

May 10, 1856

Miscellaneous.

THE "PERSIA'S" FIRST TRIP OVER THE ATLANTIC.

Journal of the Voyage from Liverpool to New York.

The magnificent iron steamer *Persia*, of the Cunard Line, which arrived on Saturday, will be visited by thousands, for she is one of the greatest curiosities of the age. Below we annex a full account of the vessel, and—for everything pertaining to her will be read just now with interest—an account of her trip over:—

The *Persia* started from her dock at Liverpool at 12.22 on Saturday, the 26th January, arrived at her dock in Jersey City at 11.34 on the 10th inst. making her passage through stormy weather, high seas, and much ice, in fourteen days, three hours and fifty-four minutes, including the variation of time between the two times. On reaching her dock she preserved evidences of having encountered severe weather. On Tuesday, after leaving Liverpool, she was caught in a gale which amounted to a perfect hurricane. On the edge of the Banks she met with greater obstructions from the ice, and was considerably damaged as to her paddle wheels resulting in a detention of fully thirty hours, and a deviation from her direct course of 150 miles.

On her arrival, she was met by a large crowd of persons, all anxious to see this mammoth steamship, which, notwithstanding the difficulties caused by a slight fall of snow, the masses of floating ice, the damaged condition of her own starboard wheel, came up the bay, close to the New York shore and hence to her dock in quick order.

The crew of the *Persia* numbers 170 men included in the following departments:—

Sailing Department—Officers, 6; seamen, 54; (50 only on board); doctor, 1; carpenter, 1; joiner, 1.

Engineers' Department—Engineers, 8; firemen 54.

Stewards' Department—8; stewards, 26;—under command of the following officers:—

Captain—C. H. E. Jenkins.

First Officer—W. Kelly.

Second Officer—G. D. Hanley.

Third Officer—Robert Shaw.

Fourth Officer—Wm. Thompson.

Purser—Dunlop.

Engineer—Wm. Caldwell.

The draught of water on leaving Liverpool was forward, 23 feet three inches; aft, 22 feet 11 inches. At 10.30 on the 26th the passengers embarked, at 11.30 she slipped from her moorings; at 11.50 the mails were taken aboard. At noon a brisk breeze struck up, and the sky was cloudy. At fifteen minutes past noon she was going at her utmost speed, and at 12.22 she passed abreast the Rock Lighthouse; at 12.50 she ran by the Crosby Lightship, and at 1.17 speed was slackened and the pilot was sent off at 1.23; at 2.30 she was stopped, and seven minutes after was again started at full speed; at 5.50 the same evening she passed South Stack Light, the wind then being south east by south. At midnight a stormy breeze sprang up, accompanied by squally weather.

The next day, 27th, opened with a continuation of squally weather; at 2 the Sunkas light was abeam; at 3.20 the course of the vessel was altered to W. & E.; at 6.30 the Mine head light was abeam; at 8 o'clock light winds and fine weather prevailed, and Balleg-cotton lighthouse was passed abeam, and the course of the vessel was altered to West by North; at 1.13 she was abreast of Cape Clear, and at 1.15 she passed Parnett Rock; at 6 o'clock the weather tempered and the wind became moderate, the weather fine; at 7 o'clock a small leak was discovered, and shortly after stopped; at midnight a westerly swell sprang up, with light winds.

The 28th came in with moderate weather, fine clear, with a westerly swell, but shortly after it came on hazy, with an increasing breeze, the topsails were set, as also the foresail. Shortly before noon the breeze increased and the sea rose, until at noon it blew a fresh gale accompanied by rain. The barometer was now falling fast, and the ship took up her course W. N. W.; at 12.4 the topsail was double-reefed, and at 8 a stormy gale, accompanied with rain set in. During its continuance she passed a large ship, but could not make out her number—she was steering East. At 11 the wind veered to the westward, and the square-sail was taken in; shortly after the maintopsail was housed and at midnight a light but steady wind sprang up and was accompanied by snow.

The 29th found the vessel on her course W. N. W. with moderate and fine weather, which continued until 6 a.m. At 10.30 the wind suddenly shifted to westward, and all the sail was taken in. At noon a light sea sprang up, with a strong wind and

squally weather. At 2 she passed by an American ship, but could not make out her number; she was steering East. The weather moderated at 4 o'clock and several of the sails were reset, until at 7 the wind increased to a gale, and was accompanied by rain, causing an alteration of her course to W. N. W. At 11 o'clock a hard gale, with a high sea set in and continued during the remainder of the night.

The course on the morning of the 30th was W. by N. & N. At 1 o'clock a heavy sea struck the ship and crushed one of her boats, leaving it disabled at her side. Six o'clock experienced another sudden shifting of the wind to the west, but at 7 o'clock it moderated until noon, when the weather was moderate and fine with a cross sea. A westerly swell came on about 1 o'clock with a strong breeze, and continued to increase, until midnight was ushered in by clouds and strong winds.

The course on the last day of January was W. by N. W. & W.; with a westerly wind. Two o'clock brought on strong head winds and a squally sea with rain at intervals. At 8 she passed by an American ship painted black with double topsails steering east. At 11 the wind inclined to be S. W., and at noon a brisk breeze sprang up with cloudy weather. By 2 the breeze had moderated but the weather continued gloomy. At 4 o'clock the wind increased with heavy seas, until at 8 it blew a heavy gale with a high sea. At 11.15 another sudden shifting of the wind to the West was experienced, and at midnight it blew a hard gale with a light sea.

The first day of February came on with a strong gale and much lightning; and continued her course W. by N. & W., having a S. W. wind, which shifted at 1 o'clock to the S. S. W. quarter. The storm continued until 6 o'clock when hail fell; the boats were all secured. At 8 o'clock a fresh gale sprang up, with a high sea, the wind N. W.; shortly it was discovered that she was shipping water, and soon it came on squally, with a hard gale, and so continued with a westerly wind and a high sea during a great part of the afternoon, and the ship pitched heavily in the meantime. At midnight the wind and the weather moderated.

The 2nd of February came in with wind by N. The course of the ship was W. by N. & W., with a fresh gale with showers of hail at intervals. At noon a strong gale sprang up and a high sea ran, which continued for some time. The vessel then encountered several large fields of ice, and before her engines could be reversed ran into an iceberg, which she cut through, leaving its remnants on either side of her,—breaking off the majority of the masts and damaging almost the whole number of the arms, entirely disabling the starboard wheel. The engine was stopped and the course altered. She continued her course, experiencing more or less stormy weather until she arrived at Sandy Hook about 8 o'clock on Saturday morning.

On the 7th she exchanged numbers with the "William Tapscott," bound West, in lat. 41. 50, N., long. 62. 25 W.

THE AMERICAN DIFFICULTY.—The intelligence which has just reached this country from the United States is, in one respect, little calculated to restore the good understanding which all sensible Englishmen and Americans must wish to see preserved between two nations linked together by so many ties of common origin, common sympathy, and common interest. The Foreign Enlistment question still appears to remain unsettled; and, if we are to accept the statement published in the American newspapers as correctly interpreting—which we have reason to fear they do—the policy that the Cabinet at Washington is determined at all risks and hazards to pursue—"the reparation" mentioned in the President's Message amounts to this—the recall of Mr. Crampton, and, in the event of non-compliance on the part of the British Government, the delivery to that gentleman of the passports, and the withdrawal of the *Exequaturs* of three British Consuls supposed to be implicated in the same alleged infringement of the neutrality laws of the United States. Precedents, no doubt, have occurred to the recollection of our transatlantic contemporaries, and they have come to the conclusion that the time has arrived when President Pierce may, with advantage to himself, parody the proceeding of the great Washington, by demanding the recall of a Foreign Minister, and withdrawing the *exequaturs* of certain Foreign Consuls.—The cases are not in the slightest degree similar.—M. Genet and M. Duplaine were themselves, directly and personally, implicated in an offence which, beyond dispute, violated the law of the State to which they were accredited; but in the case of Hertz (for we cannot call it the case of Mr. Crampton), the attempt which was made in the District Court of Pennsylvania was to connect that gentleman with the acts of certain agents, who proved

their honesty by conveniently turning States' evidence, and by making statements which, if of any value only amounted to this—that they had not succeeded in extorting the money which they had originally expected to receive. But the strangest part of the whole affair is, that the American Government, while it is willing to adopt and act upon the evidence of common informers, entirely disregards the memoranda produced at the trial, which states that no act must be done which would "constitute a violation of the law of the United States;" or "bear the appearance of recruiting within the jurisdiction of the United States;" and that if the strict observance of these points were neglected, the parties "must expect no sort of aid or assistance from the British Government." The commission of the alleged offence was preceded by these instructions, framed with scrupulous care to avoid any possible infringement of the law of the United States; and after it became known to the British Government that a constructive and unintentional cause of complaint had been given, the whole scheme of recruitment was at once stopped, and ample explanations and apologies were tendered and given. One American paper states;—"Lord Palmerston insists that sufficient explanation and apology have been given to the United States, and our Government, with equal pertinacity, insists on the contrary. On the disagreement on this point all further correspondence between the two Governments has closed. The special Message which the President has in readiness for the Congress will be found to sustain this statement." Here we may observe, that at the time when these opinions were expressed, intelligence had not reached America of an early prospect of the restoration of peace in Europe. The naval power of England—never more fully developed than at present, comprising a force of ships of the line, frigates, and gun boats, in comparison with which the entire navy of the United States is but a weak and inefficient squadron, will, with the certainty of peace, be set at liberty to act in vindication of the national honour in whatever quarter it may be assailed. The change, therefore, which has recently come over the drama of European politics will no doubt have its proper weight with all reflecting men in the United States, and they will consider whether, in a point of mere international punctilio—which has been the subject of explanation and apology—a war should be rashly and wickedly provoked which would sweep American commerce from the seas, and lay the whole seaboard of the Union open to the attacks of the greatest naval Power in the world.—*Morning Post*.

THE PEACE CONGRESS AT PARIS.—The Constitutional states its opinion that the Peace Congress will not be able to commence its deliberations before the 20th or 25th of February. It also says that the signatures of the preliminaries of peace will be reserved for the Congress. The armistice also will not, if the above version be accurate, take place till the Congress meets. The Emperor has ordered apartments to be prepared at the Elysee and elsewhere, for the official residence of the members of the Peace Conference.

In the course of the debate on the address to the Royal Speech in the Commons Lord Palmerston stated:

"In reference to the fall of Kars, when the subject came to be discussed, the Government would be able to show that they had taken all the measures in their power to prevent that catastrophe. Measures had been taken to effect the exchange of General Williams."

RIGHT OF IMPRISONMENT FOR NON-PAYMENT OF ASSESSMENTS.—Jean E. Lafond, late merchant, corner of St. Lambert and Notre Dame streets, who was condemned on the 5th of last November, about which time he went off to Upper Canada, for non-payment of property tax, on warrant of commitment from the Recorder's Court, was committed to jail yesterday for thirty days. He made application to Judge Gay, in Chambers, to be discharged from custody on various grounds, one of which was, that imprisonment for debt has been abolished. The Judge took the application *en delibere*, and gave judgement at three o'clock yesterday afternoon, rejecting the application, and maintaining the right, under the statute of the Corporation to commit parties in the position of Mr. Lafond, who may have no goods in the district at present (which was one of his pleas for non-payment,) but who carried on business in the city during the past year. This is the first case of the kind which has been brought up in the Recorder's Court.—*Montreal Herald*.

The debt of the City of New York on the 1st of January last, amounted to \$9,610,172, redeemable before 1890.

Punch says that Austria has committed suicide by flinging herself into the Holy See.

NEW YORK HARBOUR.—The New York papers give the following gloomy report of the condition of the harbour of that City:—

According to accounts yesterday given by pilots and captains of vessels, who had just come in from City Island and vicinity, the ice in the vicinity, the ice in the river above Hell Gate is more abundant and solid than it has been for many years past.—The whole river, they say, is frozen over, between Lent's Point above the Gate to Sand's Point, a distance of about 18 miles. Near Throgg's Point the ice is over a foot thick, and much of it covered with snow of an equal depth. Teams can pass over from Morris Port on the west side to Sand's Point on the Long Island shore. No water can be seen in the direction of the Sound from a vessel's mast head, at Hart Island. About thirty vessels, brigs, schooners, sloops, &c., are ice-bound between Sand's Point and Ricker's Island.

THE OTTAWA AND GEORGIAN BAY CANAL.—The "State of Maine" says of this project:—

We have more than once called attention to this matter, and referred to the plan of a canal up the valley of the Ottaway into Lake Huron, and of a railway in the same direction, extended to Sault St. Marie and thence along the southern shore of Lake Superior on to the Pacific. A ship canal could easily be constructed from Montreal into Lake Huron, by the valley of the Ottawa, a measure of more importance than any other that can be named. It would at once make the St. Lawrence route the cheapest possible one for the outlet of western produce thrown upon Lake Michigan or collected at Chicago.

A POLICE JUSTICE CONVICTED IN NEW YORK.—The trial of Abraham Bogart, Jr., a Police Justice of this city, on a charge of corruptly and maliciously accepting straw bail in the case of a pick-pocket named Lamb, was concluded yesterday before the Court of Sessions—the jury rendering a verdict of guilty. The punishment is left to the discretion of the Court. It may be as high as a years imprisonment in the penitentiary, and as low as a fine of six-and-a-quarter cents. This is the first conviction on any of the recent indictments against the officials of this city.—*New York Tribune*.

Prunes have been very successfully cultivated in Pennsylvania. Among the Economists, in Beaver county, they have been grafted on plums. Mr. Pfeiffer of Indiana raised prune trees in large numbers and sold them at exorbitant prices, some as high as \$5 and \$10. He had some of the fruit at the Pennsylvania State Agricultural Fair, held at Pittsburg, which sold readily at 50 cents a quart.

Mr. Nan Nepps, you say you belong to Mr. Piccolo's choir. Does the court understand from that remark, that you officiate at the organ?"

"Yes, sir."

"In what capacity?"

"I pump the vind for the gentleman who figgers away at the keys."

"That will do, sir; erier, call John Perwinkle."

PRETTY GOOD.—An elderly gentleman of eighty four, having taken to the altar a young damsel of sixteen, the clergyman said to him—

"You will find the font at the opposite end of the church."

"What do I want with the font?" asked the old gentleman.

"I beg your pardon," said the clerical wit, "I thought you had brought this child to be christened."

ANECDOTE OF METHUSELAH.—It is written in a quaint old Jewish manuscript, now in the British Museum that the oldest of mankind, Methuselah did not live as long as he might have done. The writer says that God promised him in a dream, that if he would rise up and build him a house, his life should be prolonged five hundred years; but he replied that it was scarcely worth while to build a house for so short a period and so he died before he was a thousand years old.

AN IRISH WIDOW.—Last week some medical officers were called upon to examine the condition of some Irish inhabitants, situated at the bottom of Westgate, Leeds. One of the medical men interrogated the mistress of one of the houses.—

"Why don't you keep it cleaner?"

The reply made by the woman was, that she was a poor widow, and couldn't afford it.

"How long have you been a widow?" asked the doctor.

"Sure enough your honor, for three years."

"Of what complaint did your husband die?" asked the man of physic.

"Och, he never died at all—he ran away wid another woman, sure."

An Editor once said to a bore who had sat about two hours in his office, "I wish you would do my fire is doing." "How is that?" said the other. "Why sir, it is going out," replied the editor.