The Fine Arts.

THE BRYAN GALLERY OF PAINTINGS.

Some people, who, if we may be forgiven the rudeness of the expression, ought to know better, are fond of talking about the American school of art, and deploring what they are pleased to term the corrupting influence of foreign models. They would have American painters eschew all that has gone before them, and found a new school, as distinct from the Italian as from the French, as far removed from the Flemish as from the Spanish masters. They would pen them up in the narrow field of American history, and bid them invent some new device in coloring, some unheard of truths of light, to distinguish their works from all others. In the eyes of these critics, Rome, Madrid, Dresden, Antwerp, Paris, ought to be studiously avoided by aspirants to fame; they ought to look to their own fancy alone, for embellishment, and trust to their intuitive knowledge of art for excellence of tone and style. With all due deference to the exuberant patriotism of these "masters," we must be permitted to observe, that when art ceases to be universal, it ceases to be art. If you confine the *souffle devin* to a country or a city, it may be clever, ingenious, promising, but it can never rise to the dignity of art.

If our American painters are to attain an equal degree of eminence with the masters whose works have been the admiration of men of taste ever since the revival of art, they must carefully study those who have gone before them. They must penetrate the secret of Raphael's expression, of Reubens's freshness, of Titian's depth and warmth of color; and, combining so much of the excellence of all three as they can borrow, must constantly recollect that until they have achieved a near approach to these great men, originality is dangerous and unsafe. They must learn to copy successfully, before they can trust themselves to invent. What they have wanted hitherto is an opportunity of studying the works of the old masters, without a voyage which is beyond the means of most young artists.

Mr. Bryan is one of the first who has attempted to supply the deficiency. His collection is a living history of modern painting, and contains works by almost all the great masters. Ten years of an active life, many voyages, and we need hardly add, very considerable sums of money, have been expended in acquiring the two hundred and twenty or thirty paintings which fill the three rooms occupied by the gallery. Mr. Bryan's chief object appears to have been to procure at least one work of each eminent painter, commencing with the oldest Italians, whose remains testify alike to the natural talent of their authors, and to the infancy of art in their time, and terminating with the Vernets and one or two other living artists.

This must account for the presence of several of those old fashioned paintings on wood, that one sees in cloisters and mediæval chapels in Italy—a "Holy Family," with a couple of angels and a brace of bishops, by the Byzantine Cimabue, the Cadmus of painting, in all his native stiffness, and with but little of his power; a "Tournament," with knights in fancy costume, by his pupil Giotto; several works by his disciples; two by Simon Mennue, the friend of Petraoch, and the founder of art at Avignon; two by Taddeo Gaddi, whose reputation now chiefly rests on Vasari's praise of his frescoes—three by Stephano, or Giottino, whose deviations from the conventional rules of the period earned for him the epithet of the "Ape of Nature"—one distych, and half of another, by the wit Buffalmaco—a sketch by that Andrea del Castagno, who assassinated his friend Domenico, in order to be the sole possessor of the secret of painting in oil; and several other works of the thirteenth, fourteenth, and fifteenth centuries, which neither challenge notice on their own account, nor on that of their authors. In truth, accustomed as we are to venerate whatever bears the stamp of antiquity, we must, for once, give license to our tongue, and boldly pronounce the whole work of the Italian painters, antecedent to Perugino, unworthy of the humblest place in the temple of art. With the single exception of Giotto, in a few of his latest productions, all the Italian paintings of a prior date to 1500 are wretched in drawing, ill-conceived, and worse painted. The mechanical department of painting was rude and utterly inadequate. Artists were untrammelled by conventional rules equally foreign to nature and good taste. When an attempt was made by a rising genius like Stephano, to copy from the former, his independence made him the butt for sneers, and destroyed his business prospects. At a time, in fact, when a painter's bill contained separate items, for wood, colors, oil, and gilding, and when these vastly exceeded the sum allowed him for his handicraft, we cannot wonder that picture making was a mere trade, below the level of sign painting to-day. The peculiar object which Mr. Bryan had in view is, perhaps, a sufficient excuse for the presence of the unsightly remains of these ancient painters; but if his collection is to remain permanently in the country, we should be better pleased if these and the works of the contemporaneous Flemish artists were consigned to a separate chamber, instead of being thrust upon the view of the admirers of the genuine masters.

To pass on to something more worthy of attention—Mr. Bryan has a large work, by the first of the long series of Italian painters, Perugino. It is one of those curious assemblages of the infant Jesus, his mother, saints and angels, which, by a special license enjoyed by the painters of olden time, regardless of anachronism, were deemed an appropriate theme for the pencil and the brush. Though far from ranking with Perugino's greater works, such as those possessed by the galleries at Florence, Bologna and Rome, there is enough in the expression of the countenance of the Babe, to reveal the genius of its author. His pupil is less fortunate. The fantastic picture entitled "The Birth and Resurrection of Christ," is either spurious, or one of Raphael's early and least valued pieces. We incline to the latter belief, and regret that our common-sense habits of appreciation will not permit us to applaud a great name when the work itself does not justify eulogy. The copy of Raphael's "Madonna and Bambino," (No. 26), was probably made by one of his pupils, and is a work of far greater merit. American painters would learn much by studying the outline of the features, and the expression thrown into the eyes of the Virgin. Nor can we allow Sassoferrato's copy of the "Dance of Cupids," a pretty little picture, with very little that is Raphaelic about it, to pass without commendation. The Bryan gallery contains nothing of Giulio Romano, or Perino; but we ought, perhaps, to class with the school of Raphael, a painting representing a "Procession with Banners," by the Milanese Gaudenzio Ferrari, who, as is known, owed his eminence to the example of his early master, Raphael. We must admit that the attitudes and drapery of the figures leave much to be desired; there is a stiffness about all Gaudenzio's works, which betrays the fatal influence of the Perugino school, but the countenances of the knights are well executed, and do justice to the artist's fame.

The Venetians are represented, first, by a couple of excellent pieces by Giorgione; one, a "Holy Family," reminding us not a little of Raphael's conventional model of angelic beauty; the other, a very remarkable portrait of a "Peasant," which explains how nearly Giorgione approached to Titian. A singular painting, called a "Concert," in the catalogue, and representing a female reclining, *en dishabille*, beside some men better protected against the weather, is supposed to be a copy of Giorgione; but we see little to justify the supposition. If the "Holy Family," numbered thirty-three, had been credited to Poussin instead of Titian, we should have felt less surprise, for it approximates more closely to the style of the former than the latter. There is in it none of Titian's warmth of color, or his energy of design, but a close analogy to Poussin's bright hues, with a large proportion of that blue for which he was famous. It has, besides, a freshness about it which casts grave doubts on its authenticity. The gallery, we regret to say, contains nothing of Paul Veronese.

Leonard da Vinci is represented by a couple of "St. Johns," one of which is in his softest, most delicate manner, and bears traces of that pathos which has raised him to a level with Raphael. His example, if not his hand, may also be perceived in the "Virgin and Child," by his pupil, Luini. Judging from the outline, it might readily be ascribed to the master instead of the disciple. Another painter, who, in our estimation, cannot be too highly extolled for the grace and beauty of his faces, and the exquisite finish of his details, Corregio, has furnished a very good sketch, and an excellent painting, to Mr. Bryan's gallery. The first purports to be the original sketch of that admirable "Saint Jerome" for which Corregio was paid forty-seven sequins, (about $105) and which the Duke of Parma tried in vain to ransom from the French, at the enormous price of $200,000. It is indeed an exquisite work of art. The expression is tenderly soft, as Corregio alone could paint it, and is only equalled by the womanly face of the Virgin in the other painting to which we have alluded. Andrea del Sarto is less fortunate. We have only a "Virgin and Child" of his, and it is certainly unworthy of his fame. It is cold in color, and the expression of the countenance of the infant and the angels is positively silly. An "Adoration" of his school is also deficient in intensity of tone, but possesses higher merits as a composition. His disciple, Sebastiano del Piombo, has contributed a painting of "Christ Shown by Pilate to the Jews," which, though obnoxious to criticism, on the score of the costume, is probably the best representative of the Florentine school in the gallery.

As samples of the Bolognese school, we have a couple of paintings by Annibale Carraccio, representing the infant Jesus in the arms of his reputed father and mother. Both are vigorous in design and carefully painted, but wanting in elevation. The "Ascension of St. Paul," by Dominiquina, is softer in tone than most of the compositions of that master, and unites most of his great qualities. To compensate us for the absence of Guido and Guerschine, Mr. Bryan offers us an anonymous "Magdalene in a Trance," which is a fair imitation of the bright coloring of the former, with no inconsiderable share of the power of the latter. It is undoubtedly a work of high merit. The celebrated Artemisia Gentileschi, whose "Judith" has been the admiration of every connoisseur, figures in the Bryan gallery, as the authoress of a "Christ Reasoning with the Doctors." Though her Christ possesses none of the attributes of divinity, the grouping is very artistic, and the painting might be ascribed to Dominiquina without injury to his fame.

Our nearest approach to Michael Angelo is a portrait by his imitator, Agnolo Bronzino, which is marked by his master's hardness of outline, without his energy or expression. Salvator Rosa, as the sole representative of the Neapolitan school, has a very fair landscape, with his usual overhanging cliffs and rugged outline: the figures are unworthy of the scene and the author.

We cannot understand how Rubens' countryman, the celebrated Subtermans, came to be classed among the Italians. His residence at Florence did not surely naturalize him? However this be, his portrait of Galileo Galilei is well worthy of him—probably the best in the gallery. It unites, in the most perfect manner, the nobleness which Subtermans always found means to imprint on his portraits, with the most scrupulous finish and accuracy of detail.

Velasques and Sebastian Llanos y Valdes would convey but an inadequate idea of the Spanish schools, were they alone in the gallery. The landscape which is attributed to the former is, in all probability, an original, but by no means a masterpiece. Fortunately, Murillo, by far the greatest among the Spaniards, saves the credit of the country. His "Adoration by the Magii" is as fresh and as life-like as any of his paintings in the Louvre or the Escurial; and the deep, intense feeling with which the "Vision of St. Francis" is portrayed, has been attained by few besides himself. How Mr. Bryan can reconcile his conscience to classing the "Aderation of the Shepherds," from Marshal Soult's Gallery, as a Murillo, we are utterly at a loss to imagine. If it be an original, it shows how great painters are often unlike themselves.

Speculations in Europe.—The Revival of Joint Stock Enterprises.

[From the London News, Oct. 19.]

We have on several occasions drawn attention to symptoms of the money market, indicative of a revival of joint-stock enterprise, and within the last few weeks a further developement of this spirit has taken place to an extent which deserves especial notice, as it already forms the subject of conversation in commercial and monetary circles. As far as can be ascertained it appears a fair estimate to fix the total amount of capital required by the new projects that have made their appearance since the autumn of last year at about £30,000,000 sterling ($150,000,000), excluding, however, from this list such schemes as may be presumed to have proved abortive, from their never having been heard of in the market beyond the mere issue of prospectuses and a little agitation in the way of advertizing. It appears to be conceded on all hands that joint stock speculation, considering the great inducements held out, has up to this time been extraordinarily quiescent, and that the capital required for these new enterprises is as yet a mere trifle, compared with the capabilities of our money market. Yet, at the same time, cautious men of business are beginning to observe that these new projects are coming out very fast, and to counsel moderation. It is obvious, however, that to attempt to form an estimate of the amount of capital removed from the market merely by throwing together the sums required by new companies, and then striking a total, would lead to very inaccurate conclusions; as on the introduction of a new scheme, to require a certain amount of capital is one thing, but to obtain it is another. Indeed, it would be somewhat difficult to point out a dozen of these new associations that have really obtained the entire sum required, or that have even secured from *bona fide* applicants the entire of the first instalment, where the calls are spread over a period of time. A few of the French railway companies that have secured a government guarantee, two or three of the gold mining companies that first made their appearance, and sundry of the banks and railways lately started stand, in all probability, in this enviable catalogue, but in the majority of instances the case is far otherwise. It is within our knowledge, for instance, that more than one of the gold mining companies, the announcements of which were so publicly paraded, actually did not obtain a fifth, nor even a tithe of the nominal amount of their capital. The nominal capital of all the gold mining companies for California, Australia, and New Granada that have been started since the Agua Fria Company took the lead last autumn, including only those that have taken their place on the official list of the Stock Exchange, is £2,160,000. By a rule of the house, no company can obtain a settlement in its shares unless it has at least two-thirds of its capital subscribed for, but it is well known that a settlement has in several cases been secured without this proportion having been by any means raised—in other words, by the adoption of various subterfuges familiar to the promoters of joint stock schemes, who have found the means of making a goodly show of subscribed capital at the banker's. If we reduce our estimates of the money raised by these companies to £1,500,000, we shall probably be nearly correct, but even of this sum a considerable portion has been raised abroad, as in the cases of the Nouveau Monde and other companies. There are in addition several gold mining associations, Californian and Australian, which have not yet taken their place in the official list, owing to their not having obtained the requisite amount of capital and for other reasons. Making due allowance for the sums raised by these latter, it may still be fairly asserted that the entire capital taken off the market by the gold mining mania, as it was termed, was considerably under two millions sterling—a result that our readers would probably have scarcely anticipated after the prominence that has been given to their issue and announcements during the last twelve months. There can be, in fact, no more conclusive proof of the distaste of the public to speculation up to the present period than the reception accorded to these gold mining enterprises. Immediately after the first novelty of their issue had passed off, the premiums vanished with surprising celerity, and if we take the present market value of the entire capital embarked in this branch of adventure, we find that it is now actually at a heavy depreciation. And we hear it generally observed that the speculative movement has so far been mainly confined to a comparatively small number of persons, the general public having taken little interest in it.

According to the best information we can obtain, it appears very improbable that the sum actually raised for the whole of the new undertakings amounts in the aggregate to anything like thirty millions, a consideration that will go far to calm any feeling of anxiety that may have been engendered. On looking at the class of undertakings that have presumably engaged public favor and support, we are at once struck with the variety of objects contemplated. The cry is not, as on former occasions, in favor exclusively of either foreign mines, foreign loans, or home or foreign railways: on the contrary, the associations are of an extremely heterogeneous character, embracing every variety of conveyance companies, such as railways, steamboats, and even cabs and omnibuses; projects for docks, banks, telegraphs, mines, breweries, emigration, insurance, canals, reclamation of land, improved candles, improved fuel, roads, cutting and preserving timber, improved light, chemical, and other manures, smelting works, stone quarrying, engineering improvements, besides a variety of other schemes too numerous to mention, comprising even a Crystal Palace and an Opera Association. There has also been a sprinkling of foreign loans, but they have all been of small amount, and, with the single exception of the Austrian, have proved so signally successful, that it needs no prophetic capacity to foretell that we shall have many similar applications. As regards the future tendency of speculation, there is an evident bias in favor of foreign railways. At home our iron net work system has been very extensively carried out, and the example is at length being actively followed by various States both of the old and new world, the governments of which are alive to the importance of encouraging railway enterprise, even with liberal guarantees of interest. Thus France and the United States have already secured the assistance of English capitalists to a considerable extent, and many other States are following in their wake. Portugal, Spain, Norway, Russia, Brazil, Peru, Switzerland, Canada, Sweden, Denmark, Sardinia, Naples, Holland, Belgium, the Roman States, and even Turkey, are understood to be looking to our market for the means of improving their system of communication, and the list of States that are also bestirring themselves in the same sense, but in a less degree, would be still more lengthy. When a foreign line is introduced into this market with good traffic prospects, and a fair dividend guaranteed by a solvent government, there can be little doubt of the capital being obtained under present circumstances at least, but although the investment may be good, and tending directly to the encouragement of our own country, by promoting that of other States, besides giving a stimulus to our iron trade, it is still in connection with these foreign undertakings that apprehension is chiefly entertained. It must be borne in mind that if, as in our former experience, an inordinate amount of capital is sunk in earthwork and stone and brickwork at home, the money is, in fact, turning in a circle, the laboring classes, and many branches of our trade and manufactures, reaping a sensible direct benefit, whereas when our capital is despatched abroad, these accompanying benefits are experienced in a minor degree only, while the prejudicial effect on our money market and trade is greatly increased. Under these circumstances, and in view of the numerous undertakings of a miscellaneous character that are being projected in connection with the United Kingdom and the colonies, looking also to the fact that our home railway enterprise, as might have been anticipated, is reviving, it may be doing good service to suggest caution in connection with the applications for money preferred by foreign States, either for railway or other purposes. Unless this caution is observed, we may certainly look forward to a period, by no means distant, when our money market, and as an inevitable consequence our trade and every class of the population, will sensibly suffer. The progress of enterprise is at present watched with great interest by those best able to read the money market, and the whole subject is one deserving of peculiar attention.

PROBABLE MURDER.—A man named Daniel Burke was severely and we believe fatally wounded on Monday evening, by another named Cornelius Crowley, at the corner of East and Grand streets. There had been a quarrel between the parties, and Crowley ordered Burke out of the house; when he reached the door step the altercation was continued, and Crowley struck Burke on the head with an axe, breaking his skull by the blow. Burke lived through the night, but, we are informed, died yesterday morning. Crowley says that Burke insulted him and his wife's sister, and therefore his attack. He has been arrested and lodged in jail.—*New Haven Courier, Nov. 3.*

The Tehuantepec Grant.

DALTON, GA., Oct. 22, 1852.

TO THE EDITOR OF THE HERALD.

I have just received a slip from a recent number of your paper, (date not given), containing a communication, under the *nom de plume* of Chivela, commenting on my letter in relation to the Garay Grant and Tehuantepec treaty, which appeared in the HERALD of the 5th inst.

Chivela undertakes to answer my argument, by charging that I have "wantonly and designedly falsified the fact," in stating that "a document, communicated by the President of Mexico to the President of the United States—constituting an important part of the correspondence, and indispensable to a right understanding of the issues between the two governments—was suppressed in the communication from the Department of State to the Senate."

Chivela says:—"Now I protest that there was nothing—nothing whatever—in the possession of the State Department, relating to the articles as above cited, which was suppressed from the Senate. But the numerous suppressions at that department, of which he has endeavored to induce the belief, consist in the single extract from Arista's letter to President Fillmore, which is as follows:—'The true history of this affair, traced from the fountain head and supported by authentic documents, you will find in the accompanying report from the Minister of Relations, the perusal of which I recommend to the enlightened wisdom and probity of your Excellency. In it you will find everything—absolutely everything—for none of the facts have been left out or even exaggerated. The truth appears in all its simplicity and nakedness, every page bearing evidence that, if there is any cause of complaint, Mexico, who has been the victim of every kind of outrage offensive to her character and derogatory to her rights, alone has the right to complain. I repeat that I recommend its perusal to the important consideration of the first magistrate of the nation, whose duty it is to decide irrevocably concerning the preservation of friendship with Mexico, so that by reading it, without bias or prejudice, he shall say, on closing the last page, whether his convictions remain unchanged. We are both of us accountable to God and to the world for the use we make of the power entrusted to our hands.'

"Immediately following this extract, Mr. Green says:—'I cannot characterise this whole transaction more strongly than by simply referring to the fact, that this document, thus communicated to Mr. Fillmore by the President of Mexico—constituting so important a part of the correspondence and indispensable to a right understanding of the issues between the two governments, was suppressed in the communication from the Department of State to the Senate.'

"Now, Mr. Editor, what will be thought of a man who has so wantonly falsified a fact, (and, too, with the proper documents before him to correct himself, as he certainly had, for he made another quotation from the same document,) when I mention the fact that President Arista's letter and the extract quoted were not suppressed, but were sent, with all the rest of the correspondence between the two governments by President Fillmore to the Senate?—the truth of which can be ascertained by referring to any one of the Senate committee, who had the matter under consideration, or by reference to Ex. Doc., No. 97, page 159, and from the extract quoted from the same communication, page 161.'"

I have quoted Chivela's language in full, and at the risk of being tedious, and now reply to him—not because I doubt that the intelligence of every reader of your paper will suffice, without my assistance, to detect the shallow artifice by which Chivela seeks to misrepresent me—but because I desire to call the attention of the people of the United States to the system of deception and misrepresentation of which President Arista complains, in his letter to President Fillmore, and by which those whom Garay has enlisted in his service are seeking to mislead the people of the United States into a disreputable and iniquitous war upon Mexico, for the purpose of forcing her to submit to the unjust claims of Garay—himself a Mexican citizen. The Lobos affair, and the private letter from the Secretary of State to Captain Jewett, was bad enough. But that was intended to promote an American speculation. Let not the people of the United States make war on a weak neighbor like Mexico, nor compromit their honor and interests to aid a Mexican in his speculations on his own country!

The most careless reader will observe that Chivela seeks to induce a belief that I said that Arista's letter to President Fillmore was suppressed, and then endeavors to convict me of wanton falsehood, by showing that I had myself quoted an extract from that letter, which is given in Ex. Doc., No. 97, of last session, page 159.

I did not say that Arista's letter was suppressed; but I did say, and now repeat, that an important document, communicated by President Arista to President Fillmore, to wit: the report of the Minister of Relations, made by Arista part and parcel of his correspondence with Mr. Fillmore, was suppressed. I call the attention of every honest and right-minded citizen of the United States to the language of President Arista, above quoted—to the earnestness with which he repeats his request that that document, containing "the true history of that (Garay) affair, traced down from its fountain head, and supported by authentic documents," should receive the "important consideration of the first magistrate of the nation, whose duty it is to decide irrevocably concerning the preservation of friendship with Mexico;" and I ask, why was this document withheld from the Senate and people of the United States?

When I first read President Arista's letter, referring in such terms to the report of the Minister of Relations, I examined Ex. Doc. No. 97 carefully, and not finding the Minister's report therein, I applied to the Secretary of the Senate, and to the clerk in charge of the document room, for it, and was much surprised to learn that the Ex. Doc. No. 97 contained all that had been communicated to the Senate on the subject. I then applied to the Mexican Legation and obtained a copy of the Minister's report, published, I believe, by the Mexican Consul at New York; and I have since learned, on what I believe to be reliable authority, that this suppression of material documents—no new trick at the State Department under the present *régime*—was made the subject of complaint and remonstrance by the Mexican Minister.

I wish here to remark, that I do not attribute this suppression of documents to Mr. Fillmore. It is impossible for him to read or examine all the documents which pass through his hands, and I confidently hope that when his attention is called to this subject, he will relieve himself of the responsibility by causing the suppressed document to be sent to the Senate immediately on its re-assembling.

As to Chivela, I cannot stoop to bandy charges of falsehood with him, nor would I notice his communication, but that I desire to excite inquiry, that the people of the United States may find out the truth. This they will find in the suppressed report of the Mexican Minister of Relations, which discusses all the points which Chivela charges me with having suppressed, and shows conclusively that, in the language of President Arista, "if there is any cause of complaint, Mexico, who has been the victim of every kind of outrage offensive to her character and derogatory of her rights, alone has the right to complain.

Chivela says that the Garay grant, having been recognized by the Mexican government as valid while in the hands of the British, "was purchased by Americans from the British holders, and afterwards declared invalid by Mexico."

This assertion has been frequently made by the *employées* of Garay, by way of appeal to the prejudices and passions of the American people. It is uncandid and untrue, of a piece with the rest of Chivela's statement, to which the author might well be ashamed to affix his own name.

His purpose in reproducing this mis-statement is to produce an impression that the Mexican government was willing to grant to the British what it was unwilling to concede to the United States. The reverse of this is the truth.

The suppressed report of the Minister of Relations proves, by "authentic documents," that the Garay grant, originally invalid, was forfeited by the grantee's failure to fulfil its conditions; and having been thus forfeited, was subsequently, by a collusive and feigned transfer, assigned to the British Consul-General in Mexico, in the hope that the power of the British government would intimidate Mexico into submission to Garay's pretended claims; and that as soon as the Mexican government was informed of this pretended transfer to British subjects, it refused to recognise it, and publicly declared the grant extinct and void. Then, and not till then, (the British Consul-General announce to Mr the dis- British government having shrunk from the scheme of honor of becoming an accomplice in the enter- intimidation) that "the headquarters United States." prise had been transferred to this transfer was not And it is worthy of note that *fide* sale, but by a power made by purchase and Mexican citizen, accompanied of attorney, to an American, subjecting him expressly by a letter of instructions to the orders and control of in all his operations not the documents now with me, Garay. I ... present to comment on this feature of nor time, but I invite the attention of the curious the affair transfers, as given in Ex. Doc., No. 97, and to commend them, as curiosities of law and diplomacy, to the careful perusal of the Committee of Foreign Relations.

In conclusion, I repeat, that it was not after, but before, the pretended transfer of head quarters to the United States, and while British subjects were claiming the so-called Garay grant, that Mexico declared it invalid and extinct.

I will add but one word. The complaint against Mexico is, that she refuses to make a treaty recognizing and confirming the pretended grant to Garay. If the grant be valid, why does Garay want a treaty to confirm it? It is either a valid grant or it is not. If it be valid, it requires no treaty to make it good; and the fact that such extraordinary efforts have been made, by intimidation and otherwise, to obtain from Mexico a treaty confirming the grant, is an admission, on the part of Garay and his associates, that it is not now, and never has been, a valid grant.

Your obedient servant,

BEN. E. GREEN.

Admission and Promotion in the Navy.

TO THE EDITOR OF THE HERALD.

The public press of the country has for some time past been pointing out the existing evils in the navy, and it is now generally admitted on every hand that something must soon be done to renovate and raise it to its original and high standard. But as yet no thorough reform has been proposed, or, at least, decided upon, that is likely to be agreeable to the majority. We ask the question; why not apply the same system of admission and promotion as is now applied, with such manifest advantage, to the engineer corps of the navy? It will certainly not be denied by any competent to judge, but that the corps of naval engineers has grown at an unprecedented rate, in ability, intelligence and usefulness, since the present system of examinations was adopted. This corps is comparatively new in organization, having only been authorized by Congress in August, 1842. At that date, neither the rapid increase of steamers, nor an enlarged sphere of duties for the naval engineers, such as has since taken place, were contemplated, and the organization was accordingly made alike with other corps of the navy. Three years had but elapsed before it became absolutely necessary to re-organize the corps on a different basis, *i. e.:* establish a system of admission and promotion by merit. Accordingly, the first Board of Chief Engineers was convened at Washington City, in July, 1845, for that purpose, before whom all the engineers then in the navy were ordered, and their respective merits ascertained. As might have been supposed, many of these in the higher grades, (as now exist in other corps in the navy,) were found incompetent for the lower grades. They were, of course, passed according to their ability.

Since that period no person has been admitted or promoted into the engineer corps of the navy until pronounced qualified by a board convened by the Secretary of the Navy for that purpose.

The corps is divided into four grades, and not only before admission to the lowest, but before promotion afterward to each higher grade, the candidate must pass a rigid and scrutinizing examination, extending not only to his professional attainments, but to his moral and social character and general aptitude for and energy in business. There are thus four examinations to be passed at stated intervals, each exceeding the other in stringency, and with the important advantage of having the character and ability of the candidate understood from the experience of his service in the grade from which he is to be promoted. Further, by this system of examinations for each grade, the corps is purged of all members unfitted, either morally or professionally, for the discharge of its duties, because any candidate, whatever be the grade he may have attained, if he fail to pass for the next grade, is dismissed from the service, and his place filled by the next best qualified. An engineer may thus have been in the service for many years, and discharged all the duties of the lower grades with credit, but on failing to pass for the highest he is dismissed. As in each general examination, the standard of qualifications is greatly raised, it will therefore be seen that it is impossible for an engineer of the navy to remain stationary; he must advance and keep pace with the progress of the arts and sciences, as applied to his profession, or he must leave the corps. Hence, in this system there is the widest field for competition; for promotion taking place as it does according to merit, as determined by the examinations, one examination may reverse the relative standing of members of the same grade from what was established by the preceding examination; thus, talent is left continually untrammelled to strive for a still higher elevation.

Any person desiring to enter the engineer corps of the navy, between the ages of 18 and 25, has only to send his name and address to the Secretary of the Navy, when it is placed upon the list, and at the next examination for admission he receives permission to present himself before the Board of Examiners, composed of chief engineers of the navy, who, having attained that grade after the laborious and progressive climbing through the inferior grades, are naturally disposed to guard it with jealousy.

It will thus be seen that the composition of the engineer corps is eminently republican, the field being alike open to the sons of the blacksmith and senator, no influence of any kind being required to get permission to be examined, and when once before the examining board, the fate of the candidate is determined purely on his merit.

Although but seven years has elapsed since the engineer corps was organized on its present basis, the members have already entered upon a wide and very responsible range of duties, combining all of the theory and practice known in the extensively ramified arts and sciences, making up a thorough knowledge of the principles and practice of marine steam engineering and steam navigation; a knowledge which—it is believed it will not be contested by any competent to judge—demands quite as much natural ability, united with as deep study, and long practice, as are required for any profession. The engineers of the navy now decide upon and design the various complex machinery for the war steamers, furnishing first the working drawings, in the most complete detail, then superintend and direct their manufacture at the various establishments, afterwards its erection on board the vessels—finally, they operate this machinery at sea. The machinery so designed and superintended is sometimes of the largest, most complicated, and costly description, frequently amounting, in first class steamships, to hundreds of thousands of dollars; and at the various establishments where it is constructed, the naval engineers are the sole guardians of the public interest, where the expenditures constitute a formidable fraction of the naval appropriations. The amounts and kinds of labor done are determined by and paid for wholly on their certificates. Again, after this costly and complex machinery is erected on board the steamship, its preservation and judicious management rests alone with the engineers; on them depends not only the effective operation of the machinery, but the safety of the vessel and all embarked in it; hence it is an obvious fact, that on board a steamship the steam machinery must necessarily be the important and essential feature, to which all others are subordinate; and as a necessary corollary to this, it follows, that the services of those who control it are the most valuable, and their responsibilities the greatest.

There is a strong probability, which will scarcely be contested by any who have bestowed the proper reflection on the subject, that in twenty years hence there will be no naval vessel unpropelled, in whole or in part, by steam or other gases. The introduction of motive power for all marine war purposes will be compelled by necessity and the pressure of circumstances. When this change shall be made, which is now in rapid progress, the engineer officers will be as numerous, and their duties as important, as an aggregate to the whole navy, as all the officers in it. In consideration of these facts, we have no hesitation in saying that the same system of admission and promotion should at once be applied to the sea officers of the navy. Let a board of twenty officers be selected from the grades of captain, commander and lieutenant, and those of known ability, and the whole of these grades, together with the passed midshipmen, undergo a rigid and searching examination, not only into their professional qualifications, but their social grades character; and if captains are found unfit for tains or commanders, let them go down case in the which they are fit to fill, and no officer in any service, let them go out, has been pronounced engineer corps; and there board of examiners; then grade be promoted up more of the imbecility and qualified by a competent officers. we shall hear no inefficiency of

... FIRE IN PHILADELPHIA.—Between ... three o'clock this morning, a destructive fire two ... on the south side of Second street, below Little ... street. It broke out in the back shop of Messrs. Schurman & Hymas, manufacturers of fancy chairs. ... origin is believed to have been the result of design, as several previous attempts had been made to fire the place. The flames spread to and involved the rear and upper portions of the old frame and rough-cast buildings, Nos. 177, 179, and 181 fronting on Second street. These buildings are among the oldest in Philadelphia, and connected with some of them are interesting Revolutionary and other reminiscences. In No. 177 was the Loxley Hall Clothing Store of the Messrs. Harvey, and the windsor chair manufactory of Mr. Gray. The goods of the former were rescued, and the loss sustained by the latter was nearly covered by insurance. Messrs. Schurman & Hymas occupied No. 179. Their loss over and above their insurance will be about $500. Both the properties, No. 177 and 179 belong to Mr. Bennet, of the Tower Hall clothing establishment, Market street, and are insured. The lower part of No. 181 was in the occupancy of Jenkins & Co., clothiers, and the upper portion was occupied by Costello & Co., chairmakers. The books and stock of Messrs. Jenkins & Co. were saved. Costello & Co. were severe sufferers. A cabinet maker and carpenter were also among the sufferers. Some of the adjoining properties were in danger, but the strenuous efforts of the firemen, aided by the rain, preserved them. The building No. 181 was owned by the Misses Pringle, three ladies of Pine street. The property was not insured.—*Philadelphia Bulletin, Nov. 2.*

FLORIDA LEGISLATURE.—The Legislature is strongly democratic. The Senate stands 12 democrats to 7 whigs; House, 26 democrats, 14 whigs. Majority on joint ballot 17. Two years ago, the democratic majority on joint ballot was three. Democratic gain in two years of fourteen members.

The Electric Telegraph in India.

[From the Ceylon Journal.]

The miserable parsimony to which its advocates append and thereby prostitute the name of economy, is showing itself in various ways in every act of our legislation. Its spirit breaks out in all our council debates, and every measure is valued as it can be made to show that by it money is spared; its effect as stimulating the sources of wealth are lost sight of altogether.

When these principles govern the proceedings of the people and their rulers, the advocate of expenditure can scarcely expect to be listened to; but as it has happened before to-day, that truth though it may be apparently confuted or overlooked is truth still, and will eventually receive recognition, there is encouragement to the ungracious task of opposing erroneous opinions which appear to be entertained by a majority.

The East India Company's government has been condemned for the small portion of its revenue which it returns to the taxpayers in the form of internal improvements, in comparison to the large amount expended on its army and in carrying out its plan of territorial aggrandizement. In this respect, speaking by comparison, the Ceylon government has done far greater justice to its subjects, and gladly do we witness to the circumstance that it is a recognized article of the political faith of this government, and not an occasional boon wrung from a closed hand. But whilst public opinion there, as far as it can gain expression, desires to open the hand, here it exerts itself to keep it closed, seeking to diminish the supply down to that point where economy ceases and parsimony begins.

A late number of the *Friend of India* reminds us, by description, of an invention, the adoption of which is beginning to be nearly universal, and has already received the patronage of that slow government, the Directors of the East India Company—we mean the electric telegraph. Our readers are well aware, from former extracts, that the electric telegraph has been laid down, and now works satisfactorily between Calcutta and Kedgeree, a distance of seventy-one miles, besides another branch line of eleven miles from Bishlopore to Moyapore. India is indebted to Dr. O'Shaughnessy for introducing this wonderful and wonderfully useful invention. And well may the *Friend* say, that:—"Since the despatch of Clive, after the battle of Plassey, announcing the conquest of the three soubahs, which was the foundation stone of British power in the East, no document, equal in interest or importance has equalled the report presented to the Bengal government announcing the completion and successful operation of the telegraph from Calcutta to Kedgeree."

The result of the experiment has been, that Lord Dalhousie has adopted the bold and judicious plan of deputing Dr. O'Shaughnessy to England to lay the statement before the public authorities, and, in the text of the *Friend*, to submit to them his proposal for the establishment of the telegraph throughout the country. In order to connect the various cities of India by a series of electric telegraphs, so that communication may be held between places the most remote from each other, in a few hours, we appear to require the following distinct lines:—Calcutta to Agra, 800 miles; Agra to Simlah, 300 miles; Simlah to Lahore, 380 miles; Agra to Bombay, 750 miles; Bombay to Madras via Hydrabad, 830 miles; Calcutta to Moulmein via Chittagong and Sandaway, across Pegu, 940 miles; 8,800 miles. Say 4,000 miles, at 550 rs. the mile, or 22 lakhs of rupees, to which if we add three lakhs for river crossings and contingencies, we shall have a total outlay of a quarter of a million sterling for the most important and the most magnificent undertaking that was ever contemplated in Asia from the flood to the present time. The cost of working the line is calculated at 500 rs. a month for each station, of which it is proposed to place one on an average at the distance of a hundred miles. Forty such establishments will, therefore, require a sum of 20,000 rs. a month, or 660 rs. a day for the whole of India, and as Dr. O'Shaughnessy proposes to fix the charge for private communication at the moderate rate of sixteen words of two syllables each for the rupee, we shall only require 600 such messages a day from the entire community in India, from Moulmein, Calcutta, Agra, Lahore, Bombay and Madras, and the intermediate stations to cover this expense. Is not the community more likely to require a 'thousand messages a day?'"

Our object in noticing this grand undertaking is to show what difficulties there were and how they were overcome, the cost of the experiment, and probable cost of these undertakings generally. We will therefore append these as we find them in the *Friend:*—

"From Calcutta to Rajmoolla, the conductor is laid under ground, in a cement of melted resin and sand, and it is a five-eighth inch rod. From that village through the remaining distance to Kedgeree, it is carried over ground on bamboo poles, fifteen feet high, coated with seal, tar, and pitch, and strengthened at various distances by posts of saul wood, teak, and iron wood from America. The bamboo posts are found to resist storms which have uprooted trees the growth of centuries. In the storm of of the 23d October last, which drove two steamers ashore, the bamboos bent gracefully to the elements, and then resumed their erect position. Though the bamboo soon decays, yet its amazing cheapness makes the use of it more economical than that of more durable and more costly materials. The branch road from Bishlopore to Moyapore passes through a swamp; the country is little less than a lake for five months; the conductor runs on the foot paths between the island villages, and for some miles crosses rice swamps, creeks and jeels on which no road or embankment exists. The most difficult and objectionable line was selected to test the practicability of carrying the conductors through swampy ground, and it has been perfectly successful. The Huldee river crosses the Kedgeree line half-way, and varies in breadth from 4,200 to 5,800 feet. A gutta percha wire, secured in the angles of a chain cable, is laid across and under this river, and the chain is found to afford perfect protection from the grapnells of the heavy native boats which are constantly passing up and down.

The overground lines differ totally from those in use in England and America, or any other country, in this important respect—no wire is used. Instead of wire, a thick iron rod, three-eighths inch diameter, one ton to a mile, is adopted—the heaviest wire elsewhere used being only one cwt. to the mile. The advantages of these substantial rods are these—they possess a complete immunity from gusts of wind, or ordinary mechanical violence; if accidentally thrown down, they are not injured, though passengers, bullocks, buffaloes, and elephants may trample on them; they are not easily broken or bent; owing to the mass of metals, they give so free a passage to the electric currents, that no insulation is necessary; they are attached from bamboo to bamboo without any protection, and they work without interruption through deluges of rain; the thickness of the wire allows of their being placed on the post, without any occasion for the straining and winding apparatus, whereas the tension of wires exposes them to fracture, occasions expense in construction, and much difficulty in repairs; the thick rods also admit of rusting to take place, without danger, to an extent which would be fatal to a wire; and lastly, the rods are no more costly than thin wire, and the welding occasions no difficulty. On several occasions, one village forge, carried by two coolies, has been found sufficient for welding a mile of ... in a working day. The rods, moreover, are ... to be injured by crows or monkeys, ... though the kites and crows perch on the line ... the correspondence ... swamps, but they cause no ... without interruption, dence flies through their ... of lightning struck though on one occasion ... scores of them. The the wet rod, and kill... every of the superiority of importance of the ... fully appreciated in a country ... the line must often run through rods over wildness, tenanted by savage beasts, try like ... savage men. The lines must therefore a howl... themselves, and this is secured by the use of or rods.

The most difficult experiment on the line from Calcutta to Kedgeree was that of crossing the Hooghly. A chain of ... inch iron cable is being laid across the river, which will, doubtless, sink in many places below the reach of anchors, where the bed is of soft mud; but there will be contingencies in which ships must drag their anchors, and endanger the continuity of the chain. Every precaution has been taken to prevent interruption, but this river crossing must always be a source of anxiety. It is, however, gratifying to know that there will be no danger of any such interruption on any of the other rivers in India.

From the day when the electric telegraph was definitively opened to the date of the report, there has been no interruption in the correspondence. On the 21st of March, at Bishlopore station, during a terrific north-wester, a flash of lightning struck the line at half past eight P. M., traversed the instrument, made its wires red hot, and melted their ends into beads. In less than ten minutes Charles Todd, the signaller on duty, had placed another coil in the gear, and reported by telegraph at Calcutta what had occurred in the office. Night correspondence has been carried on in urgent cases with astonishing certainty and rapidity. On the 14th February, at 11 P. M., the superintendent of marine came to the office to learn if the Phlegethon steam vessel had landed the King of Ava's letter at Diamond harbor. Although all the signallers were in bed and asleep at the time, the answer was obtained in four minutes. The instruments used on the line are of the simplest construction. After having tried the more complicated English and American instruments without success, Dr. O'Shaughnessy contrived the little single needle horizontal telegraph with which he has been able to work in all weathers, without danger of interruption. It sometimes becomes disordered, but is changed, replaced, or "cured" in a few seconds by the signallers on duty, and if totally destroyed, the loss does not exceed three rupees. The total cost of instruments of every kind for one station, including battery, reverser, telegraph and alarm, with a dozen reserve telegraphs, does not exceed 100 rs.

The entire expenditure on this experimental line, after deducting the cost of experiments for the training school for pupils, office rent, furniture, and other contingencies, has been about 450 rupees a mile, and Dr O'Shaughnessy is enabled to affirm from his past experience, that the future overground lines will be at the rate of 350 rupees a mile for a double line, river crossings and erection of offices being a separate charge. The pecuniary returns from the Calcutta and Kedgeree line were orignally calculated at about 200 rupees a month; but they have been more than three times that amount.

A short year or two will have made either Galle or Trincomalie the centre of an immense ocean traffic by steam; the results of the latest improvements will be employed in our intercourse with the whole world beyond our shores; shall we within those narrow confines contentedly remain uninfluenced and adopt none of the improvements with which science is enriching other countries? Shall these next years, following the parsimonious example of their predecessors, curtail, in the abused name of economy, the intercourse between one part of the country and the other. We believe the difficulties to be overcome in carrying on the electric telegraph are on the whole less than those encountered by Dr. O'Shaughnessy in Bengal; taking his extreme figures at £45 per mile, it is very easily shown what it might be expected to cost to lay down a complete system for this little island. Giving the lines in order of their importance—

FIRST SCHEME.	*Miles.*
Galle to Colombo	72
Colombo to Kandy	72
Kandy to Trincomalee	143
Trincomalee to Jaffna	196
Jaffna to Point Pedro in connexion with Indian lines to Bombay and Madras and Calcutta	21
Kandy to Newera Ellia and Badoola	84
Badoola to Batticaloa	76
Galle to Matura and Hambantotte	80
Colombo to Ratnapoora	56
Ambepusse to Kornegalle	21
Colombo Negombo Putlam and Manaar	158
Total miles	884
At £45 per mile	£39,780
SECOND SCHEME.	
Coast road round the island embracing nearly every station	691
Joining Colombo, Kandy, Trincomalie, and Jaffna	322
Total miles	1,013
At £45 per mile	£45,585
THIRD SCHEME.	
Join Galle and Colombo, 72 miles	£3,240
Colombo, Kandy, Trincomalie, & Jaffna 322	14,490
	$17,630

Shall we adopt any of these, if it be simply the line from Galle to Colombo, at a cost scarcely exceeding £3,000, or shall we continue our sparing system and let all the world go past us? The most expensive scheme we have propounded would not cost above £45,000, or one-eighth of the present annual expenditure, or say one-third of the revenue derived from the customs. An increase of 25 per cent on that branch of revenue for the year, or 12 per cent for two years, would suffice to provide the needful sum. Or, if we take the following together—Customs, £126,000; land revenue, £43,000; salt, £36,000—total, £205,000. Twelve per cent additional on these imposts for two years would raise a sufficiency to complete the whole. How small an impost would be required to give us one of the minor schemes of telegraphic communication indicated above, does not require to be shown.

The St. Domingo Movement.

[From the Turks Islands Royal Gazette, Aug. 25.]

For some time past rumors have been in circulation that a third expedition would sail from the United States for the purpose of again invading Cuba. These rumors have at length taken a tangible form—and the information that another grand expedition is preparing to leave the shores of the United States, to be directed to St. Domingo, is now confirmed. Our information is derived from an undoubted source. This powerful expedition is fitting out in the United States, under the pretext of availing themselves of the emigration decree just passed by the Dominican Congress, which certainly Senor Baez did not intend for the Americans, but for the French—it has opened the doors to the American adventurers who project the establishment of a foothold in St. Domingo, where the expeditions might assemble, and thence concert their attacks more conveniently upon Cuba.

Their intentions are to land as immigrants, under the protection of the law, with assumed professions also of assisting the Dominicans against Soulouque.

The drift of the object contemplated is to subjugate both the Dominicans and Haytiens, to compel all the blacks to labor according to the code rural, and ultimately to flood the country with a white population. Cuba is to be treated in the same manner, and the Americans hope thereby to establish a monopoly of tropical products, such as they now enjoy of the article of cotton. No doubt great numbers of blacks would also be transported to the islands.

An association or company has been formed for the purpose. Messrs. Green, father and son, the latter recently an especial agent of the United States at St. Domingo, Colonel White, celebrated in the Lopez expedition, Mr. Picket, late commercial agent of the United States at these islands, and various others, are partners in the scheme. The association intend to employ chiefly steamers, and in order to conceal the enterprise, have already got the Legislature of Georgia to grant an act of incorporation, in such a manner that the sailing of these steamers with proposed immigrants from any of the American ports cannot be interfered with. A person by the name of Wells is said to be figuring in New York as an agent of the Dominican republic, to give the scheme an air of reality.

The Spanish government seems to be informed of these measures, and the Spanish minister at Washington has communicated to Mr. Webster that the expedition, on leaving the American coast, will be closely watched, and if their course be directed towards St. Domingo, Her Catholic Majesty's government will be compelled to take possession of St. Domingo, which she would have every right to do, as she has never relinquished by any formal act her dominion over the eastern part of the island. It is probable that Spain in such a case will throw a large force into St. Domingo.

The immigrants, it is said, will be accompanied by four or five thousand Texans, Kentuckians, &c., to protect the "settlers" against the attack of the Emperor Soulouque, who seems determined upon an invasion. The British consul at Port au Prince has strenuously endeavored to induce him to give at least six months notice, but in vain. He is just now much irritated, it is said, by those foolish remarks in the *Eco del ...*, threatening the invasion of his territory.

We beg to call the attention of the government to the defenceless condition of these islands. Within a twelve mile parties are in constant readiness for any movement, at any moment an ... may take place, when, if the victorious engaged should follow up vigorously its successes and pursue the vanquished, these islands may be inundated with refugees to an alarming extent; or the Cuban invaders, who have threatened to include our islands in their next expedition, may at an unexpected moment present themselves. And what force have we to meet such aggression? We have a small body of regulars, who are no doubt well disciplined and well accoutred, but which after all is but a handful of men; we have also a local militia, but, as all well know who reside here, it is both unarmed and undisciplined, and in time of need would be little better than a mob.

Truly, something should be done, and that something right speedily. *Cerum est cavendi, tempus in medtis malis!*

HORRIBLE MURDER NEAR TROY, INDIANA.—The following letter, says the ..., one of the most horrible murders which it has ever fallen to our lot to record:—On last Friday night, several flatboats anchored in the river about three miles below this place, on account of the fog. On Saturday morning it was noticed that they had all left except one, which remained at anchor. A man from the Indiana shore, passing near in a skiff, and seeing one man, asked him why the boat remained. He said "the crew had gone down to sound the channel." The boat remained there during Saturday, Sunday, and until yesterday evening, when persons living on the shore, not having seen any one else on board, concluded to go and see what was the matter. They found no one on the boat, and the cabin floor spotted with blood; the bedding was examined, and found to be saturated with blood also; a hatchet and spade had both blood and hair on them, as if they had cleft the skull of some one; three trunks had been broken open and rifled. They next obtained some iron hooks and dragged the river, when they succeeded in drawing up the bodies of three men who had been murdered. Each of their heads had been split open—literally chopped to pieces. One had been sunk by a large beam belonging to a pair of scales; another by the weights of the same, and the other by an iron pot, which were tied to them severally. They were without coats, hats, or shoes, showing that they must have been murdered in sleep. A coroner's inquest is now holding over their bodies. The boat is laden with flour, whiskey, candles, brandies, &c., and it is supposed was fitted out at Cincinnati. From some papers found on board, it appears the owners' names were Miller and Gardner. So far there is no clue to the mystery. Another boat passed by this morning. The men on it said they had been in company with the same boat above this place, and that there were seven men on it then.

SCARCITY OF SHIPPING AT SAVANNAH.—We desire to call the attention of northern shipowners to the fact, that there is at present an almost unexampled want of vessels in this port for freighting cotton, both foreign and coastwise. There are now 10,000 bales more of cotton here than at the same time last year. With 2,000 tons more of shipping now in port than at the same time last year, freights to New York are 37½c per 100 lbs., against 25 cents last year. To Liverpool, 7-16 to ½d. this year, against ⅛d last year.—*Savannah Republican, Oct. 30.*

MASONIC FRATERNITY.—The one hundredth anniversary of the initiation of George Washington into the fraternity of Masons, will be celebrated to day in nearly every city in the Union. The celebration in Boston has been postponed in consequence of the death of Mr. Webster.