

GREAT BRITAIN, &C.

WEALTH AND LUXURY OF THE KINGDOM.

[The remarks and illustrations which are here presented we derive from Lieut.-Col. Evans' recent work, before mentioned.]

In estimating the relative financial strength of states, the question is not the distribution of wealth, but the aggregate of available resources.

Where are the appearances of decay or neglect—of an enfeebled or paralysed industry?

On the contrary, a vigilant and energetic care is visible every where. Nothing seems to lie fallow. The divisions and subdivisions of proprietorship are strictly and tenaciously kept up. The fields wear the aspect of a garden. A considerable portion of the people are far better dressed than in former years, and are becoming more intelligent and educated. New roads are opening at great expense, the old ones are perfecting, shorter lines are devised. If five hundred yards of distance can be saved, there seems to be no difficulty in procuring as many thousands wherewith to effect it. Well-appointed public carriages and magnificent horses follow in rapid succession along every line, with a despatch indicating that the passengers stand much more in need of time than money.

In how many directions, also, may be seen commencing, or in process of completion, new canals, railways, superb bridges, and other public works—not usually of a perishable, cheap, or frail material, as would be the case were funds really deficient, but of durable iron and massive stone. Nor does utility alone seem to be consulted. Many of these works are proofs of a triumphant science, as they are monuments of ornamental art, destined to embellish the country in which they have been reared, for many ages to come. Some—the Menai bridge, for instance, just completed, or the Waterloo—demanded (either of them) an expenditure equal to a whole year's surplus revenue of the empire in the reign of George the First, or Queen Anne.

Observe the description of Household furniture now in use. Is it not more choice, more frequently replaced by a new fashion, more curiously wrought and neatly finished, than formerly?

Some of the greater country houses of the ancient aristocracy may not, perhaps, be kept up with the same baronial splendour, or rude or profuse hospitality, as in days of yore. But manners are changed; the taste for a country life has declined; the luxurious owner may have other mansions that are preferable, or may relish the society, the pleasures, the refined dissipation of cities, more than his ancestors were wont to do; or may have wasted his patrimony at the gaming table. Such accidents do happen.

Where one hereditary house or family, however, falls into decay, half a dozen others will be pointed out which were not known in the rank of affluence half a dozen years back. Every one migrates, at some particular part of the year, to foreign capitals, to watering places, &c. A poor people are stationary. The country gentlemen exclaim "they are ruined!" that is, their tenants are not always able to pay the rent that is "in the bond"—to fulfil engagements entered into under other circumstances. But ride to a covert-side in any county in the kingdom, during the hunting season, and you will find some fifty or two hundred of these ruined gentlemen, mounted on horses with the dash of the Arabian blood in them, averaging in value from fifty to two hundred guineas. Each of these ruined gentlemen has got a stud, which he rides as if he might afford the loss of a horse now and then. Where else could this be afforded? No other body of ruined gentlemen in Europe could do it. Attend a popular race course—carriages will be found to have assembled in countless thousands. There are large cities, that have grown up within a few years, whose style of buildings is minutely handsome, decorated to attract the eye, and which are designed solely for amusement, and are supported splendidly on the casual superfluities of those who are in search of pleasure or variety. Such cities are Brighton, Bath, Cheltenham, &c.

But a metropolis, especially one such as ours, which is not supported by a gorgeous court, or a vast military establishment, will not be a bad index of the wealth of an empire. Where is there another London—this capital of an impoverished State? Is it not a kingdom rather than a city? For, perhaps a hundred miles of its interminable streets, one may walk within almost a continued range, on either hand, of storehouses filled, for the most part, to the very doorways, with every imaginable variety of clothing, food, furniture, jewelry, plate, &c. Why, the contents of these shops would purchase the fee simple of the revenues of some very respectable states! Many of the owners of these shops have their villas in the country, whither they retire after the business of the day is over, and where they live very often more like aristocrats than retail dealers.

But there are no buyers! say those who take another view of these matters. The unfortunate shopman is closing his accounts, and must soon inevitably close his doors, &c. But there are plenty of capitalists in the city, who are daily racking their brains to find out some new description of enterprise wherewith to embark their money, and who would inevitably possess themselves of these unsaleable commodities, (if they were unsaleable,) and would freight a fleet with them, and find a market for them somewhere else; for the greater part would be useful or in request in any region of the world.

Are the buildings, public or private, of this commercial centre and common mart of all nations, falling into decay, or lessening in number? On the contrary, great expense continues to be gone to, in throwing down whole streets, in order to erect in their place a better adapted, more lofty, spacious, and a superior style of architecture. Hundreds of these more resemble palaces than private dwellings, and are only calculated for incomes of a very large amount. Nor are these gratifying signs of a prosperous condition, and of abundant means, to be witnessed only in particular quarters: the interior, and the whole circumference, present a continuous and similar picture. It is new cities that are creating around the old one, while the latter is reconstructing after a more convenient and modern fashion. These are not the evidences of wealth—they are wealth itself.

But those who maintain the converse, not unusually answer such statements as the above by saying, "We are living on credit—we are spending our capital."

But this is impossible. It is one of the monstrous absurdities which sometimes pass current as argument. A private individual cannot spend his principal, or even anticipate his income, without borrowing from some other individual, in money or goods (which includes credit). Neither can a nation without borrowing in money or goods, from some other nation. Have we done so? On the contrary, our merchants give long credits to foreign merchants; and our capitalists, have since the war, lent to other nations, or advanced for foreign speculations, between one and two hundred millions sterling.

There is another phenomenon peculiar to England. Let a dissolution of Parliament take place; and, presently, actuated by the clamour of the gentry, or junior nobles, (who clamour occasionally for protecting duties,) will be ready to deposit in their banker's hands, as much as ten, fifty, or even a hundred thousand each, for the honour of representing a particular place or county. This is inconsistent with any other but a state of excessive opulence.

All these things prove, to demonstration as it appears to me, that the aggregate wealth at present accumulated amongst us greatly transcends what it ever before was, and far surpasses any thing now or heretofore possessed by any other community of any other age or country.

FINANCES OF THE KINGDOM.—We take from the seventh article in the Quarterly Review, the statements and remarks annexed.

Permanent annual charge of the Public Debt.

Interest of the funded debt, including—	5th Jan. 1816.	5th Jan. 1828.	Diminution
—	£128,563,592	25,769,689	
Terminals annuities, in equivalent perpetual annuities	1,553,416	1,842,861	
Total interest of funded debt and annuities	29,917,207	27,612,570	2,304,637
Interest of the unfunded debt outstanding & unprovided for	1,998,937	807,814	1,191,123
	31,916,144	28,420,384	3,495,760

This reduction of 34 millions effected in the fourteen years of the peace, the Finance Committee state to be somewhat more than fifteen per cent. on the debt contracted in the preceding war. We were led to inquire what proportion of this decrease had been brought about by the sinking fund, and we found in the report some curious calculations by which this question is set at rest. The diminution of charge was effected,

By reduction of interest on funded debt now existing	1,601,025
By reduction of interest on unfunded debt now existing	488,053

Total reduction of charge by fall of interest	2,089,078
By annuities expired, land-tax, &c.	214,262
By application of surplus and balance	1,189,420
	£3,492,760

Nearly two-thirds, then, of the total diminution have followed the reduction of interest, one third has been worked out by the redemption of capital. On this point, however, the Finance Committee remarks,

"That the above diminution of the debt has been effected while a reduction in the rates of taxation, equivalent to a remission of £27,000,000 a year has taken place, and also while advances out of the public revenue were made for the promotion of public works and the employment of the poor, to the extent of £4,797,443 beyond the sums repaid."

This reduction, however, falls far indeed below the promise of the sinking fund, which even on its new basis of 1823, had been nominally endowed with five annual millions, as also with the growing interest of the stock, purchased by its commissioners. During the five years since elapsed, twenty-seven millions had been paid over according to law; but there had been effected no corresponding reduction of the debt; and, indeed, in the last two accounts, our income had scarcely appeared equal to our current expenditure. The point, therefore, of these five years' financial balance, became an object of the Committee's inquiry; and they have stated it for each year as follows:—

Income.	Expenditure including charges of collection.	Surplus.
1823 £59,317,063	53,484,858	4,832,225
1824 59,749,973	54,844,449	4,905,524
1825 57,657,237	53,759,047	3,898,190
1826 55,454,856	55,122,702	332,154
1827 55,401,611	55,159,123	242,488
1828 57,622,390	52,888,695	4,733,704

ACCOUNT OF THE ORDINARY REVENUES OF THE UNITED KINGDOM, INCLUDING EXPENSES OF COLLECTION.

Spirits, £7,921,645	
Mail, 4,623,112	
Beer and Hops, 3,516,764	
Wine, 1,700,051	
Spirituous Liquors, 5,191,200	£17,761,572
Sugar and Molasses, 3,448,814	
Coffee, 425,389	9,065,483
Tobacco and Snuff, 2,793,873	
Total Stimulants, 29,620,928	
Butter and Cheese, 307,794	
Currents and Raisins, 436,550	
Corn, 193,228	

Food, 937,602	
Cotton wool & Sheep's, imported, 295,174	
Silks, 345,273	
Printed Goods, 657,741	
Hides and Skins, 451,944	
Paper, 723,497	

Dress, &c., 2,573,684	
Soap, 1,210,754	
Candles and Tallow, 665,758	
Coals, sea-borne, 895,085	

Household Articles, 2,771,597	
Glens, 616,527	
Bricks, Tiles and Slates, 392,365	
Timber, 1,488,498	

Building, &c., 2,497,390	
Auctions, 275,664	
Excise Licenses, 815,160	
Miscel. Excise & Customs, 2,205,903	3,326,627

Total Excise and Customs, 41,727,778	
Deeds, &c., 1,636,315	
Legacies, Probate of wills, 2,043,261	
Insurances, 985,070	
Bills excheq. bank notes, &c., 690,035	
Newsp. Advertisements, &c., 581,526	
Stages and Post-horses, 648,287	
Other Stamp Duties, 681,053	

Total Stamp Duties, 7,315,809	
Land Tax, 1,210,227	
Windows, 1,164,010	
Houses, 1,295,550	
Servants, 277,759	
Carriages, 352,478	
Horses, 400,676	
Other Assessed Taxes, 462,869	

Total Assessed and Land Tax, 5,162,573	
Post Office, 2,207,998	
Other Resources, 666,572	

	£57,081,830
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Such were, in the last year, the main elements of our revenue; the foremost of which is also the most remarkable, being a receipt of nearly eight millions sterling on ardent spirits alone. Of this enormous consumption, a part was the source of moderate enjoyment—a large part of more doubtful indulgence—a very small portion was required for needful refreshment. It is clear, that nearly every man who had money to lay out on this superfluity was capable of contributing a part thereof to the wants of his country. But although we might be desirous, even if there existed no claims for public expenditure, that some such restriction should be imposed upon dram-drinking, we cannot but regret that the old English port, or malt liquor, should be subject to the payment of three and a half millions, whilst four and a half are also advanced upon malt by the brewer and the distiller conjointly. Wine we see, brought in at the same time 1,700,000.—a receipt which experience has shown to be hardly capable of increase by any augmentation in the rate of the duty. The total sum, then, raised on spirituous liquors was, in the last year, no less than seventeen millions and three quarters. Our next class consists of the milder stimulants, coffee and tea, with sugar thereto, whose produce of five millions being added to theirs, makes up another large sum of nine millions sterling. Last of all comes the dirty but seduced weed of the New-World, which is able, besides its own original value, to draw from our countrymen's pockets, two millions and three quarters. Here then, we have the astonishing aggregate sum of twenty-nine millions and a half, paid on the above means of excitement of which only beer was once deemed necessary by the labouring class, though, to beer, coffee and tea have been in our days happily added. Still here are about thirty millions, i.e. more than the half of our payments, raised upon means of enjoyment never strictly required—the acquisition of which does, or at least should, pre-suppose the previous provision for positive wants. The five largest amounts received upon articles of solid food do not, in this account, reach one million. On three of these, butter, cheese, and corn, the duties are protective of Irish or British interests; and it may be remarked that, in the last year, when our crops had fallen short, the charge on foreign corn became for the time little more than nominal.

Clothing, again, is almost entirely free from taxation; for the duties on foreign wool and on cotton are trifling, and a duty of three pence on printed goods can now scarcely be felt, since there has been lately a reduction, perhaps of one-half, in the manufacturing price of the commodities. The tax on leather is, however, supposed considerably to raise the cost of shoes to agricultural labourers; but a fall in the selling price, is not always, in this trade, the consequence of an abatement of duty. The amount raised on the three necessities, soap, candles, and sea-borne coals, was about three millions. The coals, even charged with a moderate duty, still afford us a great advantage over other nations, consumers of wood; yet a reduction on any of these articles would certainly be most felt where it would be also most welcome. We have, lastly, two large items for building-materials—one million and a half for timber, protective of the vast navigation between this country and Canada; and about 400,000l. for brick, tiles, and slates. Under this head, about 600,000l. for glass may, perhaps, be properly classed. The duties on timber and bricks are chiefly felt by dwellers in towns, and among these, very much, we believe, by the house owners. Since the rents of houses so situated are chiefly governed by their situation, an abatement would probably remain in the builder's ground-landlord's pocket. The stamp duties, again, which arise from the transfer of wealth; fall mainly on the rich; and it will be perceived that they are, in fact, a kind of irregular income tax. The same may be said of the following class:—the land-tax is, in fact, a partial duty on property; nor do the taxes assessed on houses, windows, carriages, servants, and horses, much differ therefrom; especially now that dwellings of less rent than ten pounds, and with fewer windows than eight, are exempted from payment.—A very small part then of the vast sum thus raised is obtained by direct taxation, and of this part only the assessed taxes by the collector's unwelcome annual call. The stamp-duties are incidental, rare, and often unseen. These assessed taxes, amounting to no more than four millions, have, perhaps, drawn forth more complaints than all the remainder. Indirect taxation, however has something about its very principle that seems akin to British feelings; and in operation it at once reaches minute payments and salaries which no income or property tax could easily touch. It appears, indeed, that large direct claims from the government are in this country only admitted amidst the efforts of a national struggle. We have seen that Sir Robert Walpole sacrificed at last to parliamentary dislike of the land tax his own creation, the Sinking Fund. That sacred fund, revived in our days by Mr. Pitt, and long cherished in war, fell with the duty on property at the renewal of peace. A nation, then, may well tax itself indirectly, as an honest man may, without cowardice, put out of his power the funds which should satisfy his creditor's claims.

But we must own that the amount of British income now spent abroad by voluntary absentees presents a new and a most serious feature. We have little doubt that this amount averages five millions sterling!—Nor are we at all prepared to say, that some measure, by which these eluders of their just contribution to the national purse might be reached, would not meet with the approbation both of the parliament and the public. Such is at present the nature of our taxation."

Captain Garth.—The "mysterious affair," as it was named, has, we find by the last papers, come again before the public in England. We made some allusion to the subject when first noticed during the excitement of the Catholic question; and now as matter which appears likely to claim a place in history, give in a condensed form some account of the individual who is thus becoming notorious—and the principal facts relating to the mysterious "Box," that is the apple of discord in the case. The Standard gives us the following statements:—

Capt. Garth is the son of General Garth. Gen. Garth is by a marriage, fulfilling all the moral and religious conditions of such a contract, the husband of an illustrious lady. The union, however, though such as must satisfy the most scrupulous and delicate conscience, is, by a law affecting one family, and one family only, in the realm, politically invalid. It was, therefore, deemed proper to withhold any public declaration of it, though no attempt, we believe, was ever made to conceal it from such of the immediate connections of the parties as were of discreet age. Captain Garth, the offspring of the marriage, was therefore educated as a private gentleman, the rank to which his father's station entitled him; perhaps she was indulged to form habits of expense about that rank; for it is difficult to explain from any another cause, the course which he has run.

Overwhelmed with debts, Captain Garth, having exhausted all fair means of importuning his unhappy parents to minister to his necessities, betook himself at length to menaces, and having "superstitiously obtained" a number of letters that had passed between his father and mother in the confidence of married life—letters which we know contained, and could have innocently passed between persons in that close relation—nothing that was not honorable to the illustrious lady—nothing in the slightest degree reflecting upon any member of her family. Having "superstitiously obtained these letters, Captain Garth threatened to publish them in full, if he should not be paid for their suppression. The lady, whose dreadful misfortune it is to have given birth to such a son, was, at the time, in extremely delicate health from nervous affection; the shock of such a cruel threat alone would kill her, and there were other considerations of great weight which would strongly urge the propriety of suppressing the affair. The marriage which it was threatened to expose was in some measure a violation of the law, and a member of the family most bound to respect it. Nothing could be said in its justification, in fact, by which the wisdom of a law to which, we believe, the first person in the country is strongly attached, would not be condemned. There was, too, inconvenience to be apprehended from exposing to the gluttony curiosity of a public, ever greedy of gossip, all the little trifling communications between man and wife, running through several years—through the unguessed joys and cares of which the staple of our lives is composed.

Garth's agent in the affair, Mr. Westmacott, a literary gentleman, who seems to be by far too honorable a man to suit the purposes of his employer, was made, with Sir H. Taylor, the joint guardian of the box. These two gentlemen for some time urged the arrangement with honorable zeal, but with perfect success on both sides, when it was found impossible (as we see by the affidavits) to do any thing, from the utter shuffling and incorrigible folly of the youth. No true statement of his debts could be obtained from him—no promise of reform could be enforced. The compromise, therefore, broke off, and the only fact which it was material to withhold from the public, namely, Captain Garth's relation to an illustrious lady having transpired in the course of it, there is not much chance of its being renewed. In the meantime, the Captain has filed a bill in Chancery for the recovery of the "superstitiously obtained" papers, and this bill has been answered by the affidavits to which we have alluded.

[To this we add a compendious notice of the whole affair from the Spectator.]

Our readers will remember, that Captain Garth, some months ago, filed a Bill in Chancery for the recovery of a box of papers, his alleged property, deposited by Sir Herbert Taylor and Mr. Westmacott, with Paul, Snow & Co. the bankers. Sir Herbert Taylor and Mr. Westmacott have now filed answers to Captain Garth's Bill, and the whole affair will, by and by, come before the Chancellor. When the bills were filed, the matters to which it referred, and the reputations which it was said to involve, were highly stimulating to the lovers of mysterious scandal, and not without their use to certain partisans in political warfare; the publication of the answers, and the lengthened comments which accompany these, serve, at this dull season, to give interest of a certain sort to some of the Sunday papers. Captain Garth, it is known, claimed restitution of the box of letters, because the price for which he had been purchased had not been paid. Sir Herbert Taylor and Mr. Westmacott state in reply to this claim, that Captain Garth had violated the pledges that accompanied the surrender of the documents. He has retained attested copies of all of them; he has falsified the amount of his debts, which, as first declared, Sir Herbert Taylor had engaged to have settled; and he has not left the country, as he promised to do. For these sacrifices on his part, he has been guaranteed the payment of his debts, said to amount to £5,000 or £10,000 and annuity of £2,000 or £3,000. The Times has inquired who may be the person whose reputation is liable to be affected by the publication of Garth's letters, to such a degree as to render these large sums but an equivalent for the suppression of the documents? The Standard, in reply, points to Garth's illustrious mother. The Times rejoins, that if such be all, it is rather an odd proceeding to pay a profligate young man an enormous allowance for keeping safe a secret which has been in the custody of the public for more than twenty years. Nor is it less odd, adds the Standard, that a person of the same age of whose honorable father should have been the object of the illustrious lady's choice.

THE TRIUMPHS OF SCIENCE AND ART.

[From the Liverpool Times.]

WHETHER the caricature, which represents a steam engine as flying like a balloon through the air, shall ever become anything more than a caricature, may be doubted; but such have been the achievements of science and art within the last three quarters of a century, that it is really difficult to fix any limits to their future conquests. To justify us in pronouncing anything impossible in mechanics, it ought to be in opposition to some law of nature, and not merely requiring an immense extent of difficult application of power. And so marvellous have been the inventions and discoveries in every branch of science, and in all the arts, since the beginning of the last reign, that if they could have been predicted in the year 1760, most men would have thought that the prophecy deserved to rank with the Arabian story of the erection of Aladdin's palace in a single night.

When the pack horse with his bell was the only means of conveying merchandise through the land, and when the carrier conducted his string of horses along tracks always made to pass over the summit of every highest hill, the vision of a modern mail coach glancing through our valleys, on roads nearly as smooth and level as a bowling-green, and conveying goods and passengers at the rate of eleven or twelve miles an hour, would have been regarded as the work of some supernatural beings, not clogged with the incumbrance of mortal clay. A man who should then have imagined that a distance of four hundred miles could have been performed by a carriage in forty hours, without difficulty or danger, would have been thought worthy of a place amongst the philosophers of Laputa.

A spinner at his wheel, twisting and twirling the livelong day, to make some paltry hanks of yarn, would have gazed at the interior of a modern spinning mill—where thousands of spindles are whirling with incredible velocity, moved by no power visible to the spectator—with a superstitious conviction that the whole was the work of unblest power. To tell him that the force that moved the mighty apparatus of the factory was earthly, yet that it was neither the force of men nor horses, neither the strength of a torrent, nor the piping winds of heaven, but nothing more or less than the steam of boiling water, would only have excited his indignation at the boldness of the imposture which it was attempted to palm upon him.

To show to one of those disorderly persons who return from taverns after the

hours of curfew, and who of old were wont to grope thro' the Egyptian darkness of our streets to their own homes, the splendidly illuminated streets of London or Liverpool, he would be blinded with excess of light, and fancy himself in the hall of Pandemonium, lit up "by subtle magic," by blazing cressets of naphtha and asphalt. If he could understand that these brilliant stars of light proceeded from an invisible vapour which circulated for miles under the streets, he would be only the more perfectly convinced that he had gone prematurely into the lower world.

Since the invention of printing, the power of man to disseminate knowledge has been increased almost beyond calculation. Even within the last 30 years a prodigious augmentation has taken place in this power: before the improvement of Earl Stanhope, from three or four hundred sheets might be printed per hour at the press; but the steam press which now works the Times Newspaper, prints four thousand sheets per hour, or more than a sheet per second! It may be easily proved that to write by hand the number of newspapers circulated by the Times daily, would require a million and a half scribes:—yet they are printed with ease by about two dozen men. Such is the effect of a skillful devising of labor, that a debate of eight or ten hours in duration in the House of Commons may be fully and ably reported, printed and published so as to be read in London within three or four hours after its termination, and at sixty miles distance from the metropolis before the speakers of the previous night have arisen from their beds.

In navigation, as in printing, invention slumbered for centuries, and then suddenly awoke in the wondrous steam vessel. Steam navigation is probably yet in its infancy, yet it has already effected an astonishing extension of intercourse with all parts of the British Isles, the widely separated towns and territories of the United States, and several of the countries of Europe. It was not uncommon a dozen years ago, to wait in this port for days and even weeks before a vessel could sail to Ireland, and often have vessels been detained in the channel days and even weeks by calms and adverse winds. By the steam packets we pass easily and with certainty in a single night from Liverpool to Dublin; and they operate as bridges connecting the Sister Island with England. Calms do not retard their flight over the waves; adverse tides and winds though they somewhat impede, cannot arrest their progress. Instinct with power, "they walk the waters like a thing of life." By their aid the voyage to India, will probably be made, ere many more years have elapsed, scarcely a more formidable thing than a journey from London to Scotland a century ago.

Such are a few of the more striking inventions and improvements of modern times.—Yet invention is not exhausted. These seem to be but the commencement of an endless series; and late experiments by locomotive carriages on the railway give us quite a new idea of what science and art may yet do to quicken the transport of travellers and goods through the land. Though the idea of moving a carriage by a mechanical power within it, is not absolutely new, yet it has never been successfully reduced to practice till our own day; animal power, applied either externally or internally, has always been used for purposes of locomotion. To place a steam carriage on wheels, and to move both itself and an additional weight, was a bold conception: the first essays were clumsy and unpromising, and even up to the present time a machine has never been seen in operation which was calculated for the rapid conveyance either of passengers or commodities.

The performance of the Rocket and the Novelty, give a sudden spur to our drowsy imaginations, and make our ideas fly as fast as the machines themselves. These engines, with all their apparatus, skim over the earth with more than double the speed of the lightest and fastest mail, drawn by the swiftest blood horses, and driven by the most desperate coachmen, over the smoothest roads in England. Upwards of thirty miles per hour! Let us see—at this rate we reach Manchester in an hour, Birmingham in three hours, London, Edinburgh, or Glasgow in six hours! And you may glide along at this bird-like speed with as little discomfort as if you were sitting in your arm chair—reading a volume of the Diamond Poets, without being disturbed by a single jolt; I believe it would not be difficult to write. If the length of the Journey made it worth while, I should expect to see railway coaches fitted up with libraries and escurtoires; but it will soon be nearly useless to take up a book for so short a journey as one or two hundred miles.

But if a speed of thirty miles an hour has already been attained, what good reason is there that we should not in process of time accomplish sixty miles per hour? Nay, why should we stop there? I am not bold enough to anticipate the time when coaches will supersede the Telegraph, but I may reasonably expect to see them leaving the carrier pigeon behind.

On a well-constructed railway, like that between Liverpool and Manchester, there is less danger in moving at a rate of thirty miles per hour, than there is in travelling at the rate of ten miles per hour on a turnpike road. On the railway there is not a single turn and scarcely a single inequality: in these respects the engineer has boldly and wisely aimed at perfection, though he thereby incurred what many deemed an extravagant expense. The chief sources of danger in travelling, rapidly on turnpike roads are—1st, hills; 2d, turnings in the road; 3d, inequalities in the surface of the road; 4th, unruly horses; 5th, meeting other carriages.—Not one of these dangers exists on the Railway, and therefore it is difficult to limit the speed at which we may travel with safety.

UNITED STATES.

The Liverpool packet *Caledonia*, Rogers, at New-York, brings London papers to the 20th Nov. Mr. McLean, the American Minister at the Court of St. James, continued to have frequent interviews with the British Ministers.—On the 27th Nov. he had a conference with Mr. Vesey Fitzgerald, at the office of the Board of Trade, and on the day following he visited the Earl of Aberdeen.

We have not seen or heard of a single London paper, Ministerial or Opposition, but what condemns the project of re-opening the West India Ports to the United States. Some of them contend that there

is a pledge that the policy of exclusion shall continue and that many persons have invested capital on that pledge.

The weather has been uncommonly tempestuous on the British, Irish and French coasts, and the Northern coast. The damages to shipping and the loss of lives very great. The whole coast is strewn with wrecks and pieces of ships thrown on shore. The Liverpool Albion says,—"It is a circumstance worthy of remark that there are at present only four American vessels in the port of Liverpool. Such a circumstance has not we believe, occurred since the peace of 1815. It is nearly three months since the last vessel for Liverpool left the port of Charleston. Easterly winds have prevailed since our last, the arrival at this port, as well as coastwise from abroad have been unusually few.—We regret to state, that the strong easterly gales which have prevailed, have caused serious damage to the shipping on the east coast of Ireland as well as of England. We refer to the Shipping Intelligence for the names of the vessels which have been unfortunately wrecked. Among them is a fine steamer belonging to the City of Dublin Steam Company."

Our Liverpool Correspondent, says the New-York Commercial, under date of Dec. last, says, "that accounts from all the commercial ports in England, Ireland and Scotland, are of the most distressing description relative to the late gales. We expect every post will bring statements of great loss among the shipping."

The winter had set in unusually early in Great-Britain. There were several heavy falls of snow the latter part of November, which had blocked up the roads and prevented the regular arrival of the mails in London.

The accounts from Ireland do not in any degree lead us to believe that there is any solid revival of tranquillity in that distracted country. Assassinations, outrages, and all sorts of violations of the law, continue to be practised in open defiance of proclamations, &c.

The Marquis of Lansdowne was chosen Lord Rector of the University of Glasgow. The Professor of Divinity, protested against it, because he was neither a resident of Scotland nor a presbyterian.

The Greeks under Ipsilanti have defeated the Turks, and the latter have capitulated and are allowed to evacuate the Grecian territories.

All the London papers agree in declaring that business is steadily and progressively increasing throughout the country.

Liverpool, Dec. 1.—Letters were received in this town yesterday, in which the reports of the appointment of Earl Grey to the Lord-Lieutenancy of Ireland, were confidently repeated.

Irving out done!—Mr. Edward Craig, of Albroath, has publicly announced, that the Millennium is to take place on the 29th Feb. 1831, at 55 minutes and 20 seconds past 11 a.m.

A horrid story is told in the Hull Packet, of a man by the name of Henry Wm. Henley, merchant, who in a state of partial insanity shot his wife dead with a pistol, set fire to the house in several places, and then blew his own brains out. The house was burnt up—but the surviving members of the family escaped.

The following letter is from a highly intelligent correspondent of the Baltimore Gazette.—It confirms the statements which had been previously received through other sources, of the aspiring and unwholly views of Bolivar, and of the excitement and dissatisfaction created in Venezuela thereat. The writer of the letter, the Editor of the Gazette states, has always been a most devoted friend to Bolivar.

CARACAS, 27th Nov. 1830.

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