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OFFICE N. W. CORNER OF FULTON AND NASSAU STS.

TERMS: In Advance, \$10 per Annum; Single Copies, 5 Cents. THE WEEKLY HERALD every Saturday at 60 cents per copy...

Volume XVIII, No. 211

AMUSEMENTS THIS EVENING.

- CASTLE GARDEN - L'ESPERANCE. BOWERY THEATRE - BOWTY MAI QUINN-NAPOLION. BROADWAY THEATRE - BROADWAY-IRELAND AS IT IS...

New York, Monday, August 1, 1853.

Mails for Europe.

THE NEW YORK WEEKLY HERALD.

The royal mail steamship Europa, Capt. Shannon, will leave Boston on Wednesday, at 12 o'clock, for Liverpool.

Subscriptions and advertisements for any edition of the NEW YORK HERALD will be received at the following places:

Liverpool - John Hunter, No. 2 Paradise street.

LONDON - Edward Sandford & Co., Cornhill.

Wm. Thomas & Co., No. 19 Catherine street.

PANAMA - Livingston, Wells & Co., Rue de la Bourne.

R. H. Howell, No. 17 Rue de la Bourne.

The European mails will close in this city at three o'clock to-morrow afternoon.

The WEEKLY HERALD will be published at half-past nine o'clock to-morrow morning. Single copies, in wrappers, 5 cents.

The News.

We publish to-day an extended report of the proceedings of the National Scientific Convention upon the first day of meeting, 28th ult., at Cleveland, Ohio.

A full synopsis of the excellent paper, "Upon the value of the barometer in the navigation of the American lakes," which was read by Professor Redfield, of New York, is appended.

Our reporter has also furnished a detailed account of the forenoon transactions of the second day. The valuable and very practical papers of Professor Bache, the remarks of Mr. L. Blodgett, of Washington, upon the "Southeast monsoon of Texas, the northern of Texas and the Gulf of Mexico," &c., as well as the paper of Professor J. Brainerd, of Cleveland, upon the "Origin of quartz pebbles in the sandstone conglomerate," will be read with much interest and profit.

The names of the new members, and other matters connected with the meeting, are given in full.

Australian gold-circulars and commercial intelligence of April 18, may be found under the financial head.

The price of gold had fallen from 77s. to 75s.; few, however, would part with it at that price, and trade in the article was at a standstill.

The mines continued to yield abundantly. The transportation of gold had been monopolized by government, and much complaint was made of want of energy in the business.

The markets exhibited a firm aspect. The demand for building materials and every kind of really useful merchandise continued good.

From British Guiana dates to the 14th inst. have been received. The Chinese immigrants had proved to be docile and laborious.

The weather had been highly favorable to the crops. The demand for provisions did not keep pace with the supply. Salt fish was in limited quantity.

Elections will be held in the following States to-day: - Arkansas, Alabama, Indiana, Iowa, Kentucky, Missouri, and Texas.

There are five candidates for the office of Governor of Alabama, and nine for Governor of Texas.

Mr. W. Farwell, of Madison county, was nominated on Saturday by a convention of independent democrats, at Syracuse, a candidate for State Senator for the counties of Oswego and Madison.

At a special meeting of the Board of Education, on the 28th ult., the union of the Public School Society and the Board, in pursuance of the law passed June 4, 1853, was consummated, and the corporate existence of the Society ceased.

By this fusion of the two institutions it is expected the cause of education will be strengthened, as the public will still receive from the members of the Society the same intelligent service which has distinguished them for many years past.

Joseph McKean was appointed City Superintendent of Common Schools at a salary of \$2,000 per annum. Samuel W. Seaton, who for thirty years has acted as agent of the Public School Society, will probably be engaged by the Board.

The laying of the corner stone of the Christ Protestant Episcopal Church in Eighth street, near Fifth avenue, took place on Saturday afternoon.

A full report of the ceremony will be found in another part of to-day's paper.

The arrival of the Asia's news at New Orleans had the effect of depressing the prices of cotton one quarter of a cent.

There were one hundred deaths from yellow fever at New Orleans on Friday last.

The ship John C. Calhoun, before reported ashore at Musquah, has been got off, and will be towed to St. John.

In our inside pages may be found a great variety of interesting matter, including a Letter from our Nova Scotia Correspondent; the Central Park and Ten Hour Law; Additional News from the South Pacific; News from the Far West; the Turf; Letter from Major Stevens relative to the Northern Railroad Route to the Pacific; List of Patents; Commercial Intelligence, &c., &c.

HARD SHELLS AND SOFT SHELLS. - It is said that quite a rich and easy correspondence has recently taken place between the Hon. John Wheeler, member of Congress from this city, and General J. Addison Thomas, one of Gov. Seymour's aids, and General Pierce's advocate to the London Commission, under the late treaty.

Copies of this correspondence are said to be in the hands of the Executive. Will the Washington Union get the letters, and give the public the benefit of them? If not, will Gen. Thomas send them to us? If not, we must call upon the Hon. Mr. Wheeler for the documents. We wait light.

THE RICE PAYMENT. - Comptroller Flagg will pay Russ & Reid for their pavement in Park row. Why not? If not will Russ & Reid go on with the work? We hope so. The people want the pavement.

The Fishery Question - Gone to the Virginia Springs to Negotiate.

According to our telegraphic advices, published yesterday, from Washington, Hon. W. L. Marcy, Secretary of State, and the British Minister, Mr. Crampton, left Washington on Saturday last, for the Berkeley Springs, accompanied by Hon. Caleb Cushing, Attorney General of the United States. We are informed that Mr. Crampton went up at the request of Mr. Marcy, who desires to re-open and proceed with the fishery and reciprocity negotiations in a quiet manner, free from the frequent interruptions to which the Premier is necessarily subjected in Washington.

This is a good and reasonable idea. It is the practical realization of that magnificent idea of our modern transcendental philanthropists, of making labor attractive. Gone to the Springs to negotiate on codfish and mackerel! Charming, charming idea! The Berkeley Springs are situated in the county of Berkeley, about a Sabbath day's journey, or some twenty-five miles, more or less, west from Harper's Ferry, among the mountains of Virginia. The Potomac river, here a shallow, rattling mountain stream, flows around the north end of the county, while a number of its tributaries, clear and sparkling, flow through it between ranges of hills and mountains, and fields of corn, venerable woods, and meadows green. The Springs are provided with a good hotel, and are annually the resort of a company of highly respectable people, including a delightful sprinkling of the beauties of the valley; but the locality is comparatively free from those hordes of idlers, loafers, and cheaters d'industrie, so plentiful in the dog days at Newport and Saratoga. Hence, it is a good place for the resumption of negotiations on the fishery question and Yankee, and colonial reciprocities.

And here, again, we have a practical illustration of the sagacity, discretion, and good taste of Secretary Marcy. Here, at these Berkeley Springs, there will be something like exemption from the tortures of the office-seekers, combined with good water, pure country air, delightful rides among the mountains and the valleys, the society of intelligent farmers and their beautiful daughters, fresh milk cream and butter such as are never seen in Washington, genuine mountain mutton, and no necessity for musquito curtains. Furthermore, these springs are within a few hours' ride by railroad from Washington, so that no time may be lost in the event of a sudden exigency, requiring the immediate return of our distinguished officials to headquarters—such an exigency, for instance, as the opening of a general war in Europe, or a collision on the Mexican boundary, of the unexpected descent of another filibustering expedition upon the island of Cuba, or a fight among the fishermen. Had President Fillmore been equally handy offstage at the time of the Lopez invasion, it might not have ended so disastrously to the misguided youngsters sacrificed near the castle of Atoles. Mark then the wisdom of our Premier in choosing Berkeley Springs for the fishery negotiations—mark his wisdom, and admire.

It was but a year ago, and what a chain of important events has filled up that short interval! It was, we repeat, but a year ago, that Mr. Webster took Mr. Crampton up to Marshfield. Hard by the surges of the sounding sea, there to talk quietly over and arrange, if possible, the almost inexplicable complexities of thirty odd years of diplomacy, and parliamentary, congressional and colonial discussions of our fishery difficulties. Suddenly a pronouncement from Marshfield, by Mr. Webster, cut short the joint official pleasure excursion to that honored homestead and brought both countries, in the hottest of the Presidential contest, to the verge of war. Wall street was alarmed, "the universal Yankee nation" was aroused, and for the time, the glories of Luny's lane and the battles of Mexico were overshadowed by the wrongs of our Northern fishermen, and the resolve of Mr. Webster to right them, "hook and line, and bob and sinker." But the negotiators were recalled to Washington, oil was thrown upon the troubled waters and the war blew over; and thus we saw

—This insubstantial pageant, faded, Leave not a rack behind.

But the clouds have again collected along the Northeastern horizon—a regular fog bank. Hostile squadrons are again ordered to the disputed fishing grounds; and British and American steamers (ours equal to six miles an hour) will be on hand watching the fishermen, while "away down in Old Virginia," among the mountains, within a Sabbath day's journey of Harper's Ferry, in a comfortable hotel at Berkeley Springs, Messrs. Crampton and Marcy, like two old rats over a cheese, will be arranging the metes and bounds of the "tarnal Yankees," and the reciprocities between them and the adjoining colonies of Queen Victoria.

Now, then, let us hope that while the officers of the hostile squadrons may wind up their campaign this year among the fishermen, in a grand ball at Halifax, the same as they had last year—let us hope, and have faith that Messrs. Marcy and Crampton, among the mountains of Virginia (where even a salt codfish is a curiosity) may soon come to a definite, satisfactory, and comprehensive adjustment of the fishery business, reciprocities and all. Then our Premier, we may expect, will bring Gen. Almonte to Coney Island, (where the clams are of the best quality, as well as the sea air and the surf) and there proceed to settle by treaty the Mesilla question, the Tehuantepec question, the Indian question, and all other unsettled difficulties pending between the United States and Mexico. Keep cool.

COLLEGIATE TITLES - YOU TICKLE ME AND ILL TICKLE YOU. - We have observed that it has become quite the fashion of late years for our colleges to interchange compliments with each other, by making their respective presidents LL. D.'s. This degree, we believe, means simply learned in the laws, and we had supposed that besides our statesmen and legislators, who ought to know something of the municipal law, as well as the law of nations, we had a class of men among us who devoted laborious lives and great talents exclusively to the study of the civil law. But it seems to have been found out at last that LL. D. means learned in the law of Moses and the prophets, or learned in no law, provided one is at the head of a college. Well, we imagine the lawyers will care very little if the D.'s do rob them of their LL. D.'s. The useful activity, and consequent honor of their lives, can well afford to leave such baubles to indolent pretension. Grand Lama is a vastly higher title than Doctor of Laws. We propose it as a new degree, so as to avoid this crime of robbery.

Celebration at Plymouth, Mass., of the Embarkation of the Pilgrims, August 1, 1620.

In an article in the HERALD, on the 27th ult., we expressed our gratification at the growing taste and feeling for public celebrations of historical events connected with the rise and progress of the United States. Whether these commemorations are national or local, they cannot fail to attract public attention and revive patriotic and grateful recollections of those glorious men of other times, who, by their acts and examples, laid the foundation, or aided in the construction, of the fabric of this confederacy of republican institutions.

This day will become memorable in the annals of New England; for it is the first time, that the date of the embarkation of the Pilgrims who first settled in New England has been publicly celebrated in this country, to mark the day when that band of heroes and martyrs for religious liberty left the place of their exile in Holland, and embarked for the shores of America. The anniversary of the landing of the Pilgrims of Plymouth, on the 22d of December, has long been commemorated at Plymouth, and elsewhere in the United States; but the equally interesting day of their embarkation from Delft, in Holland, August 1, 1620, has been determined by the Pilgrim Society of Plymouth, to place on the calendar, as one of the remarkable days in our annals. This is to be done by a public celebration this day, at Plymouth on which occasion will, doubtless, be assembled a large concourse of the sons of New England, and others who delight in historic lore and great achievements, or to trace from small beginnings, the origin of nations.

Mr. Webster, in his great address at Plymouth, December 22, 1820, observes:—

Great actions and striking occurrences, having excited a temporary admiration, often pass away and are forgotten, because they leave no lasting results affecting the prosperity and happiness of communities. Such is frequently the fortune of the most brilliant military achievements. Of the ten thousand battles which have been fought, of all the fields fertilized with carnage, of the banners which have been bathed in blood, and the waves of the sea which have had risen from the field of conquest to a glory as bright and as durable as the stars, how few that continue long to interest mankind! The victory of yesterday is reversed by the defeat of today; the star of military glory like meteoric meteors, has fallen; disgrace and disaster hang on the heels of conquest and renown; victor and vanquished presently pass away to oblivion, and the world goes on in the course, with the least of so many lives and so much treasure. But it is not always, there are enterprises, military as well as civil, which sometimes check the current of events, give a new turn to human affairs, and transmit their consequences through ages. We see their importance in their results, and call them great, because great things follow. There have been battles which have fixed the fate of nations. When the traveler passes on the plain of Marathon, whatever the emotions which that strong picture excites in his mind, his soul recoils through his veins, and his heart is transfused with the spirit of the immortal hero. It is because it had gone otherwise, Greece had perished. It is because he perceives that her philosophers and orators, her poets and painters, her sculptors and her architects, her laws and her institutions, point backward to Marathon, and that their future existence seems to have been suspended on the contingency whether the Persian or the Grecian banner should wave victorious in the beams of that day's setting sun. "If we conquer," said the Athenian commander, on the approach of that decisive day, "if we conquer, we shall make Athens the greatest city of Greece." A prophecy how well fulfilled! "If God prosper us," their motto have been the more appropriate language of our fathers, when they landed upon Plymouth Rock—"If God prosper us, we shall here begin a work which shall last for ages; we shall plant over a thousand hills, and stretch along a thousand miles, the banner of the true God, the banner of the true liberty and the true religion; we shall subdue this wilderness which is before us; we shall fill this region of the great continent which stretches almost from pole to pole, with civilization and Christianity, and the name of God shall rise where now ascends the smoke of idolatrous sacrifices; fields and gardens, the flowers of summer, and the waving and golden harvest of autumn, shall spread over a thousand hills, and stretch along a thousand valleys, never yet, since the creation, reclaimed to the use of civilized man. We shall whitening this coast with the canvass of a prosperous commerce; we shall stud the long and winding shore with a hundred cities, the walls of which we now see scattered the light of knowledge through out the land; and our descendants, through all generations, shall look back to this spot, and to this hour, with unaltered affection and regard.

Nothing can be more appropriate than this quotation from Mr. Webster's address, to remind us of the great importance to be attached to the event of the first settlement of New England, and of the embarkation from the old world, and the landing on the shores of the new, of the noble spirits who accomplished the enterprise.

The Pilgrims of New England, it is well known, were of that class of Englishmen who are also denominated Puritans, by historians, to distinguish the name given to the dissenters from the Church of England in the reign of Elizabeth, and the first two Stuarts. But the origin of the Puritans may be traced to an earlier period. When Hooper, who was exiled in the latter part of the reign of Henry VIII., was appointed Bishop of Gloucester, he, for a time refused to be consecrated in the vestments which the law prescribed; and his refusal in 1550, marks the era when the Puritans first existed as a separate party. They demanded a thorough reform; the established church desired to check the propensity to change. In the reign of Edward VI., the Roman Catholic doctrines were expunged from the national creed, and the fundamental articles of the Protestant faith were recognized and established by law. But much of the ancient ceremonial of worship was retained. The sentiments which were subsequently matured into the doctrines of the Puritans had already taken possession of the minds of some of the English Protestants; but their operation was as yet neither very powerful nor extensive. The reign of Mary involved both parties of the English Protestants in danger; but they whose principles wholly refused communion with the Church of Rome were placed in the greatest peril. Hooper and Rogers, the first martyrs of Protestant England, were Puritans; but a large part of the English clergy returned to their submission to the See of Rome—others firmly adhered to the Reformation. During the heat of the persecution under Queen Mary, many of the English Protestants forsook their country, and took refuge in the Protestant States of Germany and Switzerland. On the death of Mary, they returned to England. Queen Elizabeth, her successor was not favorable to the Puritans; but, as a body, they had avoided a separation from the Church of England. They had desired a reform, and not a schism. But there gradually grew up among them a class of men who carried opposition to the Church of England to the extreme, and refused to hold communion with a church of which they condemned the ceremonies the government and the discipline. This party was called "The Independents," and was plebeian in its origin—its adherents were "neither gentry nor beggars." Their leading advocate was Brown,

from whence they were sometimes called "Brownists." From this time there was a division among the dissenters from the Church of England. The Puritans desired to amend; the Brownists to destroy and rebuild. The feud became bitter in England, and eventually led to great political results there, but never extended across the Atlantic. An act of nonconformity, passed in the reign of Elizabeth, caused many of the Independents to exile themselves to Holland, and a society founded by them existed there for a century.

Towards the close of the reign of Elizabeth a reformed church of Puritans was formed in the north of England, composed of "poor people," or those in moderate circumstances, in towns and villages of Nottinghamshire, Lincolnshire, and the borders of Yorkshire. This church, having for its pastor John Robinson, a man of estimable character, were beset night and day by the agents of royal and ecclesiastical tyranny. After suffering much persecution, this small flock of Puritans resolved to seek safety in exile. Holland attracted the attention of the emigrants as the land of liberty and the Protestant faith. The departure from England was not effected without suffering and hazard. Their first attempt, in 1607, in the reign of King James I., was prevented, and some of the Puritans were imprisoned. The next spring, 1608, the design was renewed. An unfrequented heath in Lincolnshire, near the Humber, was the place of secret meeting. Some of their wives and children were seized when on the point of embarking; but they were finally suffered to depart, and arrived safely at Amsterdam. Such was the flight of the Pilgrims, under their leaders, Robinson and Brewster, from the land of their fathers.

From Amsterdam, the Pilgrims removed to Leyden, where they took up their residence, and applied themselves to industrial callings for a livelihood. They had been bred to the pursuits of agriculture, and in Holland they were compelled to learn mechanical trades. Brewster became a printer; Bradford learned the art of dyeing silk; others various trades. But they were discontented and unhappy in Holland. Conscious of ability to act a higher part in the world they were moved by "a hope and inward zeal of advancing the gospel in the remote parts of the New World." Their Dutch neighbors proposed to them to emigrate to their new settlements in America, and made them large offers; but the Pilgrims were attached to their nationality as Englishmen, and to the language of their native soil. A deep love of country led them to seek to recover the protection of England, by forming a colony under that government. In 1627, John Carver and Robert Cushman repaired to England to obtain a patent from the London Company, owning the right to lands in America. Having, after nearly two years negotiation, procured from the Plymouth Company, a grant of a tract of land, several of the congregation at Leyden sold their estates, and expended the purchase money, with money received from other adventurers, in the equipment of two vessels, in which only a minority of the congregation could embark. Mr. Robinson and a majority of his charge therefore remained behind at Leyden, until a favorable opportunity should offer to join their friends in America.

After twelve years exile from their native land, the detachment of the Leyden congregation of Pilgrims made ready for their departure. Two ships which they had provided—the Speedwell of sixty tons, and the May Flower of one hundred tons—awaited them at the little port of Delft Haven, near Leyden, from whence they were to embark for England, and thence proceed on their voyage to America. This scene of embarkation, which took place on the 1st of August, 1620, is the anniversary which is this day to be commemorated at Plymouth.

One of the finest of the historical paintings which ornament the rotunda of the capitol at Washington is that which represents this embarkation of the Pilgrims from Delft Haven. It is a picture of great artistic merit, by Robert N. Weir, and is of the largest size of the historical paintings executed by order of Congress. The moment chosen by the artist for the action of the picture is that in which the venerable pastor, Robinson, with tears and benedictions, and prayers to Heaven, dismisses the beloved members of his little flock to the perils and the hopes of their great enterprise. The characters of the persons introduced are indicated with discrimination and power, and the accessories of the work marked with much taste and skill.

The Pilgrims sailed from Delft Haven for Southampton, in England, and in a fortnight after, they left that port for America. But on account of the want of repairs they returned in a few days to Dartmouth, from whence they again put to sea; but put back to Plymouth, where they left the Speedwell as unseaworthy, and as many as could be accommodated, to the number of one hundred souls, embarked on the Mayflower. In that small vessel of one hundred and eighty tons, they sailed from Plymouth on the 17th of September, and after a boisterous passage of sixty-three days they arrived on the coast of Massachusetts and were safely moored in the harbor of Cape Cod on the 20th of November, and finally landed on the Rock of Plymouth, December 22, 1620. While at anchor, the manner in which their government should be constituted had been considered, and after solemn prayer and thanksgiving, the following instrument or compact was drawn up and subscribed on board the ship, on the 22d of November. It was signed by forty-one of their number, and they with their families amounted to one hundred persons. Thus did these intelligent colonists find means to erect themselves into a republic, even though they had commenced their enterprise under the sanction of a royal charter; a case that is rare in history, and can be effected only by that perseverance which the true spirit of liberty inspires.

THE PLYMOUTH COMPACT. - We, whose names are underwritten, the loyal subjects of our dread sovereign, King James, having undertaken, for the glory of God, and advancement of the Christian faith, and honor of our King and country, a voyage, to plant the first colony in the northern parts of Virginia, do, by these presents, solemnly and mutually, in the presence of God and of one another, covenant and combine ourselves together into a civil body politic, for our better ordering and preservation, and furtherance of the ends aforesaid, and by virtue hereof, to enact, constitute and frame, such just and equal laws, ordinances, acts, constitution and offices, from time to time, as shall be thought most convenient for the general good of the colony. Unto which we promise, all due submission and obedience. Signed by John Carver, William Brewster, Edward Winslow, and others—forty-one in all.

It is worthy of notice that among the signers are the ancestors of some of the most respected merchants and other citizens of New York, namely: Winslow, Howland, Brewster, Bradford, and others.

Consular System of the United States.

The legislation of Congress regarding the consular system of this country, has been quite meagre, being confined to two or three acts, the first of which was passed on the 14th of April, 1792, the second on the 28th of February, 1803, and third, regarding the duties of consuls, July 20, 1840. As imperfect as these laws are admitted to be, all subsequent attempts to remodel them, and to put our antiquated consular system on a footing commensurate with the progress of the country, and to render it consistent with the spirit of the age, have proved utter failures. Merchants, and citizens generally, of all parties, have repeatedly condemned the system, complained of its injustice, imperfection and injurious character, yet without avail. One is at a loss to understand why a system so universally condemned is so strongly cherished by the Congress of the United States. Some have expressed their fears that selfish motives have swayed politicians, who wished to have things remain as they were, for the purpose of rewarding political favorites with the sinecure consulates of nine or ten thousand dollars per annum, while the starving, or non-paying, consulates would answer for subordinate time-servers, whom it would be troublesome to provide for at home, where their incompetency would become immediately exposed to the people.

The act of 1792 was very brief and general in its character. It was entitled "An act concerning consuls and vice-consuls, and for the direction of the consuls and vice-consuls of the United States in certain cases." The first section of this act authorized consuls to receive protests, or declarations, which captains or masters, crews, or passengers, and merchants who are citizens of the United States, may, respectively, choose to make; and, also, such as any foreigner may choose to make before them relative to the personal interest of any citizen of the United States; and all of said acts, duly authenticated by the consuls and vice-consuls, to receive full in law, equally as their originals would in all courts of the United States.

It also provided that it shall be the duty of consuls to take possession of the personal estate left by any citizen of the United States, other than seamen, who shall, within their consulates, having there no legal representative, partner in trade or trustee by him appointed—the effects to be appraised by two citizens of the United States, or for want of them, any others they may choose. All debts due the estate to be collected, and all owing to others to be liquidated—the residue to be sold by auction, after reasonable public notice and the balance transmitted to the treasury of the United States, to be held in trust for the legal claimants. If at any time before closing the affairs of the deceased, a legal representative should appear, the consul is to hand over all to the said representative, and his agency is to cease, he having received his fees for his services as far as he had proceeded. Consuls are required to notify the Department of State of all American citizens dying intestate, and without legal representatives, abroad, in order that the fact may be published in the State to which he belonged.

The third section directs that where ships or vessels shall be stranded or wrecked on the coasts of their consulates, they shall take all proper measures, under the laws of the country where they reside, for saving the vessels, their cargoes and appurtenances, or for storing and securing the effects and merchandise saved, and to take an inventory of the same, and after deducting the expenses from the value of the goods, &c., deliver them over to the owner or owners. He is not to take possession of the goods when the captain, owner, or consignee thereof is present or capable of taking possession of the same.

The fourth section proscribes the fees to be allowed for various consular services. These we shall notice when we reach another part of our subject.

Section fifth provides a salary of \$2,000 per annum to be paid to consuls appointed by the President to reside in each of the Barbary States, which are the only fixed salaries paid at this day.

Section sixth provides that both consuls and vice-consuls shall give bonds, with such sureties as shall be approved by the Secretary of State, which is regarded as merely pro forma, as many consuls are sent abroad who could give no bond at all worth having. The bonds, when taken, are to be for not less than two thousand dollars nor more than ten thousand, "conditioned for the true and faithful discharge of the duties of his office, according to law, and also for truly accounting for all moneys, goods and effects which may come into his possession by virtue of this act; and the said bond shall be lodged in the office of the Secretary of the Treasury."

The amount of the bond (two thousand dollars) exacted from a vice consul, whose fees may not exceed one hundred dollars per year, if duly executed and in good faith, would seem to be exorbitant. The only contingency which might render it necessary, would be the possibility of goods of deceased Americans, or of wrecked vessels, falling into his hands, the safety of which in his possession might be thereby better secured.

A second act was passed by Congress on February 28th, 1803, which was entitled "An act supplementary to the 'Act concerning Consuls and Vice Consuls,' and for the further protection of American seamen."

The first section provides that before a clearance be granted to any vessel bound on a foreign voyage, the master thereof shall deliver to the collector of the customs a list containing the names, places of birth and residence, and a description of the persons who compose his ship's company; to which list the oath or affirmation of the captain shall be annexed, that the said list contains the names of his crew, together with the places of their birth and residence as far as he can ascertain them; and the said collector shall deliver him a certified copy thereof, for the sum of twenty-five cents; and the said master shall, moreover, enter into bond, with sufficient security, in the sum of four hundred dollars, that he shall exhibit the afore-said certified copy of the list to the first boarding officer at the first port in the United States at which he shall arrive, on his return thereto; and, also, then and there produce the persons named therein to the said boarding officer, whose duty it shall be to examine the men with such list, and to report the same to the collector; and it shall be the duty of the collector at said port of arrival (when the same is different from the port from which the vessel originally sailed), to transmit a copy of the list so reported to him, to the collector of the port from which the vessel originally sailed.

Provided, That the said bond shall not be forfeited on account of the said master

not producing to the first boarding officer, as aforesaid, any of the persons contained in the said list who may be discharged in a foreign country with the consent of the consul, vice consul, commercial agent, or vice commercial agent, there residing, signified in writing, under his hand and official seal, to be produced to the collector, with the other persons comprising the crew, as aforesaid; nor on account of any such person dying or absconding, of being forcibly impressed into other service, of which satisfactory proof shall be there also exhibited to the collector.

Section second makes it the duty of every master or commander of a ship or vessel belonging to citizens of the United States, who shall sail from any port of the United States after the first day of May, (1803), on his arrival at a foreign port, to deposit his register, sea letter, and Mediterranean passport with the consul, vice consul, or commercial agent, (if any there be, at such port); and in case of refusal or neglect of the said master or commander to deposit the said papers aforesaid, he shall forfeit and pay five hundred dollars, to be recovered by the said consul, vice consul, or commercial agent, in his own name for the benefit of the United States, in any court of competent jurisdiction; and it is also made the duty of such consular agents on their receiving from the master or commander a clearance from the proper officer of the port where his ship or vessel may be to deliver to the said master all of his said papers, provided such master shall have complied with the provisions contained in said act, and those of the act to which this is a supplement.

Section third provides that when seamen are discharged in a foreign port, the master of the ship is to produce his list to the consul or commercial agent, duly certified, and to pay over to the said consul three months advance pay for each discharged seaman on the list, two-thirds of which is to be paid each discharged seaman as soon as he goes on another American vessel bound for the United States; the other third to be retained as a fund for the payment of the passages of seamen or mariners, citizens of the United States, who may desire to return home, and for the aid of American destitute seamen in said foreign port—the sums thus retained to be accounted for every six months to the Treasury of the United States, by the consul receiving the same.

Section fourth provides that consular agents shall provide for the return of destitute seamen to the United States, and their maintenance, under the direction of the President by the Secretary of State. All masters and commanders of vessels belonging to the United States are enjoined, under a penalty of \$100 fine in case of refusal, to take seamen or mariners on board their ships for re-conveyance to the United States at the request of the consul, and on such terms as may be agreed upon, not exceeding ten dollars for each person—the said mariner or seaman being bound to do duty on such vessel as far as he is able. No master is compelled to receive more than two vessel sailors to each one hundred tons of his vessel.

The fifth section authorizes the Secretary of State to reimburse consular and commercial agents any reasonable sums which they may have advanced for the relief of seamen, though the same should not exceed the rate of twelve cents a man per diem.

Section sixth authorizes consular agents, &c., to receive fifty cents for every certificate of discharge of each seaman or mariner, and allow two and a half cent commission on paying and receiving the amount of wages of seamen in foreign ports.

Section seventh provides that if any consular agent, &c., shall knowingly certify that property belonging to foreigners is property belonging to citizens of the United States, he shall on conviction in any court having proper jurisdiction, pay a fine not exceeding \$10,000, and be imprisoned for a period not exceeding three years.

Section eighth provides that if the consul grant a passport to an alien, or other paper certifying that such alien—knowing him or her to be such—is a citizen of the United States, he shall on conviction pay a fine not exceeding one thousand dollars.

To this act of 1803 there is annexed a blank form for a consular passport, with the necessary description of the person to be inserted in the margin of the passport granted.

This supplementary act should have properly been designated an act for the better protection and relief of American seamen employed in the American merchant service—the duties prescribed to both commanders and consuls being incident to that object. It was passed during Mr. Jefferson's administration, in the year we acquired Louisiana, and during our war with the Barbary States. To augment the force and to maintain the efficiency of the navy it was found necessary to protect American seamen and mariners sailing under our flag, at every hazard, on every sea, and in every port. We wanted sailors for our infant navy, which had commenced a glorious cruise against the Barbary powers. The English jealousy of our rising navy, and them selves involved in a tremendous struggle against France and her allies, also needed all the sailors that could be found and induced to enter her service. She therefore put forth the monstrous doctrine that "once a subject, always a subject," and claimed a right to search our vessels and to impress all sailors which were marked as Englishmen, as lawful subjects of the English crown. These pretensions were resisted from the start; and this supplementary act was passed with the avowed object of protecting American seamen, both on sea and land.

The claims of the British, however, were persisted in until the war of 1812—their folly having been consummated by firing into an American vessel of war, commanded by Capt. Barron, because she refused to come to and submit to an examination for English seamen.

TOO GOOD FOR BELIEF.—That right ancient gentleman, Joseph Gales, of the National Intelligencer, after reading an editorial article of the Washington Union, arguing and proving the constitutionality of the late speeches of Messrs. Guthrie and Davis, of the cabinet, in favor of the Pacific Railroad as a government project, thinks it almost too good for belief; "and," says our veteran old-fashioned cotemporary:— "When we had read the article through we could hardly persuade ourselves that we had not been reading one of Mr. Clay's noble speeches in defence of the constitutional power of internal improvement, so similar are the arguments of the two. If we have read the article aright, it is an auspicious omen, and an important change of policy in the dominant party. Reason and the public will, we trust, are about to assert their long-lost supremacy in the Democratic creed. The idea is almost too cheering