LAND ROUTE—NEW-YORK to PROVIDENCE, &c.—On and after Dec. 1, 1856, EXPRESS TRAINS of the Providence, Hartford and Fishkill Railroad will leave Hartford on the arrival there of the Express Trains of the New-York and New-Haven, and New-Haven, Hartford and Springfield Railroads, which leave New-York at 8 a. m. and 3 p. m., respectively.
S. ASHBURNER,
Chief Engineer and Superintendent H. P. and F. R. R.

FLUSHING RAILROAD—Leave Fulton Market, by steamer ISLAND CITY, at 6:45, 8 and 10 a. m.; 1, 3-½ and 5 p. m. The CARS leave Flushing, L. I., at the same hours, meeting and exchanging passengers with the Boat at Hunter's Point. Through in 55 minutes; Fare 25 cents.
WM. M. SMITH, Superintendent.

LONG ISLAND RAILROAD—Fall and Winter Arrangement—(Sundays excepted.)—Trains going East: Leave Brooklyn for Greenport, 10 a. m. daily; for Yaphank 10 a. m. daily, and on Saturdays at 3:45 p. m.; for Farmingdale 10 a. m. and 3:45 p. m.; for Syosset at 10 a. m. and 3:45 p. m.; for Hempstead, 10 a. m., 12 m., and 3:45 and 5 p. m.; for Jamaica, 10 a. m., 12 m., 3:45, 5, and 6:50 p. m.

PENNSYLVANIA RAILROAD.—The GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-western and South-western States, by a continuous Railway direct. This Road also connects at Pittsburgh with daily line of Steamers to all ports in the Western Rivers, and at Cleveland and Sandusky with steamers to all ports on the North-western Lakes, making the most direct, cheapest and reliable route by which FREIGHT can be forwarded to and from the Great West.
RATES BETWEEN PHILADELPHIA and PITTSBURGH:
FIRST CLASS.—Boots, Shoes, Hats and Caps, Books, Dry Goods (in boxes, bales and trunks), Drugs (in boxes and bales), Feathers, Furs, &c... 90 cents ℔ 100 ℔.
SECOND CLASS.—Domestic Sheeting, Slatting and Ticking (in original bales), Drugs (in casks), Hardware, Leather (in rolls or boxes), Wool and Sheep Pelts, Eastward, &c... 75 cents ℔ 100 ℔.
THIRD CLASS.—Anvils, Steel, Chains (in casks), Hemp, Bacon and Pork, Salted (loose or in sacks), Tobacco, manufactured (except Cigars or cut, &c. 65 cents ℔ 100 ℔.
FOURTH CLASS.—Coffee, Fish, Bacon, Beef and Pork (in casks or boxes, Eastward), Lard and Lard Oil, Nails, Soda Ash, German Clay, Tar, Pitch, Rosin, &c... 55 cents ℔ 100 ℔.
FLOUR—$1 ℔ bbl. until further notice.
GRAIN—50 cents ℔ 100 ℔ until further notice.
COTTON—$2 ℔ bale, not exceeding 500 ℔ weight, until further notice.
In shipping Goods from any point east of Philadelphia, be particular to mark the package "Via Pennsylvania Railroad." All Goods consigned to the Agents of this Road at Philadelphia or Pittsburgh, will be forwarded without detention.
FREIGHT AGENTS—Harris, Wormley & Co., Memphis, Tenn.; R. F. Sass & Co., St. Louis; J. S. Mitchell & Son, Evansville, Ind.; Dunseath, Bell & Co., and Carter & Jewett, Louisville, Ky.; B. C. Meldrum, Madison, Ind.; Springman & Brown, and Irwin & Co., Cincinnati; N. W. Graham & Co., Zanesville, Ohio; Leech & Co., No. 54 Kilby-st., Boston; Leech & Co., No. 2 Astor House, New-York, No. 1 William-st., and No. 8 Battery-place, New-York; E. J. Speeder, Philadelphia; Magraw & Rogers, Baltimore; Geo. C. Francisco, Pittsburgh.
H. H. HOUSTON, General Freight Agent, Philadelphia.
H. J. LOMBAERT, Superintendent, Altoona, Pa.
January 5, 1857.

PENNSYLVANIA RAILROAD.—THE GREAT CENTRAL PENNSYLVANIA RAILROAD ROUTE.
FROM NEW-YORK TO CINCINNATI IN 36 HOURS.
FROM NEW-YORK TO CHICAGO IN 46 HOURS.
FROM NEW-YORK TO ST. LOUIS IN 48 HOURS.
The Shortest, Best and consequently the Cheapest Route from New-York to all points in the West.
The Pennsylvania Railroad connects at Pittsburgh with railroads to and from St. Louis, Mo.; Alton, Galena and Chicago, Ill.; Frankfort, Lexington and Louisville, Ky.; Terre Haute, Madison, Lafayette and Indianapolis, Ind.; Cincinnati, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massillon and Wooster, Ohio; also, with the steamer packet boats from and to New-Orleans, St. Louis, Louisville and Cincinnati.
Through Tickets can be had at any of the above-mentioned places in the West. (See handbills in the hotels of this city.)
Passengers will find this the shortest, most expeditious and comfortable route between the East and West.
Through Tickets or further information may be had at the office of the
PENNSYLVANIA RAILROAD,
No. 2 ASTOR HOUSE, BROADWAY.
J. L. ELLIOTT, Agent Pennsylvania Railroad Co.
New-York Jan. 5, 1857.

SYRACUSE AND SOUTHERN RAILROAD—In connection with Express Trains on the New-York and Erie Railroad.
On and after MONDAY, Oct. 20, and until further notice, Passenger Trains will run as follows, Sundays excepted:
Leave New-York from pier foot of Duane-st. at 6:30 a. m., via Buffalo. Express—connecting at Binghamton with Express Train for Syracuse.
At 4:30 p. m. via Night Express—connecting at Binghamton with Express Train for Syracuse and Oswego.
Through Tickets may be procured at the Ticket Office of the New-York and Erie Road. W. B. GILBERT, Sup't.

Legal Notices.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against ALANSON E. BROOKS, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at her residence, No. 128 East 27th-st., in the City of New-York, on or before the 30th day of April next.—Dated, New-York, the 27th day of October, 1856.
PAULINA BROOKS, Adm'x.
oc28 law6mTh*

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against ELIZABETH THOMPSON, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his office, No. 70 Wall-st., in the City of New-York, on or before the 13th day of January next.—Dated New-York, the 23d day of July, 1856.
CHARLES S. WEBB, Attorney of
jy24 law6mTh* M. D. Bonner, Adm.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against JESSE B. DOW, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of Rodgers & Woodman, No. 49 William-st., in the City of New-York, on or before the sixteenth day of February next.—Dated New-York, the 13th day of August, 1856. GEO. W. COLLAMORE, } Administrators.
au14 law6mTh* GEO. WOODMAN,

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against RICHARD F. MEDHURST, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at the office of James Gridley, No. 56 Nassau-street, in the City of New-York, on or before the first day of May next.—Dated New-York, the 21st day of October, 1856.
ELIZA A. S. MEDHURST,
o23 law6mTh Executrix, &c.

IN PURSUANCE of an order of the Surrogate of the County of New-York notice is hereby given to all persons having claims against JOHN CRAWFORD late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of business, No. 4 Division street, in the city of New-York, on or before the twentieth day of April next.—Dated New-York, the 15th day of October, 1856.
o16 law6mTh ALEXANDER CRAWFORD, Adm'r.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against WILLIAM W. BLISS, late of the City of New-York, manufacturer, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of H. E. SMITH, esq., No. 229 Broadway, in the City of New-York, on or before the twentieth day of January next.—Dated New-York, the ninth day of July, 1856.
jy16 law6mTh* AMOS W. LOCKE, Administrator.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against JUDE FIELD, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at her residence, No. 221 Sixth-st., in the City of New-York, on or before the 16th day of April next.—Dated New-York, the 13th day of October, 1856.
a16 law 6mTh CLARISSA B. FIELD, Administratrix.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against WILLIAM H. MAXWELL, late of the City of New-York, counselor at law, deceased, to present the same, with vouchers thereof, to the subscribers, at their office, No. 195 Broadway, in the City of New-York, on or before the fifth day of March, 1857.—Dated New-York, the 3d day of September, 1856. E. S. TREADWELL,
se4 law6mTh MAXWELL WOODHULL, } Executors.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against TIGHE DAVEY, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscribers, at the Office of James W. White, No. 51 Liberty-st., in the City of New-York, on or before the 8th day of May next.—Dated New-York, the 19th day of November, 1856.
OWEN McCABE,
ELLEN SEEDEM,
N29-law6mosTh* Administrator and Administratrix, &c.

NOTICE is hereby given that application will be made to the Legislature of this State, at the next Session thereof, for an Act to incorporate the "NORTH AMERICAN LAND AND COLONIZATION COMPANY," with a view to facilitate Emigration from Europe to America, and to promote an early and advantageous settlement of emigrants on their arrival.—New-York, Dec. 24, 1856. d25 law6wTu*

NOTICE of DISTRIBUTION.—Notice is hereby given, that the proceeds of the sale of the Real Estate of ELIPHALET CHICHESTER, late of the City of New-York deceased, intestate, lately made under the order of the Surrogate of the County of New-York, by WELCOME R. SABEE, will be distributed to those entitled thereto according to law, at the Surrogate's Office, in the City of New-York, on the twentieth day of January next, at 10 o'clock in the forenoon of that day.—Dated this 3d day of December, 1856.
de 1aw6wTh A. W. BRADFORD, Surrogate.

SUPREME COURT—City and County of New-York.—MOSES NICHOLS, plaintiff, against JACOB B. BOGERUM, defendant.—Summons.—To JACOB B. BOGERUM: You are hereby summoned and required to answer the complaint in this action, which is this day filed in the Office of the Clerk of the City and County of New-York, at the City Hall in said city, and to serve a copy of your answer to the complaint on the subscribers, at their office, No. 192 Broadway, corner of Johnson-st., New-York City, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff will take judgment against you for the sum of seven hundred dollars, with interest thereon from November 25, 1856, beside the costs of this action.—Dated Jan. 7, 1857.
FEET & NICHOLS, Plaintiff's Attorneys,
Ja8 law6wTh No. 192 Broadway, New-York City.

SUPREME COURT—County of Steuben.—William E. Churchill, Hazelton Walkley and Rufus M. Johnson against Edward L. Paine, Edward R. Paine and John W. Dininny. To EDWARD L. PAINE, EDWARD R. PAINE and JOHN W. DININNY, Defendants: You are hereby summoned to answer the complaint of WILLIAM E. CHURCHILL, HAZELTON WALKLEY, and RUFUS M. JOHNSON, Plaintiffs, which will be filed in the office of the Clerk of the County of Steuben, and to serve a copy of your answer on the subscriber, at his office, in the Village of Bath, in the County of Steuben, New-York, within twenty days after the service of this summons, exclusive of the day of service; and if said defendants fail to answer said complaint, as hereby required, the plaintiffs will apply to the Court for the relief demanded in the complaint.
G. H. McMASTER, Plaintiffs' Attorney.
The complaint in said action was filed in the office of the Clerk of Steuben County, at Bath, N. Y., on the 1st day of December, 1856.—Bath, Dec. 1, 1856.
d4 law6wTh G. H. McMASTER, Plaintiffs' Attorney.

NEW-YORK SUPREME COURT, CITY AND COUNTY of NEW-YORK.—MONCRIEFF MITCHELL, GIBEON POTT, and JAMES POTT act. JOHN DICK, sen., JOHN R. DICK, WILLIAM R. DICK, JOHN ANDERSON, jr., and ROBERT MAC LEAN.—Summons for money demand on contract. (Com. not Ser.)—To the above-named Defendants: You are hereby summoned and required to answer the complaint in this action, which will be filed in the Office of the Clerk of the City and County of New-York, at his office in the City Hall, in said city, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 2 Hanover-st., in said city, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will take judgment against you for the sum of four thousand five hundred and twenty-three dollars and fifty-six cents, with interest from the thirty first day of October, one thousand eight hundred and fifty-six, beside the costs and expenses of this action.—Dated November 22, 1856.
SWAN & IRVING, Plaintiffs' Attorneys,
No. 2 Hanover-st., New-York.
The complaint in the above action was duly filed in the Office of the Clerk of the City and County of New-York, on the seventh day of January, A. D. 1857. ja8 law6wTh

SUPREME COURT—City and County of New-York.—MICHAEL BOUILLON, plaintiff, against BARBARA BOUILLON, CATHERINE BOUILLON, Mary Boullon, Joseph Boullon, Emanuel Stuhr and Catherine his wife, Joseph Lambert and Catherine his wife, Francis Kalsch and Elizabeth his wife, Catherine Klammer, Adolph Falser, Lawrence Reis and Mary his wife, Hugo Pfaff, Bertha Pfaff and Ida Pfaff, Mary Linge, Lawrence Linge and Francis Linge, Carolina Linge, Magdalena Linge and Albert Linge and William B. Astor, defendants.—Summons.—To the defendants above-named, and each of them: You are hereby summoned and required to answer the complaint in this action, a copy of which was filed in the office of the Clerk of the City and County of New-York on the 13th day of December, 1856, at his office, at the City Hall of the City of New-York, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 13 Chambers-st., in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated December 6, 1856.
JOSEPH LUX, Plaintiff's Attorney,
d18 law6wTh No. 13 Chambers-st., New-York.

SUPREME COURT—Westchester County.—WILLIAM McCORD against NICHOLAS DRENAN and ELLEN, his wife, THE NEW-ENGLAND COAL MINING COMPANY and PATRICK McNULTY.—Summons—To the DEFENDANTS, The New England Coal Mining Company and Patrick McNulty: You are hereby summoned to answer the complaint in this action, which will be filed in the office of the Clerk of Westchester County, and serve a copy of your answer on me, at my office in Peekskill, Westchester County, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the complaint as aforesaid, the plaintiff will apply to the Court for the relief demanded in the complaint.—Dated Peekskill, May 6th, 1856.
DAVID W. TRAVIS, Plaintiff's Attorney.
The complaint in the above action was filed in the office of the Clerk of the County of Westchester on the 8th day of May, 1856.—December 8th, 1856. DAVID W. TRAVIS,
d11-law6wF* Plaintiff's Attorney.

SUPREME COURT, KINGS COUNTY.—THE METROPOLITAN BUILDING ASSOCIATION, plaintiff, against MICHAEL NEUBAUER and ANNA MARIA his wife, defendants.—Summons for relief.—(Com. not ser.)—To the above-named defendants: You are hereby summoned and required to answer the complaint in this action, which has been filed in the office of the Clerk of the County of Kings, at the City Hall in the City of Brooklyn, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 67 Wall-street, in the city of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will apply to the Court for the relief demanded in the complaint.—Dated New-York, Sept. 24, 1856.
WILLETT & STEPHENS,
d25 law6wTh* Plaintiffs' Attorneys.

SUPREME COURT.—SALMON L. JOHNSON against ISAAC Z. WAITE.—Summons for Money. To Defendant—Sir: You are hereby summoned to answer the complaint in this action, and serve a copy of your answer on us at Ellicottville, Cattaraugus County, New-York, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the said complaint as aforesaid, the Plaintiff will take judgment for the sum of one hundred and twenty-nine 19-100 dollars, with interest from the first day of August, 1856, beside the costs of suit. And you will take notice that the complaint in this action was filed in the office of the Clerk of Cattaraugus County, on the first day of October, 1856. d25 law6wTh RICE & JONES, Plaintiff's Attorneys.

New-York Daily Tribune

LETTERS FROM THE PEOPLE

THE PACIFIC RAILROAD.

To the Editor of The N. Y. Tribune.

SIR: On my arrival in your city from the West, I met an article in your paper, by a Washington correspondent, signed "J. S. P.," which seems to epitomize the errors which prevail on the subject of a Pacific Railroad. He says:

1. "The necessity for it is not great enough."
2. "It is under-estimated."
3. "The money it will cost will be so much capital sunk."
4. "The various schemes before Congress to construct this gigantic work are bubbles."

These are only a part of the objections raised to a work that has generally been conceded so "necessary" as to have been recommended by various legislative bodies, implored by the people of the Far West, and finally incorporated into the political struggle of the recent campaign, and everywhere received with favor. All our present traveled routes to the Pacific are commanded by foreign commercial powers, and they are constructed through countries that are subject to incessant change, revolution and insecurity. Is there any greater motive needed to impel our Government to act? And as the work is gigantic, so much the more need of early and efficient effort. It will not do to wait for war to augment the "necessity," because a war with any great power would inevitably separate the Pacific settlements from those east of the Rocky Mountains, by cutting asunder the commercial lines that now unite us. And these, too, are the lines that now sustain our finances. So remote, unprotected and exposed are the lines that unite us with the Pacific, and such, too, is the peril of our financial system, that a "necessity" for an interior central line of railroad is of vital importance, in a military or conservative view. I have some experience in railroad matters, and have repeatedly published estimates of the cost. Conceding all that your writer avers as to cost, it will cost from one hundred and fifty to two hundred millions of dollars. The Mexican war cost us that, and, a though most of the money went abroad instead of being spent in our own country, yet I ask who has felt the burden of the Mexican war? How much less would we feel the expenditure of means in our own country, when it would aid in the development of the rich prairies that cannot be rendered available without railroads. For in the West we make the Railroad the precursor, the pioneer for the Settlement. They do not, and should not, "await the progress of settlement." They must and will go with, or in advance of, the settlement. The railroad is to those great prairies a necessary agricultural *machine*, to carry forward fuel, fencing and building materials, and to bring out the farmers' products, that are immediately produced by the application of other newly discovered machinery. Railroads seem to be the peculiar invention adapted to the West, and I would like to know of any road "running toward the Pacific" that does not encourage a prolongation by paying well.

In December, 1855, there was an article published in *The National Intelligencer*, which took up the question of cost and probable income; and although some errors may be conceded in the figures, I see no reason to doubt the reasonableness of the estimates. They show that when made the railroad will carry the freight and passengers, because at rates exceeding present railroad charges the cost of travel and transportation will be less by railroad. It costs a man about $200 to go from the Mississippi, via New-York and San Francisco, to Sacramento. A railroad from the Mississippi to Sacramento, by the central or emigrant route, would be about 2,000 miles long. The passage, at four cents per mile by railroad would then be only $80, beside a saving of at least twenty days' time. This is enough to show any man that, when made, an interior railroad is sure to take all the travel, and hence I fear there is more than land jobbing in Washington. I apprehend some opposition from those foreign lines that now monopolize this travel. That speculators and railroad men are watching the progress of this Pacific Railroad question should not disparage the object or discourage those who honestly desire the development of our own great continent. It is no new thing to find men hanging round the halls of Congress urging the most important measures relating to the disposal and development of our Western domain. It commenced in the settlement of the North-west Territory, and the very first bill was carried through Congress by outside efforts and by making two instead of one grant. In this way the Ohio Company proceeded and so it has been ever since, and so I fear it always will be while men of various morals act from various motives. No one has deplored more than I the accumulation of complicated motive surrounding this subject. But I see no reason to despair because of embarrassments. Although some act from pecuniary motives, some act from patriotic motives; and I see no reason for embarrassing the great problem with a discussion of the *morality* of those who urge its early commencement.

I cannot, without too much tax on your columns and readers, go into details as I did in an article to which I have referred, to show that the business of a road will pay at least 10 per cent on a cost of $200,000,000.

The writer to whom I respond seems to intensify the magnitude and dreariness of the wastes that intervene between New-York and San Francisco. Thousands and hundreds of thousands have in years past traveled through, by the Salt Lake Valley, without giving expression to this feeling of dread and desolation, and the reports of Stansbury and Beckwith, who have surveyed, mapped and estimated the cost of constructing a railroad on this route, show that no great desert intervenes, except 60 or 70 miles on the Humboldt, where there is certainly no considerable difficulty to surmount.

Two chains of mountains must be passed, and the usual obstacles must be overcome; but the only special or singular difficulty is a sparse population, which is rapidly diminishing by the progress of settlements in Kansas and Nebraska, in Salt Lake Valley, and on the eastern slopes of the Nevada Mountains, and will soon be entirely disposed of as the work progresses.

Let those who really doubt the ability of companies or the Government to construct this Pacific road reflect upon what has been done and what is being done. In the last twenty years we have commenced the business and made some twenty thousand miles of railroad, a great portion of it through rough mountain, in the most extravagant way. You have only to consider the space between the Missouri and the Sacramento, about 1,800 miles. You are nearly half way already with innumerable lines. Illinois made more than the requisite length of line in two years.

I have never seen any loss by land grants, although I would much prefer a different mode of creating basis. But this mode has been adopted, and has proved successful on local works. Why not extend it to works that are eminently national?

I am unable in a single article to refute all the errors inculcated in the article signed "J. S. P.," and much that others have recently written, but I hope this or some better communication may appear on the other side to cure wrong impressions from gaining an ascendancy. The construction of a Pacific Railroad is not a small matter; but the road is not so vast or imposing in its construction as in the results that will follow. It is those results that will create conflicting opinions. Where that line goes commerce will go. The commerce of New-York and San Francisco, the commerce of Europe and Asia, it will revolutionize, concentrate and create. The stupendous results dazzle and terrify and bewilder the mind. Local prejudices are excited, channels of trade are threatened, new prospects are opened, and far-seeing minds are excited and exerted to develop or defeat as their interest or injury may seem to foreshadow.

Let us prepare and open the way to India. Let the light of civilization extend to the West. Our country, the whole continent, and the whole world, will feel the progressive impulse which such a direct channel of travel and trade will give. Instead of going round us, Europe and Asia will meet and exchange their products on our midway continent. Here they may unite with us in great commercial, political and moral influences, and our great enunciation of republican equality may be comprehended and transmitted to the darkest regions of the earth.
S. R. C.
St. Nicholas Hotel, New-York, Jan. 5, 1857.

"ITALIANS IN AMERICA."

To the Editor of The N. Y. Tribune.

SIR: Will you have the kindness to publish in your paper the following remarks suggested by an article in the last number of *Putnam's Magazine*, on "Italians in America?" The writer being neither a *refugee*, nor *protegé* yet a of the author of the article, but an Italian, independent both in his character and in his means, came voluntarily to this country, while his interests, his position and his affections, bound him to his own. His sole motive for leaving Italy and becoming a citizen of the United States was the love of American Institutions, which a long study had convinced him approached nearest to the *ideal* of human Governments; and the well known hospitality and generosity of the American people to all strangers whom misfortune or choice brings to their shores, was also not without its influence.

He trusts, therefore, that you will publish these few lines in the spirit of impartiality in which they have been written, and thus afford him the opportunity of defending his country and his countrymen in America from this unwarranted attack.

Respectfully yours, ARISTIDE.

The article in *Putnam's Magazine* on "Italians in America," had it appeared in some obscure print, would have been wholly unworthy of our notice; but published in a magazine which claims to be the exponent of "American manners and opinions," though it cannot be considered worthy of the scalpel of criticism, may yet deserve the castigation of the switch. From the scrape of Italian with which it is adorned, in which grammatical errors alternate with blunders of phrase, and from the impertinent ignorance and the weak sentimentality that shine through it, we conclude that the author is one of those *dilettanti*, who are the mountebanks of literature and the pest of all nations. After having spent a few months in a foreign country, they are seized with the *cacoethes scribendi*, and hasten to communicate to the public the results of their travels. Their writings, whether published in books or magazines, may have a momentary success, as the laughing stock of those who are the objects of them, but generally speaking, they die early in common contempt—just punishment for those who lower the ministry of letters to the standard of the charlatan.

Our writer, proposing to give an essay on the Italian character, endeavors to illustrate his subject by a few fancy sketches, and by caricatures of the unfortunate exiles who, according to his statements, have fallen into his hands.

He relates to us that his first impressions of the Italian character were formed from a jolly violinist of Como, who taught him the nature of that character "by breakfasting in a flowered *robe de chambre* at 10 o'clock; chatting by the half hour with any one who would stop with him at the street corner; taking 'restful pinches of snuff; patting boys on the head; 'laughing at mere trifles; looking in at shop-windows; 'nibbling lumps of sugar; petting a canary, and 'every night flourishing his bow with a good will that 'was magnetic."

Enlightened by these keen observations, he had already made his conclusion, and decided that the Italians were "a happy race, exempt from care—'children of nature, living by music;" when, behold, he finds "one more specimen of the nation" to contradict his theory and confound his logic. This is of a species quite different from the first—a solemn, dark-complexioned, bilious individual who, having wooed in vain one of his fair pupils, puts a pistol to his breast and shoots himself dead at her feet. What an awful scene!—and to think that Italy alone can produce such specimens! At this sight our writer naturally becomes bewildered; he believed that he had discovered the "ideal" of the Italian character in the impassible merriman of the fiddle, and now to his astonishment he finds on his hands the type of an unbearable hypochondriac. Between the two pools, like the ass between the two bundles of hay, our writer feels unable to choose. Thinking and thinking again, to settle the difficulty he finally decides that comedy and tragedy—or rather a mixture of both these elements—forms the true basis and superstructure of the Italian character, and to confirm his theory, he starts at once for Italy.

But the "two specimens of the nation" and his preconceived idea had so impressed themselves upon his confused brain, that from Alps to Etna he sees only the realization of these great types. Like the ghost of Banquo, between him and the living men and women around him there came always the shade of the hare-brained fiddler of the sallow hypochondriac and suicide. Returning home, thus master of his theory, our author enters boldly on the enterprise of enlightening the American public on Italy and Italians. He is so filled with enthusiasm for his subject that he "cannot 'pass unheeded any remnant or token of that ancient 'exile." He sees "in every poor organ-grinder a 'pilgrim from the land of song, in every image-vender 'a missionary of art;" to him "frescoes and mosaics call 'breathe of Rome and Naples," while "an old 'master, or the semblance of one, inspires reverence." Filled with these "sentiments" he naturally seeks Italian exiles here, of whom he assumes the modest title of "Professor," practices upon them his part Italian, wins them by his pretended friendship and sympathy, and, to turn his feelings and sentiments to account, serves them up in caricatures for *Putnam's Magazine*.

The home-sickness of one, enthusiastic love of his country in another, the indignation of a third who suffered from the *cuisine* of a Western town; finally, a poor fragment of a story taken from some scavenger of gossip, are the materials with which he attempts to elaborate his theory. Of course, to bring his characters to the Italian standard which he had previously formed, he must mold and embellish them to suit his purpose. But, although his efforts fail to throw any light upon his subject, they do not fail to delineate the character of the writer himself. Admitting the truth of his experiences, they show him to be treacherous as a friend, and by his ridicule of misfortune they show him to be base as a man.

If among the Italians in America, he can find but one name to except from the vulgar sneers of Pulcinello, we, as the friend of that noble man can assure him that he would scorn to accept praise thus given at the expense of the character of his countrymen. We need not say that the Italians in America are not quite ready to ask the diploma of their respectability from the writer of that article.

Before taking leave of him, should he feel that he had not yet exhausted his subject, we would inform him that the stringing together of a few names, taken from some compendium of literature, and of a few commonplaces, like "Machiavelli's cunning," "Dante's gloom," "Petrarch's grace," gives no claim to be considered a competent Italian scholar, and that the first condition for this is a sufficient knowledge of the Italian language. Therefore we recommend him, before making his next effort, to avail himself of the instruction of some of his *protégés*, and when his knowledge is somewhat improved, we will indicate to him the next of the many steps he must take, before reaching the tripod of censor of Italian character. Meanwhile, he would not find it lost time to cultivate in himself those characteristics which constitute the true gentleman, whether American or Italian.

SLAVE BREEDING—A CORRECTION.

To the Editor of The N. Y. Tribune.

SIR: In my report of Col. Benton's speech in Boston there is a typographical error which—although it must be self-evident to every intelligent reader—I desire to correct, in order that it may not be paraded as a "Black Republican lie," and that the internal slave-trade—that inhuman and disgraceful traffic—may not appear to be *too* important an element of our commercial prosperity. The devil is quite black enough as he is.

The error occurs in this sentence:

"It is a fact that 250,000 slaves are annually sold from the Northern to the Southern Slave States. (See Chase & Sanborn's North and South, p. 75.)"

It should have read, twenty-five thousand slaves.

To disprove Col. Benton's denial of slave-breeding in the South, permit me to quote still further from the volume referred to:

"The Census Compendium says that the increase of slaves in the Southern Atlantic States has only averaged about two per cent per annum in fifty years, though averaging eighteen per cent per annum in the Gulf States, etc., for the last twenty years." Thus in South Carolina this increase diminished from thirty six per cent in 1790 to seventeen per cent in 1830; and, indeed, in 1840 it was but three per cent. In North Carolina it is about the same. In Maryland, from an increase it has become a decrease, and that, too, at a rapid rate. In Virginia the ratio of increase has diminished from seventeen to five per cent, and generally the ratio of increase has been of late less than that of the white population. In the Gulf States, on the other hand, the increase has in many instances been immense, and much *more rapid* than that of the white population. The cause of this is given by those who have the best opportunity to know the facts, as follows:

The Hon. Henry Clay of Kentucky, in a speech in 1829, before the Colonization Society, says: "It is believed that nowhere in the farming portion of the United States would slave labor be generally employed, if the proprietors were not tempted to *raise slaves by the high price of the Southern markets*, which keeps it up in his own."

Professor Dew, once President of William and Mary College in Virginia, in his review of the Debates in the Virginia Legislature in 1831–2, says: "From all the information we can obtain, we have no hesitation in saying that upward of six thousand [slaves] are yearly exported [from Virginia] to other States." Again: "A full equivalent being thus left in the place of the slave, this emigration becomes an advantage to the State, and does not check the black population as much as, at first view, we might imagine; because it furnishes every inducement to the master to attend to the negroes, to encourage breeding, and to cause the greatest number possible to be raised. * * *Virginia is*, in fact, *a negro-raising State for other States.*"

The extent of this domestic slave trade is not given in DeBow's census tables, but we may, by an easy computation from the tables, arrive at something near the truth, so far as they are reliable in such matters.

On page 87 of the Compedium we find the decennial increase of slaves in the United States to be as follows: between 1790 and 1800, 27.9; between 1800 and 1810, 33.1; between 1810 and 1820, 29.1; between 1820 and 1830, 30.6; between 1830 and 1840, 23.8. The average of these ratios is 28.96. In 1840 the slave-exporting States (Delaware, Maryland, Virginia, North and South Carolina, Kentucky and Tennessee) contained 1,479,601 slaves. Had they increased in the ratio of 28.96 per cent, the number in 1850 would have been 1,908,053. The actual number is 1,689,158, being a difference of 218,935, or 21,893 for each year to be accounted for. Applying the same rule to the slave-importing States, we have the following result: Georgia, Florida, Alabama, Louisiana, Mississippi, Arkansas and Missouri contained in 1840 1,062,031 slaves. Increasing in the ratio of 28.96 per cent, their number in 1850 would have been 1,292,229. The number given in the census is 1,453,635—a difference *the other way* of 160,816, or 16,081 per year, which they had received by importation.

The difference of nearly 6,000 between the import and export may be accounted for by the following: A writer in *The New-Orleans Argus*, in 1830 says: "The loss by death in bringing slaves from a northern "climate, which our planters are under the necessity "of doing, is not less than twenty five per cent." And the planters in those States, when advertising for sale a plantation and a lot of negroes, always mention distinctly the fact that they are "acclimated" (if that be the case), as enhancing their value.

The number which the figures would seem to indicate as sold from the North to the South is no doubt very low; it certainly is so if we take the estimate of Southern men. *The Virginia Times* in 1836 estimates the number of slaves *exported for sale* during a single year at forty thousand.

In 1837, a Committee was appointed by the citizens of Mobile to investigate the causes of the existing pecuniary pressure. In their report they say: "So large "has been the return of slave labor, that purchases by "Alabama of that species of property from other "States, since 1833, have amounted to $10,000,000 "annually."

The Rev. Dr. Graham of Fayetteville, North Carolina, said in 1837: "There were nearly seven thousand "slaves offered in New-Orleans market last Winter. "From Virginia alone, six thousand were annually "sent to the South; and from Virginia and North Carolina there had gone to the South in the last twenty "years three hundred thousand slaves."

Mr. Gholson of Virginia in a speech in the Legislature of that State Jan. 18, 1831, says: "It has always "(perhaps erroneously) been considered by steady and "old-fashioned people, that the owner of land had a "reasonable right to its annual profits; the owner of "orchards to their annual fruits; the owners of brood "mares to their product; and the owners of female "slaves to their increase. We have not the finespun "intelligence nor legal acumen to discover the technical distinctions crawn by some gentlemen. The "legal maxim of *partus sequitur ventrem* is coeval "with the existence of the right of property itself, and "is founded in wisdom and justice. It is on the justice and inviolability of this maxim that the master "foregoes the service of the female slave, has her "nursed and attended during the period of her gestation, and raises the helpless infant offspring. This "*value of the property* justifies the *expense*, and I do "not hesitate to say that in its increase consists much "of our wealth."

The following, copied from a recent number of *The Richmond Dispatch*, will show the present condition of the trade:

"HIGH PRICE FOR SLAVES.—There has been a greater demand for slaves in this city, during the months of May, June and July, than ever known before, and they have commanded better prices during that time. The latter is an unusual thing, as the summer months are generally the dullest in the year for that description of property. Prime field hands (women) will now bring from $1,000 to $1,100, and men from $1,250 to $1,500. Not long since, a likely negro girl sold in this city, at private sale, for $1,700. A large number of negroes are bought on speculation, and probably there is not less than $1,000,000 in town, now, seeking investment in such property."

From the above and similar sources of information, we may safely estimate the number of slaves annually sold from the Northern Slave States to the Southern at 25,000. An interesting feature of this traffic will appear on examination of the *Census Table*, showing the "ratio of ages of the slaves in 1850."*

In the States of Maryland, Virginia, North Carolina, and South Carolina, the average number of slaves between twenty and thirty years of age is 16.72 per cent. In the States of Georgia, Alabama, Mississippi and Florida, Arkansas, Louisiana and Texas, the number between the same ages is 19.29 per cent. In like manner, in the four first-mentioned States the average number between thirty and forty years of age is 10.27 per cent, and in the seven last mentioned it is 11.94 per cent.

On the other hand, the number between 60 and 70 years of age is, in the four exporting States, 2.76 per cent and in the seven importing States, 1.94 per cent; also between 70 and 80 years old, the number is, in the first four, 1.16, and in the others but 55 per cent. Showing that in the slave-importing States the number of slaves between 20 and 40 years of age is at least 15 per cent greater than in the exporting; while, on the other hand, in the slave-exporting States, the number of slaves between 60 and 80 years of age is more than 50 per cent greater than in the importing. This is the more remarkable, since *exactly the reverse* is true of the free colored population in those same States, as will be seen by a similar analysis of the table on page 75 of *The Compendium*.

Another fact with regard to the slave population of the South, and one which must soon become of great interest, is the increasing ratio of the slave to the free population. By a table on the 85th page of *The Compendium* it will be seen that, in the words of *The Census Report*, "while the proportion has been increasing for the slaves in the Southern States generally, it has decreased in Virginia, Maryland, the District of Columbia and Missouri." Indeed, it has increased in *most*, until it has become in Arkansas (omitting fractions) 22 per cent; in Alabama and Florida, 44 per cent; Louisiana, 47 per cent; in Mississippi, 51 per cent, and in South Carolina 57 per cent of the whole population; whereas it was, in 1800, in Mississippi but 33 per cent, and in South Carolina but 42 per cent, and a similar increase of the ratio of the slave to the entire population will be found in all the Southern Slave States.

—Does any one believe, with Col. Benton, that 25,000 slaves are annually sold from the Northern to the Southern Slaves States for crime and debt alone? The Slave Power must be very poor indeed, and the negroes uncommonly vicious, if there is no truth in Prof. Dew's remark that Virginia is a slave-breeding State, surrounded by rivals in the same inhuman branch of our domestic commerce.

Your obedient serv