New-York Daily Tribune.

Bayard Taylor in Southern Europe

LXI.

THE AGRICULTURE AND RESOURCES OF GREECE.

Correspondence of The N. Y. Tribune.

ATHENS, May 5, 1858.

I leave Greece to-morrow, on my return to the North of Europe, and have but little leisure to send you a parting message from the shadow of the Acropolis; yet a few words must be said in regard to Greece as a *productive* country, a subject concerning which you have doubtless heard very contrary opinions. The Greeks themselves are so much in the habit of saying, "We have a poor country," that the flying tourist, who stops four days at Athens on his way to Egypt and Palestine, and who sees only the bald sides of Hymettus and Pentelicus, and the dry plain of Attica, imagines the whole country to be barren, desolate, cursed—as it is customary to represent Judea. With the exception of Acarnania, Etolia, and parts of Euboea, it does indeed greatly lack water, but its soil is probably as productive, in other respects, as any country of Europe. The valleys are a fine mellow loam, which produces excellent crops of wheat, rye and barley, although the system of agriculture is Homeric in its simplicity and rudeness. The lower slopes of the mountains, where they have been reclaimed, or have escaped the devastation of war, produce vines, as in Missolonghi, forests as in Euboea, or grain, as in Maina, while the sides of Parnassus, Taygetus and Erymanthus are covered, up to the elevation of 6,000 feet, with woods of oak, fir and pine.

But one thing fails, without which the Garden of Eden itself would be poor—the means of transporting produce to a market. All the roads in the Peloponnesus, with the exception of that from Nauplia to Tripolitza, are the roughest possible bridle-paths, crossed in many places by mountain torrents, which frequently interrupt the communication for days. In fact, one can hardly say that there are any roads at all, in Spring, when the plow obliterates all trace of the previous trail. In Northern Greece there is but one, from Athens to Thebes, which is now impassable, owing to fifty yards of it having been washed away in the pass of Œnoe, about six months ago. From Thebes to Livadia there is a bridle-track over the Boeotian plain, which is a quagmire when it rains. Formerly much barley was raised about Livadia, but the cost of transporting it to Athens upon asses was found to be just three fourths of the value of what the ass carried, so that, unless the trader succeeded in doing a little highway robbery on his way back, he lost money by the trip. The peasantry around Athens now use carts, and with the present high prices, succeed in driving a very good business. This Winter the Government has made an effort to do something in the way of remedying this evil. We hear of roads to Chalcis, to Corinth, and other places. An engineer has been imported from France at a salary of 22,000 francs a year, notwithstanding there is an abundance of Greek engineers idle. A large sum has been raised by special taxation, but all that has yet been accomplished is the grading of a few streets in Athens. But—"Do not expect too much of us," say the Greeks.

A German botanist, Fraas, I think, has given a very decided opinion that the lost forests of Greece can never be restored, and that the land must consequently remain dry and barren. With this decision I must wholly dissent. All Greece, it is true, rests on a bed of blue limestone, which refines into marble here and there, and the hills which have been disforested are as bare and dry as the mountains of Moab. Hymettus appears to be hopelessly naked, and even Parnes hides his few remaining pines in the depth of his savage gorges. Yet the least encouragement would reclothe even this sterility. An example of what simply *letting the mountains alone* will do, is seen at the pass of Œnoe, between Cithæron and Parnes. Here the peasants have been prevented, for a few years past, from touching the young pines, and the hights are covered green and thick, up to the very summit. As for forest culture, such as is carried on with so much success in Germany, it is unheard of. It is true, Inspectors, Foresters, &c., have been appointed, and some 200,000 drachmas of the revenue goes in this way, but the only thing they do is to make the peasants pay for tapping pine-trees for resin, instead of taking it for nothing. If a Greek mountaineer wants a little wood for his fire, he cuts down twenty thriving saplings rather than fatigue himself by felling a full-grown tree. Euboea, which was once a land of splendid forests, abounding with deer, is rapidly becoming denuded, and the mountain valleys, once plentifully and regularly watered, are now subject to alternate freshets and drouths.

Wood was sold last Winter in Athens at the rate of a cent a pound, while the grand oak woods of Doris and Elis are lying full of rotting trunks. All over the country one sees noble trees wantonly girdled, even in the midst of forests, where they are never felled. It would seem that the people took a peculiar pleasure in the act of destruction. A large land-owner in Euboea informed me that while superintending the cutting of pines in his woods, he directed the workmen to be very careful and fell the trees in such a direction as to injure the saplings under them as little as possible. The people laughed outright, and almost told him to his face that he was a fool. The saplings, they said, were little things, worth nothing except to burn, and it would be no harm to destroy them all. Where the forests have only been partially spared, there are fountains and running streams the whole year through. The Alpheus and the Eurotas, fed by the oak-covered hills of Arcadia, flow through Summer heats, but in naked Attica the Cephissus and the Ilissus perish even before they reach the sea.

Agriculture, as I have said, is in the most imperfect state. I find, on repeated inquiry, that fifteen fold—that is, fifteen bushels reaped for one sown—is considered a large crop, and that the general average cannot be considered higher than eight fold. The soil is not manured, but relieved a little by a rotation of crops. It is scratched up to the depth of three or four inches with an antediluvian plow, and then crosswise again, so that the soil is cut in small cubes or dice. Then the farmer sits down and folds his hands, waiting for a rain which shall dissolve and break up these cubes, so that he can sow his grain. Sometimes a freshet comes in the meanwhile and carries them all off before they have had time to dissolve, leaving only the hieroglyphics made by the point of the plowshare in the hard surface below.

The other staple productions of Greece—oil, silk, currants and wine—are more easily managed, and hence the yield from them is greater. The vines are pruned in the Spring, the earth is dug up, raised into heaps between the stalks and finely pulverized, and they are then left to their fate. Olive and mulberry trees are planted, and that is all. The produce both of silk and currants is slowly but steadily increasing, and the number of olive trees, which in 1833 was 700,000, now amounts to 2,400,000. Yet in spite of this apparent growth, the country is poorer now than it was under the Turkish domination. The little Province of Achaia, alone, yielded to the Latin princes during the middle ages a greater revenue than the whole kingdom of Greece at present. The fact is, the country is poor, only because the development of its resources has been most shamefully neglected.

A circumstance which more than anything else, perhaps, retards this development, is the *religious indolence* of the Greek farmers. A creed which turns *one half the days of the year* into saintly anniversaries, on which it is sinful to do any manner of work, would ruin any country in the world. In addition to these saints' days, there are four grand fasts, and a number of smaller ones, amounting, in all, to over one hundred and fifty days, or *five months*. These are most rigidly kept, and though the temperate Greek satisfies his hunger with bread, olives and onions, his capacity for labor is seriously affected. To crown his shortcomings as an agriculturist, add his egregious vanity, which prevents him from suspecting that there is any knowledge in the world superior to his own. An English gentleman, long settled in Greece, assured me that he found it almost impossible to teach his workmen, owing to this trait of character. Whenever he directed anything to be done, instead of being obeyed, he always received instructions from them as to how it might be better done. After twenty-four years' experience, he was almost ready to despair of their improvement.

I found the country Greeks generally honest. We met with two or three instances of downright imposition, but this might occur in any country—except Sweden. Those who have the worst reputation are the most friendly and agreeable. The Mainote robbers, as they are called, the Delphians and the Dorians, are hearty, cheerful, hospitable people, and I shall long remember them with pleasure. The timid traveler need no longer hesitate to visit Greece, from a vision of fierce palikars leveling their long guns at him in the mountain passes. Northern Greece has been overrun this Spring by a band of robbers under the command of the chief, Kalabaliki, but within the last ten days himself and the greater part of his men have been shot by the Government troops, near Thebes. While crossing Mount Parnes, on our way from Chalcis, we met three individuals, whom we supposed to be refugees from his band. With the death of Kalabaliki brigandage is suppressed in Greece. Since 1854 the number of robbers shot or executed has been 493! I must state, however, on the authority of the Minister of War, that only twenty of the whole number were born within the limits of the kingdom.

Beside her neglected fields and forests, Greece has also neglected mines. There is the material for a hundred Parthenons yet in Pentelicus; the white, waxy marble of Naxos and Paros; precious verde antique and rouge antique in Taygetus; coal in Euboea, sulphur on the Isthmus, and emery in Naxos. It is said that the treasures of Paros are to be exploited, but of the other mineral productions sulphur and emery, only, are quarried to a limited extent. Agriculture, however, should be the first care of a nation, and until Greece has roads for the transportation of her corn, wine and oil, she will scarcely be able to make her quarries available. I have not yet heard of any geological survey of the country, but I know an intelligent young officer, who spent eighteen months, by the order and at the expense of the Government, in making a secret military reconnoissance of Turkey! Offer a plan for the irrigation of the Cephissian plain, and you will be politely snubbed. Offer another of the fortifications of Constantinople, and you will be well paid.

—Enough of dry statement. Let me not lose the pensive sweetness and sadness of this last evening in Athens. The sun is sinking in clear saffron light beyond the pass of Daphne, and a purple flush plays all along the high, barren sides of Hymettus. Before me rises the Acropolis, with its crown of beauty, the Parthenon, on whose snowy front the sunsets of two thousand years have left their golden stain. In the distance is the musical Ægean, dancing with light-whispering waves to fill the rock-hewn sarcophagus of Themistocles. Plato's olives send a silver shimmer through the dusk that is creeping over the Attic plain. Many an evening have I contemplated this illustrious landscape, but it was never so lovely as now, when I look upon it for the last time. Every melodious wave in the long outline of the immortal mountains—every scarred marble in the august piles of ruin—every blood-red anemone on the banks of the Ilissus, and every asphodel that blossoms on the hill of Colonos—I know them and they know me. Not as a curious stranger shall I leave Athens; not as a traveler, eager for new scenes; but with the regret of one who knows and loves the sacred soil, to whom it has been at once a sanctuary and a home.

B. T.

THE XXXTH ANNUAL FAIR OF THE AMERICAN INSTITUTE will be held in the Crystal Palace, and is to open earlier this year than usual—that is, on the 15th of September. It will close on the 29th of October. All articles must be directed and applications for space made to Wm. B. Leonard, Agent. The managers say:

Exhibitions have been held by the American Institute for the last twenty-nine years, and their importance to the public cannot be too highly estimated. Thousands of citizens from every part of our vast Republic resort to our city during these exhibitions. The manufacturer, mechanic, inventor and farmer are brought in contact, and the opportunity given allows them to explain the nature of their various productions. Sales to large amounts are consummated, comparisons are made, and visitors carry home with them a vast amount of knowledge not otherwise obtainable.

Our institution, so long the nursery of the noble monuments of American genius and labor, requires its annual fairs to give life to its members, as well as a new and lasting stimulus to inventors and exhibitors.

The success of our previous exhibitions justifies us in appealing with confidence to the public for a continuance of that support which has for a quarter of a century crowned our efforts.

The articles will be arranged with promptness. Great efforts will be made to secure competent and disinterested judges, to examine and report upon every article offered for competition.

Premiums—of gold, silver and bronze medals, silver cups, books and diplomas—will be awarded to exhibitors of articles decided to be worthy of the same. In addition to the above-mentioned premiums, the managers have resolved to award a large gold medal to articles of superior merit and utility, for which prize inventors and mechanics are earnestly solicited to compete.

These exhibitions are intended to embrace machinery and new inventions, manufactures of all descriptions, and agricultural and horticultural productions of every kind; and the coming fair will present increased facilities to the agriculturist, pomologist and florist, for the exhibition of the products of this soil. Liberal premiums will be offered for the cereals, fruits, flowers and vegetables of our country.

THE TRUTH ABOUT JAMAICA.

To the Editor of The N. Y. Tribune.

SIR: Knowing the laudable interest you have ever manifested in reference to the elucidation and disentanglement of any perplexities arising out of a consideration of the results of the emancipation of the negro, as a general principle, and of the *quondam* slaves of the British West Indies in particular, I propose addressing myself to an investigation of the latter branch of this interesting subject, through your influential paper, and to lay before the American public the experience of years, resulting from personal visitations of the most important of these colonies, by way of rebutting the unfounded statements which have so frequently been made, and of correcting many of the popular errors which exist on a question never properly ventilated out of the colonies themselves.

That many serious evils, not to say deplorable calamities, have fallen upon the British colonial dependencies since the passage of the act which struck the fetters from the limbs of the slaves, cannot, either in reason or in truth, be denied; but that these reverses can be justly charged upon the abolition principle, or upon the ulterior effects of the emancipation of the slaves, is thoroughly opposed to those principles of truth which ought never to be violated or contemned. That the arguments of a large section of individuals have been strained to establish this baseless assertion, and "to make the worse the better cause appear," we are well aware; but "facts are stubborn things," and despite the paint and varnish with which the question has been unsparingly besmeared, the purity of truth must shine forth in its native brilliancy when we bring to the touchstone of inquiry the actual "nature of the case."

In pursuing this inquiry—so well calculated to elicit truth—it will be advisable to confine our remarks as much as possible to one colony, incidentally referring to any of the others, as occasion may require. We shall, therefore, select the one that is generally admitted to have been the most prosperous and productive during the reign of Slavery, but the most destitute and poverty-stricken at the present time, under the more enlightened and humanizing influence of liberty and religion. It is needless to say that we allude to the island of Jamaica.

There is not a more beautiful and highly-favored country in the world than this isle of the sea. The bountiful hand of a gracious Providence has showered down upon it blessings without number. The exuberant fertility of its soil could not suffer in comparison with that of any other land; and if the labor and capital so essential to the propulsion of agricultural movements were but bestowed upon it, the earth is still ready to yield its increase, and to bring wealth to those who expend their energies upon it.

Before proceeding any further, it will be necessary that we should take a brief retrospective view of the condition of the negro population of the island under the *ancien régime*, inasmuch as we shall have to institute a few comparisons between their true position in the colony at this time, and that which they occupied in the days of Slavery. We need not enter categorically or at length into the treatment which the slaves received; for it must be generally understood that, as in the Southern States of the Union, the "privileges" accorded to them were of the most insufficient and contracted kind. The masters only granted what it was impossible for them to refuse without materially affecting their own interests, and the permission to eat, drink, and occasionally to sleep, constituted the enjoyment of the negro in a state of bondage.

On the vast majority of the most flourishing sugar estates and coffee properties, throughout the island, there was, at that time, no cessation from labor on the Christian Sabbath; and the slaves who had been toiling continuously all the week, had to go on as usual boiling sugar, picking coffee, or pruning pimento trees on Sunday as on any other day. All that the masters sought for was to make the labor at their command as productive as it could be, and in this they abundantly succeeded. There were, it is true, some exceptions to the rule of Sabbath-day labor; but that the practice existed very generally in almost every parish is an established fact. No books of any kind were permitted to be brought among the slaves; and it was as much as the skin of any Methodist or Baptist parson was worth to attempt to get up a class-meeting on any of the estates. Churches and chapels were, like angels' visits, "few and far between;" and in the mountainous agricultural districts they were under the ban of decisive prohibition. The founding of negro schools was an experiment that had dawned upon very few minds; and, in fact, such a movement would not simply have been regarded as an absurdity in itself, but would have been attended with serious results to those who sought to promote it. For it was then considered—as it now is in some places—that by educating the negro he would be unfitted to fulfill the destiny for which he had been created. But of this hereafter. The overseers who exercised control over the lives and fortunes of the vast body of the slave population were, for the most part, rough, uneducated, brutal and unpolished men. In truth, the less educational qualification they had, they were thought to be the better overseers. The tide of emigration to the British West Indies at this period was not, therefore, very pure and healthy. Escaped prisoners, deserters from the army, and similar characters, formed the great stream which supplied the estates and plantations with their overseers, and if a record of the atrocities committed by these men were given to the world, it could not fail to excite greater sympathy for those who suffered than the affecting narrative of Mrs. Stowe. Unaccustomed as the most of them were to anything but associations of the most corrupt nature, and having been let loose upon the country with the reins of power in their hands, they soon began to exercise a pernicious influence, which was spread far and wide. The holy ties of matrimony, and the ordinances of God for the procreation of children within the encircling halo of that sacred state, were entirely disregarded and set at naught by these men; and if any of their tribe was guilty of the unmitigated folly of entering the connubial state, he would necessarily forfeit his rank among his companions and become the butt and ridicule of all. Nor were they content to live without the pale of domestic sanctity themselves, but often carried their vices into the sanctified homes of the unfortunate negro, who, having no power to resist the outrage, had to carry his sorrow in silence to the grave. The slaves, having no education nor information of any kind, were unable to form any just comparison between good and evil. They had some very vague and undefined idea that those who occupied the place of power were not very superior to themselves. For the vices of which these immoral Europeans were guilty were *sui generis*; and the negro was totally ignorant of the greater part of them, or at least of the most atrocious ones, until they became familiar to them from the constant practice of those in authority over them.

"Vice is a monster of so frightful mien,
As to be hated needs but to be seen."

So, at least, very beautifully writes the poet, and it may be true enough in the case of those whose mental vision has not been obscured by the most barbarous ignorance and debasing slavery. But where the light of reason and of truth are forcibly excluded from the mind, and the struggling efforts of the mighty principle of thought are crushed in their incipiency or turned into false channels, the mind, so perverted, becomes almost powerless to discriminate between vice and virtue. Nature itself had taught the negro that there were some distinctions between good and evil; but the seeds of virtue thus sown were never allowed to sprout or grow. And yet, wherever they could find the chance or opportunity, it was astonishing to find how they pined for religion and the married state. If the people had been encouraged in these principles of virtue, how widely different they would have been! But they were no sooner brought into contact with the profane and irreligious overseers than these notions were scattered to the winds, by the force of coercion and the dominion of the lash and chains. They instituted a new order of things wherever they found extant a religious inclination, and thus prepared the way for a system of debauchery as abominable as those of the ancient heathens, of which a learned writer says Cato was ashamed to be present at them!

In my next letter—having now disposed of this short but necessary sketch of the state of parties during Slavery—I shall endeavor to combat the proposition that the emancipation of the slaves has been the cause of the misfortunes of the country; and I think I shall very satisfactorily demonstrate the falsity, and consequently the impropriety of such a conclusion. No longer ago than the 11th of the present month *The London Herald* advanced the statement that the British Government "almost altogether ruined the "West Indian colonies by suddenly suppressing "Slavery." How far these strange notions are reconcilable with the plain evidence of truth and justice, you, Sir, and the intelligent public of America, will be able to judge when I shall have laid the simple facts before you. And, with respect, I am yours,

New-York, June 20, 1858. VIATOR VERITATIS.

THE ATLANTIC TELEGRAPH.

CAPT. HUDSON'S REPORT.

From The Washington Union.

UNITED STATES STEAM FRIGATE NIAGARA, QUEENSTOWN, IRELAND, July 8.

SIR: I am somewhat mortified and disappointed to report the arrival of the Niagara at this port on the 5th inst., after three unsuccessful attempts at laying down the telegraphic cable.

My last dispatch, of the 10th ult., informed you that the squadron were off Plymouth Harbor, bound to the appointed rendezvous for uniting and running out the telegraphic cable.

During the first three or four days of our passage we had calms and light variable winds; the following eight days almost continuous gales from the W. to the S. W., and the greater part of the time heavy sea, when the weather again moderated, and our vessels, which had separated during the gales, met together at the rendezvous on the 25th, the Agamemnon having shifted about one hundred miles of the upper portion of the cable on her main hold tier during the gale, which portion they were engaged in running to the gun deck when we fell in with them.

On the 26th (Saturday) we commenced our operations by securing the Niagara and Agamemnon together, stern to, with hawsers, splicing the cable and easing it down gradually with two hundred fathoms paid out from each ship; the hawser let go by signal, and the ships separated on their respective courses at the rate of three fourths of a mile the hour. When we had paid out two miles and forty fathoms, as shown by our indicator, the cable being hauled in the wrong direction through the excitement or carelessness of one of the men stationed by it, caught and parted in the Niagara's machinery. A heavy fog and mist had set in soon after the ships separated. We were fortunate enough, however, to get together again in a short time, splice, lower down the cable, and separate from each other as before stated. The Niagara's speed, at starting was short of one mile the hour, and gradually increased to two knots six fathoms up to 7 o'clock p. m., and the cable being paid out three and a half knots per hour; and from that hour till midnight a uniform speed was maintained of three and a half miles the hour, and the cable was paid out, as shown by the indicator, of four and a half miles the hour. Our machinery was working as well we could desire, cable running from the coils and going over it with ease and regularity, when, to our great surprise, at 15 minutes past 1 o'clock a. m., on the 27th (Sunday) the electricians reported that there had been no signals from the Agamemnon for the last ten minutes.

We kept going on slowly, as previously agreed upon, until 4:40 a. m. (in the mean time the electricians tested the cable in the ship and reported the continuity and insulations perfect), when the ship's headway was entirely stopped, and we commenced heaving in with the machinery. The cable parted at 4:55 a. m., and we lost on this occasion, as measured by the indicator, 42 miles, 300 fathoms of cable, and started for the rendezvous, where, on Monday the 28th, the Agamemnon and Niagara were secured together, the splice made, lowered down, the ships separated, as has been already described, at 7:30 p. m. Our speed for the first hour was only three quarters of a mile; second hour, 2¼ miles; third hour, 3 miles; and the fourth hour, 3½ miles. From that hour until 9:10 o'clock on Thursday evening, the 29th (when we ceased to get signals from the Agamemnon, and the engines showed down), the speed of the ship had been 4½ miles the hour, and the cable paid out 5½ miles the hour, as shown by the indicator.

The engines were stopped at 10 p. m., and the ship hung in a measure by the cable until twenty minutes after midnight, when it parted, the indicators showing a loss on this occasion of 145 miles 930 fathoms of the cable. Our electricians again thoroughly tested all the cable on board ship, and found the insulation and continuity all perfect, and there was but one opinion among those gentlemen, that the cable parted at or near the Agamemnon, which we shall ascertain when she arrives at this port to fill up her coil.

An arrangement had been made, when the ships separated the 28th instant, that in the event of any accident to the cable before either should have run one hundred miles, we were to return to the rendezvous, unite the cable, and make another effort to lay it out; if beyond that distance, the vessels were to proceed to Queenstown, fill up with coal and again renew our efforts.

In the Niagara we had all the coal that we required for laying down our part of the cable. There were serious doubts, however, if we ran further, or any distance beyond the one named, whether the Agamemnon's coal would hold out (without any expenditure in getting back to the rendezvous), and leave her enough to insure steaming back to Valentia Bay with the cable, in the event of no further casualty to it on the way there.

Mr. Everett's machinery has paid out the cable with apparent ease and uniformity of strain, and we find it admirably adapted to the work it has to perform in all its parts.

H. M. steamer Gorgon, which accompanied us, arrived here with the Niagara. We now await the arrival of the Agamemnon and Valorous, when we hope to be off again for the rendezvous in seven or eight days, under more favorable auspices of weather than we experienced in the month of June.

It affords me pleasure to report the continued good health of officers and crew.

I have the honor to be, respectfully, your obedient servant,
W. L. HUDSON, Captain.

The Hon. I. Toucey, Secretary of the Navy, Washington.

INDUSTRY, INVENTION AND SCIENCE.

A MERCURIAL STEAM GAUGE, patented June 16, 1857, and manufactured by Messrs. Miller & Danner, Canton, O., has been working for two months in our press-room, where it gives satisfaction. It is there placed by the side of an Ascroft's gauge, and as both indicate practically the same pressure, we presume that they are equally correct. The pressure is indicated, as usual, by the hight of the mercury in a pipe, in which air acts as a spring. This pipe, however, does not turn up in the shape of a siphon; it is straight, and enlarged at the lower end into an inverted cup, closed by an elastic disk of India rubber. By this arrangement, the gauge may be tilted without any risk of losing the mercury, or of the correctness of the instrument being altered. Another advantage consists in preserving the mercury from the contact of steam and water. Thus inclosed, this metallic liquid does not become oxidized and black, as is too often the case. On the contrary, it remains as white and pure as when first introduced, and thus the indications continue to be perfectly visible.

THE INGERSOLL LOCK AND TIE.—At the invitation of Mr. Beattie, we witnessed on yesterday, at Lamar's cotton press, an experiment with the "Ingersoll Lock and Tie," for baling cotton. A bag of cotton, weighing 570 pounds, was placed in the press, and after having been compressed to the full capacity of the engine, it was tied and locked. Owing to the inferiority of the iron used, which was of a lighter gauge than was contemplated, three of the bands broke when the pressure was removed. The second attempt was more successful. The Ingersoll Lock and Tie is the simplest invention of the kind which we have witnessed, and comes fully within the scope and capacity of the simplest plantation hand. From the experiment we witnessed, we are satisfied that with a little practice it can be expeditiously used at the presses as the rope bands now in use, and from its cheapness and prevention against fire and bursting, must recommend itself to the favor of the planting community.

[Savannah Georgian.

CROPS IN MINNESOTA.—The Minnesota correspondent of *The Cleveland Plain Dealer* says that the area of crops throughout Minnesota this year is at least one-third greater than last year. The corn crop is exceedingly promising.

ARRIVAL OF WHALERS.—Eight whalers have arrived at this port during the present week, viz: Two Brothers, Leonidas, Atkins Adams, Gen. Scott, Alfred Gibbs, Betsey Williams, Napoleon and Hesper. Three of the number will lose to their owners from $60,000 to $70,000. [New-Bedford Mercury.

MARINE AFFAIRS.

THE CANADA AND AMERICA SOLD FOR THE FRASER RIVER LINE.

The Detroit Free Press learns that these steamers, lately taken down the rapids of the St. Lawrence River, have been sold by their proprietor, Mr. N. P. Stewart, for the sum of $300,000. Their destination is said to be California, where they are intended to run between San Francisco and Fraser River, the new gold mining district. The upper works will be removed during the voyage out, and replaced at San Francisco.

A SLAVER SEIZED AT KEY WEST.

Correspondence of The N. Y. Express.

KEY WEST, July 14, 1858.

The bark Lyra, formerly owned in New York, and of whose presence in our waters you were informed on the 10th inst., has been seized by our Collector for being engaged in the slave-trade.

From all I have been able to learn, her master, Captain Kinney, is perfectly innocent of the intentions of those on board, not having received the slightest intimation that the bark was engaged in an illegal traffic.

He appeared anxious and assisted in a thorough overhauling of the cargo, and did all in his power to aid those in the performance of that duty.

From all the information I have been able to get hold of, I have no doubt but that the Lyra will meet the same fate that the brig Huntress did.

Her trial will not take place until the return of Judge Marvin, who is on a visit North. The bark will, however, be hauled into the slip, and her cargo stored in the public warehouse. The United States Marshal will sell the perishable portion in a few days.

NAVAL.

The United States sloop-of-war Arctic arrived here this morning from Key West, whence she had a pleasant run. She left the Wabash, Colorado, Constellation, Macedonian and Saratoga at Key West. In the fleet the health is generally good. The Arctic brings home Surgeon Lockwood, who was transferred from the Constellation, Passed Assistant Surgeon Hudson, being transferred from the Arctic to the Constellation. The following is a list of the officers returned in the Arctic: Com. H. J. Hartstene; Lieuts. J. R. McMullaney, H. M. Garland, E. P. McCres; Surgeon, J. A. Lockwood; First-Assistant Engineer, A. C. Stimers; Second-Assistant Engineer, J. S. Albert; Third-Assistant Engineer, F. E. Brown. [Wash. Star, 24th.

THE NEW UNITED STATES STEAMERS.

The sloops-of-war, for the construction of which an appropriation was made by Congress at the late session, will be built at the following places: One at Pensacola; one at Norfolk; one at Kittery, Maine; one paddle-wheel steamer, drawing three to four feet of water, at San Francisco; two probably at Philadelphia, and two at New-York. It was intended to build one at Boston and one at New-York, but looking at the amount of work done and now being done at Boston for the Navy, and the superior facilities at New-York, it is believed none will be constructed at Boston, but that the two will be built at New York. No doubt, two will be given to Philadelphia. Three are to draw not more than ten feet of water, and the rest not more than fourteen feet. The Secretary of the Navy will not permit them to exceed this draft, but rather desires they should be under it.

[Washington Star.

THE ARMY OF UTAH.

GENERAL ORDERS—No. 23.

HEADQUARTERS, DEPARTMENT OF UTAH, CAMP BETWEEN BIG AND LITTLE MOUNTAIN, UTAH TERRITORY, June 25, 1858.

That the reputation of this army for good order and discipline may not suffer from the acts of evil-disposed persons, commanders of regiments and corps will order that to-morrow no person be permitted to leave the ranks, except in case of absolute necessity; and when passing through Great Salt Lake City and its suburbs, they will take the necessary precautions to prevent any one belonging to their command leaving the column to enter the city. Quartermasters and commissaries will take care that their respective employees prevent their herds from trespassing on the fields; and the Provost-Marshal will warn the followers and retainers of the army not to violate the spirit of this order, and so station his force as to prevent all persons so offending.

By order of A. S. JOHNSTON, Brig. Gen.
Y. T. PORTER, Assist. Adj. Gen.

H. H. VAN DYCK, our State Superintendent of Education, has been throwing away a chance for immortality—perhaps his last! The publishers of a periodical styled the *Educational Herald* proposed to make him illustrious on the following moderate terms:

"You furnish us with an outline of your history and connection with the general subject of education, and a *wood-cut likeness*, to use for that month's issue. We should charge you (to cover actual expenses) ten dollars ($10), and would send you *one hundred copies* of the 'No.' and furnish you *extra* papers at half our usual rates (if you should want more than one hundred.)"

—To which thus responds Van Dyck:

"STATE OF NEW-YORK,
"DEPARTMENT OF PUBLIC INSTRUCTION,
"SUPERINTENDENT'S OFFICE, Albany, July 16, 1858.

"*Messrs. Smith, Woodman & Co.*

"GENTLEMEN: In reply to the suggestions contained in your note of June 19, proffering the columns of *The Educational Herald* for an exhibition of my likeness on wood, accompanied by an autobiographical sketch, I would say that I am not at all ambitious of having my physiognomy emblazoned to the world, and least of all in 'black,' after the fashion in vogue now-a-days. I have known the 'wood-cut' similarities of distinguished individuals to be put to most base uses in after times; and though in your hands I should feel my *countenance* safe, yet I should have a decided repugnance to figuring at some future day as some noted offender against justice, or a 'decoy' to innocent maidens in search of a rich and distinguished husband. In addition, my 'biography' affords no 'incidents.' I *came up* in the usual way, served as a 'printer's devil,' in time became an editor, and somewhat of a politician (an honest one, I trust), and was never particularly connected with the cause of education until this present, although always feeling a deep interest in popular instruction—incited, in some measure, doubtless, by a consciousness of my own deficiencies. So you see I would furnish a poor theme for your worthy biographer to expatiate upon, and as '$10' bills are rather unusual with me, I prefer to keep the two or three I have, rather than suffer them to 'fly to others that we know not of.'

"With thanks for your kind proposal to send my face down to posterity at so cheap a rate (extras included),

"I have the honor to remain,
"Very truly, your obedient servant,
"H. H. VAN DYCK."

—Van seems to have a slender appreciation of immortality and the Fine Arts.

AFFLICTIVE EVENT.—Mr. William Kehoo, who has for many years been employed to carry the mail-bags between the Post-Office and the cars, was killed instantly at 1 o'clock on Monday afternoon by the engine of the express train going west. The down train had commenced moving, when Mr. Kehoo arrived with two mail bags on his shoulder, with a third brought by his dog—uniformly an assistant in that service—and the two were thrown on the platform, by direction of the conductor. But in turning to take the other he was struck by the engine of the express train which leaves Albany at 11½ o'clock, but which was now 25 minutes behind time. His body was dreadfully mangled, and the sudden and untimely death of a respected fellow-citizen causes a deeper sadness on the minds of the community from the manner of it. For years the express trains, that pass this place without stopping, have run through the village without slackening speed, generally, it is supposed, at the rate of thirty or forty miles an hour.

A village ordinance was passed some three years ago, restricting their speed to a rate not exceeding ten miles an hour, while passing through the village, but it has been disregarded. It is usual, however, to sound the whistle while passing through, but that signal was in this case omitted.

Some voices announced the near approach of the train, but it appears evident that Mr. K. not expecting it at that time, and having his mind directed to getting the mail aboard, was not aware of its approach. Indeed, it is a wonder that more were not killed, as many were on the track and about it when the train approached.

A Jury of twelve citizens was summoned by Coroner Devendorf, which after hearing the examination of witnesses, returned the following verdict:

"It is the unanimous opinion of the Jury that Wm. Kehoo came to his death about 1 o'clock, July 19, at the Railroad Depot in Amsterdam Village, while in the performance of his duty, carrying the mail-bags from the Post-Office to the mail train going east, by being struck by the engine of the express train going west, in such a manner as to cause instant death.

"That we have reason to believe that the fatal accident would not have occurred had the proper signal been given by the engineer of said train, and the rate of speed by said train had been within the time required by our village and statute laws; and further, that the New-York Central Railroad Company is censurable for a constant violation of said law."

[Amsterdam (Montgomery Co.) Recorder, July 20.

CLYDE SALT WORKS.—A company with this name was duly organized at Clyde on Saturday last, with a capital of $100,000. The borings give more flattering prospects than ever were shown at the holes in Syracuse. The engineer is the same person who dug the first salt well in Salina, and has given a life time to the study of his business. [Clyde Times.

A GREAT FLOOD IN KANSAS.

From The Leavenworth (Kansas) Times, July 17.

We had another deluging storm of rain on the night of the 15th. The day had been sultry. Yet a breeze had softened the heat, and our citizens stood it bravely. But toward night, dark, murky clouds gathered in the north, and about 9 o'clock p. m. the roar of the thunder and the vivid flashes of lightning gave unmistakable signs of a stormy night.

Soon after 9 the rain began to fall, and it fell as if the heavens were made of water. The effect upon Three Mile creek was instantaneous. It overflowed its banks, and by midnight was higher than ever known to be by the oldest inhabitant. The Villa House, Wing's grocery, and all the buildings in the neighborhood at the crossing of the Government road were under water—some four, some three, and some one foot.

But at or near midnight the neighbors in that section of the city (who had no rest that night) heard the cry of distress. The wild shout of "Help! help!" sounded strangely as borne on the wings of the wild storm then raging. It was ascertained that some wagons were in the creek!

Brave fellows volunteered, and very soon the waterbound were relieved. The wagons had to be abandonded. Enough that life was made secure. Goods, beds, and what not, had "to go." The men, women and children, threatened with death by the maddening freshet, were relieved! Then came another cry of danger.

Houses from Cincinnati (three were borne away on the bosom of the waters) came floating down the creek. One evidently had a family in it. Near Wing's grocery their cry for help was heard. Some few men breasted the storm, took out from the floating building a mother, who had been confined to a sick bed for some four weeks, and four children, and saved for them.

In South Leavenworth, where we happened to be, we supposed that the people in the wagons and in the house had been lost. Some of us got down almost to the bridge, but the land side had been swept away, and there was no possibility of crossing, or of lending aid to sufferers on the other side.

The people in the neighborhood of Wing's, at the crossing on the Government road, behaved nobly. Young and old were out, ready to do what they could, to breast the darkness, lit up only by the lightning, and the fearful storm, and the angry waters, to save life, and even rescue property.

All the bridges are swept away, or so broken as to be impassable by teams. Lumber, parts of houses, large planks, &c., are scattered along the creek, telling too plainly of the fierceness of the storm and the fury of the waters. We rejoice, however, that no lives were sacrificed, and hope it may be long ere such another blast of wind and rain may visit us.

OUR RELATIONS WITH ST. DOMINGO.—A Washington dispatch says:

"I learn from a very reliable source that so soon as Baez was defeated and Santana restored to power in St. Domingo, as reported by Capt. McIntosh of the United States Navy, our Government took the initiatory step toward securing a foothold there which may lead to the establishment of a permanent Government by the whites. Santana, himself a white man, is altogether favorable to the whites, and, in the opinion of the Administration, the golden moment has arrived for securing an influence on the island which may lead to its regeneration. It may be remembered that Baez proposed sending a diplomatic agent to the United States, but, a mulatto himself, he wished to accredit a negro as his representative near this Government. To this objection was urged by Mr. Mason and others in the United States Senate, even before the delivery of the Dred Scott opinion. Santana, as our Government has been informed, is anxious to send a white Minister here, provided the United States will recognize his Government and give him their influence and encouragement. This subject has occupied much of the attention of the Executive, and as I believe Mr. Buchanan will want to make a clean sweep, should he determine to enlarge the area of freedom in the Gulf, I doubt not arrangements are being perfected for backing up Santana and sustaining him in his efforts to form a respectable Government, assigning to the negro population that social and political position only to which nature intended them. I hope soon to disclose to your readers the whole St. Domingo programme."

FISHING ON THE NORTH-EAST COAST.—*The Miramichi Gleaner* has the following in regard to the American fishing fleet upon their coast:

"There is a large fleet of American fishermen on our coast the present season; one gentleman informed us that he saw on Sunday last one hundred and fifty sail at anchor within sight of Fox Island. A large number of the crews landed during the day on the island for recreation. In the evening all the vessels were under way proceeding to the fishing grounds. It appears by the American papers that a fleet of upward of six hundred vessels have proceeded from the State of Massachusetts alone to the Gulf shore to prosecute the fisheries. The tunnage of this fleet is said to be 60,000, manned by about 6,000, and the estimated value, with outfit, is rated at $3,700,000. Will our readers, on perusing this, stop a minute, and ask themselves—How is it that our neighbors can sail some hundreds of miles to the fishing grounds, and as many back again with their cargoes, and make money, while our own people, living on the Gulf, are afraid to embark in the fisheries, fearful they will not pay, and expend nearly all their energies in another trade, which has been tried for years, and proved beyond dispute that it is a hazardous one, and has not paid a tithe for the amount of capital and labor that have been expended upon it"

AN ATTEMPTED RESCUE—TWO MEN SHOT.—We learn from gentlemen down from St. Anthony yesterday, that on Monday evening two lumbermen were shot by the turnkeys of the jail, in an attempt to rescue some comrades from the jail, and that one of them died yesterday. It seems that a few days since, two of this gang of ruffians were sentenced to imprisonment in default of money to pay the fine which was assessed on them for riotous conduct. Several threats had been made by the lawless gang with whom they were connected, that they would take them out by force if they were not released. On Monday evening, about ten of the ruffians approached the jail in a body, blustering that they "would have the men out." The turnkeys, a Mr. Carley and another person, promptly warned them not to approach, and if they did, it would be at their