed to prison for refusing to take the oath of allegiance to President Lincoln. If this be a sample of the energetic measures by which the North holds in subjection what it has already conquered of the South, we can well understand the conspiracies in Kentucky, the burning of cotton, the recruiting of the two armies of the confederation, and the unbroken resolve which seems still to reign throughout the Southern States to hold on to their independence to the last. *Such severity does not bode well for European interests.* The President's proclamation which opens the ports of New Orleans, Beaufort and Port Royal would have been more welcome here if it were not accompanied by acts of tyranny likely to drive the planters to despair, and to produce the destruction of all the cotton in stock. The conditions imposed by that proclamation must be measured and squared by the rules of international law, with which we hope they will be found to conform. But, as matters are now proceeding, it would seem that neither New Orleans, Beaufort nor Port Royal is likely to be for some time to come of any great use to the world as a cotton port. General Butler, with his oaths of allegiance, his forced adoration of the federal flag, his confiscations, his compulsory opening of shops and theatres, his imprisonments, his punishments and his threats of death, is not the man to make a commercial port prosperous and to tempt down cotton bales from the interior; and New Orleans, with its rival issues of paper money, *one of which is of course now a legal tender, is not a tempting port to which to consign merchandise.*

British Epitaph on the Merrimac Steamer.

[From the London Times, May 26.]

Norfolk is now added to the federal captures. A division of 5,000 men sufficed, without a fight, and by a mere demonstration, to drive the Confederates from their only arsenal. Norfolk, upon which in the commencement of this war so much reliance was placed, is now like a little Sebastopol after Sebastopol had fallen. Its Navy Yard, with all the stores and machinery, has been destroyed, and the vessels which it sheltered have been sunk or burnt. Norfolk has fallen, however, not like Sebastopol, after a glorious resistance, but without a shot fired, and the ruins show nothing *but the determination of the Southerners to destroy what they cannot defend.* Here is an end of the Confederate navy. Here is an end also to all our hopes of learning something more from the prowess of the Merrimac. That celebrated iron-clad ship, which was the first to test in real battle the value of the new invention, has perished ingloriously. Her destruction is announced with an apology. She was so blockaded by enemies that she dared not venture out; she was so large and so deep that she could not pursue her smaller antagonists into shallow waters. *She had struck one great blow; she had frightened the North; made New York anxious and Boston afraid, and had occupied a great naval force.* All she was capable of doing had been done; a force she could not hope to resist was coming down upon her; so she was blown up. Such has been the fate of the Merrimac. Perhaps we shall be now allowed to know something more about her. Europe is still curious as to how she came to accomplish her great achievement; and how it was she failed to repeat it; what her strength was and what her weakness; and why it was her masters could not make profit even of her destruction. *It is impossible yet to believe that all was got out of her which might have been obtained.* In the early days of this war much was expected from the superior knowledge and experience of the naval commanders who adhered to the South; but hitherto it would appear that the science of their naval men *has only taught them to foresee difficulties.* The ignorance of the adventurous captains who forced their wooden vessels past stone forts and through chains and beams, and iron-clad ships and batteries, is an ignorance which fortune favors and victory does not disown. Even the advantage of iron against wood seems to be lost in Confederate hands, if it be true, as Captain Davis reports from the Mississippi, that eight Confederate iron-clad gunboats have been beaten off by six federal vessels. It is not, however, from such reports as these, that we can take trustworthy data for our own guidance. All we can collect from them is that the Confederate cause is desperate wherever guns can be floated, and that the seas and the rivers are all parts of the federal empire.

The Case of the Emilie St. Pierre.

[From the London Post (government organ), May 26.]

It will be remembered that an English vessel of this name recently arrived at Liverpool, in charge of her master, steward and cook, who had recaptured (so far from an American crew. She had attempted to run the blockade, *and was fairly and lawfully seized by the federal blockading squadron*, and then sent for adjudication in charge of a prize crew. By dint of clever stratagem, and no small pluck, the three Englishmen succeeded in regaining possession of the ship, and in navigating her to Liverpool. The American government has now requested her surrender back to them. We understand, however, that this demand cannot be complied with, as there is no municipal law that takes cognizance of the act of these three men as an offence, or, indeed, recognizes such an injury suffered by a belligerent. Had an American cruiser met the Emilie St. Pierre on the high seas she might have seized her, and the fact of the rescue would have condemned her in international law. *But there is no municipal law which can warrant the English government in delivering her up to that of America*, with whose request it is therefore bound to refuse compliance.

The Ship Not Lawfully a Prize.

TO THE EDITOR OF THE LONDON POST.

You notify your readers to-day that our government have properly refused to give up the Emilie St. Pierre, but you append the following damaging remark, viz.:—"She had attempted to run the blockade, and was fairly and lawfully seized by the federal blockading squadron."

In the you are really mistaken, and, as a friend of Captain Wilson's, I must beg of you space for its correction. He had no instructions or intention to run the blockade, and when I assure you that his ship drew eighteen inches more water than he knew there was on Charleston bar at spring tides, you will understand that any such attempt, without lightening, would have been certain destruction to ship and cargo. He had been nearly six months without American news, and had a right to expect that the war was over; at all events he felt quite justified in calling off one of the ports to see, and that without infringing any blockade law.

E. S. ROBERTS.

No. 36 Park road, Haverstock Hill, May 26, 1862.

The New Treaty Against the Slave Trade.

In the House of Lords, on the 26th of May, Lord BROUGHAM rose to call the attention of the noble lord the Secretary for Foreign Affairs to an apparent omission in the recent convention with the United States. That convention was *in many respects the most important event that had occurred during the period of his sixty years' warfare against the American slave trade, inasmuch as it granted the right of search.* Since the slave trade had been made a crime of great atrocity by an act which he had had the happiness of passing through Parliament fifty-one years since, nothing had happened that was more gratifying to him than the recent convention, whereby the Northern States of America, to their great honor, yielded the right of search, without which the former laws were almost nullities. That concession would, he hoped, speedily put an end to the atrocious traffic. The right of search was conceded within so many leagues of the coast of Africa, and within thirty leagues of the coast of Cuba, *but the island of Porto Rico was more than thirty leagues distant from Cuba, and the consequence would be, if the right of search remained limited to a space of thirty leagues from the Cuban coast, that slavers would land their cargoes at Porto Rico and send the slaves over to Cuba at their leisure.* He must say that nothing could be more fair than the conduct of the American government since the present unhappy disruption took place, and he would ask the noble earl whether he thought it would be possible to arrange some modification of the convention which should include Porto Rico within the limits of the right of search. He also wished to know whether the government intended to take any action with respect to a vessel recently fitted out at Liverpool, and afterwards captured with six hundred slaves on board. He was informed that the brother of the captain was ostensibly a shipping agent in Liverpool.

Earl RUSSELL—I thank my noble and learned friend for calling my attention to the subject which he first mentioned. He cannot expect me at once to enter into the details as to what has been done or what can be done. I can only assure him that the United States government are *thoroughly in earnest to suppress the slave trade*, and, if it be necessary for that object to include Porto Rico as well as Cuba, there is no doubt the United States government will listen to any suggestion of the kind with every inclination to adopt it if necessary. With regard to the other point to which my noble and learned friend alluded, I inquired specially as to what could be done in the case to which he referred with the view to a prosecution, and I was informed that that which would have been highly penal had the vessel been British was not reached by the law as it now stands in respect to a foreign vessel. I will communicate, however, more in detail to my noble and learned friend the manner in which that case has been viewed, and I am sure that if any amendment of the law is required in this matter, my noble and learned friend would be the best person to introduce such an amendment to your lordships.

Lord BROUGHAM said that if it should be found, on consideration, that a declaratory act was necessary to make the offence to which he had referred penal, he should be disposed to bring in such a measure.

The Trade in Cuba and Conduct of the Captain General.

In the House of Lords on the 27th of May, Lord BROUGHAM, referring to the reply of the noble earl the Foreign Secretary, on the previous evening, that there was a difficulty in applying the law to a foreign ship fitting out in an English port, said he had referred to the acts of 1811 and subsequent acts, and was obliged to confess that he could see no difficulty; but, at all events, he trusted that measures would be taken now to repress that abominable trade. The noble and learned lord recommended that our ambassador at Madrid should be directed to urge upon the Spanish government the propriety of adopting the suggestion of Marshal Serrano, Captain General of Cuba, viz.: that slave trading on the part of Spanish subjects should be made piracy and capitally punishable. The noble and learned lord was also understood to say that *certain Spanish officers* were believed to have received bribes for conniving at the slave trade.

Earl RUSSELL said he would look into the papers on this subject, and make a statement on Friday on both the points referred to by the noble and learned lord. With respect to Marshal Serrano, he believed that *he was incapable of receiving bribes* to permit the prosecution of the slave trade.

Lord BROUGHAM had never heard that Marshal Serrano had been charged with, or even in any way suspected, of such conduct. On the contrary, he had been most pure and honorable in his government, and, as an instance of that, *he had actually suggested that method of putting down the slave trade.*

THE INVASION OF MEXICO.

The Emperor of France on General Prim's Action.

[From the Paris Moniteur (copied from the Patrie), May 27.]

What would the Spanish government have said if, on arriving at Havana, appointed as the general place of rendezvous of the fleet, Admiral Jurien de la Graviere, on learning that he had not been waited for, had decided *de irato* to return at once to France? What would it have said if the Admiral, for the sake of withdrawing, had laid hold of all the occasions on which General Prim had acted contrary to the convention of London—as, for instance, when that General, on arriving in Mexico at the head of a fine Spanish *corps d'armee*, showed himself as humble as possible in his propositions, and from the first moment kept up the most friendly relations with Juarez, instead of sending him an enerhetic ultimatum, as it was his duty to have done? If France had withdrawn from the expedition in presence of those evident deviations from the common understanding, which it implied; if she had left Spain to contend single-handed with all the difficulties of the situation, the Spanish press would not have found invectives and anger enough to characterize our conduct. *But it is General Prim who failed in the duties of the convention, and it is the Spanish army that withdraws, while France remains alone to accomplish the mission which she had undertaken with her Allies.* What deeply afflicts us in this affair is, not the fact in itself, but the idea that the alliance with Spain may be broken, without the avowal of the Queen's government, by the rashness of a general. What wounds us for the dignity of the Spanish government, as well as for our own, is to see that a decision so serious as that *which may disturb the relations of two friendly countries*, has been come to with impunity, without the Cabinet of Madrid having been consulted, and without such a measure, which it had not authorized, being disavowed.

The Imperial Policy Contradicts French History—Danger from the United States.

[From the Paris Temps, May 26.]

* * * To give, as is expressed in the instructions of M. Thouvenel, a moral support to the sound part of the population, who would try to change the form of government, seemed to us imprudent and excessive. But are we not now engaged further? It is in our train that General Almonte issues his proclamations, and we are thus appearing as the originators of a movement to which we should render only moral assistance. General Almonte very much resembles at this moment Monsieur (Count d'Artois), brother of the King, when hanging in the rear of the Allies in 1814, who came to deliver France from "the imperial tyranny;" and, as other journals have already observed, Admiral Jurien de la Graviere speaks like the Duke d'Angouleme at the opening of the campaign in Spain, or rather like the Duke of Brunswick in 1792. We will not compare the French republic to the Mexican republic. We make every allowance for the difference between the two people and the two situations. But this allowance once made—the French people placed very high, and the Mexican people very low—there will still remain a pretty strong resemblance between the two. *We have the appearance of wishing to impose happiness on the Mexicans, when we never permitted anybody to render the same service to us;* and, whatever be said or done, this contradiction is not trifling. That we shall succeed in our undertaking, if we persist in it, is doubted by no one. But in a practical point of view it is not only the immediate result, but the remoter consequences which we should consider. Will monarchy in Mexico be more solid than the republic? Will France, after having restored it, *take upon herself to defend it against intestine divisions and against the probable hostility of the United States?* These are the questions which present themselves, and which patriotism bids us weigh and discuss.

[From the Semaine Financiere, of Paris, May 26.]

The Mexican incident, on reflection, cannot have serious consequences. The French government wishes to go further than England or Spain *in redressing the grievances of which Europe has to complain* against the Mexicans. We cannot, therefore, be surprised that France should resolve to go farther than it at first intended, it counted, perhaps, on more complete assistance from Spain. However that may be, the little favor which public opinion in France shows for the Mexican expedition will be a useful warning for our government, and there is reason to hope that our landing in Mexico will not degenerate into an indefinite and ruinous enterprise. We believe that we shall withdraw from this affair as soon as France shall have obtained a real satisfaction. In the meantime it is important that it should be known that the expense of the expedition will not be as great as it is generally supposed. These expenses have been anticipated for the period, and are provided for by the extraordinary budget just voted. The maintenance of the troops employed in Mexico, thanks to the abundance of provisions found there, will not cost much more than in France. We regret, for our part, this affair of Mexico, but we feel confident that it will not give rise to any complication in our foreign policy.

General Prim Sustained by the Queen in Madrid and Paris.

[Paris (May 27) Correspondence of London Times.]

It is doubtful whether General Prim will take Paris on his way to Spain, or even whether he returns by way of England. It is not improbable that he will have embarked at the Havana on the 15th, to arrive at Cadiz on the 5th of next month. I have already informed you that the government has approved the General's conduct in Mexico in refusing to promote the views of France. These views were, in his judgment, a violation of the treaty entered into between the three Powers, which did not authorize them to change the form of government. *The Spanish Minister at Paris has been instructed to give the necessary explanations to M. Thouvenel.* In all probability he did so yesterday during an official audience at the Foreign office.

General Miramon in Paris.

General Miramon, ex-President of the Mexican confederation, has (May 27) arrived in Paris with his family.

The English Turf.

AN AMERICAN HORSE ON THE BATH COURSE.

BATH COURSE, MAY 27.—Tenth biennial stakes of 10 sovs. each, with 50 sovs. added for foals of 1859: colts, 8st. 10lb.; fillies and geldings, 8st. 7lb.; with certain allowances. One mile and a half. The second to save his stake. 42 subs.

Mr. R. Ten Broeck's Olive Branch, by Lexington, 8st. 4lb. (3lb.) (Fordham) 1
Mr. T. Parr's b. c. Tolurno, 8st. 7lb. (3lb.) (Clements) 2
Mr. J. Clark's b. c. Bloodhound, 8st. 7lb. (3lb.) (J. Snowden) ..... †
Mr. Merry's b. c. The Knave, 8st. 10lb. (Challoner) ..... †
Duke of Beaufort's b. c. Gemse, by Wild Dayrell—Chamois, 8st. 7lb. (3lb.) (A. Day) 0
Marquis of Ailesbury's ch. c., by Windhound—Splitvote, 8st. 10lb. (J. Goater) 0
Mr. Merrifield's Margery, 8st. 7lb. (Drew) 0
Mr. T. Stevens' b. f. Ethel, 8st. 7lb. (Payne) 0

Betting—5 to 4 on the Knave, 9 to 2 against Tolurno, 6 to 1 against Olive Branch, 8 to 1 against Ethel, and 12 to 1 against any other.

Ethel made the play, followed by the Splitvote colt, Tolurno, and the favorite to the lower turn, when Ethel gave way to Tolurno, who came on with a slight lead, waited upon by Bloodhound, The Knave and Olive Branch, the latter lying next the rails. On reaching the distance Bloodhound headed Mr. Parr's horse, and half way up the pair were joined by the favorite and Olive Branch, the four, joining issue at the entrance of the stand enclosure, ran locked together to the end, and finished one of the finest races seen for some years. Olive Branch running the longest just landed her owner's colors by a short head, Tolurno being a head in advance of The Knave, who ran a dead heat with Bloodhound for third place. After them came Ethel and Gemse, the Splitvote colt and Margery being the last two.

SHIPPING NEWS.

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	4 28	MOON SETS	morn 3 37
SUN SETS	7 30	HIGH WATER	morn 7 22

Port of New York, June 10, 1862.

CLEARED.

Ship Windsor Forest, Curtis, Liverpool—C Duncan & Co.
Ship George Hurlbut, Masson, Liverpool—Sturges, Clearman & Co.
Ship Far West, Page, Cork, &c—W T Frost.
Ship Shakspere (Brem), Fechter, Bremen—C Luling.
Bark Ocean Pearl (Br), Cook, Belfast—Edmiston Bros.
Bark Lexington, Wilkins, Cadiz—Tupper & Beattie.
Bark J E Ward, Dunham, Zaza—J E Ward & Co.
Brig Caroline, Porter, Aspinwall—Panama RR Co.
Brig Gulnare, Steed, Demarara—Middleton & Co.
Brig Young Dorchester (Br), McDermond, Havana—Trujillo & Vining.
Brig H Havelock (Br), Dexter, St John, NB—J F Whitney & Co.
Brig Magna Charta (Br), Shaw, St John—D R Dewolf.
Schr Galvanic (Br), Hodgkin, Abaco—Jos Eneas.
Schr Oswego (Br), Card, Halifax—D R Dewolf.
Schr R H Moulton (Br), Sloan, St John, NB—A Smithers & Co.
Schr Anaconda (Br), ——, St John, NB—D R Dewolf.
Schr S Godfrey, Russell, Alexandria—R Russell.
Schr E Helen, Smith, Philadelphia—H S Rackett.
Schr Caroline, Fox, Philadelphia—J W McKee.
Schr Hannibal, Wentworth, Bangor—R P Buck & Co.
Schr Philanthropist, Homer, Belfast—R P Buck & Co.
Schr Willow, Parker, Calais—J Boynton & Son.
Schr J A Dix, Hallett, Hyannis—Master.
Schr Snow Drift, Nickerson, Harwich—T B Chase & Co.
Schr Mill Creek, Powers, Newburyport.
Schr Isabella, Baker, Falmouth—Master.
Schr J W Faulklin, Boston—Master.
Sloop Active, Baker, Norwich—Master.

ARRIVED.

Steamship City of Washington (Br), Brooks, Liverpool, May 28, via Queenstown 29th, with mdse and 695 passengers, to John G Dale. May 28, off Bell Buoy, passed ship Compromise, Caulkins, for New York, towing out; 30th, lat 51 36, lon 14, passed steamship Australasian, hence for Liverpool. From lat 49, lon 45, to Cape Race, passed a large number of icebergs.

Ship Invincible, Hepburn, Liverpool, May 6, with mdse and 326 passengers, to Spofford, Tileston & Co. May 30, lat 46, lon 47 30, signalized Br bark Agwa, 31 days from Cadiz for Porcell Bay; 2d inst, lat 45 50, lon 52 30, spoke fishing schr Rough & Ready, of Provincetown; 3d, lon 55, saw 3 large icebergs; 5th, lat 43 50, lon 57 20, saw schr Mary, of Marblehead; 6th, lat 42 56, lon 59, spoke Br brig Wanderer, from Sunderland for Boston.

Ship Manhattan, Dixon, Liverpool, May 6, with mdse and 420 passengers, to Chas H Marshall & Co. Was 25 days from the North Channel to the Banks, during which had strong W winds; 2d inst, lat 45 20, lon 55, passed 3 large icebergs.

Ship Flora, Pace, Leith, 42 days, with iron, to T R Foster. Off Sable Island, spoke fishing schr Vine, of Camden, with 1200 fish; 1st inst, on the E edge of the Banks, spoke ship Dowes Prince, from Londonderry for Prince Edward's Bay.

Ship A M Lawrence (of Baltimore), Claypole, Jr, Havre, May 4, with mdse and 150 passengers, to Brugiere & Theband. Had WNW and WSW winds most of the passage; 4th inst, lat 42, lon 53 02, spoke schr Frs Gilmore, from Cadiz for New York.

Ship Ocean (Brem), Jarburg, Hamburg, 40 days, in ballast, with 120 passengers, to R L Sloman & Edge. 2d inst, lat 41 23, lon 53 53, passed a Prus ship, 6 days hence, steering E.

Bark T Cushing (of Boston), Colcord, Matanzas, 12 days, with sugar, to Walsh, Carver & Chase.

Brig Lamartine (Nor), Zernichow, Rotterdam, 63 days, with mdse, to Holmboe & Co.

Brig Commonwealth (Br), Charlton, Savanna-la-Mar, May 17, with logwood, to D R Dewolf. Has been 9 days N of Hatteras. May 23, off Cape Antonio, saw brig Tyro, from Cienfuegos, bound N.

Brig S C Shaw (Br, of Yarmouth, NS), Shaw, Arroyo, 13 days, with sugar &c, to T James.

Brig Ceylon (Br), King, Lingan, CB, 11 days, with coal, to D R Dewolf.

Brig Orozimbo (of Boston), Tracey, Lingan, CB, 10 days, with coal, to C Roome.

Brig Elvira, Clark, East Machias, 6 days.

Schr Laura M Nangum, Hayden, Granada, 16 days, with fruit, to T Gilmartin. 9th inst, 30 miles SE of the Highlands, passed pilot boat J M Waterbury, having a fore and aft schr in tow which had lost mainmast and head of foremast.

Schr Emily (Br, of Arichat), Leblanc, Charlottetown, PEI, 11 days, with potatoes, to master.

Schr Transit (Br), McDonald, Georgetown, PEI, 8 days, with oats &c, to order.

Schr Quickstep (Br, of Halifax), Johnson, Horton, NS, 10 days, with potatoes, to Duryee & Hyde.

Schr Harvest Queen (Br), Grimes, Cornwallis, 5 days, with potatoes, to P I Nevius & Son.

Schr Gilbert Bent (Br), Howard, Lingan, CB, 10 days, with coal, to D R Dewolf.

Schr Adesa (Br), Waycott, St George, NB, 10 days, with lumber, to Jed Frye & Co.

Schr S C Evans, Hamilton, Virginia, 3 days.

Schr Chrysolite, Wiggins, Baltimore for Providence.

Schr T Borden, Wrightington, Philadelphia for Fall River.

Schr Minerva, Brooks, Philadelphia for Fall River.

Schr Presto, Larrabee, Machias, 7 days.

Schr C P Hazard, Buell, Providence, 2 days.

Schr T J Miller, Jones, Albany for Boston.

Steamer Eastern State (U S transport), Teal, Hatteras, 72 hours, with 152 released Union prisoners, to U S Quartermaster.

Steamer Mars, Nichols, Philadelphia.

Steamer Volcan, Morrison, Philadelphia.

Steamer Pelican, Jones, Providence.

Steamer Petrel, Young, Providence.

Schr Kate Field, from Palermo, arrived yesterday, spoke schr M W Forrest, of Beverly, not E M Foster, as reported.

RETURNED—Schr Manhattan, Leman, hence 6th inst for New Orleans, returned for repairs, having on the 8th, in a heavy sea off Barnegat, rolled away the mainmast and foremast head and sprung aleak; was taken in tow same day by pilot boat J M Waterbury, No 10, and towed to port.

BELOW.

One bark, unknown.
Wind at sunset ENE.

Miscellaneous.

LOSS OF SCHR A E DOUGLASS AND FIVE LIVES—The schr A E Douglass, Capt Coleman, of Middletown, Ct, from Philadelphia for Boston, with a cargo of 200 tons coal, sprung aleak during a heavy gale on the 4th inst, and went down the same night in 9 fathoms of water, about 8 miles north of Barnegat and 5 miles from the beach. Capt Coleman, his wife and child, the mate, Sherman Bailey, and a bay named George ——, of Milton, Mass, all found a watery grave. A seaman named Edward Donohue got on the mainmast head, where he remained until Friday morning about 11 o'clock, when he was rescued after being there 36 hours by Messrs Joel Haywood and James Spragg, in a small sloop, named the Cordelia, of West Creek, Ocean county, N J. (The A E D was built at Glastonbury, Ct, in 1855, was 150 tons register, and was owned by the captain and others.)

SHIP JOHN SYDNEY, of Richmond, Me, was at Cardiff May 26, loading. The report of her passing Dover, E, 22d ult, was an error.

SHIP C B HAZELTINE, Gilkey, from Boston for Bangor via Herring Gut, was towed into Portland 8th inst, leaky, having been ashore near Manitoulin. She would go on the marine railway for repairs.

SHIP BELLE OF THE SEA, Sigsbee, hence at San Francisco, had heavy NW gales in the Atlantic, stove boat, lost mizenmast and yards, split main topsail and royal.

SHIP SUNSHINE, which arrived at San Francisco on the 9th ult, put in for a crew, and proceeded 11th on her voyage to Valparaiso.

SHIP SIERRA NEVADA, for Callao, which got ashore some time since in beating out of the harbor of San Francisco, has been docked at Mare Island for repairs.

SHIPS DAPHNE, and WASHINGTON, at San Francisco from Hong Kong, have been sewed by Marshal Rabe for carrying more passengers than the law allows.

BARK JAMES COOK—Seaville, June 7—Bark James Cook (of Boston), Blanchard, from Cuba for New York with a cargo of molasses, came ashore on Carson's Inlet at 8:15 PM 6th inst. She is lying easy and making no water, with every prospect of getting off as soon as we get anchors out. (By letter to Edwood Walter, Esq, Secretary of the Board of Underwriters.)

SCHR ARTIST, Forrester, hence for Somerset, dragged on shore at Newport 7th inst, in the heavy NE blow. She lies on a sand bed at the southern extremity of the inner harbor, and will come off uninjured after lightening.

SCHR GANNET, Spear, of and from Rockland for New York with a cargo of 650 casks lime, was at anchor off the Ocean House, Rye Beach, on Friday afternoon, just outside of the breakers. It was nearly high tide at the time the informant left, the wind was blowing directly on shore, and it was supposed the schr would strike the beach shortly. A lady passenger was taken off by a boat.

STEAMER FLAG, lying at the foot of North Fifth street, Williamsburg, was damaged by fire to the amount of about $800, about half-past 2 o'clock yesterday morning. The fire was subdued by the Harbor Police steamer.