

New-York Daily Tribune

TUESDAY, OCTOBER 24, 1865.

Union State Ticket. For Judges (WARD HUNT, Charles Co. of Appeals (JOHN K. PORTER, Albany. Sec'y of State, Gen. FRANCIS C. BARLOW, N. York. Comptroller, THOMAS HILLHOUSE, Ontario. Treasurer, Col. JOSEPH HOWLAND, Dutchess. Atty General, Gen. J. H. MARTINDALE, Monroe. Canal Gov'r, ROBERT C. DORN, Schoharie. State Engineer, J. PLATT GOODSELL, Niagara. Prison Inspr., Gen. HENRY A. BARNUM, Oneida. Appeal Clerk, Gen. PATRICK K. H. JONES, Catskills. [Election, Tuesday, Nov. 7.]

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NEWS OF THE DAY.

FOREIGN NEWS.

The Hibernian, from Liverpool Oct. 12, via London, arrived at Father Point yesterday, bringing five days later news. The bondholders of the securities of the Northern States held a meeting and appointed a committee to look after their interests. The total arrears are estimated at \$4,000,000, and the total debt \$17,000,000. The English Government continues to arrest Fenians and to keep the strictest surveillance at Queenstown upon all vessels coming from America. The withdrawal of the French troops from the Papal territory has begun. The French Government had forbidden the publication of that part of the Papal allocution which referred to the funeral of Marshal Magnan. The rebellion in North-West China is extending. The report that Bargevine was drowned is reiterated. The Emperor Maximilian of Mexico has issued a proclamation, dated Oct. 2, in which he officially announces the departure of Juarez from Mexican territory. An imperial decree of Oct. 3, pronounces the most vigorous measures against parties in arms against the Government.

GENERAL NEWS.

A collision occurred on Sunday evening on the New-York and New-Haven Railroad, between a construction and a milk train. Several cars were thrown from the track and both engines badly damaged. A man riding on one of the engines was instantly killed, and a large number of the employes injured. The cause of the accident is said to have been the disregard of orders. Gov. Bramlette of Kentucky has addressed a letter to the Secretary of War, complaining that Gen. Palmer's action in granting passes to negroes who are neither free by the action of the Federal Government nor by the laws of Kentucky, is seriously detrimental to the industry of the State. Col. M. C. Burns, late of the 73d New-York Volunteers, was last evening nominated by the Fourth Senatorial District Union Convention as its candidate for State Senator. Col. Burns is also the nominee of the United Service Convention.

The Soldiers' and Sailors' Fair was inaugurated in the Philadelphia Academy of Music last evening, by Gen. Grant and Meade and Admiral Farragut were present. Gen. Meade delivered an address. The exhibition commences to-day.

It is believed that the amount of \$50,000,000 of fifty-year bonds, as recently advertised by the Secretary of the Treasury, has all been taken by the subscription of compound interest notes and other interest-bearing securities.

Garrett Davis on Friday last filed a petition in the Quarter Court against the Kentucky Central Railroad and Gens. Briscoe and Palmer, claiming \$100,000 damages for carrying several of his slaves out of Kentucky.

The Wirz Military Commission were in secret session yesterday, examining and deliberating upon the testimony, which covers five thousand legal cap pages. It is supposed they will make up their findings by Wednesday.

A notice was posted yesterday giving a list of 80 or 90 persons whose pardons were ready for delivery at the State Department, among them were William C. P. and Robert J. Breckinridge, and W. C. Bullock of Kentucky.

Gov. Hamilton of Texas has officially made known the statements necessary to be made to accompany a petition to President Johnson for pardon. He says that all applications for pardon will require his endorsement.

The case of Charles Cobell, indicted for murder in procuring an abortion, was continued yesterday in the Court of Sessions. Most of the evidence was too revolting for publication in THE TRIBUNE.

In the Mississippi State Senate a resolution restricting the right and privileges of freedmen to what the statute laws granted before the war, has been laid on the table by a large majority.

The new gold notes to be used in paying customs have been prepared at the Treasury Department, and will be sent to the Assistant Treasurers during the present week.

Proposals were opened and contracts awarded yesterday in the Croton Aqueduct Department for the construction of sewers, particulars of which will be found elsewhere.

A number of companies were relieved yesterday at the regular meeting of the Board of Fire Commissioners, and appointments made to fill vacancies.

A young man, name unknown, deliberately committed suicide in Brooklyn on Sunday afternoon by jumping overboard from the deck of the Adams steamer.

The expenses of the navy for the year ending June last were \$112,000,000. Secretary Welles estimates those for the current year at only \$23,000,000.

Col. Kirby, a prominent citizen of Texas, and related to Gen. Kirby Smith, has been murdered by his negro workmen at Hamstead in that State.

The coroner held an inquest yesterday on the body of John Miller, who had fallen from a scaffold in Jersey City and fractured his skull.

The steamers Rhode Island and Hornet left Washington yesterday for Havana to bring to Boston the Rebel ram Stonewall.

Ex-Senator Pierre Soule had a private interview with the President yesterday, continuing for about an hour.

Major-Gen. W. B. Franklin and Major-Gen. Alex. McDowell McCook have resigned their commissions.

There were 471 deaths in this city during the past week—men, 109; women, 94; boys, 131; girls, 137. Gen. Dick Taylor was in the auto-room, waiting to see the President, yesterday.

There was a large crowd of Southerners at the Executive Mansion yesterday.

Gold was quite inactive yesterday, opening at

164, and closing at 146. Government stocks are all steady. In Railway mortgages and State bonds little trade. The share market opened with much spirit upon the street, and buyers were ready to pay a large advance upon Saturday's rates, and a heavy business was done. At the Board the market was lower, but at the public call a disposition was shown to buy, and prices were quite steady. At the second board the market was firm and higher. Money among stock holders is less active and offered at 7 per cent quite freely. In commercial paper there is no improvement, and best names can be had at 5 per cent and fair at 5 1/2 per cent. The bank statement shows a sharp reduction in all departments, except the circulation, which shows a gain of \$45,894.

The Unionists of Brooklyn open the campaign there this evening, by a Mass Meeting at the Academy of Music. The speakers positively announced are Senator Wilson, Gen. Hincks of Massachusetts, Gens. Martindale and Barlow of this State, and Henry R. Pierson, Kings County candidate for the State Senate. Let the Unionists of that County turn out to a man, fill and surround the Academy, and show by their enthusiasm and zeal what they mean to do on election day. With speakers so eminent and able, the meeting will be one of unusual interest and importance.

Later election returns from Virginia confirm the election for Congress of those candidates whose names were given in THE TRIBUNE a few days ago. In the 14th District, in which reports have been received from all counties except Fluvanna, Ridgeway's majority is 9,735. In the 1st District, William H. B. Custis of Accomac is reported to have a large majority. In the 11th District, Chandler was, according to the latest accounts, 534 ahead of Milson, and said to have been elected beyond a doubt. In the 15th District, in which five counties are not yet reported, Stuart's majority is thus far 1,757. The 18th District, in which Fairfax, Fauquier and Warren still remain to be heard from, gives Conrad a majority so far of 2,300. The result in the 18th District is still in doubt. The six counties from which official majorities have been received give Dr. Stovall 54 majority; but of the two counties not fully heard from, Patrick is reported to have given a majority for Davis, who may yet be elected. As has already been stated in THE TRIBUNE, Custis, Chandler and Ridgeway can take the Congressional oath; Conrad cannot, and Davis is likely to be in the same condition, as he is a Southern Methodist minister. Altogether it seems now to be certain that Virginia sends to Congress five members who can, and three who cannot, take the oath.

We have as yet only a few returns of the election in Florida for delegates to the Constitutional Convention. A correspondent from Key West writes us that in his county (Monroe) D. W. Whitehurst, "representing the set who ruled before the war," received 129 votes; Judge T. J. Boynton, "representing the set who ruled during the war," 150 votes, and Samuel Walker, 8 votes. Whitehurst's majority over all, 31. The aggregate vote cast on this occasion was very small. The Florida Times doubts if there were 2,500 votes cast in the entire State.

The official London Gazette publishes an important correspondence between Mr. Adams and Earl Russell concerning the depositions committed by the Shenandoah. Mr. Adams gives once more notice that the United States will hold Great Britain responsible for all the damages caused by these Anglo-Rebel cruisers. Earl Russell, as in former replies, insists that England has not violated any international law, and, therefore, is not responsible for the Rebel cruisers. In a second letter, Earl Russell mentions a statement made in a letter from Mr. Adams in April, 1863, as to the Government of the United States being ready to refer these disputes to arbitration, and he declines to accept this offer. The only concession Earl Russell is willing to make is the appointment of a Commission to which shall be referred all claims arising during the late civil war, which the two powers shall agree to refer to the Commission. The final reply of Mr. Adams, dated September 18, is very serious in its tone, and expresses the opinion that the proposal of Earl Russell will not be accepted by the United States. Mr. Adams, in this last reply, again calls the attention of the English Government to the fact that if its doctrines and practices are allowed to become the rule, the United States will not be the greatest losers. The London papers which editorially refer to the correspondence speak of the importance of the international questions to be settled in this dispute, but do not appear to expect any serious complications between the two countries to arise therefrom.

Col. James L. Orr has been chosen Governor of South Carolina—the first ever elected by a popular vote. Col. Orr, late provisional Gov. Perry, hails from the upland portion of the State, and did good service against Secession in 1850-1. He was a moderate in 1850, but finally yielded to the current. Born in 1822, he was first chosen to the State Legislature in 1844, to Congress in 1848, and in 1857 was elected Speaker—the last ever elevated to that post by the Democratic vote. Col. Orr is an able, fair-minded man, and (we trust) will honestly labor to restore peace and prosperity to our whole country.

We publish on another page the decision of the Court of Appeals upon the question whether the stockholders in National Banks are subject to taxation by State authorities. The Court decides that the stockholders in those associations are liable to such taxation. The grounds of the decision are given at length.

A dispatch from Louisville says that the President approves of the action of Gen. Thomas in retaining Gen. Palmer in command of the Department of Kentucky, and that the Secretary of War approves of Gen. Palmer's granting passes to colored persons.

All logical pleas for our commerce must recognize the truth that Commerce is the servant of Labor—the machinery of its exchanges. Export-commerce carries out of a country the surplus products of its industry. The legitimate

commerce of importation brings into a country raw materials and manufactured products, which eliminate or necessarily compels a people to go abroad for, and for which it has the wealth to pay. The ships of Great Britain were built by the looms, spinning-jennies, anvils, forge-fires and furnaces of the Kingdom. Manchester, Birmingham, Sheffield, Glasgow, Huddersfield, Preston and Leeds, are the real dock-yards of England. British commerce is the servant of British manufactures. Its mission is to carry the finished products of mechanical skill to market all over the world, and to bring back raw materials and food, to keep the workshops of England going.

THE FREEDMEN AND THE BU-BU.

The Superintendent of Freedmen's Affairs in Louisiana, in making up his last annual Report, says he has had 1,952 Blacks settled temporarily on 9,650 acres of land, who last year raised crops to the value of \$175,000, and that he had but few worthless Blacks under his care—adding: "I find that the colored people are not apt to be vagrants. They have fewer vagrants than can be found among any other class of persons, and by far the fewest beggars. The class usually called 'vagrants' by the police and the courts are industrious and self-supporting."

When the last Rebel army surrendered, he sent assistants up Red River to collect and provide for the Blacks, so suddenly freed. At every place, the Blacks promptly went to work, and soon ceased altogether to draw Government rations. The Assistant at Shreveport soon (July 2d) wrote as follows: "There is a great demand for labor now, and there are no idle freedmen about the city. Not a ration has been drawn for any freedman here, except for the sick and attendants at the hospital."

—Such is the operation of the Freedmen's Bureau; such the reason for the fiendish hate wherewith it is regarded by every Copperhead and impudent Rebel in the land. They detest and seek its abolition, because it stands between the Freedmen and their anxiety to reconsign them to virtual if not to legal Slavery. But they have not yet triumphed.

ANTIPATHIES vs. RIGHTS.

"Tudor" sends us much impertinence and some insult with regard to the honesty of this and the insincerity of another class of advocates of Impartial Suffrage, and asks:

"Does a Republic signify all men, all human beings under one Government? Or does it mean only one people? If the former, why the antipathies of Nature? If the latter, how can we follow instinctive humanity and enfranchise the negro?"

Answer.—We cannot tell what "a republic" may signify, since we are not sure that our correspondent means anything definite by his question; but the Bible speaks of "all men" as objects of God's benignant purposes and loving care; while the Declaration of Independence (in its preamble) proclaims that "all men are created equal," and "endowed by their Creator with certain inalienable rights," &c. We are quite sure that we comprehend this language, and that it means just what any plain man must understand by it; and this is the basis of all our theology and all our politics. If our querist will agree with us so far, he may let "a republic signify" whatsoever he will.

—Now, as to "antipathies of Nature." We have of course a preference for our own race or division of the human family over others; yet we have not the faintest wish to degrade, to humble, to rule, or to domineer over, any portion of the human family. There are many human beings whom we do not choose for associates, to whom we are not personally attracted; but we heartily affirm and maintain the perfect equality of their rights with ours. We would not have the constitution and laws of our country, or of any country, give us any advantage whatever over any person whatever.

Now where are "the antipathies of Nature," which have any bearing on the main question? If there really are such antipathies, they cannot be local merely; they must be universal. Yet they are virtually unknown to every country but this. The Turks hold slaves—many of them negroes—yet Turkish law knows no distinction of rights based on color. No more does Brazilian, though Brazil has held slaves for ages. Nor does that of Spanish America, whether free or slaveholding. Nor that of any fraction of the British Empire, which covers a large proportion of the globe. Hence we deny the "antipathy" altogether. It does not exist. The real "antipathy" in the premises is that of Whites who have long been cheaply served by slaves to pay for service or do without it, and the kindred antipathy of demagogues and blackguards, who have long enjoyed power and consequence founded on the degradation of the negro, to be judged and estimated hereafter by the standard of their intrinsic worth.

A PLEA FOR OUR COMMERCE.

In these days, when ships are mere steam machines and sailors automata, we protect our fishing interests which, in 1860, amounted to \$13,000,000 a year, for the sake of "protecting a navy." We protect our mangle interests which, could salt and preservatives be included, amounted to but \$100,000,000 a year; and, worse than all,—for this is that which requires the least bolstering up, our ample supply of water-power and our mechanical ingenuity giving us great facilities for prosecuting any kind of machine-work,—we protect even into the last point of absurdity our manufacturing interest. But commerce, by far the most important of all our national interests, is unable to produce the loyalty which the law accords to other industries. The result of this shortsighted policy has been to deliver the entire foreign trade of the world into the hands of England and France.

—There is no paper in this country, save The Evening Post, which could make this mistake, or would make this misstatement, whichever it is. There is not a boy "dick-rat" in this city, or a childish purveyor of chips about any of our ship-yards, that does not know that our loss of commerce since 1861 is wholly due to the destructive thoroughness with which Rebel cruisers, built and equipped in British ports, manned with British sailors, supplied and refitted in British harbors, and paid with British money, did their appointed work of sweeping American ships from all oceans.

A Plea for our Commerce" is the heading of the article from which the above characteristic Free Trade argument is clipped. But it is not for our commerce that The Post pleads. It pleads for the commerce of the British merchants who have turned from their perfected work of driving our ships from the sea, and have devoted themselves to the new labor of keeping us forever outside of foreign commerce, by fastening upon us a policy which will furnish us nothing to carry abroad, save in the lucky decades of pestilence, famine, and war.

All logical pleas for our commerce must recognize the truth that Commerce is the servant of Labor—the machinery of its exchanges. Export-commerce carries out of a country the surplus products of its industry. The legitimate

commerce of importation brings into a country raw materials and manufactured products, which eliminate or necessarily compels a people to go abroad for, and for which it has the wealth to pay. The ships of Great Britain were built by the looms, spinning-jennies, anvils, forge-fires and furnaces of the Kingdom. Manchester, Birmingham, Sheffield, Glasgow, Huddersfield, Preston and Leeds, are the real dock-yards of England. British commerce is the servant of British manufactures. Its mission is to carry the finished products of mechanical skill to market all over the world, and to bring back raw materials and food, to keep the workshops of England going.

It is, indeed, a shame to us personally and a national disgrace, that the carrying trade of the United States of America is passing into the hands of foreigners. Look at this show of the scandalous fact as presented by the last Treasury Report.

Table with columns: Fiscal year ending, American, Foreign. Rows: June 30, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863.

NATIONAL CHARACTER OF TONNAGE ENTERING THE PORTS OF THE UNITED STATES.

Table with columns: Year, American, British, French, German or Prussian, Miscellaneous. Rows: 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863.

"A Plea for our Commerce" to repeat the words of The Post—how should it be framed? It should take for its motto that old and memorable announcement of the British Board of Trade, refusing equality to American ships in the ports of her colonies: "If Congress should propose that this principle of equality should be extended to the ports of our colonies and islands, and that the ships of the United States should be there treated as British ships, it should be asserted that this demand cannot be admitted even as a subject of negotiation." An honest and intelligent plea for American commerce will deprecate wisdom from the action of France to restore her commerce, crushed out in the wars of Napoleon, and a large portion of which had fallen into our hands. The New-York Chamber of Commerce memorialized Congress in 1821, saying:

"It is a lamentable fact that more than half the number of vessels lately arrived at this port from foreign ports are dismasted, from the absolute absence of any safeguards against the commission of such a crime. The cause of this state of things is the natural and necessary result of the pacification of Europe. Every restraint that lately shackled the avidity of the principal maritime nations of Europe is removed, and the great rivalry of commerce between those States is, at the same time, regulated with a studious regard to the interests of their own subjects, so that the United States have not only ceased to be the carriers for Europe, but are displaced of the means of entering into fair competition in the transportation to foreign countries of the principal products of their own soil."

"This is a just statement of the adverse action of France, more particularly, by which the United States are placed at a disadvantage in the competition of their foreign trade. The discriminations they made by France were not in the form of tonnage dues and port charges so much as in special charges imposed upon American produce imported into France, and in the imposition of duties on American ships. The basis of discriminating duties paid by American vessels importing the following articles into France are: 1st cent per pound (French) on cotton; 1st cent per pound on tobacco; 50 cents per 100 pounds on the value of the cargo of cotton; 2d cent per pound on the value of the cargo of tobacco; 1st cent per pound on the value of the cargo of sugar; 1st cent per pound on the value of the cargo of coffee; 1st cent per pound on the value of the cargo of rice; 1st cent per pound on the value of the cargo of indigo; 1st cent per pound on the value of the cargo of silk; 1st cent per pound on the value of the cargo of wool; 1st cent per pound on the value of the cargo of iron; 1st cent per pound on the value of the cargo of steel; 1st cent per pound on the value of the cargo of tin; 1st cent per pound on the value of the cargo of lead; 1st cent per pound on the value of the cargo of zinc; 1st cent per pound on the value of the cargo of copper; 1st cent per pound on the value of the cargo of silver; 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