

Richmond Not a Seaport?

And who ever said it was? No citizen of Richmond. Some excited persons, thinking they had discovered something wonderful—that they had looked very far into a millstone—further than anybody else—have announced the grand discovery that Richmond is not a seaport! True, it is on a river, at the head of tide-water, one hundred and twenty-five miles from Hampton Roads with its salt water of fourth pool.

Philadelphia occupies the same relation to the sea—so does Baltimore. And there are even larger cities than any in Virginia on the Ohio river, and even high up on the Mississippi. Still further away from the sea there is a city at the junction of the Kansas with the Missouri, only a few years old, which numbers 35,000 inhabitants—a bigger town than any in Virginia except Richmond.

Not a seaport! And yet what have we seen of this Richmond which never preceded to be a seaport? Why, that it had before the war the largest sea-going commerce of any of the cities in the State—a commerce exceeding that of all the cities in the State together. It was small enough, God knows, for this old State; but it was the largest in it. We had thirteen beautiful-clipper-built ships and brigades strictly employed in the trade with Rio, and we had twenty-three or more capacious schooners of the most elegant construction plying between Richmond and New York, besides steam lines to New York, Philadelphia, and Baltimore, and the numerous casual vessels brought here by the coastwise trade. If these achievements of a people who are not upon the sea, as they know and everybody knows, can provoke a sarcasm from persons who are disposed to disparage Richmond, why let them indulge their propensity. It can do us little harm.

The British cities of greatest wealth and fame are not seaports, and no one proposes to supply them with highways, other than the rivers they are built on, to the sea. We never heard of a proposition to build a railroad from Philadelphia to the breakwater at Lewes to accommodate the trade of that flourishing city, nor of the necessity of a road from Baltimore to the lower Chesapeake to accommodate the import and export trade of that large and rapidly flourishing seat of commerce. Indeed, if we except New York and Boston, in this country all the great cities are river cities; and what care they for the sarcasm that they are not seaports?

There is a law of trade which is well known amongst educated merchants that causes the incoming foreign trade to go as far into the interior of the country to which it is destined as it can go with safety—as far as the water and the tide will make the passage easy and successful. A law in entire sympathy directs the trade from the interior to the nearest point at which it can meet the sea-going vessel. The secret is that the tide-water transportation is the cheapest in the world. This explains, in part, the location of so many great cities of the world high up on rivers. Another explanation is that men, when building a city, seek salubrious situations, where the air and the water are both pure, and where the pursuits of manufacturing and commerce may be followed with greatest convenience and the greatest health.

New York is the chief exception in this country, and yet near the head of tide on the Hudson river there are two great cities; Albany, with its one hundred and fifteen or twenty thousand, and Troy with its forty thousand. But New York has a harbor which cannot be underrated. We have compared Norfolk with it in days past, claiming the superiority for Norfolk. But when we look at the great emporium embraced by two great arms of the sea, affording many miles of wharfage for the largest vessels, we cannot see that it wants anything in that line. But independent of this matter of access to the sea and ample room for the commerce of the world, New York is as near to the western trade as any part of the Hudson river itself. The chief stimulant which placed that city ahead of all others in the Union was the Erie canal, which gave it the commerce of the lakes, and in a few years enabled it to swallow up the foreign commerce of Philadelphia.

Having thus supplanted the next greatest city in the Union, it rapidly became the focal point of the national commerce. Ships could not find cargoes for foreign ports conveniently elsewhere; or if they did, only at long intervals. Therefore, the staple exports (of the United States particularly) sought New York, where ships were always ready to be chartered; and this course of trade has continued, with uninterrupted tendency to growth, ever since.

Observe the difficulty in the way of establishing and maintaining foreign lines of vessels at any other port at this time. The late Mr. DEANE and his disciples declared that these lines would spring up in Norfolk immediately after that offspring of his brain, the Southside railroad, was finished. They are not yet established. God knows they were not to be. The signs thus far are not encouraging. Some time since it was announced that a line had been formed and would be permanent. But, when it was examined closely, it turned out that some steamers, scarce of freight, agreed to fish along down the coast at the several ports to make up a cargo. Norfolk was the point at which the space vacant when these vessels arrived there was to be filled. If we are not mistaken, these vessels have discontinued fishing, having possibly found employment more agreeable, if not more thrifty, and the cotton of the Southside Consolidated Line now mostly takes the coastwise route to New York, where the ships are ready to receive it.

These may be pleasant truths, but they should not be ignored. A city which at this day attempts to stop this tendency of trade has a herculean task to perform, and must depend upon something more rapidly enriching than that of being the point where, if all other things suited, shipments of staple exports might be made in the most admirable style—may it should have a stronger foundation to build upon than the mere trade in the buying and selling of the staple exports of this country.

We have ventured to make this statement because it is time that our people should look more soberly into the theory and prac-

tice of commerce. We repeat what we have so often stated, that manufactures are at the bottom of all solid wealth and greatness of cities. The exceptions are few. It takes the export and import trade of almost a hemisphere to make a great city without them. This day we think what of growth there is in Norfolk since the war is due chiefly to the market gardens in her vicinity. The cotton trade has done nothing for her worthy of a boast, if of mention.

These are views which we believe are finding a respectful consideration by our people; and the more they are investigated the more forcible they will appear. We suspect that Petersburg is thinking very much in this line.

Now, what do we propose? Why, a union of the towns and cities of Virginia for the protection of the interests of Virginia. We hesitate not to say that this city is the largest and most prosperous of them all, and really the point of strategy in the struggle of the day. Of all the cities it is most entitled to the facilities of internal communication. Its lines of commerce with the interior should be so direct and rapid as to force travel to pass through it. It has the greatest power to retain the trade of the State, and it should be enabled to bring that power fully to bear with that object.

Its prosperity will strengthen all of its sister cities. Their rivalry can but rob it of trade which they themselves cannot retain, but will only transfer to towns out of the State. The spirit is bad, and the policy fatal. They should be abandoned altogether. This city never had a sentiment of hostility to any of these cities.

Above all, we should utterly repudiate and crush out if we can the system of transportation which subordinates the local to the through business, which transports through freights at nominal rates, and saddles the local with the repairs of wear and tear caused by rapid transportation of heavy freights which do not pay. If we can cooperate and combine for the integrity of Virginia commerce and the protection of local interests, we may triumph in building up large commercial and manufacturing communities in Virginia, to the incalculable benefit of every branch of industry and the resources of the Commonwealth.

Northern Reconstruction. The Judiciary Committee of the House of Representatives of Congress have reported a bill prescribing a new process of naturalization which considerably increases the forms and the difficulty of getting naturalization papers. The foreigner must give notice of intention to become a citizen, and must give the testimony of two credible witnesses that they knew him at the time of giving notice. This notice must be filed with the clerk of the United States district or circuit court, or in case they do not hold more than two terms in the year, with the State court of highest jurisdiction in the State—this notice to give full particulars of birth, parentage, residence, arrival in the country, &c. After four years he may apply for "admission" as a citizen, and he must produce one or more credible witnesses to testify to all the particulars he states, and also "to his moral character and fitness generally for admission." "Any citizen may produce opposing evidence."

If the court is satisfied in favor of the applicant it will give him a certificate of naturalization, to take effect six months thereafter. We have here an extraordinary example of a proposition to shackle the liberties of the white race immediately upon the heels of measures for establishing the equality of the black race and securing them the right to participate in all the political proceedings of the States and nation! Even pagan negroes are entitled to vote, and a proposition this day here in Virginia to exclude paupers from the right to vote raise a very great storm in Congress.

This is monstrous. The proposition thus far is not of the committee, yet a committee of great dignity. Should it pass, however, it will be only another instance of the madness that rules the hour of fanaticism and malice.

We here in Virginia are charged with being hostile to immigration from the North. It is a false accusation. Yet our accusers are now proposing to degrade the white man still further beneath the negro by putting such difficulties in the way of the equality of the white immigrant with the uneducated negro just released from slavery as to repel him from our shores!

This sort of northern reconstruction, if it succeeds, will only still higher raise the wave of retribution which will sweep over this land. An act so monstrous must beget a proportional punishment. We were merely malicious, nothing would afford us more delight than excesses which are calculated to swell the returning wave. But we fear it. We do not desire to see the pendulum swing to the opposite extreme. It would be detrimental to the public peace and order. Let the ruling party of this nation look to this matter. It is most unnatural that they should degrade their own race while they exert their whole power to exalt an inferior race to all the rights and honors of the citizen.

Negro Emigration. The emigration of the colored people from Virginia continues with undiminished volume. The demand for the labor of negroes is very great in the Gulf States and Texas. Indeed, we learn that a large part of those going southward never stop until they reach Texas. We have a letter from Louisiana—the southern sugar-making district—which indulges the hope that the emigration from Virginia will increase in volume. The sugar plantations are suffering for the want of labor, and reinforcements are anxiously looked for from Virginia. The Louisianians are concerned about the large number of negroes who are crossing their border into Texas.

A fact somewhat strange has just reached us from a very intelligent and prominent citizen of Alabama. He says that the emigration of negroes from Alabama to Texas is very large, and he indulges the expectation that even Alabama will become a white State in course of time.

There can be no mistake in the idea that the negro being provisionally a tropical being his tendency is to return to the latitude for which he was created. He will naturally seek that part of the globe most congenial with his feelings and tastes.

On this ground we are satisfied Virginia would years since have been nearly all white but for an obstacle which reflects credit upon the character of the slaveholders of the State. There was before the war—and for long years before it—an uni-

grant aid society which, for activity and enterprise, exceeded any that had ever existed. That body was composed of the negro-traders. In every county of the State, where negroes were to be found there were from one to four and five agents buying negroes. They attended all public sales and drummed the counties, tempting owners by large offers to part with their servants. They bought many, and would have cleared the State of all save the decrepit but for the obstacle alluded to. That obstacle was the kind and affectionate regard which the master felt for his slave. The negro-trader was held in no kind estimation, and his arrival upon a farm was regarded with horror by the negroes and disfavor by their masters. A bad slave, a rogue, or one that was refractory and inclined to violence was sold away; but no man sold a servant who was orderly and well-behaved unless his pecuniary embarrassments forced him to do so. This disposition was creditable to the public character, and it has caused the retention of the large black population which is now found in the State, and which is now from natural causes being rapidly diminished. So that we may in time look for the depopulation of Virginia of the black race. It is an inevitable event.

TOWNSHIPS.—Major KELLY writes to his paper that "There is some probability that the county organization feature of the Constitution, relating to the division of counties into townships, will be put into operation on the basis of the existing magisterial districts in each county. This will not only save labor but money to the State."

This strikes us as an excellent idea. It would, indeed, be an expensive and laborious undertaking to parcel out all the counties of Virginia into townships having new boundaries.

COUNTY JUDGES.—The House of Delegates takes the right view of that constitutional provision which requires that the county judges shall be "learned in the law of the State." The fact that no such qualifications are required of other judges, as well as the significant words, "of the State," shows that the framers of the Constitution intended to open this office to men who were not lawyers by profession. We took this position at the beginning, but we had seen so many communications from the lawyers trying to drive the Legislature from it that we had begun to fear that the attempt might succeed. We commend the committee for its good judgment and its independence.

The New York Times says "that the statistics of the Agricultural Bureau, so far at least as wool is concerned, are not worth the paper they are printed upon." The remark might be made general, we think.

New Books. T. Macri Plauti Cupidii, Trimmerii, et Bodeus. With English Notes, Critical and Explanatory. By C. S. HARRINGTON, M. A., Professor of Latin in the Western University. New York: HARPER & BROTHERS.

This book contains what are considered the three best comedies of PLAUTUS. It is gotten up in a style exceedingly neat.

The Adventures of Caleb Williams. By WILLIAM GODWIN, Esq., author of "St. Leon," "Clondestey," &c. New York: HARPER & BROTHERS.

This is a work of fiction of the last century that has survived, and will survive for a long time to come. The author was one of the most gifted men of his day, and the friend of CURRAN.

Libelle. A Novel. By the author of "Abel Drake's Wife," &c. New York: HARPER & BROTHERS.

Added to HARPER'S select library of novels.

The Andes and the Amazon; or, Across the Continent of South America. By JAMES ORTON, M. A., Professor of Natural History in Vassar College, Poughkeepsie, N. Y. New York: HARPER & BROTHERS.

All the above books are for sale by Messrs. BATES & WADDEY BROTHERS.

We acknowledge the receipt of a copy of The World Almanac for 1870—a useful little book.

General Assembly of Virginia. TUESDAY, February 15, 1870. SENATE.

The Senate met at 12 o'clock. Prayer by Rev. Dr. Minnigerode.

ELECTION OF OFFICERS. House joint resolution in relation to the election of Second Auditor was taken up.

Mr. WADDELL moved an amendment to insert the office of Register of Land Office. Adopted.

COURTS OF JUSTICE. Mr. HERRINGTON, from the Committee on Courts of Justice, reported a bill for the districting of the State for county judges; which was laid on the table for printing.

Also, a bill to provide for filling a vacancy in the places of Lieutenant-Governor or Attorney-General.

Also, a bill for the organization of the Court of Appeals. These were also tabled for printing.

INTERNAL IMPROVEMENT. Mr. TAYLOR, of Norfolk, from the Committee on Roads and Internal Navigation, submitted a bill incorporating a railroad from Richmond to Clifton Forge, with the request that the bill be printed for the use of the committee. The request was granted.

JOINT ORDER. On motion of Mr. SNOWDEN, the Senate at 1 o'clock took up the joint order, and went into the election of

SUPERINTENDENT OF THE PENITENTIARY, the House having concurred in the motion: Mr. GRIMBLEY nominated Mr. George F. Strother, and urged his claims.

Mr. AMBLER, in reply, said, on the part of the Republican party, he would heartily concur in the nomination of Mr. Strother. While generally opposed to caucus nominations, he thought that in this case the Conservative members had agreed upon a candidate suitable for the place, and who would meet the wishes of all parties, as a gentleman of character and good judgment. He thought, in saying this, he reflected the feelings and sentiments of his side of the House.

Mr. CARL followed in a similar strain. The vote was taken, and resulted: Strother, 37; Wardwell, 1 (J. L. Lyons, colored). Absent or not voting, 5.

Messrs. GRIMBLEY and AMBLER SMITH were appointed the committee of conference to count the ballots.

The joint ballot was reported as follows: Number of votes cast, 156. Strother received 151; Wardwell 3, T. C. Epps 1.

HOUSE OF DELEGATES. The House met at noon yesterday; Speaker FISHER in the chair.

A bill to incorporate the Harrisonburg and Rawley Springs Turnpike Company.

A bill to authorize the Governor to hire out the convicts in the penitentiary for work in stone-quarries or for other suitable labor.

The above bills were read a first and second time, and appropriately referred.

REPORTS FROM COMMITTEES. The Committee on Officers and Offices of the Capitol reported adversely to the proposition to abolish the office of Register of the Land Office. Agreed to.

The Committee on Asylums and Prisons reported a bill to amend and reenact chapter 83 of the Code in relation to lunatic asylums. Read a first time, and placed on the calendar.

The Committee on Courts of Justice reported that the office of Superintendent of the Penitentiary exists under a statute not repugnant to the new Constitution. Agreed to.

STATUS OF JUDGES OF THE COURT OF APPEALS.

Mr. SOUTHALL, from the Committee on Courts of Justice, presented a report that in their opinion Judge H. B. Burnham, at present president of the Court of Appeals, is not lawfully exercising such functions, being disqualified by holding a military office of profit under the Federal Government in violation of the second section of chapter twelve of the Code of Virginia; and the committee, being advised by Judges Dorman and Willoughby that in the event of the office of one of the judges of the court should be declared vacant they would take no further action as a court, refrain from any expression of opinion in regard to them, and respectfully recommend the adoption of the following resolution, which was concurred in by the Senate concurring: That the office of H. B. Burnham, now exercising the functions of one of the Judges of the Court of Appeals, be and is hereby declared vacant."

The report was afterwards withdrawn for verbal amendment.

By Mr. WOODSON.—Requesting General Canby to furnish the House with any information in his possession relative to the number and amount of judgments recorded in the clerk's offices of the courts of record in the State.

BILLS PASSED. House bill appointing commissioners to treat with the proprietors of West Virginia for the adjustment of the public debt of the State of Virginia.

House bill, in the nature of a substitute for the Senate joint resolution, in regard to the approval of the official bonds of certain officers.

The above bills were read a third time and passed.

SUPERINTENDENT OF THE PENITENTIARY. The hour for the joint order—viz, the election of Superintendent of the Penitentiary and Storekeeper of the Penitentiary—was called, and the House being informed of the readiness of the Senate to go into the election,

Mr. PANNILL nominated George F. Strother, of Culpeper, for Superintendent of the Penitentiary, and the nomination was seconded by Messrs. MAHOON, POPRAM, and SBOAM.

By Mr. WOODSON.—Resolution for investigating the action of the Southern Association, for the benefit of widows and orphans.

By Mr. FETZ.—Resolution for the improvement of the James River.

By Mr. BRADLEY.—Petition of citizens of Rockingham in relation to the Harrisonburg and Rawley Springs turnpike.

By Mr. BRADLEY.—Petition of citizens of Rockingham in relation to the Harrisonburg and Rawley Springs turnpike.

By Mr. W. F. B. TAYLOR.—Inquiring what legislation is necessary to diminish the cost of original trials.

By Mr. P. K. JONES.—A petition from citizens of Greensboro county for the repeal of the fence law.

By Mr. CHRENSHAW.—A bill to establish a State police.

By Mr. BRADLEY.—Petition of citizens of Rockingham in relation to the Harrisonburg and Rawley Springs turnpike.

By Mr. WOODSON.—A bill to establish a State police.

By Mr. BRADLEY.—Petition of citizens of Rockingham in relation to the Harrisonburg and Rawley Springs turnpike.

By Mr. WOODSON.—A bill to establish a State police.

By Mr. BRADLEY.—Petition of citizens of Rockingham in relation to the Harrisonburg and Rawley Springs turnpike.

By Mr. WOODSON.—A bill to establish a State police.

By Mr. BRADLEY.—Petition of citizens of Rockingham in relation to the Harrisonburg and Rawley Springs turnpike.

By Mr. WOODSON.—A bill to establish a State police.

By Mr. BRADLEY.—Petition of citizens of Rockingham in relation to the Harrisonburg and Rawley Springs turnpike.

By Mr. WOODSON.—A bill to establish a State police.

By Mr. BRADLEY.—Petition of citizens of Rockingham in relation to the Harrisonburg and Rawley Springs turnpike.

By Mr. WOODSON.—A bill to establish a State police.

By Mr. BRADLEY.—Petition of citizens of Rockingham in relation to the Harrisonburg and Rawley Springs turnpike.

By Mr. WOODSON.—A bill to establish a State police.

By Mr. BRADLEY.—Petition of citizens of Rockingham in relation to the Harrisonburg and Rawley Springs turnpike.

THE DOLLAR KID GLOVES. We have on hand a large stock of the best quality of Kid Gloves, for sale at the lowest prices.

GOODS FOR MORNING—BOMBAZINE, Blouse, French Merino, Cloth, Corsets, &c. &c. &c. French Merino, Cloth, Corsets, &c. &c. &c. French Merino, Cloth, Corsets, &c. &c. &c.

BALMORAL, KNIT, AND HOOP SKIRTS.—MISSES' BALMORAL SKIRTS AT \$1.25 PER PAIR; LADIES' BALMORAL SKIRTS AT \$1.50 PER PAIR; KNIT WOOL SKIRTS AT \$1.00 PER PAIR; HOOP SKIRTS FROM \$1.00 TO \$2.00 PER PAIR.

FLANNELS! FLANNELS!—The largest and best assortment of FLANNELS in this city. Take a look at the excellent WHITE FLANNEL at 25 cents worth 50c. WHITE FLANNEL all pure wool, at 30 cents per yard worth 40c. WHITE FLANNEL all pure wool and fine, at 40 cents per yard worth 50c.

DAMASK AND HUCKABACK TOWELS.—We now offer DAMASK TOWELS at 40 and 50 cents worth 60c. HUCKABACK TOWELS at 12, 14, 16, 18, 20, 25, 30, 35, and 50c. Also, great bargains in LINEN, CLOTHS, &c. &c. &c.

STOCK OF DRY GOODS AT PRIME COST. THOMAS SMITH & CO. will close out by 1st of March next their entire STOCK OF DRY GOODS at prime cost for cash only.

CONCERT AND TABLEAU. ASHLEY & VIRGINIA. FEBRUARY 17th, 1870. TICKETS, 50c. HALL FULL OF CHILDREN. Train will leave Frederickburg depot at 6 o'clock P. M., and return at 10 P. M. Tickets can be had of Mr. B. L. JACKSON, of the city of Washington, and C. C. Walters.

DISOLUTIONS, PARTNERSHIPS. CLARKE & FISHER, AUCTIONEERS. No. 114 Main street, have this day entered into a partnership with the firm and style of CLARKE & FISHER with the view of conducting a GENERAL AUCTION BUSINESS for the purchase and sale of all kinds of MERCHANDISE and PRODUCE which may be sent to them, upon terms to be agreed upon in advance. We will also attend on Saturdays at the horse auction on Courthouse square, and on Wednesdays on the other market day.

SOFA CRACKERS..... 50c per hundred. BUTTER CRACKERS..... 50c per hundred. OYSTERS CRACKERS..... 50c per hundred. CHEESE CRACKERS..... 50c per hundred. ALMOND CRACKERS..... 50c per hundred. SPICED CRACKERS..... 50c per hundred. MOLASSES CAKES..... 50c per hundred. HORSE CAKES..... 50c per hundred.

WHAT DOES REASON SAY? The little mongoose when bitten by a deadly serpent resorts to a certain plant, eats of it, and escapes the effect of the poison. That is instinct. Human beings, on the other hand, must depend upon reason and experience in selecting the means of protecting health and life against unwholesome influences.

WAGONS, CARTS, &c. TO CONTRACTORS, FARMERS, AND OTHERS.—The subscriber would respectfully inform those requiring WAGONS, BUGGIES, OR CARTS, that he has on hand and is manufacturing WAGONS and CARTS of every description, and is prepared to furnish any kind of vehicle required upon the shortest notice and at the lowest price. Particular attention paid to REPAIRING. A. B. LISCOMB, No. 114 West Street, near Adams.

BACHELOR'S HAIR-DYE.—This splendid HAIR-DYE is the best in the world—the only true and perfect dye; harmless, reliable, instantaneous. No discoloration, no itching, no irritation; remedies the ill effects of bad dyes, invigorates and leaves the hair soft and beautiful black or brown. Sold by all druggists and perfumers, and properly applied at the Wig Factory 15 Bond Street, New York.

NOTICE.—All persons indebted to BENJAMIN THOMAS, deceased, will please come forward and settle their claims; and those having claims against him will please present them for payment. W. R. THOMAS, Administrator.

MISS received from Mrs. E. S. Gibson, a complete set of the VIRGINIA REPORTS, and all the rare southern works. BELKNAP'S complete set of law books, for lawyers, clerks, merchants, sheriffs, and constables. BROWN'S BOOKS, Receipts, Books, Bank Books, and all other books. Write for catalogue.

BOOKS AND STATIONERY.—JOHN D. WALSH, 415 Broadway, takes pleasure in informing the public that he has been selected as a full and complete STOCK OF BOOKS for the sale of all the branches, which he is prepared to sell at very low prices. BELKNAP'S complete set of law books, for lawyers, clerks, merchants, sheriffs, and constables. BROWN'S BOOKS, Receipts, Books, Bank Books, and all other books. Write for catalogue.

1870. DOMESTIC, DOMESTIC. HIRSH & GUGGENHEIMER have just opened a large stock and full assortment of the celebrated brands of BLEACHED AND BROWN MUSLINS, and respectfully ask a call from buyers before purchasing elsewhere.

DESIRE TO CALL THE SPECIAL ATTENTION OF LADIES TO their new stock of DRESS GOODS, which are being closed out AT A BELOW COST.

ESTABLISHED 1832. SALESMEN: W. C. Keas, J. H. Cheney, and J. Slade. Closed on SATURDAY, FEBRUARY 13th.

WOODHOUSE & PARHAM invite the attention of merchants, bankers, and others, to their stock of BLANK BOOKS AND STATIONERY for the sale of every description of books, stationery, gold pens, blotting-paper, desk folios, day-books, ledgers, and all other books, bank books, and stationery. Write for catalogue. WOODHOUSE & PARHAM.