THE UNION.

CITY OF WASHINGTON.

FRIDAY NIGHT, OCTOBER 3, 1845.

BETTER NEWS FROM MARYLAND.

It was our good fortune last evening to announce to the readers of the "Union" the signal defeat of Messrs. Kennedy and Wethered, now champions of whigery and of the tariff of 1842. We were more than satisfied with that, for it surpassed the expectations of our friends in the State and in this city.

We have since received sufficient additional returns to enable us to announce the triumphant election of Messrs. Perry and Constable, the democratic candidates in the second and fifth congressional districts. The delegation from Maryland, in the next Congress, will stand four democrats to two whigs; in the last, it stood six whigs and no democrats. Our Maryland friends, struggling as they were under the effect of *their* defeat in November last, have achieved a gallant victory, and deserve the thanks of the democracy of the Union. They have sounded the last note of the death-knell of the tariff of 1842 in the ears of whig leaders.

Native Americanism is rapidly descending to the tomb of the Capulets. The result of the Baltimore election is contributing to ring its funeral knell. The whigs did not fail to use this bigoted party as long as it would serve their purposes. They sought a political coalition with them in Philadelphia and New York during the severest struggles of the late presidential election. They elected a mayor in the city of New York, and a member of Congress in Philadelphia, in order that they might propitiate the natives, and procure their votes for Mr. Clay. But the whigs have subsequently found it was a losing game; that they lost more votes by it than they had gained; and in many places they are cutting the acquaintance of their former allies. Mr. Kennedy, however, and the "National Intelligencer" continued to countenance them; and dearly have they paid for it, as some of their party now confess. The Baltimore Patriot ascribes Mr. Kennedy's defeat to the existence of the "third party;" and, in effect, cautions its whig friends to profit by the lesson, and, for the future, abandon the idea of a native American party. It declares, that by this "division we have given up the city of Baltimore to almost uncontrolled locofoco rule; we have lost John P. Kennedy's services in Congress, when it was in our power, and when it was our duty, to have kept him there; we have endangered the existence of that 'bill of blessings,' the tariff of 1842; we have placed every interest of the country in jeopardy; and have lost, in some degree, the proud distinction, that, as whigs of Baltimore, we have ever maintained among the whigs of the Union. Let the rallying cry be, '*The whig name, and the whig party.*'" We rejoice at this result, on every account; and it adds no little to our satisfaction, that it assists in grinding this narrow-minded party into dust and ashes. Henceforth, it is to be hoped that this illiberal antipathy to foreigners—this war against their naturalization—this contemptuous distinction between the native and naturalized citizen—will all disappear. We could almost wish to see the democrats of Baltimore, whenever they have it in their power, making a bonfire in Monument square of all those certificates of naturalization which have been defaced by the stamp of the inspectors of elections. "What!" (said an honest old democrat, the other day,) "shall I be compelled to take my certificate out of the frame in which it hangs up in my room, and see it branded by the inspectors?"

GENERAL R. B. McAFEE, OF KENTUCKY

This gentleman has been elected honorary member of the Royal Antiquarian Society of Denmark, at Copenhagen. This election confers honor not only on General McAfee, but upon the State of his nativity, which he has served honorably for a long series of years in various stations. He also filled, with usefulness to his country and honor to himself, the post of charge to Venezuela.

Are "Virginian" in the "Alexandria Gazette," and his endorser of the "Richmond Whig," so wilfully blind as not to see the great difference between W. L. Mackenzie's stealing and publishing the private letters of other persons without their consent, and calling upon Mr. Clay to publish his own letter to Mr. Blair, which his own friends had once undertaken to show in Kentucky, with his consent? —no difference, too, between the surreptitious publication of letters, many of them relating to private transactions, and a letter relating to a coalition of so important a character as to throw the whole executive powers of the government into the hands of J. Q. Adams, (as President of the United States,) and Henry Clay (as his Secretary of State?)

The last "Harrisburg Union" confirms the anticipations of our Philadelphia correspondent. It says, that "not a shadow of doubt exists in our minds of the triumphant election of James Burns for canal commissioner, by a majority of not less than TEN THOUSAND. In every section of the State, the most perfect union prevails with the democrats in favor of his nomination."

Can the Keystone State fail, when she has the brilliant success of her sister border State to animate her efforts? Will the democracy of Pennsylvania suffer themselves to be defeated, when the democracy of Maryland triumphs?

From the New York Express.

THE EPISCOPAL CONVENTION.—It will be seen by the concluding reports in this day's paper, of the doings of the convention of the Episcopal church of this diocess, that the two parties, unable to gain an ascendency, came together last night, and agreed to give up the contest. They passed a resolution to alter the canons of the church, so as to make the standing committee assured of their power to act, and to discharge episcopal functions, in the present suspension of the bishop from his office. The leading men on the different sides in the controversy agreed cordially in this; and the result is, that while Bishop Onderdonk remains, as before, the nominal but suspended diocesan, there is now a way open for the procurement of the exercise of episcopal functions within the diocess. This is certainly a great point gained. Young people can now be confirmed, and take upon themselves the vows assumed for them by their sponsors in baptism. Clergy can be ordained, without sending them, for that purpose, beyond the limits of the diocess; and all other things that a bishop could do, if there were one, can be done by the bishops of the surrounding diocesses.

The unanimity with which this was brought about is certainly most creditable to the Episcopal connexion. Notwithstanding the excited debates of the last week, it will be seen that the first overture of compromise was met, on both sides, in the best spirit, and with the happiest result.

Bishop Onderdonk remains as he was. His case, if it needs reviewal, alteration, or confirmation, is left in the hands of the General Convention. He is the bishop of the diocess, though deprived of the power of exercising his functions; and those functions, so far as they are administrative, the standing committee can exercise; so far as spiritual, the standing committee can procure the discharge of.

The services, at the conclusion of the convention, when these results of all the discussions of the week had been arrived at, were most solemn and impressive; and to one who heard and saw that scene, the feeling must have been predominant, that there was a conservative principle in that convention, upon which its members may safely rely for union, for usefulness, and for permanency.

FURTHER FROM PERU.—Advices from Lima, as late as the 5th of August, have been received. Our chargé d'affaires, Mr. Jewett, had arrived at Lima, and was to have been presented to the Peruvian authorities on the 6th. The Peruvian Congress had ratified the convention with the United States government, making indemnity for injuries sustained by our citizens during the "patriot" war.

THE TARIFF OF 1842.

The following brief and modest communication from a correspondent, gives us some hints that will tell upon the great inequalities of the present protective (oppressive) tariff. The minimum principle is a gross fraud upon the country. It makes the consumer pay the tax, not according to the real value of the article, but upon a false and fictitious value. Just so with the specific duties—silk, for example, which pays, not according to the value of the article, but the weight. The costlier silks consumed by the rich, being lighter, pay much less duty, by the pound, than the coarse and heavier ones, which are used by the poorer classes of the community; yet the whigs of Massachusetts now say that the tariff of 1842 must not be touched. We repeat again and again, "the tariff must be reduced to the revenue standard."

For the Union.

THE PROTECTIVE TARIFF.

A democrat, in conversation with a modern whig sorely afflicted with a gouty toe, perceiving him suddenly agitated with a choleric sensation, was about to apologize, from an apprehension that the sudden emotion might have been caused by his having accidentally touched the sensitive member. He was told, however, that he might quiet his fears with regard to his toe; "but," said he, "you have awakened kindred sensations equally painful, by your ominous hints, which evidently allude to a modification of our excellent tariff."

Now, "why will you disturb the tariff of '42!" exclaim the whigs: "LET US ALONE," is the cry of the northern hive. "The manufacturers are now in 'the full tide of successful experiment,' and are conferring incalculable blessings upon the country. Let the tariff alone, and it will at no distant day become the happy abode of manufacturing opulence and national independence."

Charming melody this—exceedingly mellifluous to the joint-stock companies, when chanted to the chorus of 200 or 300 per cent. upon their vested capital. In defence of profits so enormous, the *soi-disant* National Intelligencer chimes in, and asks, "Is it not some consolation to know that these profits go into the pockets of our own people?" Undoubtedly, sir, it is consolatory to the whigs in general, and *particularly* so to those whose pockets receive the bounty. But those profits do not *exclusively* go into the pockets of our own people; and, even if they did, we might, on the same principle, defend such injustice and oppression as would not be tolerated for a day. It cannot be denied that the manufacturers of cotton, for instance, enjoy gratuities which they neither asked, nor would have dared to ask. Why, then, are they not willing to concede something, by way of restoring to the different classes of society an equality of rights, without which it were idle to expect, or even to hope for, a spirit of national harmony?

Expanded truth is the only sovereign antidote against the concentrated poison of legislative inequality of rights and privileges. In their petitions to the Congress of 1842, the manufacturers repeatedly and emphatically alleged that they wanted no protection on *cheap* cotton fabrics. On the contrary, they affirmed that they could be made cheaper and better in this country than in any other—the difference in the raw material, with some advantage in water-power, being more than sufficient to counterbalance the advantages of greater cheapness in the price of foreign labor.

Now, we are furnished with incontestible evidence, that cotton fabrics, equal in quality to those which our manufacturers sell for six cents per yard, are bought in England for a penny a yard—equal to two cents our money. It follows, therefore, from their own showing, that they sell their cheap cottons, which they affirm that they can manufacture cheaper and better in this country than can be made in any other, at a profit of 200 per cent.! Now, if we may rely on the statement of the manufacturers themselves—for the truth of which, they pledge their honor and challenge inquiry—their protection on cheap cotton manufactures, worn mostly by the laboring classes, amounts to 313 per centum! In giving this statement as the amount of protection, I have estimated the cost of transportation, including difference of interest, freight, insurance, &c., at 13 per cent.—the duty of 6 cents on the yard, which costs 2 cents, we know to be 300 per cent.

As the duty on cheap cottons now stands, the manufacturers are limited to 8¼ cents per yard; above which they cannot rise, without encountering foreign competition. To this point, however, they are ascending, and above which they would rise, if they could (as the whigs desire) embark upon the expanding and contracting tide of a bloated paper currency. The ears of the nation would then be assailed with the distressing cry of *protection! protection from the pauper labor of Europe!* No one has more clearly illustrated and conclusively demonstrated the impossibility of a stable protective tariff, when exposed to the vicissitudes inseparable from a shinplaster currency, than the present Secretary of State.

These paupers of Europe, if the whigs may be credited, are a terrible race of people. Holding in their hands the destinies of our nation, they can, it seems, freeze or starve us to death at pleasure! They can prostrate, at one fell swoop, the numerous and costly variety of our manufacturing establishments—thereby reducing us to a state of nudity; visit upon us the plagues of war, pestilence, and famine—unless, forsooth, we consent to fight them with corresponding weapons, by embodying, in our own country, an equal force of paupers; rewarding their services with 6¼ cents a day and a sheep's pluck, instead of two dollars a day and roast beef!

There are traits in the character of the tariff, which, if taken either in a moral or logical view, deserve the severest reprehension. Take, for instance, one of its provisoes, viz: "Manufactures of cotton, printed, stained, or dyed, not exceeding 30 cents the square yard, shall be valued at 30 cents, and pay a duty of 30 per centum ad valorem." Now, the reader will mark, that the cheapest quality, subject to the operation of this proviso, is *valued* at 6 cents per yard, and *sold* at that price. But, apprized of the cheapness of this quality of manufactures abroad, and determined to make surety doubly sure in securing a complete monopoly of that article, the tariff interest in Congress determined to protect it to the amount of 150 per cent. But to proceed boldly, by laying an ad valorem duty—that is, a duty of 150 per centum on the actual value, 6 cents, on which they wanted no protection—would have an appearance rather queer. They, therefore, press into the service a substitute, in the shape of 30 cents, which they call a *minimum*, on which they impose a tax of 30 per cent., calling it an ad valorem duty!

The fraud (for such it undoubtedly is) consists in the deceptive use of the words *ad valorem* instead of *minimum*, which has no connexion with the actual value. A duty, therefore, of 30 per centum laid upon a fictitious, enigmatical minimum of 30 cents—five times as great as the actual value, as estimated by the sellers—is *not* an ad valorem duty, (which, instead of 9 cents duty on the yard, would yield but 1 cent and 8 mills!) but a cloak manufactured for the concealment of fraud! How gross the imposture! Ought not national legislators, men of elevated standing and moral worth, to blush at such duplicity? I should like to know on what system of logical ethics the National Intelligencer would reconcile the above proviso with the principles of truth and consistency? Its indiscriminate defence of the tariff, and more especially its luminous title, give us a right to expect an explanation.

And now, in conclusion, I would invite the reader's attention to another trait in the moral character of the tariff, which may have escaped the laboring classes of our community. A rich and a poor man call at a store of imported goods, asking the price of printed cottons; the poor man is told that such an article, if free of duty, could be had for 6 cents a yard; and the rich man, who prefers an article of superior quality, is told that his, if duty free, would come at 30 cents a yard. Desirous of testing the operation of the tariff, they agree to take, respectively, what three dollars each would command, providing the cottons were duty free. The poor man, accordingly, receives fifty yards, and the rich man ten. Each pays his three dollars; and now, to close the transaction, the poor man is compelled to pay a tax of *four dollars and fifty cents*, while the rich man is dismissed by paying only *ninety cents!* It will therefore be perceived that the poor man pays a tax of five dollars to the rich man's one!

"But," asks an advocate of the tariff, "what business has a poor man to purchase imported cottons at 15 cents a yard, when he can purchase the domestic article of an equal quality for 6, or, at most, for 9 cents?" It may be answered, that such, in many instances, are the business relations existing between an importing merchant and those to whom he gives employment, that a laborer cannot escape the injustice and oppression of the tariff. It is, however, admitted that such instances are, comparatively, of rare occurrence; because the duty is mostly prohibitory, as was intended by those who imposed it.

But a more decisive answer may be given to the question, by asking another, which I have always found to be unanswerable: Why, gentlemen, do you impose, for protection, a prohibitory duty of 150 per centum upon an article which, you say, can be made in this country *cheaper* and *better* than it can be made in any other; and, consequently, on which, you say, you want *no protection at all?*

OBSERVER.

FOREIGN MAILS.

THE STEAM ROUTE PROPOSED VIA COWES.

We understand that the Postmaster General is preparing his advertisement of the routes for carrying the foreign mails by steamers, and that it will probably be ready for our next paper. In the mean time, we seize the opportunity of laying before our readers the following papers, which have been laid before the Postmaster General. The proposed route is strongly recommended by its own merits, as well as by persons who appear to be acquainted with the subject. We have already published one plan for the consideration of the Postmaster General—here is another.

The whole correspondence, indeed, is worthy of being read. It contains a variety of interesting views and statistics.

WASHINGTON, Sept. 12, 1845.

SIR: I beg leave to lay before you the accompanying correspondence, a copy of which was transmitted by me to the department on the 15th of February last, but which, it appears, failed to reach its intended destination.

I avail myself of the occasion to remark, that, from a personal examination of several of the British channel ports, (and information upon which I can rely in relation to the remainder,) Cowes is the only one where steamships could at all times touch, without being submitted to delays that would render their arrival at Bremen and New York exceedingly irregular. At this port, however, their detention in landing and receiving mails and passengers, whatever the state of the weather, would not exceed an hour; nor would their progress be retarded by taking it in their route, between the points which they were intended to connect, with such stoppage, beyond three or four hours.

From Cowes to London, I performed the journey in about three hours—not more than half the time required between Liverpool and the latter place. From Cowes to Havre, the voyage has been accomplished in seven hours; and the distance from Havre to Paris will be run over, in a twelvemonth, when the railroad is finished, in six hours. It is, therefore, perfectly apparent, that one line of well-conducted steamers may be made to answer the purpose of communicating with Great Britain, France, Germany, and, indeed, all the continental powers and states of Europe, as effectually as could be desired. If it became necessary, or the success of the project should justify it, the number of their trips could be doubled, as I understood in England is to be the case with the Cunard line.

A continuous railway track will be completed between Bremen and Trieste before the expiration of two years. I ascertained, before I left Germany, that, in order to expedite the overland mail from London to the East Indies and China, it was to be embarked at Trieste, instead of Marseilles. Under such an arrangement, to say nothing of the diminution of postage, we should, by the proposed line of steamers, bring that important and rapidly-increasing commercial portion of the world much nearer to our capital than is possible by the circuitous routes of Havre or Liverpool, with the incidental and casual delays attendant upon them.

With distinguished consideration, I have the honor to be, most faithfully, your obedient servant,

A. DUDLEY MANN.

Hon. CAVE JOHNSON,
Postmaster General.

UNITED STATES CONSULATE,
Bremen, February 15, 1845.

SIR: Herewith I take the liberty of transmitting to you a copy of a communication, which I had the honor to receive from Senator Duckwitz, head of the Post Office Department of this republic.

I avail myself of the occasion to submit to your consideration, with all deference, my views of the importance to the United States of establishing a line of mail steam-ships between New York and one or more of the western continental ports of Europe.

The postage on letters mailed at Boston, where the weight does not exceed half an ounce, via Liverpool, per British steamers, amounts to 40 groats—equal to 43⅓ cents at the true par of exchange—when they reach this place. Newspapers, such as those published daily at Washington, by the same conveyance and route are charged 56 groats each—equal to 61 cents. Letters of similar size from any American port, via Havre and the circuitous route of Paris and Frankfort-on-the-Maine, pay only 32 groats postage, while newspapers pay no higher than 4 groats each. The rates to Hamburg, either through England, or France and Germany, differ but slightly from those to Bremen.

From this statement, you will perceive that the postage is so enormous on letters, as to prevent persons, whose business is not exceedingly urgent, from corresponding by the steamers; and consequently the entire continent is cut off from, or deprived of, the benefits of a speedy communication with the United States, such as that enjoyed *exclusively* by Great Britain. Of the numerous letters which have been from time to time addressed to my care, from the Germans in America, to forward to their friends in the interior, I do not recollect a solitary instance of receiving any by the Atlantic steamers. If the cost of their transmission amounted to no more than that charged from New York or Boston to Liverpool, I feel very certain that they would, invariably, be sent by the quickest conveyance.

It cannot escape your observation, that the postage on our newspapers, via England, is so enormous as to exclude them altogether from the continent! In this respect we have suffered more than can be readily imagined, by the introduction of steam navigation on the Atlantic. The British journals, of similar size to those of our own to which I have alluded, pay but 3 groats postage to Bremen, and, with such advantages, are enabled to give throughout the year all the *latest intelligence* from the United States to civilized Europe. It is needless for me to remark, as the fact is sufficiently notorious, that they uniformly, if not designedly, misrepresent our true condition, political and otherwise; and thus unjustly injure us in the estimation of other powers and states. This could be effectually counteracted, so far as relates to Germany, France, &c., by the establishment of a fast line of steamers to Bremen, which could touch at Calais or Boulogne, to receive and deliver mails and passengers, without occasioning much delay.

The screw propeller, from the experiment made with the "Great Britain," will doubtless reduce the time of passage across the Atlantic to nine days. I feel well persuaded, from my knowledge of our ingenious mechanics, that steamers may be constructed so as to make the voyage to Bremen-haven as quickly from New York, as it now is made from Boston to Liverpool. In less than three years from this time, such will be the improvements on the continent, in the way of railroads, that the mail will be conveyed to Hanover in 2½ hours from Bremen; to Berlin in 14 hours; to Vienna in 36 hours; to Dresden in 14 hours; to Prague in 22 hours; to Munich in 30 hours; to Strasburg, in France, in 24 hours; and from thence to Basle, in Switzerland, in 4 hours; to Copenhagen in 36 hours; to Stockholm in 56 hours; to St. Petersburgh in 68 hours; and from thence to Moscow in 30 hours. Westward not only "the star of empire takes its way," but the railroads of Europe are *all*, after being connected, concentrating in their termination at points on the different oceans in that direction. Can the policy be a questionable one to the United States, to benefit by them to the utmost possible extent?

The city of Bremen is less populous than either Hamburgh, Amsterdam, Rotterdam, or Antwerp; but its business relations with our country are vastly more extended than those of either of the large North-sea ports, or indeed of any two of them, as the accompanying statement of their imports from the United States in 1843, and the number of emigrants who embark from each therefor, conclusively shows. Bremen is already much the largest tobacco market in Europe, and may be regarded as a store-house in the centre of the Old World for American products,—where all our staples enter *free of duty*, or at the merely nominal one of *two-thirds of one per cent. ad valorem*.

It is very evident to my mind, that a well-conducted line of semi-monthly steamers, to ply between New York and Bremen—the postage on single letters carried by it not to exceed 25 cents—would support itself, at least within a year after it was established. The steamers could rely upon as many *steerage passengers*, nine months out of every twelve, as they are permitted by our laws to carry, at from $12 to $15 each, clear of all expense. Thus, if their measurement should amount to 1,200 tons—the size of those of the Cunard line—they would be entitled to receive aboard, in addition to their crew, 440 persons. Say that 375 of these go in the steerage at the lowest price of passage, they would net a sum of $4,500. There would then be room for 65 cabin passengers, which, if filled, (as I am inclined to believe it generally would be,) and at the greatly reduced fare on the Liverpool rates, to $100 each, would give an amount of $6,500. The cost of provisioning them during the passage could not extend beyond $1,000; so that the homeward voyage of passenger money would net not unfrequently $10,000. No other port in Europe has at its bestowal the advantages of the emigrant passengers—and they are more certain to increase than diminish; for as large as was the number of Germans who embarked at Bremen in 1843, it was *more than doubled* in 1844. The railroads, and the improvements in the navigation of watercourses, furnish *outlets* for them in Germany; and the same facilities of communication furnish *inlets* to them in the United States, even to the "far, far West." "The cry is still they come;" and I rejoice that, in the mighty hive which annually wends its way across the waters, to gather its food and raiment in our forests, there are so few drones.

It is but reasonable to suppose, from the extent of the commercial intercourse, that freights to and from Bremen would be more valuable to the steamers than at any other port on the North sea. We have been endeavoring for years to obtain from the *Zoll-Verein* a modification of duty on tobacco, under the belief that thereby consumption would be augmented; but already the balance of trade against the states composing this *league*, in our favor, is so large, that a diminution in the tariff, on our staple, would avail us but little. Our wishes can only be accomplished by the increased consumption of German manufactures. We must *enable* our best customers to buy from us, by taking freely *their* products. In no other manner can this desirable end be attained so readily, as by direct steam communication to the port at which the shipment of those products intended for our markets is made. The difference in the time of transportation between British and German goods, from their principal places of export to New York, is so considerable, as alone to operate as a preventive to an extended introduction into the United States of the latter; and although full freights of ponderous articles would not probably be desirable to steam-ships, yet they could, nevertheless, carry large quantities of the finer descriptions of merchandise—cloths, silks, etc. etc. Our importers and others could thus have their orders executed with as much despatch as they now do in England.

The best Newcastle coal can be laid down at Bremen-haven, in any quantity required, at $4 per ton. The saving of expense in this regard over Hamburg would be immense (on account of the duties on the Elbe, in favor of Bremen.)

Trusting that you will properly appreciate the motives which have influenced me to take the liberty of addressing you this letter, and begging you to command my services, if at any time you should have need of them,

I have the honor to be,
With high consideration,
Your obedient servant,
A. D. MANN.

To the Hon. the POSTMASTER GENERAL,
Washington city.

BREMEN, January 17, 1845.

DEAR SIR: The government of the United States of America having, as I understand, the intention to establish a line of post steamers between the United States and a port of the European continent; and being, on my part, thoroughly convinced that it will be as much to the interest of the United States as to that of this city, that the port of Bremen-haven be chosen on this side of the ocean, I beg to call your attention to the following considerations:

1st. Amongst all the ports between the frontiers of France and Denmark, there is none whose intercourse with the United States is so considerable as that of Bremen; and a facility like that of the communication by a line of steamers, cannot fail to increase this intercourse to a vast extent; and the more so, as, in the course of two years, railroads will lead from Bremen to Berlin and Stettin; to Vienna and Trieste; to the southern part of Germany, by Minden and Paderborn; and to the western part, by Minden and Cologne. No other port on the North sea can offer such communications with all parts of Germany, and the countries situated more backward.

2d. During the time of severe frost in winter, the Elbe, and the other ports of the North sea, are closed by ice, which is very rarely the case at Bremen-haven—the eastern wind blowing the ice out of the shipping track to and from the said port, and allowing vessels, particularly steamers, to come in and out continually. Heavily-loaded vessels can enter at any time Bremen-haven, and the sluice of the port has a width of thirty-six feet, English measure.

3d. The communication between Bremen and Bremen-haven will be brought, in the course of one or two years, to a much greater perfection than has hitherto been the case; so that any desirable facility in the transporting of persons and goods will not be wanted.

In case you should be inclined to explain to the government of the United States the reasons speaking in favor of the Bremen port for a line of steamers, as above mentioned, I am authorized, by the Senate of this republic, to inform you that the advantages which such a line will afford to the business of this place have been fully considered and appreciated; and that, in case the government of the United States should decide to give the preference to this port, the Senate will not hesitate—

1st. To exempt the government post steamers from all port charges at Bremen-haven, as well as from the tonnage and similar duties that other vessels are subject to in a Bremen port.

2d. To allow coals for the use of the said steamers to be stored at Bremen-haven free of all duties.

3d. To make an arrangement with the American post administration for receiving, delivering, and forwarding the letters to and from America, on the most liberal terms.

Besides, the Senate will be ready to grant, otherwise, any desirable facility in its power; and as, to all appearance, the interest of the United States, as well in respect to the intercourse between Germany and eastern Europe, as to the *rentability* of the line of steamers, is in favor of the choice of the port of Bremen, I hope that, to the benefit of both parties, an arrangement on this subject will soon be made.

I remain, sincerely, dear sir,
Your most obedient servant,
A. DUCKWITZ.

To A. DUDLEY MANN, esq.,
United States Consul, Bremen.

UNITED STATES CONSULATE,
Cowes, Sept. 2, 1845.

MY DEAR SIR: Since your departure from this, I have thought a great deal about the project of a line of mail American steamers between New York and a port in the North sea, touching at a port in the English channel; and shall endeavor to give you the result of my reflections, in the hope they may aid the enterprise.

The immense commercial intercourse between England and the United States, and to which, in a great measure, England owes her present superior wealth and power, has arisen from the facility of communication between the two countries, and from the susceptibility that her insular position presented of recovering more rapidly than the nations of continental Europe from the devastations of a thirty years' war. It must also be borne in mind, that whilst England has benefited from this intercourse, the United States have more than equalled her in the harvest she has reaped.

Steam now opens to other countries the same facilities which the proximity of England to the United States has given to the former; and continental nations are now emerging from that insecure state which marred commercial and manufacturing enterprise; and every year presents increased inducements for more intimate relations with them, which, if we do not seize, England is prepared to monopolize.

It is needless to dwell upon statistics, of which you are so well apprized; but the single article of cotton-twist shipped from England to the continent, will show the importance of a direct trade from the United States. Manufactories are springing up everywhere on the continent. Europe seems desirous to shake off her commercial dependence on Great Britain; and if we had steam communication directly with the continent, America would supply it with the great staples and raw products, receiving in return the proceeds of its industry.

The "balance of power" has been a favorite political hobby with Great Britain; and it has placed her in a most secure position. Let us learn by her example. She owes her power of injuring us to her wealth—her wealth to her manufactures. If rival manufacturing countries are fostered by us, we strike a death-blow at the greatness and consequent presumption of England, and at the same time gain more customers and a better price for our cotton, hemp, and tobacco. Manufacturers on the continent cannot well compete with our manufacturers in the South American markets, nor in other parts of the world, for many years; and their efforts will be directed to home consumption, which England now supplies.

On my late visit to the ports in the North sea—viz: Antwerp, Rotterdam, Amsterdam, Bremen, and Hamburg—I had frequent conversations with the leading commercial men; and I am convinced that, in all those countries, they possess equal facilities of becoming a great a manufacturing people as England—capital, industry, and sense of security for property, low wages, and mechanical talent;—all they want is increased facility for providing themselves with the raw material at the lowest market rates, and free from the operation of English speculators, and the fluctuations arising therefrom. And this they can never have, so long as all their knowledge of mercantile as well as political affairs in America is derived through the English press or English correspondence, colored in such manner as to suit English policy and English cupidity. A direct steam-mail communication will remedy all this.

Another important matter connected with this subject, is the necessity of the dissemination among the millions of Europe of the true knowledge of our institutions, and their practical adaptation to the happiness of the human race. Let us be beloved by the people of a country, and no government dares to make war upon us, nor to aid our enemies. But so long as everything American is represented through the English press as something mean or dishonorable, without the people knowing anything to the contrary, so long shall we find kings and ministers ready to unite in any scheme to injure us or retard our progress.

Of all the ports in the North sea, I am decidedly in favor of Bremen—1st. Because it can be reached at all seasons of the year; while Hamburg, Rotterdam, Amsterdam, and Antwerp cannot. 2d. Because that port is the great embarking port for emigrants to the United States. 3d. Because her trade with the United States direct is greater than that of any of the others. 4th. Because she lies in the very centre of Germany, and has the greatest facility of internal communication with the surrounding states. 5th. Because her merchants and government would feel a warm interest in the promotion and successful issue of the line of steamers. 6th. Because she is a republic, small in territory, but wielding a great and important influence over the minds of her neighbors in the progress of liberal principles; which Hamburg, from its being under the influence of England, cannot and dare not. 7th. Because her people are enterprising and liberal, energetic, and fit to project and execute the many projects of trade emanating from, and to develop the advantages of, this increased intercourse, which the lazy Dutch and the bigoted Fleming are incapable of doing.

By making Bremen the terminus, in the North sea, of a line of American mail steamers, the United States would thereby derive all the advantages of an exclusive treaty of amity and commerce with the most moral and sensible government of Europe. Their burgomasters, their senators, their municipal authorities, would all be imbued with the strongest feelings of attachment to our government, and would ever be ready with pen or purse to put down and correct any attempt at injuring us, and to advocate our cause among their numberless neighbors. Their watchful eyes and sagacity would keep in abeyance such schemes as were lately attempted to be practised under the guise of a treaty between the United States and the Zoll-Verein. They would, in fact, be a constituent part of the United States, and all through this line, terminating at their port. England has found great benefit from enlisting the friendly feelings of other nations;—instance her ascendency over Portugal; her control in the Spanish cabinet; her management of the petty princes of India, and her attempt to carry out the same policy in Texas. We want a similar influence in our behalf in Europe, and that is to be procured in Bremen.

While we are talking of the terminus of this line, it may be proper to look at the port of call in the English channel.

By stopping at, or rather passing by, Cowes, the steamers might perform the mail contracts for England, France, and Germany. From Southampton, distant from this place twelve miles, steamers leave for Havre every day in the week except Mondays; and from no other port is the intercourse with Havre so frequent, or so direct, as with Southampton. Havre is the point in France to which the American mail ought first to be sent. From Southampton to London, the distance is seventy-seven miles, performed in two hours. Cowes can always be reached in any weather, at all times of tide, and no detention in landing the mail or passengers. Spithead, off Portsmouth, is now used by the London and New York line of packets; but passengers complain greatly at being put on shore off that place, as sometimes the sea is very rough and dangerous. The "British Queen" contracted to land her passengers from New York at Southampton; but, to avoid the delay, paid a steamer to take them from Cowes roads, where she always brought up.

Cowes is now a royal residence, and the seat of the principal yacht-club. By coming to this port, our steamers would be reviewed by the Queen and the *élite* of the kingdom. It is as well they should know we can do some things as well as other folks. The North-sea pilots living here have so good a reputation, that many American masters put in here in order to employ them.

The mail for England might be sent to me in a bag, covering the mail for France. That for England could be put in the post office here, stamped by me for the English postage; and that for France sent by a steamer from Southampton to Havre, under care of a trusty person, to be delivered to the consul at Havre. If each mail-bag is sealed with the United States seal, they must reach me without going through the post office first, thereby incurring foreign postage of eight-pence per letter. If an international postal arrangement is made, this precaution would be unnecessary. By this plan, great economy would be achieved, by avoiding separate contracts for England, France, and Germany.

No port in the English channel can offer the advantages for carrying this combined contract into effect, that Cowes does. As a place of call, the French ports are out of the question, as they are *not always accessible*—which is essential, to prevent detention, and insure *certainty* in the arrival and departure of the steamers on *fixed days*.

The English mail, if landed at Falmouth, might reach London sooner than if landed at Cowes; but then the German mail by the steamer would be anticipated by advices by way of London, which it is desirable to avoid; and then, from Falmouth there is no communication to France.

Brighton is not accessible in bad weather; neither is Dover. Plymouth and Dartmouth are subject to the same objections as Falmouth, and they are out of the way.

Believe me, yours, very truly,
JOS. RODNEY CROSKEY.

A. D. MANN, esq.

Copy of a letter from an old and distinguished inhabitant of the Isle of Wight, to A. D. Mann, esq.

COWES, 2d Sept., 1845.

DEAR SIR: Having, in the course of conversation with you, while here, understood that it was in contemplation to run a line of steamers between New York and Germany, to call off some port in England or France to land passengers and mails, I venture to call your attention to some of the advantages possessed by this port, and which seem to me to give it a decided superiority over any other port on either side of the channel.

In the first place, it lies in the direct line of route up the English channel; the only deviation which would be required (if deviation it could be called) being the passing inside instead of outside the Isle of Wight. We possess at this port a numerous and well-regulated establishment of licensed pilots, an indefatigable and enterprising race of men, who are always to be found in all seasons and all weathers cruising in the English channel, ready to afford their services to any ships bound to this port. A ship wishing to land passengers at this port has, therefore, only to take a pilot off the Needles, and run up to Cowes roads, where the passengers could be disembarked in smooth water, in perfect safety, and transferred at once to one of the numerous steamers plying between this place and Southampton; after which, she could proceed to sea again in the prosecution of her voyage, without a moment's delay or detention, and without any deviation from her course. The passage from hence to Southampton occupies about an hour; and that from Southampton, per railway, to London, is now performed in two hours; so that the mails and passengers might be delivered in London in three hours from their arrival at this port. There is also a daily communication between Southampton and Havre, kept up by powerful and well-appointed steamers, by which the passage is performed from port to port in seven or eight hours, and by which the mails and passengers intended for France could be sent forward without delay. Cowes roadstead is too well known to require any recommendation on my part. Suffice it to say, that it is an extensive and safe anchorage, sheltered from every wind, and where ships of the largest size can always ride in perfect security.

The ports on the opposite coast of France do not appear to me to offer any advantages, at all to be compared to those possessed by this port. The only ports there, of any consequence, are those of Cherbourg, Havre, and Boulogne, neither of which, in my opinion, would be an eligible place for large steamers to touch at. It is well known to all nautical men, that the coast of England is much less dangerous than that of France—a proof of which is, that all ships bound up or down the channel carefully avoid the French coast; while, on the contrary, they always keep in sight of the English coast. Another, and a serious disadvantage, is, that the French ports are scarcely any of them accessible at all times of tide; and the only exception in this respect is Cherbourg; but that port, from its proximity to the Caskets and the channel islands, and the rocky nature of the coast, cannot be approached without danger, particularly in the winter season, during the prevalence of thick weather, or heavy northerly and north-westerly gales. The next French port (that of Havre) is only accessible at certain times of the tide; and all vessels arriving off it, must wait until high water before they can enter, and must lay-to or anchor in the roads, which is a very exposed and dangerous place; and the consequence is, that ships are frequently driven on shore and totally lost there, and the lives of the crews sacrificed. Unless in the finest weather, with the wind off the land, it would be the height of imprudence for a large steamer to venture into that bay; at all events, I consider it would be impossible to land the passengers safely without her entering the port itself. The steamers from England never attempt to land passengers outside in the roads, but are obliged to run into the port; and they take care to time their departure from England, so as to arrive at high water, when they are enabled to enter. For these reasons, therefore, I consider that it would be found impracticable, nine times out of ten, to land either passengers or mails by calling off Havre. Equal, if not greater, difficulties would be found to exist at Boulogne, which is a very dangerous place to approach, on account of the numerous banks existing there, and which extend to a very great distance off. A great number of very fatal shipwrecks have occurred there within the last few years; and I will mention two melancholy cases, (those of the Reliance and Conqueror) homeward bound East Indiamen, which were wrecked near Boulogne, and the whole of their crews and passengers perished with them. Neither off Boulogne nor Calais could passengers be safely landed; and I can safely venture to assert, that there is no port on the whole line of the coast of France, in this channel, which would be found suitable for the purpose. With equal confidence I can maintain that, on the English coast, the port of Cowes stands pre-eminent as a *port de relache*, both on the score of safety and convenience; and from its central situation, and proximity to the opposite French port of Havre, with which the communication is regularly kept up by means of the Southampton steamers, it cannot but be considered as the most worthy of the selection of the United States government, as the port of call for their steamers on their route to and from the North sea.

Hoping that these observations may not be considered out of place, and that you will excuse the liberty I have taken in thus addressing you, I beg leave to subscribe myself,

Dear sir,
Your faithful and obedient servant.

OFFICIAL.

APPOINTMENTS BY THE PRESIDENT.

JAMES DUNLOP, of the District of Columbia, as one of the assistant judges of the circuit court of the United States for said District, in the place of Buckner Thruston, deceased.

WILLIAM PATTERSON, register of the land office for the district of lands subject to sale at Clinton, Missouri, vice Abraham B. Morton, removed.

From the N. O. Tropic, Sep. 26.

LATER FROM THE ARMY.

By an arrival yesterday from Corpus Christi, we received the following interesting letter:

[Correspondence of the Tropic.]

KINNEY'S RANCHE, CORPUS CHRISTI,
September 5, 1845.

GENTLEMEN: I avail myself of the opportunity offered of sending you a line by the army mail, which leaves here this morning *en route* for your city. Since my last letter, of the 26th ult., we are in receipt of news from Matamoras up to the 2d instant, only three days since. General Mejia was still in command at that place. He had not increased his force, but a report was current there that he was shortly to be reinforced with 3,000 troops from the interior. No reliance, however, can be placed in it. Gen. Arista still remains quietly at Monterey.

General Arispa, the present governor of Saltillo, has informed his government, that should any demonstration be made by the army of Mexico against Texas or the United States, his fixed determination is to "declare" against it. Independent of this fact, the latest accounts from every section of the frontier country represent, in the plainest terms, that whenever any considerable force is ordered to be raised on the part of Mexico, to act against us, a general revolution in that part of the country will be the inevitable and immediate consequence.

We have not yet heard at the Ranche the result of the election for a President of Mexico.

Col. Sabriago, of frontier notoriety, still remains with his command on this side of the Rio Grande; but, as a matter of course, does not venture very near this place.

General Taylor, of the United States forces here, has recommended the enlistment, in the service of the United States, of all the troops employed by Texas for frontier protection, should any *real* difficulty arise between the two countries to render it necessary.

Trade at this place continues as brisk as usual. The town is quiet, and everything moves on properly, notwithstanding the large number of troops here. Much credit is due to Gen. Taylor, the commander of the army here, as well as to the officers of his staff, for their gentlemanly department during their residence, so far, at the Ranche; and it is but justice, also, to remark, that the men under them, one and all, appear to be perfectly well disciplined, and conduct themselves, either in town or in camp, with great civility and decorum; which, so far as we are concerned, adds much to the comfort and convenience of the citizens of the Ranche.

There is no sickness here, either in camp or in town. The southeast trade-wind continues this year somewhat later than usual, and the health of the place we consider enhanced by this circumstance.

You may expect further advices by the next vessel.

JUSTICE.

N. B.—*Arista* is a different person from *Arispa*—the former is in command of the northern forces of Mexico; the latter is governor of Saltillo.

Mr. Edward Everett has declined the invitation extended to him by Deacon Safford, David Sears, Benjamin Bangs, Nathan Appleton, Nathaniel Hammond, George Darracott, and other gentlemen, to partake of a public dinner, for reasons which he presents at the conclusion of his letter, thus:

"The obliging request, gentlemen, contained in the close of your letter, that I would name a day for meeting our fellow-citizens at Faneuil Hall, at a dinner, or on some other public occasion, has received my most grateful and respectful consideration. I am truly sensible to the friendly feeling which has prompted the proposal. I suppose I may, without impropriety, assume that such a meeting implies the delivery by me of a public address to the company which might honor me with their presence. As most of the great political questions which would furnish the natural topics for such an address have been discussed in my correspondence with my own government, and with that to which I have been accredited, it occurs to me that I could not with strict propriety make them at this time the subject of public comment; and that in the effort to preserve inviolate the confidence of my late official position, I must of necessity be forced into uninteresting generalities. It may also be doubted whether, in regard generally to the foreign relations of the country, and those subjects of remark which would most naturally present themselves for an occasion of the kind proposed, there are not considerations of delicacy, in the present state of affairs, which point to an abstinence from public discussion on the part of a returning minister.

"Should you concur with me in these views, I may hope that, in asking your permission to excuse myself from a public meeting, I shall not be deemed by you in the slightest degree indifferent to the honor of your invitation, and that you will be pleased to accept, in this way, the assurance of my sincere gratitude for your cordial welcome and friendly purpose.

"I am, gentlemen,
"With the highest respect,
"Your obliged friend and fellow-citizen,
"EDWARD EVERETT.

"To the Hon. N. APPLETON,
"And other gentlemen of the committee."

THE MAGNETIC TELEGRAPH.—Henry O'Reilly, esq., secretary of the Atlantic, Lake, and Mississippi Valley Telegraph Company, has been in Harrisburg for some days, making arrangements for putting the magnetic telegraph between this place and Philadelphia in operation. We learn from him that a contract has been made for putting up the wires between Harrisburg and Philadelphia, and that the telegraph will be in operation by the first of December. It is contemplated to have the line between Philadelphia and Baltimore completed by that time, so that we may expect an abstract of the President's message communicated to the denizens of Harrisburg on a streak of lightning, before the document itself is half read in the capitol at Washington. This enterprise will be of great importance to the business community, and particularly to the press; and as Mr. O'Reilly and Mr. Kendall have long been connected with the press of this country, we may expect great facilities to be extended to the corps editorial by this great enterprise.

[*Harrisburg Union.*

SENTENCE OF "BIG THUNDER." We are indebted to the kindness of an officer of the steamer South America, which arrived at half-past 2 this morning from Hudson, for the following letter:

HUDSON, Sept. 30, 1845.

Before the time arrived for the passing of sentence on Dr. Boughton, or Big Thunder, the court-room was thronged with an immense crowd of both ladies and gentlemen.

At a quarter before 2, Judge Edmonds called the court to order. The prisoner, Boughton, was then brought in, and ordered to stand up and say "why sentence should not be passed upon him?" Boughton arose, and in a low tone stated that he wished for a few days lenity, in order that he might see his wife, and settle his family affairs; which request was finally complied with. The judge then addressed the prisoner at some length, and concluded by pronouncing his sentence to be "*confinement in the Clinton county State prison during the term of his natural life!*"—*N. Y. Herald.*

From the Baltimore American of to-day.

MARYLAND ELECTION.

We subjoin returns from the various parts of the State, as far as received:

FIRST CONGRESSIONAL DISTRICT.

[Comprising St. Mary's, Charles, [illegible] George's, Montgomery, and Anne [illegible] ties.]

	Chapman, (whig)	Key, ([illegible])
Montgomery	935	[illegible]
Charles	633	[illegible]

[In Prince George's, Chapman's majority [illegible] Key is 11]

Anne Arundel county.—Returns from the [illegible] district in this county show Chapman's (whig) [illegible] to be 155, and that for Key (dem.) to be 14[illegible]. [illegible] Annapolis the whig majority was 55.

SECOND CONGRESSIONAL DISTRICT.

[Comprising Allegany, Washington, and Frederick counties.]

	Snively, (whig.)	Perry, (dem.)
Washington	2,281	2,271
Frederick	2,749	2,956
Allegany (3 districts)	647	1,043

We have returns from but three districts in Allegany; which show the result stated above. There are 7 districts in this county yet to be heard from, which gave a whig majority of 76 at the governor's election in 1844.

So far, Perry's majority is 593. A letter from an intelligent correspondent in Frederick says, after mentioning Snively's majority in Washington county, "Perry is therefore elected to Congress in this district."

THIRD CONGRESSIONAL DISTRICT.

This district is composed of the 16th, 17th, 18th, 19th, and 20th wards of the city of Baltimore, and of Baltimore county, Howard district, and Carroll county.]

	Wethered (W.)	Ligon (Dem.)
Five wards of Balt. city	1118	1882
Howard district	648	661
Carroll co. (complete)	1574	1511
Baltimore co. (part)	1486	1636
	4826	5690

Ligon's present majority 864, and two districts in Baltimore county to be heard from.

Baltimore county.

FOR CONGRESS.

Districts.	Wethered (W.)	Ligon (Dem.)
1	247	295
2	144	119
3	195	145
6	76	127
7	109	176
8	175	206
9 (reported)	145	186
10	106	88
11	163	145
12	126	149
	1486	1636

FOURTH CONGRESSIONAL DISTRICT.

[This district is composed of the first fifteen wards of the city of Baltimore.]

The official returns from this district are as follows:

Wards.	(W.) Kennedy.	(D.) Giles.	(N. A.) Duncan.
1	265	414	53
2	259	492	71
3	270	371	118
4	482	365	87
5	229	309	78
6	330	441	89
7	178	376	109
8	204	493	92
9	345	454	60
10	437	251	46
11	331	318	50
12	387	471	89
13	356	247	61
14	382	287	88
15	507	535	96
Total	4962	5824	1147

FIFTH CONGRESSIONAL DISTRICT.

[Comprising Harford, Cecil, Kent, Queen Anne, and Caroline counties.]

	Wright, (W.)	Constable, (D.)
Harford	1192	1255
Cecil	1301	1595
Kent	597	528

Constable's majority, so far, 288. The whig majority in Queen Anne and Caroline, last year, was 171. There is no doubt of Mr. Constable's election.

MARYLAND HOUSE OF DELEGATES.—In the last house of delegates, there were 61 whigs and 21 democrats. The changes at the recent election, as far as yet ascertained, show a whig loss of 2 in Frederick, 4 in Harford, 1 in Montgomery, and 3 in Washington county.

PER TELEGRAPH.

From the Republican and Argus.

TALBOT COUNTY.

For Congress.

Dem.		Whig.	
J. L. Martin	735	Edward Long	697

House of Delegates.

Dem.		Whig.	
P. F. Thomas	735	N. N. Goldsboro	712
Spedden Orem	733	J. H. Arrington	712
B. M. Bowdle	730	C. H. Bowdle	701

Sheriff.

Dem.		Whig.	
Nichols	747	Thomas	700

From the Baltimore Republican, October 2.

VICTORY!

Fling out your banners!—Let the shout go forth!—Immense triumph of the democracy!!!

Yesterday was a glorious day for the democracy of the "Monumental city." The sun shone out in unwonted splendor; but ere it set behind the western hills, a victory was achieved by the gallant democracy, which has struck to the earth the banners of every faction, and which will tell to their honor and renown in all future time. Every art and scheme was devised and attempted, by the enemies of popular freedom, to frustrate and defeat the well-known will of a majority of the people of Baltimore; but the virtuous, hard-fisted democracy laid their dissensions upon the altar of the public good, and rallied as one man to the support of "equal laws and equal rights," and the *result is a most glorious overwhelming victory!* Well done, gallant freemen of Baltimore! Federal opposition could not check you—nativism could not seduce you—nor faction deter you from doing your duty; and you now have the proud satisfaction to know that you have elected men to represent you who will work for the benefit of the many, and not for the privileged few. The whig ticket has been defeated! and the native ticket has been defeated! We have a clear majority of SIX HUNDRED AND THREE OVER BOTH COMBINED!!!

We have proved to the world that, although Mr. Kennedy may believe us not a "reading community," we are a *thinking* and voting people.

Col. Wm. Fell Giles, the democratic candidate for Congress from the 4th district, comprising the first fifteen wards of the city, is elected over the great whig gun, John P. Kennedy, by a majority of 842!

Mr. Ligon, the democratic candidate for the 3d district, comprising the five upper wards of the city, Baltimore and Carroll counties, and Howard district, is beyond doubt elected over Wethered, whig.

UNIVERSITY OF VIRGINIA.—This institution commences its session under the most prosperous circumstances. Every indication at present promises well. The number who have matriculated exceeds that of last year, at this time, some 8 or 10. Some of the enemies of the university predicted that there would be few or no students this session. It gives us great pleasure to say that all such will probably be sadly disappointed.

[*Charlottesville Jeffersonian.*

DIED,

At his residence, near Port Tobacco, Charles county, Maryland, on the 29th ultimo, Mr. JOHN TAYLOE KEY, the eldest son of H. G. S. Key, esq., of Leonardtown—a young gentleman much beloved and respected.

St. Matthew's church.—The Most Rev. Dr. Eccleston, Archbishop of Baltimore, will administer confirmation in St. Matthew's church, on Sunday, October 5th, at the 11 o'clock mass.

JOHN P. DONELAN, Rector.

Oct 3—

FOR SALE.—A house and lot situated in one of the most improving parts of this city. The house is nearly new, contains eleven well-finished rooms, all in prime order, and will be sold for $1,350. To a person wishing to purchase a genteel residence for a moderate sized family, or to rent out, (as the house will readily rent for $150 or $160,) the premises offer a rare opportunity. Inquire at this office.

Oct 3—3t*