

THE CASE OF THE VIRGINIANS.

Dr. Woolsey, late President of Yale College and one of the most eminent writers on international law in this country, is reported to have said, "that, if the Virginians, though sailing under the United States flag, was engaged in a traffic prohibited by the law of nations, then the United States government cannot make the transaction any ground for war, or, in fact, of complaint."

A few days ago we gave some interesting statistics showing that the foreign trade of this country had greatly improved in the last two years, and that there was a growing independence among American manufacturers of Europe, in several important branches of our industry. We believe that a further study of our exportation and importation statistics will show conclusions of a hopeful character in regard to our entire export trade.

There is one branch of American industry that seems to have entirely escaped the effects of the panic, and that is our iron shipbuilding trade, which gives employment to a large number of our best workers in iron. Orders have not ceased among our iron shipbuilders, nor have hands been discharged, so far as reports have reached the public press.

We are indebted to Mr. James M. Swank, secretary of the American Iron and Steel Association, for a copy of his annual report and a classified list of the rail mills and blast furnaces in the United States, corrected to November 1st, 1873.

It seems to be conceded that the business has brightened up wonderfully since the Virginian trouble occurred; a fact that would seem to prove very clearly one of two things, or both: that a war with Spain to settle the Cuban question is one that would be immensely popular among the people, or that the "late panic" (as it is now spoken of) was altogether more imaginary than real.

It is clear, then, that Captain Fry had the same right to transport arms and men to the insurgents in Cuba that our shipbuilders would have to contract for making and delivering, on the insurgent coast of Cuba, any one of the thirty or more gunboats made and sold by us to the Spanish government.

silanimly and cowardice on the part of our government, and we have no idea it will be done. This high-handed outrage on the part of the Spanish authorities in Cuba, should be treated, not simply as a *casus belli*, but as an act of war by the Spanish government, unless instant reparation is made in obedience to a peremptory demand. General Grant should do as President Polk did when the Mexican government invaded our territory, seized our citizens, dragged them across the Rio Grande, and shot them, under the authority of a drum-head court, in the streets of Matamoros.

This House, formerly known as the "New York Hygienic Institute," has been thoroughly renovated and improved in various ways during the past summer, and is now in better condition than ever before for the accommodation of our hygienic friends, who wish to stop where they can feel at home and get the best kinds of food, healthfully prepared.

There is one branch of American industry that seems to have entirely escaped the effects of the panic, and that is our iron shipbuilding trade, which gives employment to a large number of our best workers in iron. Orders have not ceased among our iron shipbuilders, nor have hands been discharged, so far as reports have reached the public press.

The conviction of that colossal criminal, "Boss Tweed," is, in view of the magnitude of his offences, of almost national importance. A great moral victory has been achieved; and it is likely that there will hereafter not only be fewer thieves in the municipal government of New York, but fewer political robbers everywhere; since, with Tweed's fate before them, they will be less inclined to believe in the power of their ill-gotten wealth to secure them immunity from punishment.

We are indebted to Mr. James M. Swank, secretary of the American Iron and Steel Association, for a copy of his annual report and a classified list of the rail mills and blast furnaces in the United States, corrected to November 1st, 1873.

It seems to be conceded that the business has brightened up wonderfully since the Virginian trouble occurred; a fact that would seem to prove very clearly one of two things, or both: that a war with Spain to settle the Cuban question is one that would be immensely popular among the people, or that the "late panic" (as it is now spoken of) was altogether more imaginary than real.

BUSINESS AND PROFESSIONAL CARDS. RICHARD ADAM, STEAM BAKERY. TWELFTH STREET, BELOW MAIN. BRANCHES: 510 BROAD, AND 1524 MAIN STREET.

HOTELS AND RESTAURANTS. EUROPEAN HOTEL! E. GEROT, PROPRIETOR. Nos. 912 MAIN, AND 911 BANK STREETS, RICHMOND, VA.

HYGIENIC HOTEL, 13 AND 15 LAUREL STREETS, RICHMOND, VA.

Mrs. A. C. ALLEN, FIRST-CLASS BOARDING HOUSE. No. 132 F STREET, NEARLY OPPOSITE EBBETT HOUSE, AN 16-17 WASHINGTON, D. C.

THE IMPERIAL HOTEL, (LATE JESSIE HOUSE), JAMES SYKES, PROPRIETOR. FRONTING PENNSYLVANIA AVENUE, BETWEEN THIRD AND FOURTEENTH STREETS, WASHINGTON, D. C.

IRON MANUFACTURERS. VARIETY IRON WORKS, ESTABLISHED 1832. JAMES D. BROWNE, MANUFACTURER OF IRON AND WIRE RAILING.

PROFESSIONAL. I. H. SHIELDS, ATTORNEY-AT-LAW. MARSHALL HALL, CORNER TENTH AND BANK STREETS, RICHMOND, VA.

BUSINESS AND PROFESSIONAL CARDS. JULIUS KRAKER, DEALER IN EVERY KIND OF COAL, COKE, AND WOOD. OFFICE 1114 MAIN, AND NINTH AND CARY STREETS.

AMERICAN HOTEL, CORNER MAIN AND TWELFTH STREETS. J. M. SUBLETT, PROPRIETOR, LATE OF THE SPOTSWOOD.

W. J. ANDERSON, PLUMBER, STEAM AND GAS FITTER. ALSO MANUFACTURER AND DEALER IN STOVES, TINWARE, HOUSEFURNISHING GOODS, &c., 825 MAIN, AND 205 BROAD STREET.

W. L. CUX, BRASS FOUNDER AND FINISHER. ALSO MANUFACTURER OF THE CELEBRATED COX PLOW, OR FARMERS' FRIEND, CORNER NINTH AND CARY STREETS.

W. M. EDWARDS, WHOLESALE AND RETAIL DEALER IN BOOKS AND STATIONERY. 801 E. BROAD STREET.

W. B. HERMAN & CO., PROPRIETORS. A. STEAM COFFEE & SPICE MILL, COFFEE ROASTED DAILY, AND DRUGS, SPICES, BEANS, &c., ground for grocers, druggists and to accompany, No. 910 BROAD STREET.

MODEL CIGAR FACTORY. WHITLOCK & ABRAM, MANUFACTURERS AND DEALERS IN CIGARS, TOBACCO, SNUFF, &c., 1445 MAIN STREET.

BUSINESS AND PROFESSIONAL CARDS. R. H. MAURY & CO., BANKERS AND STOCK BROKERS. No. 1014 MAIN STREET.

W. B. MATTHEWS, Notary Public. GODDIN'S HALL, ELEVENTH AND BANK STREETS.

J. V. L. MCCREERY, DEALER IN HARDWARE AND CUTLERY. 719 BROAD STREET.

W. H. HOLT RICHARDSON & CO., MERCHANT TAILORS. No. 10 North Fourteenth Street.

W. M. H. SUTHERLAND, DEALER IN SPORTSMAN'S GOODS. 1406 MAIN STREET.

W. H. TATUM, DEALER IN SPORTSMAN'S GOODS. 1406 MAIN STREET.

W. H. TATUM, DEALER IN SPORTSMAN'S GOODS. 1406 MAIN STREET.

BUSINESS AND PROFESSIONAL CARDS. J. B. WATKINS, DEALER IN EVERY KIND OF COAL, COKE, AND WOOD. OFFICE 1114 MAIN, AND NINTH AND CARY STREETS.

LANCASTER & CO., BANKERS, STOCK AND EXCHANGE BROKERS. No. 1113 MAIN STREET.

THOMAS S. ARMISTEAD, FIRE AND LIFE INSURANCE AGENT. 1400 MAIN STREET.

INSURANCE COMPANY. BANKING DEPARTMENT: J. B. DAVIS, Pres't. LIFE DEPARTMENT: J. B. DAVIS, Pres't.

W. H. TATUM, DEALER IN SPORTSMAN'S GOODS. 1406 MAIN STREET.

W. H. TATUM, DEALER IN SPORTSMAN'S GOODS. 1406 MAIN STREET.

W. H. TATUM, DEALER IN SPORTSMAN'S GOODS. 1406 MAIN STREET.

BALTIMORE AND POTOMAC RAILROAD. After 6:45 p. m., October 12, 1873, trains will run as follows: NORTHWARD.

BALTIMORE AND POTOMAC RAILROAD. SOUTHWARD. SOUTHWESTWARD.

BALTIMORE AND POTOMAC RAILROAD. EASTWARD.

FOR NEW YORK. OLD DOMINION STEAMSHIP CO. The side-wheel steamships OLD DOMINION, WYANCO, ISAAC BELL, SARATOGA, NIAGARA, ALBEMARLE, and HATTERAS, leave New York for Norfolk, City Point, and Richmond, every TUESDAY, THURSDAY, and SATURDAY, at 6 o'clock P. M.

THE WATT PLOW. NO CHOKING when bright and smooth; NO LABOR to the plowman; ONE-THIRD LESS DRAUGHT to the team; THROUGH BURIAL of weeds, grass, &c.; GREAT STRENGTH, durability and economy in its use, and complete pulverization of the soil.

STOCK BROKERS. R. H. MAURY & CO., STOCK AND EXCHANGE BROKERS. OFFICE: No. 1015 MAIN STREET.

MUNSON HILL NURSERY. A large stock of FRUIT AND ORNAMENTAL TREES FOR SALE, small fruits, &c. Apple trees, \$10 per 100; per 1,000, \$100. Peach trees, \$10 per 100; per 1,000, \$100. \$20 per 1,000. Standard Pears, \$40 per 100; per 1,000, \$400. Send for Catalogue, and address J. O. MUNSON, Falls Church, Fairfax County, Va. jyls-dw4w17