TERMS AND NOTICE OF EDITOR

The Press.

MONDAY, SEPTEMBER 7, 1857.

☞ First page—Commercial letter from New York, editorial on the parks, correspondence, general news, &c.

Fourth page—Poetry and an interesting story.

OUR PLATFORM.

Impartiality in a journal should be the first rule, and the last to be deviated from. The community neither desire nor expect that the editor should make his paper the reflex of his personal specialities. To this rule we shall inflexibly adhere.

A few of the extreme journals of the South have taken it for granted, however, that because THE PRESS has not chosen to follow their example on the Kansas question, it has, therefore, fallen off in its duty to constitutional principles.

Our answer will be brief. We regard the principle of State equality, and State rights as fundamental. Without it, there could have been no concert during the revolutionary war, no Union after it, and no Constitution. Had abolitionism ruled in the Convention which framed the Constitution, we should never have existed as a confederacy. Such an influence would have given back the rescued colonies to the English crown, or would have left them divided amongst themselves, a spectacle of derision and scorn to the nations, a sorrow and a shame to Republicanism everywhere. The people are sovereign; the States, in their relations to the Federal Government, are restrained within the limitations defined by the Constitution, owing no obedience to the latter which is repugnant to their independent relations, and yet bound to submit to the voice of the whole in all matters that concern the general welfare. Their rights have been repeatedly assailed, and whenever assailed have been defended by a band of conservative and national men in the free States, sustained and strengthened by the majority of the people of the South. In an experience of more than twenty years, it has fallen to our lot to assist in maintaining those rights. In 1840 we defended them, when the author of the Wilmot Proviso became the organ of sectionalism. From that day to the present we have never counted the cost of standing steadily by them. We supported the fugitive law when surrounded by an inflamed, and inconsiderate public opinion—our subscribers dropping from us "like leaves in winter weather," timid men doubting, selfish men plotting, and bad men openly joining the ranks of abolitionism. We sustained those rights, again, when an attempt was made on another memorable occasion to deprive the South of her rights as an equal partner in the territories of the Union; and in the very last struggle, when the Nebraska bill was in issue, we did not halt to inquire how popular it was, and who endorsed or opposed it. Enough for us that the measure was in our judgment right. So, too, in the present crisis. We behold the doctrine of State rights intensely in issue in the question whether the majority of the people of Kansas shall be permitted to frame their own institutions in their own way, without being interrupted by invasion from other States. In the campaign of 1856, while adhering to this principle, we disclaimed the plea that we were for it, because, in our opinion, it might make Kansas a slave State. And while abolitionism was asserting that its application would make Kansas a slave State, and that that Territory had fallen under the rule of violence, the Democrats carrying all the time the burden of the aggressions of the citizens of Missouri, we neither looked to the right hand nor to the left, but adhered to the principle because it was in accordance with the Constitution of the United States. As we were for it then, we are for it now. We have followed the traditions from the beginning, looking upon it as the savior and strength of our whole federative system, and we should be false to this record if we failed in maintaining it at the present day. Curiously enough, we can recall the time when it was regarded as a Southern principle, and for defending it we were proclaimed the slave of the South; and now, because its application is considered a matter of Northern interest, for supporting it we are charged with being untrue to the South. We survived the one accusation, and we shall survive the other.

LA FAYETTE.

Yesterday was the centennial anniversary of the birth-day of GILBERT MOTIER DE LA FAYETTE, and although repeated attention was called to it in advance by the public journals, no formal, and almost no informal, step was taken to mark a proper sense of so interesting an event. Beyond the parade of, we believe, two of the volunteer companies of this city, but these mostly, and appropriately, composed of the sons of the "Emerald Isle," nothing has been done by the authorities or the people to let the world see that we remember those who served our country in the hour of its extremest peril. We are not disposed to attribute this neglect to the wrong motive. But in a land where the people have so much to be thankful for—in a land so free and so happy as this—no occasion should be suffered to pass without recognizing those who have done so much for this country, as among its illustrious benefactors. In despotic governments, fête-days are numerous. The marriage of one of the members of a royal family—the birth-day of a monarch—the anniversary of a battle—are made the pretext for holidays, and for the expenditure of public money. There is profound policy in this; a substitute for substantial rights in the shape of transient enjoyment. Here, however, we are so utterly utilitarian, and so carried forward by interest and by the demands consequent upon the equal popular participation in all the rights of government, that our blessings become familiar to us, and we forget those who confer those blessings, simply because we do not know how badly we should fare without them. Though history is crowded with events which the people of Europe would gladly commemorate if they dared, how few occasions so interesting as the birth-day of LAFAYETTE are presented for their grateful praise!

LAFAYETTE would have been one hundred years old yesterday, if he were still living. He was born at Chavaniac, in the province of Auvergne, 6th of September, 1757. He was a conspicuous and a disinterested actor in the Revolution. He fought first at the battle of Brandywine, where he was wounded. At the battle of Monmouth he behaved with conspicuous valor. He participated at the siege of Yorktown, and was present at the surrender of CORNWALLIS. But are these the whole of the services which he rendered to our beloved country? They are, indeed, the smallest part of them. His whole life is filled with sacrifices to constitutional liberty. When yet a minor, having heard of the great conflict for freedom in America, he fitted out a ship at his own expense, and after incredible difficulties, over the order of the King, the protest of his family, (except his noble wife,) and the intrigues of the English, he contrived to escape to our shores. He was a Major General before he was twenty, and the friend and confidant of WASHINGTON and HAMILTON from first to last. Returning to France in 1779, he was welcomed by all classes; but did this retain him at home, or fire his ambition for royal favor? On the contrary, he turned it to the account of his adopted country; procured an army to cooperate with ours against the Britons on these shores; and returned to the United States in advance of the great work he had accomplished, and when WASHINGTON and the cause were plunged in the deepest gloom. So ardently did he labor for his adopted country, that Count de MAUREPAS, the head of the French Ministry, declared "it was fortunate for the King, that LAFAYETTE did not take it into his head to strip Versailles of its furniture to send to his dear Americans, as his Majesty would have been unable to refuse it." Other events, not less important than these, might be alluded to in connection with this part of his career.

After the surrender of CORNWALLIS, LAFAYETTE returned to his own country, where he was again welcomed with every demonstration of popular favor. Everything he demanded for the United States, could have been cheerfully granted. Even Spain was willing to respond to French enthusiasm in favor of our Revolution, so strong was the feeling in both countries against Great Britain. A mighty plan of campaign was resolved on. The old Armada seemed almost to rise from the depths of the ocean, to avenge the ancient feelings of Spain against Great Britain. In the midst of these preparations for new levies, from these two countries, for the United States, and at a moment when LAFAYETTE had placed himself at the head of 8,000 men, so as to march upon Canada, peace was concluded, the tidings of which it was the wish of LAFAYETTE to bear to the United States. In 1784 he returned to the United States. In 1784 he returned to his adopted country again, and the wondrous scene enacted on that occasion is recorded in the annals of the times. After the peace, when he had returned to his own country, he was of immense service to the United States and to republican principles every where, promoting the interests of the United States in France and Spain with indefatigable industry, and corresponding with General WASHINGTON and Mr. JEFFERSON during the entire period.

In the French Revolution he was a conspicuous character, and although his conduct has been criticized and assailed by those who deem it fashionable to detract from the merits of the great and good after they have passed to the tomb, there is no part of his career which seems to us more admirable than this. He was, as Mr. JEFFERSON said, "the very Atlas of the Revolution." It is true, he could not erect upon the bloody foundations of that memorable epoch, such a Republic as ours, yet all his actions were consistent with his American record, and with his pure and upright character. He was placed at the head of the National Guard, 3,700,000 strong, and in this important position was capable of great service to the cause of true freedom. It is unnecessary that we should recount his relations to the unfortunate king—his subsequent resignation as the commander of the National Guard—his war with the extremes—his arrest by the Austrians—his long imprisonment—his romantic escape and capture—the efforts of Madame LAFAYETTE, of WASHINGTON and of HAMILTON to effect his release—even the interposition in the British House of Commons in his favor—of the same TARLETON, who had fought against him in America, backed by WILBERFORCE and FOX—his sufferings in captivity, and finally, his release when the Man of Destiny, NAPOLEON BONAPARTE, appeared in the field—his vote against making NAPOLEON Consul for life—his refusal of the Legion of Honor—the offer to him by Mr. JEFFERSON of the Governorship of Louisiana which he declined—the importunities of NAPOLEON to bring him into public life, which he resisted—his extreme poverty, having wasted his fortune in heroic efforts for this country—his re-appearance after the Restoration as the advocate of the principles of American representative liberty—the resolution of the Congress of the United States inviting him to visit this country—his extraordinary reception here, passing from State to State and from city to city, amid such an ovation as no country has ever extended to a public benefactor, and finally his return to France, and his last appearance in the House of Deputies, still the consistent champion of reform, followed by his re-installation as Chief of the National Guards. All these events make up a character which, for consistency, integrity, moral courage, and entire unselfishness, has rarely been equalled in human annals.

Such was LAFAYETTE, the early friend of the United States! Let us never cease to cherish his example, and to manifest the warmest gratitude for his services.

WHY IS PHILADELPHIA THE CREDITOR CITY?

Amid the crash of brokers and the wreck of banks, in the great metropolis that stretches its mammoth proportions over the Island of Manhattan, deeply as we deplore the calamity that has overtaken it, here in Philadelphia we are in a fortress of comparative peace and of plenty. Money is high, and credit is low; for the concussion in New York has been heard and felt, but as yet none of our institutions or banks have been reached. We are indeed the Creditor City. Why is this so? It is not our full and overflowing harvests; for the fields and granaries of other nations and other States are also abundant and full. *It is our coal-fields that have saved us from ruin.* A fair estimate is, that thirty millions of dollars are paid into the pockets of our people every year, by those who consume our coal; and this is the barrier which has resisted the wave of bankruptcy. The Reading Railroad, greatly as its stock has depreciated, and industriously as its solvency is assailed, is one of the main instruments in the production and transportation of this great staple; and the Schuylkill and Lehigh Navigation, and Delaware Canal, have yearly assisted to swell the enormous yield at at the various points of sale. Those who speak of the debt of the railroad, and its expenses, should compare the cost of constructing and repairing it with the cost of other roads that have a comparatively small business; and if to this is added the immense rolling stock of the former, and its prodigious capacities for transportation, it will stand out not only as an improvement that has greatly assisted our people and the whole country, and saved our business interests from disasters, but is sure to be one of the best paying roads in the world, and as certain to fulfil all its obligations in the end.

STATE POLITICS.

THE OLD WHIG DOCTRINE OF PROTECTION.

The doctrine of "Protecting American interests" so vehemently and ably contended for, especially after the Compromise Tariff, or descending scale of 1833, was superseded by the high tariff of 1842, is not entirely abandoned. The success of the Revenue Tariff of 1846 has greatly weakened this doctrine, and given a vast advantage to the principle of free trade; but there are very many men, scattered over this State, who still cherish Protection among their political idols. These citizens are by no means a small part of the community. They are both influential and intelligent.

By one of the freaks of the times, one of the changing scenes of party theatricals, however, the Republican Convention of the State calls upon these friends of protection to vote for an impenitent free-trader for Governor! Mr. WILMOT is not only opposed to protection *per se*, but, by his record, to all those who favor it. He regards iron-masters and all men interested in obtaining a good market for coal, (in other words, all opposed to the Tariff of 1846!) as so many aristocrats, battening and fattening upon the labor of their workman, &c. It is a no less amusing part of this country, that Mr. HAZLEHURST, who is speaking for protection all over the State, and who has always been a good Whig till he became an American, is harshly condemned because he does not support the free-trader, Mr. WILMOT, whose boast of Democracy was as loud as a trumpet-blast, till he found it necessary to get votes by dropping his voice in harmony with the opponents of that principle.

We know that Mr. WILMOT is not so much free-trade now as he is free-speech; he is not so bitter against the iron-masters as against the slave-masters, as he calls them; but when we reflect that his effort to re-enliven the Abolition agitation is a far more hopeless one than the effort of the old Whigs to revive the doctrine of Protection; and when we know that this latter effort is a serious one; the canvass for Mr. WILMOT suggests to us quite a number of amusing reflections.

THE PRIMARY ELECTIONS.

We are told that great excitement prevails in the various wards preparatory to the Democratic primary elections this evening; and, if the excitement brings out a full and fair vote, and gives us disinterested delegates, and upright, honest candidates, we shall rejoice at it. Some men are named for high offices whose selection would dishonor this great city, and we hail the interest felt in these elections as a wholesome sign that such men cannot succeed. Primary elections are one thing, but there is a general election after them that will sift the bad from the good. This fact, if lost sight of by delegates, will not be lost sight of by the people. On this point there should be no mistake. Parties can only be respected when those who represent them are worthy of confidence, and can stand the test of a most searching scrutiny.

The Democracy of Clinton county are up and working. We perceive that a meeting of the party is to be held at Lock Haven, to-morrow evening. Our esteemed fellow-citizen, Hon. A. V. PARSONS, has consented to address it, and an eloquent speech may be expected.

The handsome Church of St. Jacques, at Amiens, has been almost entirely destroyed by fire.

CORRESPONDENCE.

FROM WASHINGTON.

[Correspondence of The Press.]

Important Information Relative to the Introduction of Camels into this Country—Their Success for Military Purposes, and for Transportation of Burdens and Rapid Travelling Fully Proved.

WASHINGTON, September 6, 1857.

In the Navy Appropriation Bill, approved March 3, 1855, it was provided that $30,000 be appropriated, to be expended under the direction of the War Department, in the purchase of camels and importation of dromedaries, to be employed for military purposes. The Secretary of War, in execution of this law, selected Major H. C. Wayne as chief of the expedition, and the Secretary of the Navy detailed, for the use of the expedition, the store-ship Supply, under command of Lieutenant D. D. Porter. The latter officer reported from New York, May 28th, 1856, that thirty-four camels and dromedaries had been safely transferred to the steamer Fashion in the southwest pass of the Mississippi for Texas, in a better condition than they were when they came on board. An Asiatic proverb says, "when you want to travel, take a dromedary, for he will cross forty mountains without showing fatigue." They have been used in all ages, not only for transportation, but by swift-going couriers and by scouts, before a hostile army, or in an enemy's country, with great success. In the Persian army were Zombaureks, or the Dromedary Field Artillery. They are so styled from the Persian word *Zembour*, a wasp, indicating by a metaphor, common in the East, the constant and incessant annoyance of this Light Artillery to the troops it is ordered to pursue and attack.

As Maj. Wayne proceeded in his investigations, he found many parts of Asia Minor and Persia corresponding so closely with portions of Texas, New Mexico and California in all the essentials for camel life, that to them he directed his attention as the region whence the animal may be transported to America with the greatest probabilities of success.

Within the limits of the United States, in Texas, California, New Mexico, Utah, and the Messila Valley, there are extensive arid plains, one of them being aptly termed the journey of death, (Jornada del Muerto,) where, if these animals can be introduced and domesticated, they will be of incalculable benefit, for carrying burdens, for transporting the mail speedily, and for offensive measures against the Apaches and Camanches, now so much the terror of our citizens in those States and Territories. To test the camels and dromedaries imported by the Government, most of them were turned over to Lieutenant Beale, to be used by him in making the Southern Wagon Road across to California. That the test has been a full one, and that camels and dromedaries may be domesticated in that region, will be seen by the subjoined letter, a model of terseness and clearness, which we are permitted to copy by the War Department:

EL PASO, July 24th, 1857.

"Sir, I have the honor to report my arrival at this place with the expedition under my command. Thus far we have progressed rapidly and without a single day's delay since leaving San Antonio.

"It gives me pleasure to report the entire success of the expedition with the camels, so far as I have tried it. Laboring under all the disadvantages arising out of the fact that we have not one single man who knows anything whatever of camels, or how to pack them, we have, nevertheless, arrived here without an accident, and having used the camels every day with heavy packs, have found sore backs and disabled ones by far less than could have been the case travelling with pack mules. On starting, I packed nearly 700 pounds on each camel, which I feel was too heavy a burden for the commencement of so long a journey; they were over, packed it daily until that weight was reduced by our diurnal use of it as forage for our mules.

"I trust they may stand the remainder of the journey as well as they have thus far, and I see no reason whatever to doubt it. If they should, the experiment of their usefulness is demonstrated fully, and it is to be hoped a larger number will be imported. For Indian scouts, with infantry companies, in countries so badly supplied with water as Texas and New Mexico, they must prove an invaluable aid, though these we have with us are not the most valuable kind for burden, being all females, with three exceptions. The regular burden camel would stand the same journey we have made, and in the same time, with 1200 pounds, as easily as those with half the weight. I desire to call your attention particularly to the fact, that they live and keep up on food rejected even by mules, and which grows in the greatest luxuriance in the most barren of our American deserts—the Greasewood a small bitter brush, useless for any other purpose. I have been able to discover, except as being a valuable food of the camels. Although they are at pasture, when staked out to it, if left to themselves, they will instantly leave the best gramma and browse greedily on bushes of any kind whatever in preference, I will add that, to the best authority on leaving San Antonio, that not one of them would ever see El Paso; that they would give out in the feet, &c. &c. This prediction has not been verified by fact. The road from here to San Antonio is certainly the most terribly tedious on unshod feet I have ever seen, consisting of sharp, coarse, irregular, flinty gravel, about the size of a pea, and smaller, acting on the feet like a steel rasp. This is so true that I have not an unshod work mule or horse that is not lame, the feet having been unable to resist the grinding nature of the road. With the camels I have not to this time a single tender-footed animal. I attribute this not so much to the spongy gutta-percha like substance which forms the feet as to the singular regularity and perpendicular motion with which the foot is raised and put down. In horses and mules they are always more or less of slip, shuffle, friction or sliding motion imparted to the foot by the action of the animal, but the camel lifts his foot clearly and perpendicularly from the ground, extends the leg, and replaces it squarely and firmly without the least shuffle or motion to create friction.

"They are the most docile, patient and easily managed creatures in the world, and infinitely more easily worked than mules. From personal observation of them I would rather undertake the management of twenty of them than five mules. In fact the camel gives no trouble whatever. Kneeling down to receive his load, it may be put on without hurry, at the convenience of the master, and the process of packing infinitely easier than that of mule packing. These animals remain quietly on their knees until loaded. Contrast with this the lassoing, the blinding, the saddling, the pulling and hauling of ropes, the adjustment of the pack on an animal like the mule, flying round in all directions, to say nothing of the chance of a broken limb received from one of its numerous kicks, with the patient quiet of the camel, kneeling for his load. We have had them on this journey sometimes for twenty-six hours without water, exposed to a great degree of heat, the mercury standing at one hundred and four degrees, and when they came to water seemed almost indifferent to it. Not all drank, and those that did, not with the famished eagerness of other animals when deprived of water for the same length of time.

"If the Department intends carrying the importation of them further, after this preliminary experiment has been more fully tested, and I have reported my success, or the want of it, I would strongly recommend a new saddle to be prepared for them, to replace the present clumsy contrivance, and also that a corps of Mexicans be employed in handling and using them. Americans of the class who seek such employment are totally unfit for it, being for the most part harsh, cruel, and impatient with animals entrusted to their care. I believe the Turks who are with us know no more of camels than any American, living in New York, knows of buffalo. The animal is used in their own country, but they know nothing about it. My only object in employing them, at the high rate they are paid, was that they, knowing the harmless character of the camel, would give confidence to the others employed in the management of an animal with which, with all its gentleness, has a most ferocious looking set of teeth, which it displays with a roar rivalling that of the Royal Bengal tiger. The two Turks, Hassan and Sinliman, who really did know all about camels, and who were the best men I could find, that I could discover, refused to accompany the expedition, being desirous of returning home to their own country.

We are getting on rapidly and very pleasantly, and I hope to be in Washington again on Christmas day. * * * * * *

I have the honor to remain,
Very respectfully your ob'dt servant,
E. F. BEALE.

Hon. J. B. FLOYD, Secretary of War.

EUROPEAN NEWS BY THE ARAGO.

In advance of the actual arrival of the *Arago*, a summary of the news has been received and telegraphed. It is four days later than that brought by the *Asia* and the *Vanderbilt*. There was no further intelligence from Paris, but the French navy were ordered to assist the English in conveying troops to India. Parliament had been prorogued. Some heavy commercial failures had occurred at Liverpool. An acknowledged *political* failure was reported in the person of Lord JOHN RUSSELL, who, elevated to a peerage, will find his proper place in the House of Incapables. His voluntarily quitting the House of Commons may be accepted as a candid confession that he had lost his weight and standing in the country.

The Sub-Treasury.

In "making change" at our desk the other day, says the New Haven *Register*, there turned up one of the old copper devices got up by the opponents of the "Independent Treasury" system in 1837. It is in the form of a penny—and has upon it the figure of a ship called the "Exporiment," whose spars are all going by the board, while the lightning is represented as giving it the strongest kind of licks! Surrounding it are the words, "Van Buren's metallic currency."

Twenty years had gone by—and to those of us who remember the warfare of those days—how the Independent Treasury was incessantly denounced, ridiculed and scouted; how vehemently the great statesman of the opposition predicted ruin to all business interests, if it was adopted; how the timid trembled, and the Democracy stood firm in the faith of the measure which they had proposed; how the whole country was convulsed by mass meetings, and violent harangues; how fear paralyzed business, and self-protection closed the avenues to credit; how its friends breasted the storm, and strove to convince its opponents of the folly of their madness; and how the Democratic party, in 1840, were overborne by a panic at once resistless and ridiculous, growing out of the success of that measure; to such, now that the Independent Treasury has long been conceded one of the wisest plans ever adopted by our Government, there is "a sermon" fruitful of pleasing reflections.

It tells us of Democratic wisdom, its struggles, its endurance, its victories; and it gives to Democratic faith in the intelligence of the masses a firmer hold and a more vigorous growth. Millions of those little scoffers at the "Sub-Treasury" were dropped into the currents of trade to prejudice that measure; and they are occasionally "turning up," to remind us of its usefulness, and the mistaken violence that opposed its establishment.

THE LATEST NEWS BY TELEGRAPH.

[SPECIAL DESPATCH FOR THE PRESS.]

New Commissioner of Patents—Justice of Supreme Court in place of Justice Curtis—The Naval Courts—Frigate Roanoke, &c.

WASHINGTON, Sept. 6.

It seems to be settled beyond doubt, as I learn from good authority, that Thomas H. Holt, Esq., of Louisville, Kentucky, will succeed to the vacant place of Commissioner of Patents. Mr. Holt, it will be remembered, is the gallant Democrat who ran the race with Hon. Humphrey Marshall, a leading spirit among the Know-Nothings, for Representative in Congress from that district, and who reduced the latter's majority over one thousand.

Judge SUHARMAN, of Michigan, was a prominent rival for the Commissionership. I understand that his services in the last canvass and his eminent qualifications for the position have been acknowledged in handsome terms.

Speculation is rife with reference to Judge CURTIS' successor on the Supreme Court Bench, and there are a great many aspirants to wear the judicial long robes thrown off by the unambitious Bostonian, and the contest among them will be a warm one. Gov. WALKER, of Kansas, is talked of by his friends. He has ambition for such a place, but not residing in the New England Judicial district, it is problematical whether his chances are of the most promising character. Secretary TOUCEY is also mentioned; so is ex-Attorney General CUSHING. Out of them all, I am led to believe that Hon. NATHAN CLIFFORD, of Maine, a gentleman of large learning and extensive experience in courts of law, is most likely to be selected.

On Monday the three Naval Courts will be fully organized for the prompt transaction of business. The remaining cases have been prepared by Mr. CARLISLE, so as to be acted on more systematically and yet with more despatch than before the recess.

Lieutenant GEORGE R. GRAY and Passed Midshipman MANUM before the first Court; CHARLES WINDER, Esq., Judge Advocate.

T. M. BLOUNT and P. PHILLIPS, Esqs., counsel for applicants.

Lieutenants ABBOT and WILLIAMSON before the second Court; CHARLES ABBOT, Esq., Judge Advocate. Commander SAMUEL LOCKWOOD and Lieutenant GLASSON before the third Court; R. M. LITTLE, Esq., Judge Advocate.

J. M. BLOUNT and P. PHILLIPS, Esqs., counsel for applicants.

The President has approved the finding of the Court-martial convened lately in New York, in the case of Lieutenant J. BARCLY CARTER, who was sentenced to dismissal from the Navy for drunkenness and insubordination.

The United States steam frigate Roanoke has been put out of commission and her officers detached for other service. The vessel, when launched, was so much strained that she has been almost useless ever since.

There were located at Fort Dodge during the month of June, 1,101 warrants, calling for 134,704 acres—an average of 122 acres per day.

The Secretary of the Treasury has appointed W. C. GOODLAX an assistant Light House Keeper at Point Conception, California, at a salary of $400 per annum.

The Government has succeeded in renting the building known as the Exchange, at the corner of Washington and Battery streets, San Francisco, for the sum of $10,000 per annum. It will be occupied by the United States Circuit and District Courts. The rent paid last year for the same purpose was $27,000. X Y.

FOUR DAYS LATER FROM EUROPE.

THE ARAGO OFF CAPE RACE.

THE BRITISH PARLIAMENT PROROGUED

Difficulties between Sardinia and Naples.

FAILURES IN LIVERPOOL.

Persecution of Europeans by Madagascar.

COTTON ADVANCED ONE-EIGHTH PENNY.

BREADSTUFFS DECLINING.

Consols 90¾.

ST. JOHNS, N. T., Sept. 5.—The United States mail steamship Arago, Captain Lines, from Havre and Southampton on the 20th August, passed Cape Race at about noon of Thursday, the 3d instant. The Arago will be due at New York on Monday next. Her advices, which are four days later than those received by the Vanderbilt and Asia at New York, were obtained by a fishing smack and brought to this port. Commercially they are of considerable importance, but in a political point of view they are of but little interest.

This is the first successful attempt to obtain news from Europe by the steamers passing Cape Race, which in itself is a highly important achievement; demonstrating as it does the practicability of obtaining news, were a steamer employed, in about seven or eight days from Europe.

The Arago has about 220 passengers and $100,000 in specie.

GREAT BRITIAN.

Parliament has been prorogued.

Spollen, who was acquitted of the murder of Mr. Little, of Dublin, had been re-arrested for his robbery, and would soon be tried therefor.

It was reported that Lord John Russell was about to be elevated to the peerage.

Several failures among commercial men at Liverpool are reported. The names are not given, however, in the dispatch.

FRANCE.

French ships of war are ordered to render every necessary aid in their power to the English vessels proceeding to India with troops.

The news from Algeria is favorable to the French arms.

ITALY.

The differences between the cabinets of Turin and Naples are unsettled, and matters look decidedly unfavorable in that quarter.

RUSSIA.

The cholera was abating at St. Petersburg.

TURKEY.

The harvest in Turkey has turned out highly successful.

PERSIA.

The Shah of Persia was increasing his army.

MADAGASCAR.

The Queen of Madagascar had recommended the persecution of Europeans by her subjects.

FINANCIAL AND COMMERCIAL.

LIVERPOOL COTTON MARKET.

The Liverpool cotton market closed with an upward tendency, at prices ¼d. per lb. higher than those of the previous Friday. The market had been quite active, the sales of Monday, the 24th, reaching 20,000, and Tuesday, the 25th, 12,000 bales.

LIVERPOOL BREADSTUFFS MARKET.

The Liverpool breadstuffs market was generally dull, with a declining tendency.

LIVERPOOL PRODUCE MARKET.

Sugar was buoyant in the Liverpool market at 6d advance.

CONSOLS

Consols for money closed on Tuesday the 25th, at 90¾

Commercial Intelligence.

LIVERPOOL COTTON MARKET.—The Cotton market continued active, and prices were ¼d. better.

LIVERPOOL BREADSTUFFS MARKET.—The Breadstuffs market has a declining tendency, occasioned by a demand on the part of buyers for a reduction.

SUGAR closed buoyant.

LONDON MONEY MARKET.—Consols closed at 90¾ for money.

The United States Agricultural Exhibition.—The Sixth and Last Day.

LOUISVILLE, Sept. 5.—There was an exhibition of different grades and classes of horses and other animals today. In the buggy-ring the first premium was taken by South Carolina, and the second premium by Kentucky.

This morning the Judges on aged stallions reversed the decision made yesterday, and gave a blue ribbon to "Sylphide," belonging to R. T. Alexander.

The exercises closed with a grand cavalcade of the premium animals and implements.

The committee have all concluded their reports, which will be delivered to-day.

This evening the officers of the Society and a large number of invited guests, repaired to the Gulf House, to partake of a festival banquet.

The weather has been delightful during the exhibition, and everything has passed off in an agreeable manner. No accident occurred to mar the festivities. The attendance has been large and brilliant from the commencement to the end.

The Horse Fair at Elmira, N. Y.—A Race.

ELMIRA, N. Y.—September 5.—At a race which came off to-day on the grounds of the Fair, Flora Temple won against Lancet and Red Bird. Time—three straight heats—2.29, with the following time:—First heat, 2 minutes 36½ seconds; second, 2 minutes 10 seconds third, 2 minutes 28 seconds.

Destructive Fires at New Orleans.

NEW ORLEANS, Sept. 4.—Two fires occurred here this morning, causing an aggregate loss of $30,000. The first fire was at Messrs. Maloy & Brax, on Magazine street, and the second of a Coffee House on St. Charles street. There was a two-third insurance on the loss.

Arrival of the Black Warrior at New Orleans.

NEW ORLEANS, Sept. 5.—The U. S. Mail steamship Black Warrior, from New York on August 27, and Havana on the 3d inst., has arrived at this port.

Business had not yet recovered.

The stock of sugar at Havana amounted to 240,000 boxes.

Marine Disaster.

NORFOLK, September 5.—Arrived, the barque Dora; reports that off Bermuda, bound to Pernambuco, she was run into by barque Roman, from Cardiff, bound to Florida; carried away her bows and stored. The Roman was badly injured by the collision. The Cora sailed in company with her for two days.

Non-Arrival of the North American.

MONTREAL, September 6.—The steamer North American, now about due at Quebec, with later foreign intelligence, was not signalized at that port this morning. And by some unexplained cause, the line to that city is not open this evening.

Fire at Pittsburgh.

PITTSBURGH, Sept. 5.—The Soap and Candle Factory of H. & C. Sawyer, with all its contents, was destroyed by fire last night. Their loss is estimated at $12,000, on which there is an insurance of $4,000 in Pittsburgh offices.

The Gardner Poisoning Case.

BOSTON, September 5.—The jury in the case of Mrs. Abigail Gardner, on trial for the murder of her husband, late postmaster at Brigham, by administering arsenic to him, returned this morning to Court unable to agree upon a verdict.

Wisconsin Republican Nominations.

CHICAGO, Sept. 5.—The Republican Convention which met at Madison, Wisconsin, yesterday, nominated A. W. Randall for Governor, and Charles Sturg for Lieutenant-Governor.

Explosion of a Locomotive—Fatal Result.

BELLOWS FALLS, Sept. 5.—A locomotive on the Cheshire Railroad exploded to-day, killing the engineer and seriously injuring the fireman.

Fugitive Slaves.

NORFOLK, Sept. 5.—Twelve negroes have escaped to the North, from this vicinity, within the last few days.

Markets by Telegraph.

NEW ORLEANS, Sept. 4.—Cotton—Sales to-day of 80 bales including 40 of the new crop. Receipts, 120 bales. The market closed firm at 15½ a 16c for Middling Orleans. The receipts for the week amounted to 1360 bales, including 280 bales of new. There is a stock of 8000 bales in port.

Flour has a declining tendency; sales at $7.27 a 7.15, Red wheat is quoted at $1.30 per bushel. Mess Pork continues buoyant, and an advance of price is still asked by holders; quotations at $27 a 28 per bbl. Lard closed buoyant at 12c; an advance demanded by holders. The other markets without change.

NEW ORLEANS, September 5.—Cotton—Sales to-day 700 bales. Flour is dull and unsettled. White Corn quoted at 78c; yellow at 83.

THE CITY.

FRIGHTFUL COLLISION

ON THE CAMDEN AND ATLANTIC RAILROAD.

THREE MEN KILLED.

A Number Wounded.

A most frightful and distressing collision took place a short distance below White Horse, about twelve miles from Camden, on the line of the Camden and Atlantic Railroad, on Saturday afternoon, at about 5 o'clock. The regular express train for Atlantic City, consisting of a baggage car and three passenger cars, started from Cooper's Point, N. J., at a quarter after 4 o'clock. The freight train for Camden, being made up of some six or seven freight and one passenger car, left Atlantic City at half-past twelve o'clock.

The express was running on time, and at about five o'clock, when a short distance below White Horse, and while rounding a curve, a freight train was discovered by the engineer, rapidly approaching the passenger cars. In consequence of the speed attained by the trains, and the shortness of the distance between them, a frightful collision was the result.

The express train was running at the rate of about 25 miles per hour, while the speed of the freight train is said not to have been so great.

Immediately on the occurrence of the collision, the baggage car of the express train was driven about half-way through the forward passenger car, thereby severely injuring the rear car, while the middle one was scarcely affected by the collision. The baggage and forward passenger cars were entirely demolished. A number of persons in the baggage car were more or less injured. The conductor of the express train, Mr. Wm. Donnelly, who was in the baggage car at the time of the collision, was horribly mutilated, and expired in a very short time after the occurence. The wife and child of Mr. D. were aboard the car at the time, and the shrieks and screams of the wife were most agonizing. The deceased was about thirty-eight years of age, and resided at Cooper's Point, New Jersey. He was one of the most careful conductors on the road and was highly esteemed by the Company, as also by all who knew him. He leaves a wife and three children to mourn his untimely end. Mr. Wm. A. Siner, of Philadelphia, who was seated in the first passenger car, received severe internal injuries by the collision which resulted in his death. He together with the wounded were brought to Camden by a special express train despatched by the Company.

On arriving, Mr. Siner stepped from the cars, and walking with apparent ease to the ferry-boat, seated himself in the cabin. As the boat was about half way over the river, Mr. Siner reached his hand to a friend seated beside him, and almost immediately expired, dying on the arms of Mr. William Wolbert of this city. The deceased was a married man and resided in Franklin street above Poplar. He was originally engaged in the brick-making business, but more recently was connected with the firm of McNeely, Siner and Wallace, leather manufacturers. The deceased, at the time of the occurrence was on a visit to Atlantic City, where his wife and her family had been sojourning for several months. The last words the deceased uttered were "O My God! my God!" The family of Mr. S. arrived at Cooper's Point yesterday morning. His wife was not then aware of his decease, she having been informed of the accident but not of his death.

The fireman of the express train, Mr. John B. Edwards, was instantly killed by the collision. The deceased was a single man, about 23 years of age, and boarded at Cooper's Point, with Mr. Wm. Marshall, the acting superintendent of the road. He had been in the employ of the company but a short time.

In the excitement incidental to the occurrence, but little reliable information can be obtained in relation to those wounded by the accident. Hearsay information substantiates the opinion that none of the wounded have been moved to their homes by their friends, who as yet, have not been heard from. The following is a corrected list of the killed and wounded as far as yet ascertained:

KILLED.

Wm. A. Siner, of Philadelphia.
Wm. Donnelly, of Cooper's Point, conductor of the express train.
John B. Edwards, of Cooper's Point, fireman of the express train.

WOUNDED.

Geo. A. Richards, of Philadelphia, slightly injured.
Richard B. Osbourne, the engineer who built the road, badly injured.
John H. Osbourne, of Philadelphia, slightly injured.
Robert Frazor, a boy six years of age, a son of Mr. Frazer, of Philadelphia, Secretary and Treasurer of the road, slightly injured.
James Russell, of Philadelphia, Cashier of the Penn Township Bank, slightly injured in the right shoulder.
Wm. G Lowe, of Wilmington, injured in the right shoulder, so as to render amputation probably necessary. Taken to the Pennsylvania Hospital.

The deceased has friends residing at the N. W. corner of Fourth and Spruce streets.

E. B. Wolf, of Philadelphia, leg broken.

James Gordon, engineer of the express train, slightly scalded.

Wm. Massey, of Philadelphia, slightly injured, lying at Haddonfield.

William H. Smith, formerly member of Select Council, Philadelphia, slightly injured, lying at Haddonfield.

William H. Bailey, of Philadelphia, slightly injured, lying at Haddonfield.

Samuel Richards, of Philadelphia, brother of the ex-President of the Company, slightly injured.

There were a number of prominent citizens on board of the express train, who escaped injury. Among these persons were Messrs. Chas. J. Ingersoll, John Clayton, Stephen Colwell, Charles Ingersoll, and John Brookhead, President and Superintent of the company. He was most untiring in his energies to assist the wounded.

Upon the express train there were about 150 individuals, while on the freight train there were about 15 passengers. On this train no one was injured.

EMPANNELLING OF A JURY.

Yesterday morning at half-past nine o'clock, the Coroner, Paul C. Budd, empannelled a jury at Harner's Hotel, Cooper's Point, consisting of the following named individuals:

Isaac C. Collins, foreman, Joseph Meyers,
John Sands, Jesse E. Huston,
Richard M. Raul, John T. Davis,
James W. Shroff, Elias Dallivay,
Josiah Shivers, Asher Lewis,
Allen Ward, Charles Brown,
Joseph J. Bender, George Clark,
Robert B. Glover.

After the jury had been empanelled they repaired to the residences of William Donnelly the conductor, and John B. Edwards, firemen of the express train, where the bodies were viewed by them. On reassembling, the jury adjourned until two o'clock, for the purpose of visiting the scene of the disaster.

COOPERS' POINT.

During the entire day, Coopers' Point was alive with visitors from all directions. Some who had come merely for the purpose of gratifying an idle curiosity, while here and there might be seen individuals whose countenances portrayed the deepest anxiety to learn the full particulars of this terrible calamity. So great was the rush made for vehicles and other means of conveyance, that, by noon, not a single conveyance was to be obtained for miles of the disaster. The bar-room of a public house at Coopers' Point, presented a scene of confusion and excitement but seldom witnessed, and the incidents of the day were discussed with great zeal and order.

On re-assembling in the afternoon the jury found it impossible to reach the scene of the disaster, in consequence of no means of conveyance having been provided for reaching the grounds. Several communications were sent by the Coroner to Mr. Marshall, the acting Superintendent of the road, who was engaged the entire day in superintending the removal of the wreck, to endeavor, if possible, to send a loc