

china and earth wares. The character of the first glass manufacturer...

The Commercial Prospects of 1854 and 1855.

The depreciation in the value of property of all kinds in New York since August, 1853, cannot be set down at less than thirty-three per cent on the total value...

The extent and duration of commercial disasters are in exact proportion to the character of their causes. A crisis provoked by a sudden outbreak of war, or other fortuitous disaster is one to be speedily followed by a reaction.

The main fact in the present situation is that we have had rain at last. After one of the severest droughts experienced for years, all over the North and West, the dry spell was broken in this section of the country last evening.

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of woman in civilized society is unequal to her capacities. Mrs. Pannia W. Davis may be right, after all. Mrs. Lucy St. Louis, the fairer of Columbus, has her proof...

Finally, local disasters have supervened to aggravate our position and precipitate a crisis. Schuyler's frauds deluged at a blow the general confidence in railway financiers.

Queen Christina of Spain as a Financier and Speculator—Women's Rights Ample Vindicated.

Among the mass of the European news which we published yesterday, was the following paragraph, which, as a very interesting and remarkable scrap of intelligence in these days of stockjobbing, railroad speculation, and swindling on a large scale, we consider worthy of a bodily introduction into our editorial columns.

INDICEMENT AGAINST QUEEN CHRISTINA. (From the Madrid Tribune, Aug. 4.)

Dona Maria Christina de Bourbon is debtor to the State twenty-four millions, which she received annually as Reina Gobernadora, from 1834 to 1840, having married a second time shortly after the death of her husband—twelve millions which she paid to her creditors from France for the three years which she passed out of the country, and thirty millions which she received from the money of Spain and America, for the ten years that she has drawn her pension on the treasury of Cuba; making a total of seventy-one millions of reales.

This short but comprehensive extract embraces a world of information concerning the notorious, persecuted, and proscribed Queen Mother of Spain. It presents her in a new character, which cannot fail at once of exciting the wonder, the admiration, and the envy of all Wall Street.

After the late exhibition at the Crystal Palace, we had been accustomed to consider Dona Maria Christina de Bourbon as not a whit better than she should be in her moral deportment, as utterly unscrupulous, and as rapacious as a pirate in her greediness for money, and as having realized the bulk of her vast possessions from her commissions, derived per capita, from the African slave trade with the island of Cuba, in spite of laws, treaties and public opinion.

But the darker shades of the picture of this most extraordinary Queen Mother are at length relieved by the striking contrasts of the most brilliant lights and coloring. She stands before us a heroine, even of this age of progress and financiering. And considering the deplorable laziness, the social miasmata, and general imbecility into which the once powerful and enterprising kingdom and people of Spain have fallen in these latter days, the "go-ahead" business activity of this dashing Spanish woman is perfectly surprising.

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The United States mail steamer Calhoun, Captain Stewart, left yesterday on her first trip under the new arrangement, to run to New Orleans via Havana, instead of Mobile. She carried on a full freight (being completely filled up) and about one hundred and twenty passengers, including Major Emory's surviving party, who are proceeding to run the boundary line of our newly acquired territory in Mexico. All their instruments, weapons and camp equipment, were embarked upon the Calhoun.

The BREMEN STEAMSHIP HANSA sailed at noon yesterday for Bremen, with about 70 passengers.

The STEAMSHIP CALHOUN sailed yesterday for Havana and New Orleans, with a large list of passengers.

The CLIPPER SHIP GOLDEN GATE—We learn from Mr. J. D. Keating (Adams & Co's messenger) that the clipper ship Golden Gate, Captain Deering, arrived at San Francisco on the 1st inst. after a very tempestuous passage from this city. She left on the 29th March, and arrived on the equator in 18 days and 20 hours, and after making 17 deg. E. lost her jib-boom, and fore and main-top-gallant masts' down to the caps. She met with N. and N.W. gales for twelve days off Cape Horn, accompanied with snow and hail, and was obliged to anchor in the bay frequently up to the 20th March, when she was blown from ice. She passed through the Straits of Le Maire with the clipper ship Sargis, Captain Rankin, hence April 6 for San Francisco, and was in company six days. The latter had not arrived at San Francisco on the departure of the steamer.

RECENTLY TO CAPTAIN UYTENHOVEN—The Society of "Archers Edges," composed of Belgian residents of this city, last Monday entertained at a banquet Captain Uytendoven, of the Belgian brig Blad Antwerpen, who it will be remembered, rescued a short time since the survivors from the ships Trade Wind and Olympus, which foundered at sea after being in collision, and so humanely contributed to their necessities. The party, accompanied by their ladies, assembled at the Washington Monument Hotel, sixty-first street, and after a very pleasant evening, passed by song and sentiment, broke up at daylight, highly delighted and entertained.

LAURENCE PATRICK—The ship General H. G. Corbitt, of Cape Town, Liverpool line, sails with 500 passengers, being the largest number that ever left the United States for Europe in a single vessel.

PARSON OF CAPTAIN PITMAN—It will be recollected that in March, 1853, in the United States Circuit Court, Capt. Samuel N. Pitman, of the bar of this city, and Capt. Henry C. Pitman, of the bar of the Missouri, were charged with the charge of stealing sixteen thousand dollars from the Missouri, which was stranded at Rhigos Bay—the property of Chamberlain, England, and which was captured by the ship Lycey appropriated \$5,000 of the money to his own use and made a tour through Europe; and that \$8,000 were transferred to the bank of London, which ship had left the hole, where the money was buried for a time, but was finally discovered. Dixey, when put upon trial, pleaded guilty and was sent to Newham jail, where he is still confined. He was sent to jail from which he was on Wednesday evening liberated by order of the President. Capt. Pitman was sentenced to the penitentiary for a term of one year to pay a fine of \$25—Boston Courier, Aug. 24.

LAUNCH OF THE STEAMSHIP NEW YORK AT GLASGOW—On the afternoon of the 10th inst., about three o'clock, a magnificent launch, which she had named the New York, was launched at Glasgow, Scotland, by the Messrs. Todd & McGregor, Glasgow. She was named the New York, by Miss M. Reid, of Campbellton, and took the water in fine style, amid the cheering and applause of the thousands who lined both banks of the river. The New York is intended as a consort to the steamship Glasgow, at present in company with her, and also carries the gold name of the Glasgow and New York Steamship Company, and is also intended to carry the gold name of the Glasgow and New York Steamship Company, and is also intended to carry the gold name of the Glasgow and New York Steamship Company.

RAILROADS IN GREAT BRITAIN—We publish elsewhere the annual report of the British Railway Department of the Board of Trade, which contains a synoptical view of the business, &c., of the British railways during the year 1853. From this we gather that the railway mania is again awakening in England, 940 miles of new railways having been sanctioned during the year 1853. At the close of that year, 7,686 miles of railway were opened in the United Kingdom; of which 5,848 miles were in England, 995 in Scotland, and 843 in Ireland. In the ten years previous, no less than 5,650 miles of railway had been constructed, an average of 565 miles a year. The total amount of capital invested in these railways is about \$1,350,000,000, on which the gross receipts in 1853 were \$85,000,000, rather more than six per cent.

THE PATENT SAFE GAME AGAIN—A Wealthy Western Man Stung by the Operator—Again we have to record the fact of a man of common sense, and one who speaks the English language with facility, being taken in to the tune of \$500 by New York sharpers. A few days ago a gentleman, named P. Noble, son of a Governor Noble, of Indiana, arrived here from Indianapolis, and in order, as he thought, to be seen in New York, put up at the Barker House, Brooklyn.

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