THE NEW YORK HERALD.

WHOLE NO. 7682. MORNING EDITION----MONDAY, MARCH 22, 1852. PRICE TWO CENTS.

CALIFORNIA TICKETS.

CALIFORNIA TICKETS.—FIRST CABIN THROUGH tickets, by United States and Pacific Mail, 9th May, choice berth for sale. Apply to J. W. CARRINGTON Adams & Co.'s, 16 Wall street.

CALIFORNIA TICKET FOR SALE.—A SECOND class through ticket for steamer of the 25th inst., will be sold at a sacrifice. Apply at 184 Fulton street.

TWO STEERAGE TICKETS, MAIL LINE, FOR 24TH instant, and 9th April, for sale. Address K. B. Herald office.

NOTICE TO CALIFORNIANS.—A LIMITED NUMBER of through tickets guaranteed by Garrison & Frets, of Panama, for sale, per steamer Brother Jonathan, which sails on Friday, 26th inst. Apply to E. MILLS, Agent, No. 51 Cortland street.

FINANCIAL.

P. W. BYRNES & CO., 69 SOUTH STREET, NEW York, and No. 36 Waterloo Road, Liverpool, issue Sight Drafts, payable throughout England, Ireland, Scotland and Wales; are also agents for the Empire, Red Star, Dramatic, and St. George's Line of Liverpool Packets, and New Line from Hamburg and Rotterdam, sailing weekly. Certificates for above lines for sale.

REMITTANCES TO ENGLAND, IRELAND, SCOTland, and Wales.—Drafts, from £2 and upwards, payable at sight, are issued by BOWMAN, GRINNELL & CO., 83 South street, only authorized agents in this city for the Swallow Tail lines of Liverpool and London packets.

JOHN McMICHAEL, 36 OLD SLIP, CORNER OF South street, has for sale drafts for any amount, which will be cashed throughout Great Britain and Ireland. Also, issues certificates of passage by the Eagle line of New York and Liverpool packets. Refers to Messrs. Jno. W. Whitlock & Co., Sherman & Collins, Acton Civil, Esq., &c.

$4,000 TO LOAN.—$3,000 or $4,000 TO LOAN ON New York City improved property; also, $13,000 wanted, in one sum, on first class improved real estate, worth three times the amount. Several good city mortgages for sale. Apply at the insurance office, 25 Nassau street. M. LUTHER SHELDON, Insurance Agent.

MONEY MAY BE OBTAINED FOR A SHORT TIME in sums of $5 to $1,000, on watches, diamonds, silver plate, jewelry, dry goods, pianos, and fancy articles, by applying at the Agency Office, 32 Warren street, corner of Church. Office hours from 10 to 3 o'clock. N.B.—Removed from 16 Park place.

DRAFTS ON IRELAND, ETC.—THE SUBSCRIBERS draw Sight Drafts on various banks and bankers in England, Ireland, and Scotland, in sums to suit. WILLIAMS & GUION, 40 Fulton street.
Passage can be secured by the old Black Star Line of Liverpool packets, sailing 1st, 6th, 11th, 16th, 21st, and 26th of every month.

TO RAILROAD CONTRACTORS.—OFFICE ILLINOIS Central Railroad, New York, March 15, 1852.—Sealed proposals will be received at the office of the Chief Engineer, in the city of Chicago, Illinois, for the Grading, Masonry, Bridging, and Superstructure, or either of them, with or without materials, on the following divisions of the Illinois Central Railroad, to wit:—First division, from Cairo to Big Muddy river, 60 miles; second do., from Big Muddy river to Township No. 1, north of the base line of the third principal meridian, 53 miles; sixth do., from Bloomington to the Illinois river, 40 miles; eighth do., from Freeport to Dubuque, 67 miles; ninth do., from Chicago to Kankakee river, 55 miles; tenth do., from Kankakee river to Urbana, 70 miles. The proposals must be for the entire length of each division, and will be received at the office in Chicago, as follows:—For the ninth and tenth divisions, until April 15th, 1852, at noon; for the sixth division, until April 22d, 1852, at noon; for the eighth division, until April 29th, 1852, at noon; for the first and second divisions, until May 27th, 1852, at noon. Profiles, plans, and approximate estimates of quantities will be ready for inspection, and blank forms for proposals, and statements of the mode and terms of payment, will be furnished at the office, over the New York and New Haven Railroad passenger station, No. 33 Canal street, New York city, and at the office of the Chief Engineer, in Chicago, Illinois, on and after March 25, 1852. The same, so far as relates to the first and second divisions, may also be found at Jonesboro', Union county, Illinois; to the sixth division, at Lasalle, Lasalle county, Illinois; and to the eighth division, at Freeport, Stephenson county, Illinois. Separate proposals will also be received at Chicago, until the 27th of May, for furnishing Ties, Plank, Bridge Timber and Piles, for the whole or any part of the road. Specifications may be obtained on and after the 1st of April, 1852, by application at the office of the Chief Engineer, in Chicago. Satisfactory references will in all cases be required. R. B. MASON, Engineer in Chief Illinois Central Railroad.
Illinois papers please copy, and send a paper to No. 2 Hanover street, New York.

EXPRESS AGENCIES, &c.

BERFORD & CO.'S GREAT CALIFORNIA PACKAGE Express will be despatched on the splendid steamer Georgia, to connect with the mail steamer Oregon, through in twenty-six days, in charge of our own special messenger. Will take freight at 40 cents per lb., and deliver in San Francisco ahead of all other Expresses, on the only sure through line per railroad across the Isthmus. Parcels received till 1 P. M., day of sailing. BERFORD & CO.

A. H. PRIDE & CO.'S CALIFORNIA EXPRESS, NO. 7 Wall street,—Freight 38 cents per lb., transported across the Isthmus, by Mosquera & Co., transporters of all the gold dust. Next shipment, by the "Georgia," 24th March. A. H. PRIDE & CO.

MATRIMONIAL.

MATRIMONY MADE EASY, OR HOW TO WIN A Lover.—Professor Lawton, Boston, formerly of London, will send to any address, on receipt of one dollar, post-paid, plain directions to enable ladies or gentlemen to win the devoted affections of as many of the opposite sex as their hearts may desire. The process is simple, but so captivating that all may be married, irrespective of age, appearance, or position; and last, though not least, it can be arranged with such ease and delicacy that detection is impossible. Address Professor Lawton, Boston, Mass. Ne letters taken from the Post Office unless the postage is paid.

TRAVELLERS' GUIDE.

CAMDEN AND AMBOY RAILROAD, FOR PHILADelphia, from pier No. 1, North river, foot of Battery place, by steamboat JOHN POTTER. Two lines daily. Morning line leaves at 8 A. M. Afternoon express line at 2 P. M.; through to Philadelphia in four and a half hours. Fare—first class cars, $3; second class, (by 2 P. M. line only) $2. Returning, leave Philadelphia from foot of Walnut street, at 8 A. M., and 2 P. M. Emigrant line, by steamboat TRANSPORT, from pier No. 1, at 5 P. M. Fare $1 50.

NEW YORK AND PHILADELPHIA DIRECT.—U. S. Mail and Express Lines, through in 4½ hours. N. J. Railroad, via Jersey City, leaving New York at 6 A. M., foot of Cortlandt street; 9 A. M. and 5½ P. M. Liberty street. Leave Philadelphia same hours, from foot of Walnut street. Fare reduced to $3 for first class, and $2 50 for second class. Baltimore, Washington, and Charleston through tickets sold in the above lines, and through luggage carried in the 9 A. M. and 5½ P. M. lines from New York, with through conductors, without expense.

FOR ALBANY—FARE $1 50.—THE WELL-KNOWN Steamer SOUTH AMERICA will leave the pier foot of Harrison street, Monday, at 4 o'clock. For particulars inquire on board, as above.

FOR ALBANY, WITHOUT CHANGE OF CARS.—FARE reduced.—$2 25.—Regularity and safety combined.—The cars of the New York and Harlem Railroad leave the City Hall Station, New York, daily, (Sundays excepted,) at 9 o'clock A. M. and 3½ P. M. M. SLOAT, Superintendent.

ASTROLOGY, &c

AN EDITORIAL FROM THE SUNDAY MERCURY, OF March 21, 1852.—The power of the press is mighty and will prevail. The wonders of Astrology.—People who suppose that astrology is not a science are greatly mistaken. To work out its results, arithmetic, algebra, and astronomy are brought into play, and the calculations upon which horoscopes are framed and nativities cast are of the most abstruse character. The astrologer is no ignorant pretender. He works by rules as old as the Scriptures themselves, for almost at the earliest period of scriptural history the Chaldean priests practised astrology, and even as late as the reign of Louis XI., of France, it ranked among the exact sciences. Certainly an art so antique, so universally believed in for thousands of years, and based upon the movements of the celestial bodies, is entitled to mere respect than the absurd theory of spirit-rappings, biology, &c., now so generally swallowed. Dr. Rollack, better known, perhaps, than any other astrologer of our day, professes to have not only revived the art in all its force and accuracy, but in the study of years to have added very largely to its resources. It is quite certain that many of his predictions made in this city have been fulfilled to the letter. To those who are skeptical as to his skill, he offers to give indisputable proof of his knowledge of the future and the past, at his residence, No. 6 White street.

INDIA RUBBER GOODS.

INDIA RUBBER CAR SPRINGS.—THE NEW ENGland Car Spring Company are in the daily receipt of testimonials from all quarters, as to the superior quality of their springs. The following was this morning received from Mr. G. W. Whistler, the superintendent of the New York and New Haven Railroad. 101 Broadway, New York, March 15, 1852.

NEW YORK AND NEW HAVEN RAILROAD, SUPERINTENDENT'S OFFICE, March 12, 1852.
To Mr. F. M. Ray, 104 Broadway, New York:—Sir—In answer to your letter of yesterday, I would say, that we have used your India Rubber Springs, under our cars, with great success. We have had an opportunity of trying other India rubber springs, in large quantities, but have never found them to equal your springs. Very respectfully, your obedient servant. Signed, GEO. W. WHISTLER, Jr., Sup't.

RUBBER SPRINGS.—THE NEW ENGLAND CAR Spring Co. have just received the following letter from Mr. Bird, of the highly respectable firm of Bird & Wolf, of Trenton, New Jersey, which they are induced to publish, as it somewhat exposes the very transparent affidavit of Mr. Israel Tucker, lately published by Mr. Day:—

TRENTON, March 10, 1852.
F. M. Ray, Esq., New York.—Dear Sir—My attention has lately been called to the affidavit of Israel Tucker, lately published in the Trenton papers, in which he swears that you made H. H. Day (through him) sundry large offers to compromise the law suits now pending between Mr. Day and Charles Goodyear. I must say that I think there is some mistake on the part of Mr. Tucker, for the reason that Mr. Day has several times requested me to use my influence with the rubber manufacturers to buy him out of the business, and I have as frequently tried to induce those parties to buy him out, but have always failed, not one of them being willing to pay Mr. Day one cent to relinquish the business. The last time Mr. Day applied to me for this purpose was just before the patent suit between him and Mr. Goodyear was expected to be tried in Boston. We met on board the steamboat, between Newark and New York, on the day the bridge over the Hackensack river was burned. In that conversation he was very particular to ask me to see the parties, and say to them that he would be very glad to sell out his whole interest in the rubber business, including all his machinery, all his patents, and his business stand in New York; would give bonds to leave the business, and not go into it again; would allow a judgment to be taken out against him, so that an injunction could at any time be taken to stop him, or any other person who should attempt to infringe upon the patents, and would also agree that his counsel should become the counsel of the other parties. I immediately called upon your Mr. Charles Ely, Mr. William Judson, Mr. John Greacen, Junr., Mr. John R. Ford, and Mr. Candee, and tried very hard to bring about a settlement. I first called upon you, and afterwards upon the others, but got but one answer from all the parties—"they would not pay Mr. Day one cent to leave the business to-morrow; if the patents were good they meant to sustain them; if not, the sooner they went down the better." Your answer was instantly given, that "you would not have anything to do with any compromise with Mr. Day, upon any terms whatever." It is for those reasons that I think Mr. Tucker was mistaken in his affidavit that you had made him large offers to settle this matter. In order that you and your associates might have a monopoly of the business. In haste. Yours truly,
J. N. BIRD.

ARRIVAL OF THE PACIFIC.

FOUR DAYS' LATER EUROPEAN NEWS.

Settlement of the French and Swiss Troubles.

THE DESIGNS OF RUSSIA ON THE EAST.

Terrible Conflict on Board the Packet Ship Queen of the West.

Another Official Avowal of Peace by Louis Napoleon.

THE BURMESE WAR AND AMERICAN LOSSES.

STATE OF THE MARKETS,

&c., &c., &c.

The American mail steamship Pacific, Capt. Nye, after an excellent passage across the Atlantic, of eleven days, arrived at this port yesterday. She sailed from Liverpool at two o'clock on Wednesday afternoon, the 10th inst.

The following are the—

NAMES OF THE PACIFIC'S PASSENGERS.

Mr Allen, G H Hughes, Capt Newton, John Cutting and lady, Mr Havens, F J Nugis and lady, D McInnis, J W Andrew, S Appleton, lady, and two children, Miss Appleton, Thos Armstrong, A W Niles, Wm Lindsay, S Sessuran, Mr Hawes, Mr Sanderman, F A Carrington, Mr Burge, Genl H Walbridge, Bowbet de Isury, P Schiesinger, Jas Henderson, Mr Biers and lady, W Hance, D W Murphy, M M Lyon, R Coward, Capt Mors, Thos David, Mr McMahin, Mr Brown, Wm Walton, C Westphall, M Elkam, Mast Whetham, J Ainley, T Johnson.

We are indebted to Mr. Wm. Wardrop, the purser, for late papers. We learn from him that the Pacific passed the Baltic, Capt. Comstock, hence for Liverpool, March 14, at 11.30 A. M., in lat. 49 09, lon. 30 13. The Baltic left New York at 2 o'clock P. M., on Saturday, the 6th instant.

The British mail steamship Canada, Capt. Long, hence, arrived at Liverpool at 10 o'clock, A. M., on the 8th inst., after a passage of 11 days and 22 hours.

We learn from Paris that a grand review was to have taken place in the Champ de Mars on the 20th inst., when it was expected a much stronger demonstration in favor of the establishment of the Empire would be made, than at the reviews at Sartory. The 20th was the anniversary of the entry of Napoleon into Paris, on his return from Elba. M. Billault is named President of the Legislative Corps. Four hundred and twenty-nine political prisoners were sent off on the 8th inst, to Havre, by the Rouen railway. Advices from Brussels announce that the treaty of Commerce and Navigation between England and Belgium had passed the Chamber of Representatives.

The Swiss papers announce that the difficulties between the French government and the Swiss Confederation have for the present been arranged.

The *Augsburg Gazette* of the 5th inst., says:—

The President of the French Republic has addressed to the Courts of Vienna, Berlin, and St. Petersburg fresh despatches relative to the policy which he intends to pursue. In those notes Louis Napoleon gives reiterated assurances of his pacific intentions, and expresses his hope that the peace of Europe will not be disturbed. He likewise hints that the French army will probably soon be reduced, if the internal state of the country will permit of it.

The Hon. W. Eden was appointed paid attache to the British Embassy at Washington, by Lord Granville, previous to his retiring from office.

Emigration from Bremen continued on a large scale. *On the 1st ult. alone three thousand individuals embarked for America.*

The *Austrian Lloyd's*, of Vienna, of the 1st, says:—

We are informed that Mazzini fancies himself in constant danger of being assassinated. Night and day he has four friends near his person for his protection. He is pale and haggard, eats little, and smokes from twenty to thirty segars a day.

A number of persons of bad reputation, and without any apparent means of existence, have recently been arrested at Madrid. It is estimated that there are about 20,000 persons of that description at the present time in that city.

It would appear that the disturbances in the Island of Sardinia were more serious than was at first believed, since we learn from the *Corriere Mercantile* of Genoa, of the 22d, that the Piedmontese government has ordered further reinforcementsto be sent there, besides that which sailed on the 1st.

M. Lafon, ex-representative of the people, had quitted Paris for Havre, where he intended embarking for New Orleans, with the intention of practicing medicine.

The *Rotterdam Courant* announces that an English engineer is at present in Holland for the purpose of choosing a favorable spot for the establishment of an electric telegraph between Harwich and Helvoetsluys.

A letter from Vienna states that the Austrian government is preparing to carry into execution two undertakings of high importance to the commercial and manufacturing interests—the improvement of the navigation of the Adige, and the construction of a railway from Botzen, in the Tyrol, to Verona.

Seven hundred German emigrants arrived on the 6th inst., at Havre, to embark for California.

A decree was published at Cassel on the 1st inst., authorizing the importation of corn into Electoral Hesse, free of duty.

Madame Sontag has been singing at Leipsic for £104 a night. She intends visiting the United States, accompanied by Thalberg. The Dresden correspondent of the *Literary Gazette* says that she was received with enthusiasm at Dresden. She was refused permission to sing in Berlin and St. Petersburg, the strict etiquette of these courts (at the latter of which Count Rossi once filled the post of ambassador,) recognizing no right in a woman who has once been received into their charmed circle, to resume a profession, honorable to herself, and rendered doubly so by the motives which have induced her again to engage in its arduous duties.

Lablache made his first appearance this season at the Italian Opera, Paris, on the 7th inst. The veteran singer met with an enthusiastic reception. The piece was "Il Barbiere," in which M'lle Cruvelli performed the part of Rosina, and Belleti, Figaro. Cruvelli was repeatedly applauded. The house was crowded in every part.

The Shelley Letters, published by Mr. Moxon, in London, are, it turns out, with but one or two exceptions, forgeries. It is proper to say at once that Mr. Moxon has been deceived, and as soon as he was convinced that he had been the innocent means of giving to the public a false article, he did his best to repair his mistake. He has suppressed the book, and has called in the copies delivered to the trade.

Our Liverpool Correspondence.

LIVERPOOL, March 10, 1852.

Terrible Mutiny and Conflict on Board the Packet Ship Queen of the West—The Mormons in Liverpool—Sale of the New Cunard Steamer Persia—Steamships Great Britain and Sarah Sands, &c.

The steamship Niagara, which carried out my communications of the 6th inst., had scarcely rounded the Rock Lighthouse, when a daring mutiny broke out on board the packet ship Queen of the West, of New York. The conflict between the crew, and the captain and his officers, was bloody in the extreme; fortunate it is that no life was lost, although at one period of the battle it was expected that many persons would have fallen a sacrifice in the sanguinary struggle.

To go into the details of this horrid affair would occupy more time and space than either you or I could spare. At the same time, a brief statement of the main facts will no doubt be acceptable to your readers.

The Queen of the West having refitted, and got all her cargo and passengers on board (you are aware that she had to put back into Cork, with loss of sails, &c., and came on to Liverpool to repair the damage she sustained), was hauled out of dock on Saturday forenoon. When brought to in the river, the captain, David Mors, went on board to muster his crew and passengers, so as to prepare for proceeding to sea. When he got on deck, one of the seamen, George Freeman, an American, went up to the captain, and demanded why only twenty-six of a crew had been engaged when the proper complement was thirty. Captain Mors replied that he had gone to sea with less, and that he, Freeman, could only do one man's work, at the same time telling him to go to his duty. Freeman began to manifest the rebellious nature of his disposition and the improper and reprehensible game he was about to play. He swore at the captain, used insulting language, opprobious epithets, and protested that he would neither work or go to sea until a proper complement of hands were on board. The captain, on seeing these manifestations, considered it time to stop such illegal conduct, and stepped up to Freeman with the view of placing him in arrest. This was the signal for the commencement of the affray. The crew gathered round the captain, and with belaying pins, handspikes, and every other imaginable sort of weapon they could get, beat him on all parts of the body, leaving him with a bloody proof of their indignation. The first mate observing what was going on, armed himself with a cutlass, and ran to defend his captain. He, too, was assailed, but the sight of "could steel" brought fear to the courageous hearts of the mutineers, and they fled on all sides of the deck from cuts of the mate's sword. Meantime, Captain Mors got up, ran to his cabin for a revolver pistol, and sallied forth to capture the ringleader of the mutiny. He made him his prisoner. But this was only the signal for another attack, more fierce and steady than before. The captain snapped his pistol; it missed fire; the crew then snatched it from him and threw it overboard. He next got the mate's sword, and sent him to get another; and with these they inflicted a severe chastisement upon the lawless and bloodthirsty crew. It was not until much blood had been shed on both sides that the crew were subdued. The police from Liverpool came off in a boat, and made prisoners of the chief rioters. They were examined before the magistrates the day before yesterday; and although defended by a barrister at law, were found guilty, and the ringleader condemned to pay a fine of £5, or go to jail for two months. Two others were fined £3, or six weeks' imprisonment; and the remainder to pay the costs, or suffer imprisonment for fourteen days. The names of the men are—Thomas Brown (Norwegian), James Black, James Fowler, George Freeman, William Perry Easton, Alexander Jack, John Drones, John Morton, and James Francis.

In taking a dispassionate view of this affair, we cannot refrain from saying that Capt. Mors, by his bravery and courage, saved a vast amount of bloodshed. Had he or his first mate faltered in their duty, they would have lost their lives; or, had they induced the passengers to aid them, more would have been lost. Taking everything into consideration—the fact of Freeman's pretence for not going to his work—his swearing he would not go to sea until what he deemed a fair complement of hands was on board, and the singular but significant circumstance that for twenty men, the only luggage found was one chest, and one bag, we are of opinion that it was a premeditated thing, and that they had determined to get clear of the ship before she went to sea, although they had been paid a month's wages in advance. The affair, as you may well suppose, caused great excitement.

The Queen of the West has sailed for New York, in charge of Capt. Hallett. Capt. Mors, I understand, goes out in the Pacific, to-day, with the view of joining a new ship at your city. Go where he may, he is a courageous chap, and his first mate is a regular "game cock," who would puzzle the legal acumen of an O'Connell to abate one iota of his direct examination.

A sect of religionists on your side of the Atlantic, called Mormonites, have been making a great figure of themselves in this, the good old town, and holding forth their sect as the pink of perfection in that virtue called "chastity." One of our Episcopal clergy has called these disciples of Orson Platt to account, and delivered "stunning" lectures against the creed and practices of your Great Salt Lake settlers. The lecturer, a rather clever man, but a Protestant bigot, astonished his auditors by the nasty doings of the Mormonites, and their "all-things-in-common" system. No discussion was permitted, so that many disciples of the new fangled system felt greatly chagrined that they could not edge in a word or two on behalf of the absent Prophet.

In these days of ocean steaming, and when every part of the world is competing with the other, any new movement must prove interesting to America, which now stands confessed the foremost in this important matter. I paid a visit to the Great Britain, now nearly ready to start for New York. She is a perfect palace, and Captain Matthews seems as bland and as courteous as ever. He expects to astonish you New Yorkers by making a ten day run across the Atlantic. By the way, the Sarah Sands, commanded by Capt. Thompson, is also to start on her old career between this and New York. I believe she has had a thorough overhaul, and will, it is said, run like a "racer" on her new career. Captain Thompson is an amiable man, and must be popular among passengers.

Talking of steamships, reminds me of mentioning that the Cunard Co. have also sold the Persia, so that Commodore Judkins is disappointed once more of whipping the Yankee boats which have distanced him so much. It is said that some defect was found in both the Arabia and the Persia; at least, that they would not beat the Arctic or the Pacific, and that it was better to work on with the present craft. I hear it said that they intend to build two large iron steamers for the service—that they are to be twenty feet longer than the Arabia or Persia, of 1500 horse power, and to be ready in December next.

Much energy prevails among the Manchester men, and the activity of former days is again apparent at the League Rooms, in Newall's Buildings. The cash flows in, enthusiasm prevails, and everything betokens a hearty opposition to the reversal of Sir Robert Peel's policy. The Chamber of Commerce there had agreed to petition the Queen on the subject.

No party has as yet been announced as a candidate for the representation of Liverpool. The tories are in a sad mess.

France.

THREATS AGAINST GEN. CAVAIGNAC—THE ORLEANS PROPERTY—TRADE IN FRANCE, ETC., ETC.

The accounts from Paris are not of much importance. The returns from the various constituencies are now known, with the single exception of Corsica, of which no doubt is entertained that it will elect candidates who are supporters of the present government. M. Billault is appointed President of the lower House.

Extensive modifications, it is said, are about to take place in the University, by which, among other changes, all the chairs of philosophy will be abolished.

The *Constitutionnel* affirms that the government has by no means exceeded its disposable means for the execution of the recently conceded railway lines, even including those of Cherbourg, and from Bordeaux to Toulouse, about to be conceded.

Regarding the election of Gen. Cavaignac, the *Siècle*, which is supposed to be the organ of this illustrious person, complains of the following insulting paragraph, which appears in the *Public*:—

It is affirmed that Gen. Cavaignac will only present himself to refuse taking the oath, and to protest against the constitution. Let him try it, then. Let him, if he will, descend from the rank of deputy, to take the part of an insurgent, and chastisement will not long be delayed. A government sprung from universal suffrage does not submit to rebellion, but it puts it down. It cannot suffer rebels, but strikes them.
Signed AMEDEE DE CESENA.

To menace a man with chastisement who saved his country, observes the *Siècle*, goes beyond imagination. It is quite enough to quote such language to leave the public to deal with it.

The *Patrie* also throws out a menace of a more general character:—

The only candidatures opposed to those of the government, and which have obtained a certain number of votes chiefly in Paris, are such as may be regarded as personifying the revolutionary assent. This is a grave symptom, and shows how much firmness and vigilance must still be exercised by the government of Louis Napoleon, in order to complete his work of social preservation.

Marshal Prince Jerome Bonaparte, President of the Senate, has just published a series of regulations relative to that body. The principal points have been borrowed from the regulations of the old legislative assemblies. It fixes the different duties of the grand referendary, the secretary, and other officers. No one can have an office under the Senate who is not a born or naturalized Frenchman, if he is not of age, or if he is more than seventy. The State managers are to be chosen in preference from superior officers on the retired list, who have been decorated, and for all the other posts officers of different ranks will also have the preference. It is said that most of the functionaries and inferior *employés* of the old Chamber of Peers have received appointments in the Senate. The budget of the Senate will not, it is thought, exceed that of the old Chamber of Peers.

The Prince de Ligne, whose recent mission to Berlin and Vienna has created so much interest, has arrived in Paris on a similar mission. He seems to have remained in Brussels only sufficiently long for consultation.

The decrees of confiscation of the Orleans property are meeting with opposition in a quarter which could hardly be expected. It appears that they have given great offence to some members of the Bonaparte family, who have some real or imaginary claims upon that property. Among others, the family of Joachim Murat, King of Naples, claim the palaces of the Elysée and Neuilly, which they say their father purchased from his own private resources. The Countess Pepoli, a daughter of the ex-king of Naples, and sister of the present Prince Lucien Murat, has just arrived in Paris, for the purpose of enforcing her claims. She approves highly of the confiscation decrees, in as far as they deprive the Princes of Orleans of the property; but declares that the President, in conferring it on the poor and the army, has exceeded his rights, and that in doing so he has spoliated his own family. Prince Lucien Murat is equally angry; but he is more guarded in giving expression to his wrath.

The new legislative corps being now on the eve of meeting, it becomes a matter of some interest to know what attitude it will probably assume with respect to the government. If we were to judge simply by the election returns, the government would have everything its own way. Of the 261 members of which the house is composed, every member, with the exception of four, has been designated by the government to the choice of the electors. The natural conclusion therefore is, that there will be no real opposition; that the one republican and three legitimate members will be lost in the crowd of adulators; and that the Assembly, as a body, will be as servile and as subservient as the most absolute of Presidents—as Louis Napoleon himself—could desire.

There is some indication that the trade of Paris, which has been so long in a deplorable state, is beginning to improve. The change has been from complete dulness to slight activity; but a change has taken place, and the tendency is for the better during the last three or four days. The reduction of the rate of discount by the Bank of France has, generally speaking, produced a very favorable impression in commercial circles. It is not only expected that the measure will give increased facility to the negotiating commercial paper, but that some portion of the unemployed capital of the trading classes hitherto vested in public securities when the price was low, will, now that the value of *rentes* has risen so considerably, withdraw it, and engage in more legitimate speculations. The accounts, too, from the manufacturing districts, are much less unfavorable than hitherto. Business, which had been dull at Rouen and Mulhouse, has become active, and some large sales had been effected. Advices from Lyons and St. Etienne state that, although no remarkable activity prevails there, yet that the manufacturers are doing a fair share of business, and silks are locking up. Accounts from the agricultural districts announce a further decline in the price of wheat in almost all the markets. The speculators, however, do not anticipate a further fall, as the demand for grain continues to be great from Prussia, in certain parts of which, it is said, the population are suffering from scarcity. The bakers buy but little flour, as they calculate on the supply in the stores, which exceeds 77,000 metrical quintals. The cattle markets continue to be well supplied, and beef and mutton bring fair prices. A considerable amount is transacted at the silk fairs in the departments of the Ardèche and the Drome. Ordinary silk, which rates from 64f. to 68f. the kilogramme, without discount, is less scarce than the finer quality, which it is difficult to procure, even by paying from 1f. to 2f. above the market price. The sales effected at the wine market at Beaujolais during the last week have been more limited in amount than previously. At Auxerre the wines of the last vintage have fallen in price. In Burgundy there is but little demand for wine, the Paris market being overstocked. There is a good deal doing in brandies; the Haut Armagnac is quoted at 42f. the hectolitre.

The Prussian mutineers (but several Swiss officers of the staff, who were in Paris, have received orders from their government to return home immediately.

Austria.

THE DESIGNS OF RUSSIA AND AUSTRIA ON THE EAST—AFFAIRS IN AUSTRIA—THE AMERICAN CHARGE IN VIENNA, ETC., ETC.

Our advices from Vienna are of the 3d instant. A letter of that date says:—

It is commonly believed here that the policy of the French President has so cleared the political horizon that the year 1852 will be comparatively barren in events of importance; but for reasons, which I am about to give, I cannot share this opinion. Although the Northern powers—Austria and Russia—view some of the measures of Louis Napoleon with dissatisfaction, they cannot but approve his general policy. Those in office here certainly speculate on a rupture between France and England, which would enable them to carry out their plans without molestation. I have recently had several opportunities of conversing with a highly intelligent German, who resides in the capital of one of the Danubian Principalities, and I now give you his opinions, in a condensed form:—"A war between France and England would inevitably lead to the accomplishment of the favorite plans of Russia and Austria. A simulated revolution in Moldavia and Wallachia, would *give the Russians an excuse for occupying those natural granaries, and such a quarrel might be picked with the Porte, as would render an advance upon Constantinople imperatively necessary.* I have repeatedly informed you that Austria has cast a longing eye on some of the Turkish provinces on the other side of the Save and Unna, and news from Bosnia, which will be found below, induces me to believe that Omar Pasha is fully aware of the impending danger. The sufferings of the "Rayahs" in Bosnia, are depicted in the strongest colors by the governmental organs of the Austrian press, and the sympathies of their Christian brethren on this side of the above-mentioned rivers are duly roused.

It is asserted here that this government will do all in its power to induce Louis Napoleon not to violate the Swiss territory; but I am strongly inclined to believe that Austria would be but too willing to lend him a helping hand in crushing the little republic. Prussia was not only wronged in the matter of Neufchatel, but her pride was deeply wounded. Will she be ungenerous enough to make common cause with her gigantic neighbor?

Things are not going on so favorably here as the friends of Austria could wish. The Hungarians and Italians remain true to their passive resistance system, and every now and then we hear of political offenders having been conveyed privately to the prisons of Vienna. Eight persons of distinction, who are said to be deeply compromised, were brought here from Galicia two or three nights ago, but the circumstance is known only to the few. The state of the finances is still extremely unsatisfactory, and is likely to continue so until a radical cure is undertaken.

The Austrian papers amuse their readers with the most contradictory reports respecting the representative of the United States. According to one paper, "Mr. McCurdy has received his passports;" according to another, "the Charge d' Affaires from the United States has not been requested to leave Vienna." The truth is, that the gentleman in question is quietly awaiting the result of the Chevalier Hulsemann's violent flare-up at Washington.

The information sent you in former letters, respecting the diplomatic relations between this country and the United States, has turned out to be correct. A coolness undoubtedly exists, but no rupture has taken place, nor is it likely to happen. In how far the despatches received last week, by a special messenger from Washington, have contributed to a better understanding, I am unable to say; but certain it is that the American charge d'affaires is still here, and there is no foundation whatever for the rumor circulated in the German papers, assigning to him the intention of leaving the capital in consequence of certain diplomatic differences. Mr. M'Curdy is the last man in the world to compromise the honor or dignity of his country, by a too rash procedure on the one hand, or a cringing sycophancy on the other.

Austria has addressed a circular despatch concerning the proposed German fleet. On this subject the lithographic *Correspondenz* dilates with evident self-complacency. "The efforts of Austria," it says, "were and are still directed to secure the existence of a North Sea fleet, for which end the North German Coast States had to unite and co-operate with the larger Central States. What the Austrian government strenuously opposes is the premature interruption of the negotiations on the subject, the refusal of the requisite expenses, and the obstacles raised to prevent the possibility of coming to a satisfactory solution of the question. No one will question the disinterested and patriotic motives of government in the matter, Austria having very little to gain from a fleet in the North Sea."

Belgium.

In the sitting of the Belgian Chamber, of the 5th, the Deputy Pierre, who had just arrived from Luxembourg, asked permission to state what he had observed on his journey. Pauperism and desolation had their attained to a degree unknown, even in Flanders at the worst epochs. The total loss of the potato crops, the high price of grain, and want of employment, were concurring to produce this desperate state of things. M. Pierre then asked what measures the government had taken or proposed to take to ameliorate the situation of the province. M. Rogier, the Minister of the Interior, said that he well knew the depth of the distress prevailing in Luxembourg, and had sent thither a superior employé of the administration to collect facts. Already he could see that the Budget of Public Works would not suffice to give employment to the working classes. He should probably ask a supplementary credit for this purpose. At the close of this discussion, the Chamber resolved itself into a secret committee to consider the treaty of navigation concluded with England. The treaty was adopted unanimously.

The *Observateur* says that MM. Odilon Barrot and Berryer will go to Brussels to defend the *Bulletin Français*. M. Montalembert has arrived in the Belgian capital.

Switzerland.

The government of the United States of America has resolved to accredit, for the first time, a permanent Charge d'Affaires to the Swiss Confederation. In Switzerland this act of a powerful government of decided non-intervention principles gives the liveliest satisfaction. The Federal Council has resolved to send to America a piece of granite from the valley of Hablern, near Interlacken, to form a part of the intended monument to Washington.

A letter from Vienna, of the 3d inst., says:—

I understand, from an excellent source, that the government of the United States is about sending a representative to the Swiss Confederation. This is an important step at the present crisis, as it shows a disposition on the part of America to espouse the creed of Kossuth, and intervene in the affairs of Europe.

Prussia.

A letter from Berlin, of March 5, says:—The important motions for altering the construction of the First Chamber were brought forward to-day in the Assembly. The Chamber consists at present entirely of members elected according to the octroyed charter of November, 1848, by voters having not less than £75 income. The revised charter of 1850, article 65, provides that the First Chamber shall be composed, on and after the 7th August, 1852, as follows:—

Of the royal princes; of the chiefs of the mediatised houses, and such hereditary peers as the King shall create; of peers for life, the number of whom shall not exceed one tenth of the hereditary members; of ninety members elected in elective districts, in each of which thirty persons paying the highest direct taxes shall have votes; of thirty persons elected by the town councils of the larger towns. The whole number of hereditary and life peers not to exceed that of the elected members—namely, 120.

This scheme no longer satisfied the reactionary party.

M. von Manteuffel said that as the government had not raised the present question, it might await the course and issue which the debate might take. The debate was proceeding.

Denmark.

Advices from Copenhagen of the 5th, represent the prorogation of the Chambers as a very probable event, the ministers meeting with considerable opposition from the advanced party, which has the majority there. The prorogation, it is said, will extend to next June, in which month the ministry intends to propose important modifications in the constitution.

Bosnia.

A Turkish military column, consisting of about 10,000 men, with four guns, has occupied the Banjaluka (the Austrians were defeated by the Turks here in 1737) district, and disarmed the Rayahs. Six battalions, under the command of a Pasha, are expected at Bihacs. A strong detachment of cavalry has occupied Novi. Every large town is garrisoned. It appears that a widely spread conspiracy, the object of which was to overthrow the government, has been brought to light. The following extracts from telegraphic despatches are not without interest:—

Every bridge, every ferry, is guarded. The boats on the river (the Unna) are destroyed, and every point of communication with Austria is occupied by strong Turkish pickets.

A few days since an Austrian ordinance prohibited the exportation of firearms and ammunition into Wallachia and Moldavia, and a similar edict in respect to Bosnia was repealed some months since.

Turkey.

The Holy Land question may now fairly be announced as settled. It is naturally wrapped in as much mystery as possible. Both the Porte and the French minister claim the victory as their own. It appears, however, that the basis of the arrangement is on the treaty of 1760, in which case it will excite a general discontent among the Christian subjects of the empire, and Russia will put forth the strength of her mighty influence to foment the feelings of dissatisfaction.

Greece.

A letter from Athens, 24th ult., in the *Cologne Gazette*, states that the Polish refugees, who had been expelled by order of the government, had embarked at the Piræus, some for Sardinia and others for Alexandria. On the following day the subject was brought forward by the opposition in the Greek Chamber of Deputies, and the ministry promised to lay before the Chamber documents showing that the expulsion was necessary.

Italy.

A telegraphic despatch, dated Verona, midnight, the 1st of March, announces the arrival of the Emperor in that city in perfect health. He was received in grand state by Marshal Radetzky, at the head of his staff. The terminus of the railroad was illuminated, and, notwithstanding the late hour of the night, there was an immense crowd assembled, who loudly cheered his Majesty.

The Burmese War.

AMERICAN LOSSES AND AMERICAN OPINIONS OF EASTERN TERRITORY, &c., &c.

The Achilles reached Bombay from Aden on the morning of the 23d of January. Actual hostilities have commenced between the powers that rule respectively in Ava and in Calcutta, or occasionally in a variety of places, ranging from Calcutta to Simlay. Broadsides of cannon balls and volleys of bullets have passed between Burmese stockades and British vessels of war; some hundreds of the enemy have been killed and wounded. Commodore Lambert has declared the rivers of Burmah to be in a state of blockade; all the foreigners in Rangoon, *including several Americans, abandoning, for the most part, their property, have sought refuge on board the British vessels in the river, except some fif