

THE WEEKLY HERALD, one copy per week, for \$1 per annum, in advance. Single copies, 10 cents. Sent by mail, postage paid. For advertising, apply to the office.

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much consideration from the Southern members of Congress, as will be seen by a despatch from Washington. This is right. When Cuba is annexed, let it be done in a manner that will not compromise our national honor in any way. That she will belong to the United States, in the course of time, despite the machinations of all the European powers combined, no one who takes into consideration the progress of the principles of liberty on this continent, can have any reasonable doubt.

The fashionable season at Washington is reported to have been commenced by a brilliant entertainment at the house of Secretary Conrad, on Thursday evening. The five o'clock train from Philadelphia, last Thursday, on reaching Beverly, N. J., came in contact with a carriage containing Mr. and Mrs. Drell. The former was instantly killed, and the latter was so badly bruised that her life is despaired of. Why will people persist in driving vehicles upon railroad tracks, when they must certainly be aware that they are running the most imminent risk?

The obnoxious order requiring the workmen in the labor navy yards to do one hour's additional labor per day having been rescinded, the men yesterday returned work at the Brooklyn yard, and it is probable those in Philadelphia and Charlestown did the same.

Another extradition case came before the United States Commissioner yesterday, being the case of Augustus Barr, who is claimed for trial by England, under the Ashburton treaty, for having murdered a fellow German, named Dreesner, on the 30th of November, when on board a British vessel bound to this port. The case was postponed until this morning.

The Common Council proceedings last evening, were of rather an interesting character, as will be seen by the official reports elsewhere. Our special reporter has given a graphic sketch of the debate which came off in the Board of Aldermen relative to the laying of a double track for the accommodation of the Sixth and Eighth avenue railroads, up Barclay street. The Board of Assistant Aldermen adopted a report, presented by the Committee of the Law Department, which advised the members not to concur in the prayer of a petition, presented by the ladies of the Home Missionary Society, for permission to occupy the public square opposite the Old Brewery.

The arrival of the Africa has placed us in possession of intelligence from Paris to the 3d instant. On the 21st, as was generally anticipated, the Empire became *ad factum*, and Louis Napoleon is now Napoleon the Third.

The empire, said Louis Napoleon, is peace; and as an earnest of his intentions, he has given orders for a reduction of thirty thousand men being made in the army. Meanwhile, the terror which the notion of a French invasion created in England, has not yet subsided. The newspapers call attention to the fact that the usual cadre of eighty thousand men is to be raised by the conscription of 1833; and the most ardent members of the House of Commons oppose but a faint resistance to the government proposals to increase the available military and naval forces. It is the old story of 1804 and 812. The English have been so accustomed to regard their neighbors, *en tre mure*, as their natural enemies, that they are slow to realize the fact of France having any other foes, and their fears exaggerating the dangers to be apprehended from a war waged on their own soil, they are seized with panic when they measure the narrow rift which divides them from Pleadry, and conjure up, in their alarm, an awful picture of an army of Frenchmen on the fertile plains of Kent or Sussex. To our mind, these fears seem groundless. Louis Napoleon, if we mistake him not, has other designs in hand. In his precarious position he cannot afford to undertake a war in which success would be doubtful. Of all people in the world, the French are the least fitted to bear up against misfortune, and the soonest to desert a government in adversity. Should war be declared between England and France, the most sanguine friend to the latter could not but anticipate a fair share of reverses, which, in all probability, would cost Louis Napoleon his crown. This fact cannot escape the notice of far less shrewd politicians than the Emperor of the French. To all who give it due weight, and understand the French people, a descent on the shores of England must seem a very unprofitable event. Glory the French must have, and the *colat* of military renown; but defeat they cannot endure. Their armies, if they are brought into the field, must be pitted against less formidable foes than the men of England; at all hazards, the safety of the State and the tranquillity of the people require that they should be successful.

Nor do the recent commercial commotions between France and England militate less strongly against the chances of a rupture between the two countries. The obvious tendencies of Louis Napoleon towards free trade with Great Britain are powerful arguments in favor of peace. While he rejects the advice of his protectionist counselors, and shows every disposition to meet the British overtures in a conciliatory spirit, he is not likely to have more respect for the opinions of that hair-brained class of demagogues whose cry has ever been: War with *perfidious Albion*.

But, if a war with Great Britain would be fatal to Louis Napoleon, inertia is not less to be dreaded. A *not fainant* he cannot be. France expects something of him; and past experience has proved that he is not the man to disappoint her expectations. We mistake him widely if his mind is not actively at work devising schemes to strengthen his own popularity, and to satisfy the national craving for glory. What are these schemes?

In the first place, he is steadily aiming at the extension of trade, both domestic and foreign. A very few months will suffice to convince Europe of the sincerity of his assurance that the Empire was peace; and so soon as that conviction is settled, confidence will revive, and foreign capital will flow rapidly into France. An immense impetus will be given to her manufacturing industry. Instead of consuming their energies in political strife, the French will enjoy the only benefit a despotism can procure—the concentration of their faculties on individual enterprise. British capital, now lying idle in London, or invested at two and three per cent, will be gladly offered to build the railroads, the telegraphs, the steamers, in which France is so lamentably deficient. While the operatives of Paris, Lyons, and Rouen are making the discovery that the Empire means regular work and good wages, and that socialism is tantamount to idleness and beggary, the support towns will hail with ecstasy a regime which peoples their quays and their docks with clipper and steamers. A new line of steamers from Havre to New York, for instance, (which will certainly be established,) will do much to compensate the mercantile community for the loss of their political rights. Railroads from Cherbourg to Marselles, from Calais to Bayonne; telegraph lines between all the large

cities, will prove more powerful arguments against republicanism than all the speeches of the Emperor's satellites. Large orders from England and America will keep the Lyonsness out of mischief, and reconcile them to the loss of their clubs and their banquet. Louis Napoleon—the pupil of Sir Robert Peel—will guard against the recurrence of such seasons of famine as the French provinces have occasionally witnessed, by a judicious commercial policy, and will thus enlist the rural classes on his side. Finally, we hope and trust, that in the grand scheme for raising the condition of the French people, which Louis Napoleon has undertaken, a sound Christian education will not be forgotten.

Such, we believe, will be the main features of his home policy. His foreign policy—if speculations on his character be correct—will not be less popular, and may, possibly, be equally successful. Putting all notions of an invasion of England out of the question—regarding Algeria as so definitely annexed, that no pretext remains for keeping more than a mere garrison at Algiers, and remembering the anti-colonial tendency of all French governments, the relations between France and the States on her eastern borders naturally attract our attention. No hope is more fondly cherished in a Frenchman's breast than the restoration of the old boundaries of France under Napoleon. Men are bred in Paris to regard the existing frontier as an encroachment on the natural limits of France, and view the governments of Belgium, Baden, Bavaria, the Rhenish Provinces, Switzerland, and Piedmont, somewhat in the light of usurpers. If Louis Napoleon could again carry the tri-color over the Rhine and the Alps, his popularity would not fall short of his uncle's.

There never, perhaps, was a time more propitious than the present for schemes of aggrandizement of this nature. The kingdom of Sardinia is half-revolutionized, and totters between an Italian republic, a constitutional monarchy, and an Austrian province. Belgium is already half-French—the German States are exhausted by their recent struggles, and deprived of their former protection, are ready to fall a prey to the first usurper. Mutual jealousy paralyzes Austria and Prussia. Russia alone, of the continental powers, is formidable; and we have every reason to believe that Louis Napoleon has already secured her sanction, if not her cooperation, in his ambitious projects. Witnessing the prodigious expansion of trade, and the prosperity of the lower classes in France, the Belgians, the Germans, the Swiss, the Piedmontese, are not unlikely, a short while hence, to covet a participation in blessings which their own governments cannot procure them.

If, then, as we believe, the Emperor must find some safety-valve for the ardour of his people, and leave some substantial trace of his concern for the glory of France, the eastern frontier is the quarter to which, in our opinion, his eye will revert. A European war it will be his policy to avoid. His first aim—commercial prosperity—requires peace with the great powers. His weapons will be diplomacy and gold. More potent and less perilous than the sword, we shall see these, ere long, working silently but surely in the palace at Turin and the dilapidated residence of the Prince of the German Bund. To attempt to foreshadow the result—to predict success or failure—would obviously be impertinent. Time alone will show whether the energy and skill which raised the outcast to the throne, will desert the Emperor after his coronation. For our own part, we confess that we expect great things from the ten or fifteen years reign which seems allotted to Louis Napoleon.

MILITARY ORGANIZATIONS OF MEN OF FOREIGN BIRTH.—The anxiety of our foreign population to bear the arms of citizen soldiers, and the facility with which they become excellent troops, is a very singular trait in the character of the great metropolis of the United States. Our uniform militia companies, numbering between six and seven thousand men, have been greatly admired by all who visit our city, for their discipline, their military bearing, and the beauty of their uniforms, all purchased at their own expense, and sometimes costing so much as \$100. In these the adopted citizens—particularly the Irish and Germans—make up very largely. In addition to the uniformed companies attached to regiments, there are also independent military companies, consisting of citizens of foreign birth. The following is as accurate a list as we could obtain of the whole of the regiments and companies of Europeans among our citizen soldiery:—

Table listing military organizations of men of foreign birth, including Irish, French, and German regiments and companies, with their respective strengths.

Here is a total of 4,000, besides several Irish companies in Brooklyn, attached to different regiments, and Irishmen and Germans scattered through most of the New York regiments. The sixth, for example, contains a large number of Irishmen. A very large proportion of the standing army are Irish and Germans. From the first organization of our militia, citizens of foreign birth have been conspicuous in it; but within the last few years an extraordinary military fervor has sprung up among them, especially the Irish, whose passion for arms is a remarkable feature of their whole history.

It is a gratifying fact, that these citizens do not yield to the natives in love of the institutions of the country, or readiness to defend them with their lives. In their punctual attendance on parades, their aptitude for acquiring the knowledge of a soldier's duties, in their practical military skill, and above all, in their love of firearms, many American officers regard them as equal to their comrades born on this soil, while some hold that they evince the military spirit in a still higher degree. And this is easily accounted for.

The native never having been deprived of his natural right to carry arms—the right never having been called in question—he looks upon the possession of a musket or rifle as an ordinary thing, and it awakens no special enthusiasm in his mind. He feels, too, that the nation is now in no danger of invasion, and it is more as a source of amusement and pastime, or from duty, that military skill is acquired, than from any strong necessity or any vehement passion. How different with the foreigner! In Ireland, for example, the possession by a working man of a fowling piece, gun or pistol, or of any weapon whereby a blow might be given to tyranny at some opportune moment, is rendered by law a crime that subjects the unfortunate individual to the severest punishment, and the police have a right to make domiciliary visits at any time of the day or night, in search of arms. When the humble emigrant shakes the dust of his native land from his feet, and treads this glorious soil, he feels that he is a free man, and his great ambition is to be a citizen soldier, and his musket his idol. He knows and feels the value of arms from his former deprivation of them, just as he appreciates our institutions almost in a higher degree than natives, who know not what tyranny is by experience. The iron of the chain has entered into his soul, and freedom is doubly sweet to him who has tasted of the bitter fruits of slavery. Upon arms he looks as the means of acquiring liberty, and the last security for its preservation. Hence, the avidity with which he joins the military organizations of the country.

THE BROADWAY THEATRE.—ENGAGEMENT OF MADAME ALBONI.—We are enabled to announce, for the gratification of the public, that through the liberal and judicious enterprise of the manager of the Broadway theatre, Madame Alboni, the prettier *centrale*, will, in a very short time, appear at that establishment in a series of Italian grand operas, comprising "Norma," "Sonnambula," "La Fille du Regiment," &c. An effective corps, orchestra, and chorus, have been engaged, and the operas are to be brought out on a scale of magnificence hitherto unparalleled in this city. Among the auxiliary vocalists are Rovere, Sangiovanni, and a distinguished tenor from Berlin. Madame Alboni makes her first appearance here in opera on Monday, the 27th inst., and we understand that, during her short engagement, she will sing four times each week. She is subsequently to appear in Boston, Philadelphia, and Washington. This intelligence will be highly gratifying to the lovers of music in those cities, among whom there exists a great desire to witness the performance of this celebrated artist in that line which she so excels.

LOSS OF THE SHIP WINDSOR FAY.—Capt. Hazard, of the steaming Titan informs us that the ship Windsor Fay, of Boston, Captain Davis, from Leghorn October 25th, is ashore on the tail of Homer shoal, about the ship's length southeast of the new beacon. She is full of water, and is badly holed. She is of 600 tons, and is owned by the Boston & Leghorn Steam Navigation Co. She was bound for Leghorn, and was under way on Monday evening under three topsails—being very dark and rainy at the time. She has a full cargo of mangle, rug, &c., and is consigned to Messrs. Phillips, of this city. The Titan, presented by her assistance, will lighten her. The cargo of the Windsor Fay is valued at about \$100,000, which is partly insured in the City of London and partly in the Mercantile Marine Insurance Co. The cargo is in a very bad way, and the ship is in a very bad way. The cargo is in a very bad way, and the ship is in a very bad way.

THE CALORIC SHIP ERICSSON.—The machinery of this new and wonderful ship continues to work to admiration. On Thursday the engine made four turns of the wheel with the back action at the shaft, with only seven pounds of pressure. With the head the machinery could be moved with only eight ounces pressure to the square inch.

THE STEAMSHIP BOARDER.—The ship Boarder, of New York, on her return will be laid up for a few weeks to prepare for winter service.

THE WEATHER.—We experienced a very rough and stormy day on Thursday, with a heavy rain, and a strong wind. The wind was from the north, and the rain was very heavy. The temperature was very low, and the wind was very strong. The rain was very heavy, and the wind was very strong. The temperature was very low, and the wind was very strong.

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