# SKETCHES OF NEW ENGLAND.

## The Herald Commissioner's Report.

FITCHBURG, (Worcester Co.) Mass., June 30, 1853.

*Fitchburg—Origin of the Place—John Fitch—His Reverses—Revolutionary Times—The Amount of Money Furnished by the Town for the Support of the War—The Slow Growth of the Town Until 1840—Its Rapid Increase During the Last Twelve Years—Value and Descriptions of Property—The Boston and Fitchburg Railroad—Mr. Crocker—His Success in the Construction and Management of the Road—The Decline of the Corporation's Profits—Mismanagement of its Affairs—Railroads above Fitchburg—Losses of Many Who have been Concerned in Them—The Speculators Speculated on—Agricultural Productions, &c.*

The town of Fitchburg is some fifty miles from Boston, by the celebrated railroad of the same name, of which so much has been said of late years, and the first success of which has been the cause of the construction of so many other roads that have proved to be, in the way of engulfing fortunes, veritable Serbonian bogs, though highly useful to that class of people known as the travelling public. This road must be the way to "dusty death," spoken of by the late William Shakspeare poet and player, and poacher; for there is hardly a mile of it that is not cursed with clouds of minute sand, so that you can ride through a sort of Sahara, and that without the fear of falling into the hands of anybody but the directors, who, however, are quite bad enough for an ordinary man's taste. No attempt has been made to introduce into the road any of those useful inventions which, on some others, have been found so excellent in abating the dry, and choking, and vision destroying nuisance that forms so great a drawback to the felicities of railway travelling; the excuse for which, I presume, is to be found in the fact, that a company whose dividends have fallen in half a dozen years, from ten per cent to six per cent, cannot indulge the travellers by it in luxuries. To all who can reach the place by other routes, I would recommend a "total abstinence" from travelling here by the Boston road, for though the train officers are excellent, the discomforts from dust are but one remove from the absolutely intolerable.

The State of Massachusetts contains not a few names of counties, cities, towns, streets, &c., taken from the revolutionary dynasties and whig statesmen of England, indicating what was the dominant political sentiment in the old times. Among these is Lunenburg, a town in Worcester county, which was incorporated in 1728. It was named from a ducal title belonging to the then reigning sovereign of Great Britain, George II., the second of the Hanoverian line. With characteristic ingenuity, the name was erroneously spelt in the first instance, and there has since been no correction of it. It should have been Lüneburg, the second n being a clear superfluity. But, then, Yankees are not remarkable for their respect for the orthography of proper names, ingeniously contriving to make the good bad, and the bad worse. The township of which Lunenburg formed a portion was set off in 1719, and contained that town, and what is now Fitchburg, and a part of the present town of Ashby, in Middlesex county. The place was then known by the not-over-elegant name of Turkey Hills; but what was wanting in elegance was made up in pertinence, for turkeys were very abundant on the hills. But one man was then resident in the place with his family. Settlers gradually came in, and the year 1728 saw the town receive a corporate existence. In 1731, when Worcester county was created, Lunenburg formed a part of it. The settlement was a border one, and the people had a good deal of trouble with the Indians, whose depraved taste for scalps and rum made them intolerable nuisances to Christians, who contented themselves with simple rum. Stories are told of the depredations and attacks of the Indians, which are very interesting, but which I cannot stop to relate.

The town of Fitchburg was set off from Lunenberg and incorporated early in 1754. The whole number of inhabitants was about 250, a rather small figure on which to commence town-keeping. It is a curious fact, and illustrates the uncertainty of history, that it is not known from whom the place was named. Some say that it was called after Colonel Timothy Fitch, a Boston merchant, and who was a large landholder in the new town; but others declare that its godfather was John Fitch, a noted character of those times, and who, were he now living, would be justly entitled to the appellation of a "regular brick." If "respectability" were alone to be considered, I should stand up for the claims of Timothy, but other matters lead me to cast the weight of my authority into the scale of John. He was an Indian fighter, and was seized by the savages and carried to Montreal with his family. He returned, became wealthy, then fell back to poverty, and at the patriarchal age of 105 years, died in that patriarchal institution, the almshouse at Ashby. There was enough of mutability in his life to have made him a hero of romance. He had served the place in the irresponsible office of "hog reeve," and was employed to burn the woods, but it does not appear that he was ever employed to set Nashua river on fire. Mrs. Fitch, his wife, once undertook to make candles by the rather novel process of placing a lot of tallow and a quantity of wicking in a kettle, which she hung over a fire, stirring up "the ingredients," and wondering that the "candles didn't come."

The inhabitants of Fitchburg were very pious. They had a committee to ferret out every one who did not "go to meeting," and fined each delinquent. A Mr. Baldwin having been thus punished, at that part of the town which is called Old City, he cursed the place and named it Sodom, and it is said that the curse and the name long continued.

In the Revolution, Fitchburg was very forward on the right side. Not a tory was allowed to open his mouth, and people who were cold in the cause of liberty were given to understand that they would be warmed up with tar and feathers which mode of argumentation was found to be very efficacious, and to add to the power of the whigs. "Such persons," says the historian, "had to walk very circumspectly, to shelter themselves from ebullitions of popular feeling. They were even compelled to mount the head of a barrel, and in that conspicuous, though humbling condition, promise to the assembled majesty of the town a greater love for the American cause, and a more strict obedience to the will of the people." There was even a sort of regular inquisitor appointed, whose duty it was to procure and lay before a special court "the evidence that may be had of the inimical disposition towards this or any of the United States of any inhabitant of this town who shall be charged by the freeholders and other inhabitants of said town." The defence of this stringent mode of action is to be found in the necessity of the case, for the tories were more numerous than is generally supposed to have been the fact, and the lukewarm, who were ready to go with the hangman, whether his skill was employed on whigs or tories, were still more abundant. The people of that day were very far from being unanimous in support of the revolution.

During the war, the people of this place did much towards supporting it, and suffered a great deal. From fifteen to twenty soldiers were constantly in the field, which cost the people about four thousand dollars. In its corporate capacity the town, in the period of five years, paid $7,250 for food, clothing, and men for the army. The place then contained but a few hundred inhabitants, and only about seventy or eighty voters. They nearly starved their minister, which is the strongest proof of the straits to which they were reduced; but they did their proportion and more towards feeding the war. Truly has it been said that "to learn what the Revolutionary war cost this country, we must search minutely into the history of each town. We there may see what difficulties were encountered, and what generous sacrifices were made." To add to the hardships of the time, the small-pox broke out here, and was then a source of much more alarm than it now is. After the war, the greater part of the people were "Shagsites," and driven to the very verge of rebellion by the tyranny of creditors and that of the courts. A company of soldiers was here stationed to keep up the attachment of the people, but they had a rather unpleasant time of it. There was no sense or decency in the party of which Gov. Bowdoin was chief; but as soon as he was kicked out of power, things began to change, and under the wise and benevolent action of Gov. Hancock, peace and prosperity were rapidly restored. But Massachusetts was never before and has never been since, so near to a great civil war as at that time, when "the golden sponge of oppression was squeezed by the iron hand of law."

The growth of Fitchburg was, for several years, rather slow. In 1840, seventy-six years after the commencement of its corporate existence, it had 2,570 inhabitants. Shortly after that time, it commenced that rapid increase which has made it one of the most noted places in Worcester county, with a rank second only to that of Worcester city. In 1850, the population was 5,009, and the lowest estimate makes the present number of its inhabitants 6,500, while, by most, it is put down at 7,000. In 1850, the number of dwelling houses was 711, which has since been greatly increased; of shops, 92; of warehouses and stores, 47; of barns, 405; and of all other buildings of the value of twenty dollars and upwards, 78. The amount of money at interest was $218,692; value of bank and insurance stock, $76,820; shares in bridges, canals, turnpikes and railroads, $44,139; amount of every person's stock in trade, $218,692. Considerable additions must be made to these several items, in order to get a close approximation to the present condition of the town, which, for the last three years, has grown with amazing rapidity.

The chief cause of the change of the character of Fitchburg is to be found in the construction of railroads, whereby she has obtained prompt, cheap and quick access to many markets for the sale of the results of her manufacturing industry, her facilities for manufacturing being very great. It is about eleven years ago that the Boston and Fitchburg Railroad was commenced. The grant of a charter for the construction of this railroad met with vehement opposition from other railroad companies, all of which seem to think that they are bound to have a monopoly throughout the whole country. The opposition was even ferocious in its character, and would have proved successful but for what may be called the heroical exertions of Mr. Crocker, of Fitchburg, which turned the scale in favor of the new enterprise. It was even a more difficult task to get the stock taken, and along the whole line there was but little confidence in the success of the undertaking; yet in 1845, just after the completion of the road, its stock sold at $130, and was difficult to be had at even that price, and its dividends were ten per cent per annum, for some time. This was under the presidency of Mr. Crocker; but when that gentleman retired from the management of the company's affairs, a change soon commenced, and there is no saying where it will stop, it has been so very steady, and so exceedingly sure. The dividends are now but six per cent, with what is called a steady downward tendency, and that person would be looked upon as an idiot, or an incurable madman, who should be detected in giving above $90 per share for stock in the crazy concern. This is the result of bad management—for the sources of great profits are far more abundant now than they were eight years ago—making directors of men who attend to their duties in no other way except to pass themselves and families gratuitously over the road; and in looking for financial skill and business capacity in a large tax bill and a big belly. Fitchburg has nothing to do with this mismanagement, which is as odious to her as it is to every other place having any connection with the road. It would have been better for all concerned, were she at the head of the company.

The host of railroads above Fitchburg, in various directions, have proved as beneficial to this town and to the travelling and business public generally, as they have been destructive to the fortunes of pretty much all who had anything to do with them in their early days. The success of the Fitchburg road, the mere idea of which was laughed at by the whole monied world, and considered to be a very good joke, deceived people; because the one undertaking had succeeded, the others were pronounced to be splendid opportunities for investments for loose capital—which certainly did run away very swiftly, after it had paid over to either of these jobs. Great fortunes were reduced to skeletons, competencies became incompetent to support their possessors, and even the smallest share-holders were made poorer still, because people had fallen into that most common of all common-place blunders, the mistaking the reverse of wrong for right. Yet nothing can be clearer than at the outset, these undertakings were perfectly honest in their character. They did not become "jobs" until it was demonstrated that somebody was to be cheated and swindled, and each "big fish" was determined that it should not be himself, and prepared to appear in the character of shark. But this eating process, when voraciously entered upon, is sometimes very injurious to people. It was so in the present case, and the sharks were themselves hooked out of the sea of speculation in not a few instances, instead of pulling others into it for their own especial eating. The sympathy that they have received has all been thrown away, for it was a mere question of eating or being eaten. As the poet says:—

> "Speak not of niceness when there's chance for wreck,"
> The captain said, as ladies writhed their neck
> To see the dying dolphin flap the deck.
> "If we go down on us they gently sup;
> We dine upon them if we haul them up.
> Wise men applaud us when we eat the eaters,
> As the devil laughs when keen folks cheat the cheaters."

Besides the road to Boston, which connects with many other roads, and the Vermont and Massachusetts road, which connects with the roads above, there is a railroad from Fitchburg to Sterling, where it falls into the Nashua and Worcester road. The facilities for travel and transportation are very great, and such as few towns possess.

The manufacturing business of Fitchburg is so extensive and so various in its character, that I must devote a separate letter to an account of it. Of its agriculture but little need be said, for it does not profess to be a farming place, though even in that mode of industry it is highly respectable. Of Indian corn it raised 10,383 bushels in 1850, showing an increase of more than 3,000 bushels since 1845; oats, 4,363 bushels, being an increase of 1,755 bushels; wheat, 791 bushels, being a falling off of 277 bushels; rye, 1,653 bushels, the decrease being 241 bushels; barley, 1,307 bushels, which shows a small decrease in five years; tons of hay, 3,178, an increase of 227 tons; pounds of hops, 1,900, which is not materially different from the amount in 1845. The number of bushels of potatoes was about 20,000 in 1850. Fruit is abundantly produced. Milk, butter, cheese and honey are sold in considerable quantities, and so are vegetables of various kinds. The acres of meadow land are 3,334; of pasturage, 6,014; of woodland, 2,688; of unimproved land, 2,441; of land covered with water, 186. The number of horses owned here is above 490; of oxen, about 250; of cows, over 700; of steers and heifers, above 400; and there are some sheep and swine, though the number of either is not large. Many thousand cords of wood are annually disposed of.

CHARLES LE CHAUVE.

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ESSEX COUNTY, June 28, 1853.

*Essex County—Its Population and Property, and their Increase since 1840—Descriptions of Property—Character and Variety of the Soil—Agricultural Productions—The Endicott Pear Tree—Manufactures—Cotton Fabrics—Cordage—Miscellaneous Manufactures—Shipping—The Fishing Interest—Ship Building—Its Antiquity—Ice—History of Essex—The Witchcraft Delusion of 1692—Witches Still Numerous in the County—Political Character of the County—"The Essex Junto"—Mr. Cabot—Colonel Pickering—Leverett Saltonstall—The Saltonstall Family—The Eccentricities of Essex Genius—The Men of the County—Mr. Hawthorne, Mr. Choate, Mr. Perkins, Mr. Little, Mr. Gerry, Judge Story, General Cushing, John Lowell, the Greys, Mr. Silsbee, Lord Timothy Dexter, the Webster and Woodbury Families, &c., &c., &c.*

Essex is the oldest county in Massachusetts proper—dating from the time that settlements were first formed in it—unless we make an exception in favor of Norfolk, where Mount Wollaston was settled as early as 1625. It is a fine country, and is thickly peopled. In 1850 the population was 127,170, showing an increase of more than 32,000 in ten years. It contains thirty-one towns, the largest being Salem, which had, three years since, 18,948 inhabitants, and the smallest Middleton, with 816. In this county are the flourishing cities of Lynn and Lawrence—the former famous for its manufacture of boots and shoes; and the latter fast rising to eminence in manufacturing, after the manner of Lowell, though it has had a corporate existence but six years. The value of property in 1850 was $56,556,466 89, being an increase of upwards of $25,000,000 on the valuation of 1840. The richest place is Salem, with $13,454,738 70; the next, Lawrence, with $5,903,716 20; the third, Newburyport, with $4,437,670 55; the fourth, Lynn, with $4,148,989 40. Andover, Danvers, Gloucester, Haverhill, Marblehead, and Beverly come next in order. All the towns have increased the value of their property in three years. The amount of stock held in banks and insurance companies was $4,518,658; of other share property, $924,363; of United States securities $36,590; of money at interest, $3,732,047; of stock in trade of all kinds, $5,223,495; of ounces of plate 22,981; number of dwelling houses, 15,943; of barns, 7,157; all other buildings of the value of twenty dollars and upwards, 7,157, but not including mills of any kind. The superficial feet of wharf were 2,640,766.

Essex is a somewhat rocky county, and its soil is unequal. It has many fine harbors, and the sea shore is commanding and beautiful, having more than one place of historical interest. Its meadow-land of all kinds is put down at 29,406 acres, of which more than half is salt marsh; of pasturage, 50,865; of woodland, 33,734; of unimproved land, 26,526; of unimprovable, 5,181; of land covered with water, 18,814; of land used for roads, 6,969. The number of horses, 5,971; of oxen four years old and upwards, 4,686; of cows three years old and upwards, 12,892; steers and heifers one year old and upwards, 2,663; sheep six months old and upwards, 1,874; swine six months old and upwards, 7,162; mules and asses one year old and upwards, 18. These figures exhibit the state of things toward the close of the year 1850, and they, allowing for increase in certain cases, afford a tolerably accurate picture of the existing condition of affairs. There has been, no doubt, a fair increase in agricultural industry and articles, but not so large as in manufacturing industry and productions. Exact correctness, up to the very hour that we may be writing, is, humanly speaking, altogether unattainable.

Of leading agricultural articles, the productions of Essex, were as follows in 1850:—Indian corn, 163,091 bushels; oats, 54,153; rye, 20,462; barley, 10,160; wheat, 1,993; hay, 61,000 tons; potatoes, (about) 700,000 bushels; fruit, (about) 600,000 bushels; butter, (about) 700,000 pounds; cheese, (about) 200,000 pounds. Beside these, there are raised in the county:—Hops, garden seeds, mustard, wool, milk, eggs, poultry, beef, pork, wood, cranberries, beans, honey, beeswax, all kinds of esculents, garden vegetables, &c., &c. The fruit of Essex is not to be beaten in Massachusetts, and there is no exhibition here that is complete without specimens from it. The genius of old Governor Endicott probably watches over this branch of farming, for the governor was fond of fruit, it should seem; and there is yet standing, and in tolerable preservation, a pear tree, planted by him in 1632, not less than 221 years ago. It is in what is called Danversport, a part of the very fine and uncommonly prosperous town of Danvers. It was brought over from England in 1632, and resembles a variety of the *bon chrétien*. It is, perhaps, the oldest fruit tree in the United States, unless there should be some exceptions in the early Spanish settlements in Florida, or in Virginia, which is not very likely to be the case. The Puritans were fond of good things, of a material kind, like pious people in general; and they planted orchards and gardens in Massachusetts with the same promptitude that they created churches and pillories; and handled the spade with the same vigor that they wielded the cat-o'-nine-tails—that apt emblem of their idea of both physical and spiritual government. If ever you come this way, you must gather a few specimens of the fruit of the Endicott pear tree, for it is something to be able to say that one has eaten fruit from a tree planted and nursed by those hands which cut the cross from the British flag, and showed such contempt for British supremacy, almost a century and a half before the battle of Lexington. To be sure, any one can say so—but I mean with truth.

The number of cotton factories in Essex, in 1850, was fifteen, with 135,658 spindles, and a capital of $1,800,424. Six of the factories, about two-thirds of the capital, and almost one-half the spindles, were at Newburyport. Salem had then one factory, with $491,520 capital, and 32,768 spindles. Lawrence had two factories, with $376,320 capital, and 25,088 spindles. Methuen had two factories. Boxford, Rockport, Ipswich, and Salisbury had one each. The number of woollen factories was twenty-two, and their value $1,229,000. Lawrence had three factories, valued at $456,000; Andover had seven valued at $322,000. Amesbury two, valued at $182,000. Salisbury two, valued at $161,000. Danvers and Saugus had two each, but while the capital was $70,000, that of the former was but $14,000. Hamilton, Haverhill, Ipswich, and Lynnfield had one, each, their aggregate capital being $24,000. There were two linen factories at Andover, appraised at $125,000, and one at Groveland, appraised at $12,000. There was a paper mill at Middleton, with a capital of $15,000; and a bleachery at Danvers, capital $60,000.

Large quantities of cordage are made in Essex County in the towns of Beverley, Essex, Gloucester, Lynn, Marblehead, Newbury, Newburyport, and Salem. There were, three years since, twenty-four rope walks in operation, with a capital little short of $50,000. Marblehead is the principal seat of this business, having five manufactories, one of which has a capital of $15,000.

Beside these businesses there are rolling mills, copper, brass, and iron foundries, machine shops, &c. Of lesser articles made there are hats, caps, saddles, harness, trunks, vehicles of all kinds from railroad cars to children's carriages, tin ware, combs, boots and shoes by tens of thousands of pairs, leather, codfish oil, bricks, mechanics' tools, potter's ware, building stone, lumber, carriage springs and axletrees, horse collars and winkers, carriage bows, casting furnaces, pumps of every kind, chairs, barrels, cabinet ware, axes, bar iron, anchors, chain cables, britannia ware, blacking, brooms, glue, shoe pegs, lasts, blinds and sashes, earthen ware, snuff, cigars, fish casks, timber, tacks and awls, musical instruments, upholstery work, stockings, chocolate, hinges, confectionary, tailors' crayons, suits of oil cloth, chronometers, watches, gold and silver ware, shoe thread, jewelry, twine, straw bonnets, and hats, palm-leaf hats, domestic cloth, isinglass, stoves, agricultural implements, &c., &c.

Of brewers there are 3, distilleries 4, tanneries 136, grist mills 54, fulling mills 17, and 52 saw mills. There are also mills for the grinding of spice, cocoa, chocolate and coffee, and for wool picking. There are lead manufactories, establishments for chemical preparations, for the preparation of gums (this last fact I put down for the especial benefit of politicians), and for the manufacture of paper hangings. Seamen's hats are made in some places, and in others books are bound. Everybody is employed in some way, and so everybody manages to have a pretty comfortable time of it. Some people dig clams—and Ipswich, Rowley, and Essex, have fishermen of the kind, if I may so call them, worthy to preside over the best "clam bake" that ever was got up, in or out of Rhode Island, which is the clam State. Others catch lobsters. Yet others gather sea-drift and mud for manure. In some places they cure fish that were caught by vessels belonging to other places. Some people keep school, work on farms, make shoes, write for the newspapers, and go to sea, (and would go a-missionary-ing if they were to receive "a call") all in the same year. Speaking of newspapers, there are many published in Essex county—in Salem, in Haverhill, in Lynn, in Newburyport, and in Gloucester, there are very good journals published, and the Boston papers circulate largely all over the county; but the favorite journal in Essex is the NEW YORK HERALD.

Essex is the third county in the State in the matter of shipping. In 1850, Suffolk had 300,804 tons, Bristol 98,591 tons, and Essex 75,619 tons. The preponderance of Bristol over Essex is due solely to the great whaling business of New Bedford, which port alone had 66,927 tons in 1850, which has since been increased. The oldest port of Massachusetts proper (Salem) is in this county, and used to be a place of great commercial importance—sending her ships to Africa and South America, to China and India; but all that is now changed, or most of it, and the antique town which had a name before American whaling was dreamed of, has not much more than a third of the amount of tonnage that belongs to New Bedford, that *parvenue* concern, which has "bobbed for whale" to some purpose during the last thirty years. Newburyport comes next to Salem in shipping, then Gloucester, then Beverley, then Marblehead, Newbury, Rockport, and Lynn. Much of this shipping is employed in some branch of the fisheries. Gloucester alone having upwards of two hundred vessels engaged in that business. The fish taken are codfish, mackerel, hake and scale fish, halibut, haddock, pollock, and whales. So you see that the threat of that very excellent but rather crusty individual, Mr. John Bull, to treat us as he treated the Dutch so long ago—to carry himself toward our fishermen, sir, as he did towards the herring catchers of Holland—is a joke of the very gravest kind, and one like to be of a pre-eminently practical character to all who shall be concerned in it. They used to say that Amsterdam was founded on herring bones, so largely was the prosperity of that great mart due to the skill and enterprise of its people in one branch of fishing; and certain it is that this county of Essex has drawn no small part of her prosperity from fishing in the sea, catching everything that swims, from the whale to menhadden. That highly-respectable creature, "the codfish," which hangs from the ceiling of the Representative' Chamber of Massachusetts, is a more interesting type of our industry to men of Essex than to those of any other county—Barnstable alone, perhaps, excepted. Even Bristol, with New Bedford in her bosom, cannot take the crown from Essex; for the whale is not a fish, notwithstanding that he has so much to do with the ocean. But of this it will be more proper to speak at length when we shall come to treat particularly of the fishing towns.

Shipbuilding is an important branch of the industry of the county, and has been so these two hundred years—and more. In 1641, Hugh Peters, the famous Puritan preacher, had a vessel of 300 tons constructed at Salem. There were regular shipbuilding stations, more than one hundred and eighty years ago, at Salem, Ipswich, and Salisbury. The first schooner ever built in the United States was launched at Cape Anne, in 1741, by Captain Henry Robinson. There is much work now done in building vessels of every kind and description, from the largest merchantman to the smallest boat. Employment is thus given to shipcarpenters, sailmakers, riggers, caulkers, and members of several other branches of mechanical industry.

The history of Essex is, perhaps, the most remarkable of any county in New England. Essex was where the Massachussett's Puritans first landed. It has the oldest Massachussetts places in it. It early became renowned for the maritime pursuits of its people, who have always manifested a warlike disposition, and particularly a fondness for ocean warfare, doing immense injury to the English in the war of the Revolution, and in that of 1812, in public cruisers and privateers. The first act of resistance to the English military, in Massachusetts, took place in Essex, February 26, 1775, almost two months before the battle of Lexington. It was here that Endicott cut the red cross from the English standard, an act of daring more than equal to any one deed of the revolution. Here it was that the extraordinary witchcraft delusion of 1692 most fiercely raged; for though that awful affair is commonly known as the Salem witchcraft, it was not a local moral disease, but existed all around Salem, which was the most important place, then, as now, in the county. Witches were uncommonly abundant in Andover, Topsfield, Ipswich, Boxford, Salisbury, and other places. Cotton Mather, who had as sharp a nose for a witch as Salem for a bad lawyer, declares that at Andover, was discovered the most horrid crew of witches that ever disgraced a New England town. It is just so there now, only that the witches are young women, and not old hags, and grace the town, instead of disgracing it. They are of the true Lancashire breed. The whole of the proceedings of the authorities in the witchcraft business were such as would have disgraced a synod of devils. It is something of a different kind that the first United States vessel that was engaged in the India trade was from Salem.

Essex is something of an ice-growing county. It is here that is located Wenham Pond, in the town of the same name, which has given its name to American ice in England. In 1850, the ice returned as cut for merchandise in Essex county, was of the value of $55,000, of which $20,000 worth were from Wenham Pond, the rest being from Lynnfield and Andover. The same year the amount given as cut in Middlesex county was of the value of $158,000, and $6,000 worth from Plymouth. All these returns were far below the truth.

Essex was at one time the most important political locality in Massachusetts, the seat of pure, unadulterated federalism. The famous "Essex Junto" took its name from this county, where the wealth, the talents, the social position, and the energy of the leading federalists, made them the directors of their party. Some of the greatest federalists here lived, and others were here born, but removed to Boston. Timothy Pickering—a revolutionary soldier, member of both branches of Congress, and the occupant of three Cabinet offices—the stiffest of Hamiltonian federalists—was an Essex county man. George Cabot, a great federalist, was from Beverley, but removed to Boston. Leverett Saltonstall belonged to one of the historical families of the county, which was founded by an English knight in 1630, and has ever since been of consideration. It is said of the Saltonstalls, by that learned writer, Mr. Drake, "That they opposed the persecutions in New England, in its early settlement; denounced, with becoming language, the proceedings against the Quakers, and set a worthy example in the witchcraft delusion." Some of their number were tories in the Revolution. Leverett Saltonstall was a leading federalist, though but a young man in the latter years of that party's existence. After the extinction of the federal party, Essex ceased to be of so much moment in politics, and Worcester reigned in her stead. The county is now not far from being equally divided between the whigs and their opponents.

There has always been a sort of eccentricity about this county, and it often acts in extremes. The witchcraft delusion is a case in point. The murders that have been here perpetrated, are of such a character as would have charmed De Quincey's connoisseur in that branch of the "fine arts," old Toad-in-the-hole, who spoke with such praise of a dog that murdered a rival "with pleasing circumstances of good taste." The assassination of Captain White, at Salem, in 1830, was the result of a plan, or rather series of plans, into which many crimes entered, and in which, not a few persons were concerned who were never punished. Although three persons—one by suicide, and the others by the hands of the executioner—were sacrificed to the manes of the old man, yet the opinion is even now common that the most guilty party of all escaped—unwhipt of justice. To complete the tale of terror, the plainest principles of law and justice, were set aside to reach those criminals who were arrested. The Parkman murder was not so bad as that; besides which, it took two counties, Middlesex and Suffolk, to furnish the parties to that tragedy. Perhaps the only Massachusetts murder, in all its details, that will compare tolerably with the Salem crime, was that of Mr. Spooner, by his wife and her paramorer, which was perpetrated in Worcester County, some seventy-five years ago. I have often thought that Mr. Hawthorne's last great work "The House of the Seven Gables," was intended to be a sort of picture of the darker side of Essex life, as there is scarcely an incident mentioned in it that has not occurred there. Not that I would seek to convey the idea that Essex is a bad locality, morally speaking—far from it—but that there is a certain vividness about some of the crimes that have been there committed, which is apt to stagger one's faith in the inmate goodness of the human heart, and which give to them a character all their own.

Essex county has produced many eminent men, besides those above named. Judge Story was born here, and here laid the foundation of his fame. Eldridge Gerry was a native of Marblehead, which was also Judge Story's birth place. Mr. Hawthorne, the greatest of our authors, is a native of Salem. Gen. Cushing was born at Salisbury, and Mr. Rantoul was a Beverly man. Mr. Choate is from Essex, and Mr. Phillips, one of the most distinguished of the free-soil leaders, belongs here, and exerts a great influence in the social and political world. William Grey, the great Boston merchant, and who founded one of the best of the present Boston families, went from Salem to the capital. Mr. Silsbee, who was for a long time one of our Senators, was a Salem merchant. Jacob Perkins, the steam-gun man, belonged to Newburyport. Jacob Little, the eminent banker of your city, is a native of the same town. Benjamin Crowningshield, who was one of the Secretaries of the Navy, under Mr. Monroe, belonged to a noted Essex family. The Webster family belonged here originally, and Daniel Webster, though not a son, is a grandson of this county. The Woodburys emigrated from Essex to New Hampshire in the last century; the leading members having received grants of land in that colony for services rendered in the colonial wars. Mr. Whittier, "a sweet poet," as the lady called Milton, lives at Amesbury. Nathaniel Bowditch, author of "The Practical Navigator," and translator of "The Mecanique Celeste," (they say he was the only man who could read La Place,) was born at Salem. Lord Timothy Dexter, that most eccentric of Essex Yankees, amused the people of Newburyport for a long series of years. It is said that he got the title in consequence of offering to pave the principal street of the town, if the people would call him Lord. The town refused the offer of stones, but gave him the title. William Lloyd Garrison, who has made such a figure in the world, was born at Newburyport in 1805. Andrew Dunlop, who was General Jackson's Attorney General for the Massachusetts district, and who, next to Mr. Henshaw and Colonel Greene, was the most distinguished of the founders of the new democratic party in this State, was Essex born. Francis C. and John G. Gray, sons of William, were Salem men, and both are of marked talent. The first was private secretary to Mr. John Q. Adams, when he went Minister to Russia, in 1809. John Lowell, the "Boston rebel," came from Newburyport. Edward G. Prescott, brother of the historian, belonged to Salem. He was a man of great ability. I might extend this list largely, but I have said enough to show that among the productions of the county, men occupy a very conspicuous place. As for the women—they should be seen to be appreciated.

CHARLES LE CHAUVE.

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## Domestic Miscellany.

A murder was committed at La Salle, Ill., on the 27th ult., by a party of men engaged on the bridge of the Illinois Central Railroad Company. Some dispute arose among them, when one of their number, by the name of Michael Considine, was shot down and instantly killed. Several shots were discharged into his body after he was dead. Sheriff Thorne had arrested six of those engaged in the fracas, and lodged them in jail at Ottaway.

Edward Stubbs, Esq., has been reinstated Disbursing Agent of the Department of State at Washington, in the place of Wm. Zantzinger, Esq., who has held the office nearly four years past.

A carpet manufactured by the ladies of the Episcopal Church at Hamilton, C. W., is now at Cape Vincent, on its way to the New York Exhibition. It was done entirely with the needle, and is fifteen feet square; valuation $300.

The Louisville papers announce the appointment of Capt. James W. Brannon as Postmaster for that city.

The Declaration of Independence was first read in the State House yard, at Philadelphia, at about a quarter before five o'clock, on the afternoon of July 4, 1776.

General Dembinski has addressed the following letter, dated Paris, June 10, to the *Debats*:—

> I have read in your journal the translation of an article in the *Morning Chronicle* in which my name is mentioned, and I see with astonishment that I am said to have offered my services to the Sultan. I should be happy and flattered if an offer to receive my services had been made to me by a sovereign to whom I not only owe gratitude, but whom I regard as the most noble, just, and worthy man whom I could serve; but, nevertheless, I have not made an offer of my services for many reasons, which it is useless to mention, but principally in the interest to a cause to which I am greatly devoted, for he who offers himself must execute the will of others, whereas I think I have had sufficient experience of war to wish to have my own views followed, of which I could not be sure unless I were to be spontaneously called upon.

The *London Globe* of the 14th instant, says:—We regret to announce the sudden demise of Madame Macedo, wife of the Minister Plenipotentiary of Brazil at this court. The fatal event occurred at the Brazilian legation in Mansfield street, Portland place, on Sunday, during her Excellency's confinement. She was an English lady, and has left a young and interesting family.

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EFFECTS OF THE STORM IN CONNECTICUT.—During a thunder shower which passed over the north part of Simsbury on the 30th of June, the steam flouring mills belonging to the Massacoe Mills Company were struck by the lightning, which entered one corner of the cupola, about forty feet from the ground, and burst out again at the other three corners and the roof, completely riddling it and setting it on fire, and then passed down the main roof to the tin eaves spout to the ground, doing no damage to the machinery. The rain pouring down in torrents extinguished the fire.—*New Haven Journal.*

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## The Russo-Turkish Question.

TO THE EDITOR OF THE HERALD.

To your interesting remarks in the HERALD of the first of July concerning the Russian and Turkish difficulties, I beg leave to add the following reflections of my own, and to bespeak for them a place in your columns, were it for no other reason than to place them on record before the world, and to enable me to refer to them in case subsequent events should justify my calculations.

If the opinion which I have formed of the apparently intricate character of the Oriental question be correct, then this knotty business has never yet been properly explained by any organ of public opinion either in this or any other country. Let me endeavor, sir, to point out the true position which England holds in this affair.

It is commonly believed that England and France are unitedly opposed to the encroachments of the Russian Czar, and that these two powers have guarantied the independence of Turkey, and will draw the sword in her behalf against the Russian eagle. There never was a greater delusion. There never was a more ridiculous farce than the pretended *entente cordiale* between France under Louis Philippe and England under Queen Victoria. True, the French National Guards visited London, and Queen Vic interchanged a few civilities with Louis Philippe on his own soil; but these were purely personal matters. Queen Vic may have entertained a profound respect for Louis Philippe as a wise monarch, a good and kind husband and father; but the spirit of English diplomacy and politics is as much as ever opposed to the political interests of France, and he knows little of the character of the French army who does not know that a declaration of war against England would be hailed by every French soldier with shouts of mad rejoicing. The French have to efface the disgrace of Waterloo, and to propitiate the insulted manes of their beloved emperor: and they are anxious to try their strength again in a hand-to-hand fight with England. Abukir and Trafalgar rankle in their bosoms, and it is a favorite notion with every patriotic Frenchman that at this moment the naval force of France is superior to that of England. Commercial interests have preserved the peace of the world since the last struggle against Napoleon, but we shall soon see that commerce itself will become the abettor and supporter of war. It is the Oriental question that will enlist commerce in the service of the grim monster.

In this question appearances have carefully to be distinguished from the actual position of affairs. Russia and England understand each other perfectly in this affair, and somebody will be egregiously duped. France, that was so sadly outwitted in the Oriental question when Guizot managed her foreign policy, will again be duped by England and Russia, with this difference, that Louis Philippe submitted tamely to every humiliation for the sake of preserving his crown and aggrandizing his private fortunes and those of his children, whereas Louis Napoleon, on seeing himself the victim of a diplomatic juggle by England and Russia, will allow full sway to his fierce and vindictive temper, and, goaded to madness by the sneers, the contempt, and the superior tact and cunning of both England and Russia, he will tear the network of treaties that have become a dead letter, and have been violated more than once since 1815; he will invade Belgium, march into Germany, proclaim himself the leader of the democratic socialist party, enlist the German armies under his banner, march through Austria, demolish the House of Hapsburg, and fight the Czar before the very gates of Constantinople. In this struggle we shall have Russia, England and Austria arrayed against France, Germany, Switzerland and Italy, despotism against liberty, privilege against universal brotherhood and equality, freedom in the broadest sense against political, civil and religious serfdom.

Napoleon is certainly not aware that he is duped in this Turkish question—duped by both England and Russia; he may suspect that there is some intrigue going on against him, but his pride would prevent him from fathoming the whole depth of the conspiracy of which he will sooner or later be the victim. What this conspiracy consists in can easily be told.

Russia covets Turkey from a variety of causes. The Turks are an anamoly in Europe. They are the enemies of that religion of which the Czar is the sworn high-priest and defender. They are enemies to Christian civilization—to Christian progress, wisdom and humanity. This is one reason why the Czar should burn with the desire of blotting the Turks out of the pale of nations. But there are also political necessities why the Czar should wish to extend his dominion over Turkey and the Turkish sea coast. How humiliating it must be to the Czar to see his immense fleet constantly blocked up, as it were, in the Black Sea. He must have the Dardanelles in order to have access to the Mediterranean, and to be really and truly ranked among the great maritime powers of the world. But Russia cannot march to the conquest of Turkey without the permission of France and England. Provided he can make sure of England, he can then afford to despise France. All his conduct towards Louis Napoleon hitherto shows that he despises this individual, and there is no doubt that the Czar desires nothing more than to have an opportunity of manifesting his contempt in a striking manner. This opportunity is offered by the Turkish question. To prevent blustering, or a premature outbreak on the part of France, the understanding between England and the Czar is kept a profound secret. England, to be sure, sends her fleet to Besika Bay; but is it, as the good-natured public supposes, to counteract the movements of the Czar? By no means; it is to watch the French fleet, and to help the Czar, if necessary, to capture and destroy the French trade. And the terms on which England consents to co-operate with the Czar in his subjugation of the Turkish empire are commensurate with her political and commercial interests. England has her East India empire to preserve and extend, and to do this effectually she has to secure to herself the shortest road to her East India possessions—she has, in fact, to obtain Egypt and to secure an unmolested passage through the Red Sea and the Persian Gulf into the Indian Ocean. Egypt will become an English province. The possession of Egypt is of vital importance to England; with Egypt in her possession, her East India empire acquires a new vitality, by the impulse of trade and the fostering care of the government of the mother country; for it may certainly be expected that one of the great results of a war arising out of the Oriental question will be the reorganization of the East India empire upon a liberal, democratic basis. Russia will guarantee to England the conquest and possession of Egypt, the preservation of her East India empire, and the half of China, Persia, and the other barbaric States of Asia, which Russia and England will divide between themselves, for the benefit, in the end, of civilization and humanity. This new and immense field for the products of English industry will render the commercial and industrial classes of England disposed to consent to the Russian alliance in case of a war with France; they know very well that in such a war Louis Napoleon must ultimately perish, and that the genius of a better and truer humanity will rise from the ruins of this conflict. Russia will be compelled, and England, indeed, will stipulate, that she enter into a closer communion with the commerce and industry of the world; nor will the English people vote the necessary supplies for a war arising out of the Eastern question without coming to a clear understanding with the aristocracy about the people's rights. I foresee clearly that this war will be the downfall of the aristocracy, with its privileges of caste, rank, titles, decorations, and the like, and that the true greatness and glory of the people will date from the period when the first cannon shot shall be fired against Turkey from Russian and English batteries.

But what will France do when she sees herself ousted, as it were, from the Oriental question, and see England and Russia arrayed against her in hostile strife? France, as I said before, will be led to battle by Louis Napoleon; he will fight from an evil motive, but in the name of the people and the peoples. And the people's cause will triumph, both over its false friends and open enemies. Civilization will triumph over barbarism in the East, and a new social order, an order of free religion, free thought, and free industry, will universally triumph in the West over all religious and political despotism. It will then be seen that England and Russia have great and glorious destinies to accomplish in the cause of civilization versus barbarism, and that the true mission of France will be what it always has been: the initiation and developement of a higher social life in Europe.

D. H.

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SIX MONTHS MORTALITY IN BOSTON.—For the first six months of the present year, ending June 30, the total number of deaths in this city has been about 1,850; same period in 1852, 1,594; increase in 1853, 857. The chief disorders have been consumption, scarlet fever, and infantile disorders. There has been but one death from smallpox, and typhus fever has carried off an unusually small number. A part of the increased mortality is owing, no doubt, to the increase of population. For the past month, however, the mortality has been no greater, if so great, as last year.—*Boston Herald, July 2.*

A man was killed a few miles from Belvidere, Ill. on the 29th ult., by his step son. His name was Vanalstine. The murder was done with a rifle, two balls entering the body of Vanalstine, killing him on the spot.

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## The Bank Forgery Case in Cincinnati.

[From the Cincinnati Commercial, July 1.]

AN EXTRAORDINARY SCENE IN COURT.

We were for an hour in attendance at the Criminal Court yesterday afternoon, and there witnessed one of the most thrilling scenes that ever passed before mortal eyes. The great bank forgery case was progressing. The Hon. William F. Johnson, a witness called by the defence, was on the stand. Mr. Johnson was a member of the State Senate in 1849, and is prominent as a politician and business man. He was a particular friend of Mr. Kissane, having been a member of the firm of Lot Pugh & Co., of which Kissane was confidential clerk. He called on Mr. Kissane day before yesterday, and told him that he was able to testify as to his whereabouts on the 14th of December last, and correct a mistake made by some of the witnesses for the prosecution. Previous to that call he had not seen Kissane for a long time, and it was from reading reports of the testimony in the *Commercial* that the idea occurred to him of taking the stand and proving an *alibi* for his old associate. The testimony that he gave will be found recorded fully in our regular report.

After he had testified to the whereabouts of Mr. Kissane on the 14th of December, and the business transaction he had with him that day, Mr. Pruden proceeded to cross-examine him, and asked if he knew Mr. Kissane's handwriting. He replied, with a smile, "Yes, as well as I know my own." Mr. Pruden then handed him a check drawn by Kissane, and the forged check, and inquired whether he could detect any similarity in the handwriting that filled them up. Mr. Johnson took the papers and closely examined them. As he did so an expression of terror came upon his countenance, and with a convulsive movement he threw the papers upon the table, crying, in a tone of horror, "That check is Kissane's handwriting" He then staggered to his chair, exclaiming, in a tone that sent a shudder to every heart—"Great God!"

The effect of this tragic scene was stunning. Judge and jury, lawyers and spectators, were alike appalled. After a moment of breathless excitement and suspense the Court took a recess. This movement seemed involuntary, for calm consideration could not be given to any subject while dismay was upon the features of every man. Mr. Johnson was ghastly pale, and as he slowly recovered, an expression of intense pain settled upon his countenance, and he seemed suddenly to have grown old. No scene that the pen of the novelist or the dramatist ever drew could equal the terrific dramatic grandeur and power of the solemn reality of this occurrence.

In a few minutes the Court was called to order, and Judge Walker cross examined the witness. All that was elicited by this examination will be found noted by our regular reporter.

The following is the testimony alluded to in the above article:—

TESTIMONY OF W. F. JOHNSON.

William F. Johnson called and sworn.

Q.—Had you business with Mr. Kissane on the 14th of December last?

A.—I had. I will state that I was reading in the *Daily Commercial* of yesterday the report of his trial, and observed that Mr. Kissane, for whom I entertain a high regard, was charged with concernment in this forgery, on the fourteenth of December, and that certain witnesses for the State had sworn to his having been in certain places at certain hours of that day. It instantly struck me that the fourteenth of December last was the very day that I had some business with Mr. Kissane, and that I could find papers clearly establishing that fact.

Judge Walker—Have you the papers here?

Mr. Johnson—I have, (unfolds a parcel of papers and takes out a returned bank check;) on the 13th of last December I was preparing to leave for Chicago, where I was very anxious to arrive on the 15th, because on that day I had an important law suit there; some gentlemen in the pork business here—among whom were Mr. Kissane, Hughes, & Co., S. Davis, Jr., & Co., W. H. Fuller, and others—owed me the sum of one thousand dollars, which Hughes & Co. promised to pay me on the 13th; they did not pay me on the 13th, but Mr. Kissane, who was present, said, "I will pay you myself," and made an appointment to meet me for that purpose at Jno. W. Coleman's the next day, at 12 M.; anxious as I was to leave for Chicago, I concluded to wait for the money, and at 12 M., of December 14, repaired to John W. Coleman's counting room, on Court street, to meet Mr. Kissane's appointment; I waited impatiently until full 1 o'clock—perhaps five minutes after one—before Mr. K., came; when he entered he made some excuse about being detailed on 'Change, and left soon after without saying a word about the thousand dollars! A few minutes after he left I spoke of the matter to W. H. Fuller, who replied, "Let us go over to Mr. Kissane's pork house and have the matter properly understood—Kissane will make it right"—or something to that effect; we immediately walked over; while at the pork house, Mr. Kissane wrote me a check for $300, on Groesbeck & Co; I saw him write it; this was on the 14th of December; it was this incident that I remembered when reading the report yesterday, and I immediately went to the office of Kissane & Smith, and asked to look at their returned checks for the month of Decemcer last; from the bundle handed me I picked out this check, (handing counsel a check of Smith & Kissane, on Groesbeck & Co., for $300), which I instantly knew to be the one I have referred to, and on the back of which was my own endorsement.

CROSS-EXAMINED.

Mr. Pruden—Do you know Mr. Kissane's handwriting—is that his? (handing witness the check for $300 just alluded to.)

Mr. Johnson—I know it as well as I know my own—this is his handwriting.

Mr. Pruden—Take the check given you, and which you saw him write, and compare it with this, (handing Mr. Johnson the forged check attached to the indictment, purporting to be drawn by S. Davis, Jr. & Co. for $7,321 65,) and tell me if there is any similarity in the filling up of the two?

Mr. Johnson takes the two checks, looks at them for a minute, changes color, and, in a state of fearful excitement, throws the forged check, with the indictment, upon the table before Mr. Pruden, and exclaimed—"That check is Kissane's handwriting! Great God!!"

Mr. Johnson fell back with a convulsive expression, and was assisted to a chair by Mr. Logan.

Great sensation prevailed throughout the court room.

The court took a recess for fifteen minutes.

MR. JOHNSON'S TESTIMONY RESUMED.

After the recess, Mr. Johnson was cross questioned by Judge Walker, and replied substantially as follows:—

It is very hard to say what it is in the two checks that impressed me they were written by the same hand—it was the effect of the whole as I looked at both. The figure 2 is the greatest similarity in both checks. Take away the figures, and I could not swear the checks were written by William, (Kissane.) It is exceedingly difficult to express to the unpractised what it was I saw in both checks that made me pronounce the filling up in both to be in William's handwriting; if I can imagine myself in other circumstances, I must say that had I not known of this indictment, and been shown the two checks separately, I might not have declared them to be written by the same hand; there is no striking similarity except in the figure 2 in each; I protest to God I wish I could say nothing—could say I knew nothing of this matter; I am affected to see William in this situation—I own it—I am but a man; if the checks had been brought to me from different parts of the State, separately, and accompanied with no remarks, I might not have observed a similarity; if the forged check had been shown me with the question "Do you know that handwriting?" I can't say that I should have recognized it as William Kissane's. Both checks are written in a free, bold manner; might not be the same hand; I looked them all over before I spoke; the figure threes in each are dissimilar; I might even say the checks were written by different hands; the two "Decembers" are not written alike; the only positive point of similarity is in the figure 2; and two men dashing off a check in a hurry might be apt to make the dash at the end of the figure alike.

CROSS-QUESTIONED.

I am as well prepared to answer any questions now as I shall be. [This was said in reply to a proposition that he should retire five minutes.] I was a partner in the house of Lot Pugh & Co., and Mr. Kissane was our confidential clerk; it was a general similarity, or a something, that is most difficult to explain, that forced me to say the checks were William's handwriting.

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## The Prussian Frigate Gefion.

NEW YORK, July 3, 1853.

TO THE EDITOR OF THE HERALD.

In your Sunday paper I found a communication from "One of the Schleswig-Holstein Army," stating that the Prussian frigate Gefion was no Prussian vessel, and had been taken from Schleswig-Holstein by Prussia in spite of all Germany.

The facts are these:—In 1848 German patriotism was roused from the death-like slumber it had indulged in for many years, and the German Diet then assembled at Frankfort and made war on Denmark for the wrongs inflicted by that country on Schleswig Holstein, and about the same time took measures to provide for a navy. The frigate Gefion, taken by Schleswig-Holstein and Nassau, *id est*, German troops, (Schleswig-Holstein and Nassau belong to the German Confederacy,) was naturally incorporated with the then existing German fleet, and after its final dissolution was given up to Prussia to indemnify her for her previous contributions to the formation of a German navy.

So the Gefion has been paid for by Prussia, and I believe payment will be considered even, by "One of the Schleswig-Holstein Army," as a lawful and just means of acquiring a frigate.

ONE OF THE PRUSSIAN ARMY.

A THEATRE AT SARATOGA.—The Saratoga *Whig* announces that a Mr. Monkley, of Albany, has rented the building near the Pavilion Spring, generally known as the Histrionic Hall, and has commenced fitting it up in a superior manner for theatrical purposes, and that he will soon be prepared to open there with a good stock company for the summer.