

and nurse washes the baby up in sassafras to the tip of its nose, damps it down in the case-chair, and tells you to "leave the family to her, and go to sleep." By-and-by she comes in—after staving down long enough to get a refreshing cup of coffee—and walks up to the bed with a bowl of gruel, tasting it, and then putting the spoon back into the bowl. In the first place, you have gruel; in the next, you couldn't eat it, if she held a pistol to your head, after that spoon has been in her mouth; so you meekly suggest that it be set on the table to cool—hoping, by some providential interposition, it may get tipped over. Well, she moves round your room with a pair of croaking shoes, and a bran new gingham gown, that falls like a paper window-curtain at every step; and smooths her hair with your nice little head-brush, and opens a drawer by mistake (f), "thinking it was the baby's drawer." Then you hear little nails scratching on the door; and Charley whistles through the key-hole, "Mamma! Charley's first! Charley's first!" "Come in!" "Nurse says, and says so; but you intercede—poor Charley, he's only a baby himself. Well, he leans his little head wearily against the pillow, and looks suspiciously at that little moving bundle of fannel in nurse's arms. It's dear Charley! How bright he is, what with that "mamma!" The little shining curls, that you have so often rolled over your fingers, are a tangled mass; and you long to take him, and make him comfortable, and coo him a little; and then the baby cries again, and you turn your head to the pillow with a smothered sigh. Nurse hears it, and Charley is taken struggling from the room. You take your watch from under the pillow, to see if husband won't be home soon, and then look at nurse, who takes a pinch of snuff over your bowl of gruel, and sits down nodding drowsily, with the baby in alarming proximity to the fire. Now you hear a dear step on the stairs, it's your dear Charley! How bright he looks! And what nice fresh air he brings with him from out doors! He parts the bed-curtains, looks in, and puts you on the cheek. You just want to lay your head on his shoulders, and have such a splendid cry! but there sits that old Gorgon of a nurse—she don't believe in husband, she don't! You make Charley a freemason sign to send her down stairs for something. He says, right out loud—men are so stupid!—"What did you say, dear?" Of course, you protest you didn't say a word—never thought of such a thing—and cuddle your head down to your ruffled pillow, and cry because you don't know what else to do, and because you are weak and weary, and full of care for your family, and don't want to see any body but "Charley." Nurse says "she shall have you sick," and tells your husband "he'd better go down, and let you go to sleep." Off he goes, wondering what on earth ails you, to cry—wishes he had nothing to do but lie husband, and he waited upon! After dinner he comes in to bid you good-bye before he goes to his office—whistles "Nelly Nelly" loud enough to wake up the baby, whom he calls "a comical little concern," and puts his dear, thoughtful head down to your pillow, at a signal from you, to hear what you have to say. Well, nurse's no help for it, you cry again, and only say "Dear Charley!" and he laughs, and settles his dicker, and says you are "a nervous little puss," gives you a kiss, lights his cigar at the fire, half strangles the new baby with the first whiff, and takes your heart off with him down stairs.

THE EFFECTS OF WAR ON COMMERCE.

(From the London Morning Chronicle.) The notification which has been addressed by Sweden and Denmark to the different cabinets of Europe, is in itself, a document of little importance. It is quite superfluous to name the Great Powers that two courts which have no connection with the questions in dispute propose to maintain neutrality, in the event of a rupture between Russia and the allies of Turkey. The suspicions of Russian intrigues at Stockholm and Copenhagen are neither confirmed nor removed by formal protestations of neutral intentions which had never been questioned. By long custom, the Five Powers have assumed to themselves the control of general politics, and the independence of the secondary states is guaranteed by their joint action. It would be in the highest degree impudent for the government of Sweden or of Denmark to involve itself, without necessity, in any differences among the principal members of the European confederacy; and an assurance that they are not about to enter on an unprovoked quarrel with England and France seems to have been at least uncalculated. It would not be difficult for a suspicious critic to trace Russian insinuations in a document which purports to extend the rights of neutrality to the expense of belligerents. The Northern Courts declare that, in case of hostilities, they will admit into their ports the merchant vessels and ships of war belonging to both parties, to the exclusion of privateers, and apparently, so far as many ports are concerned, with serious restrictions on the entrance of vessels of war. No maritime prizes are to be condemned or sold in their ports; and finally, they propose to maintain their own commercial relations, notwithstanding the outbreak of hostilities. It is in the passages relating to the rights of neutrals that the meaning of this spontaneous declaration is to be found. Russia will certainly abstain from raising any objection to a programme which, for that reason, ought to be watched with jealousy by the powers whose maritime forces give them the command of the sea. Should the English government consider that this declaration of the Northern Courts requires any answer beyond a courteous acknowledgment that it has been received, it would not be difficult to suggest the principal topics of the reply. The assurances of neutrality would be accepted with satisfaction, while it might be politely intimated that no declaration was necessary on a point respecting which no doubt could ever have arisen. As to the proposed conditions of the neutral position necessarily assumed by Sweden and Denmark, it might be convenient to explain that that neutral position to belligerents are already settled, in their minutest details, by international law. The opening of a friendly port to the English flag could not be accepted as a concession, inasmuch as a contrary course would at once be remonstrated as an unfriendly, if not as a hostile act. In this, as in other respects, it would be absurd to suppose of secondary importance should introduce a new code of maritime jurisprudence, on the eve of a war in which they are in no way concerned. Neutrals become principals, on one side or on the other, from the moment that they attempt to introduce stipulations in restriction of belligerent rights. There is, unfortunately, an important possibility in international transactions;

for any positive step necessarily tends to the advantage either of the stronger or of the weaker party. Neutrality consists, absolutely, in any attempt to disturb the recognized law. The gist of the Northern declaration is to be found in the announcement that the commercial relations of the neutral powers are not to be affected, except in the case of contraband articles of war. The plain meaning of these phrases amounts to a renewal of the ancient protest against the English and American rule by which hostile goods are subject to seizure, notwithstanding the protection of a neutral flag. The revival of this protest, even before hostilities have been declared, is not rendered more palatable by the advocacy of the doctrine now again put forward by the states which were formerly subordinate members of the Armed Neutrality of the North. Seventy years ago, in the midst of a war against France, Spain, and America, England defied the hostility of Holland, Russia, Prussia, Sweden, and Denmark, rather than acknowledge the doctrine that the flag covers the goods. On the justification of peace, the theory which the whole world had maintained against the greatest maritime power was not recognized in the treaty; nor was the second league of the north, in 1801, more successful in attaining a similar object. The United States have deliberately adopted into their jurisprudence the principles which have been uniformly laid down by the English courts; and Lord Rosslyn will certainly not carry, in deference to Sweden and Denmark, the claims which have been so strenuously maintained during all the wars of the past century. If any concession should be made, it will be voluntary in character, and limited in time; and, above all, it will not be an act of special favour to the commerce of any particular country. It was formerly remarked by Grotius, in the discussion on the subject during the last war, that no presumption exists that neutrals are to be favoured when their rights come in conflict with those of belligerents. Their goods are undoubtedly exempt from seizure, even under a hostile flag; but they are not tolerated by the belligerents, even the victor, by conducting it in vessels of their own. The chief reason which renders it necessary to watch with vigilance the immunities of neutrals is to be found in the circumstance that they necessarily tend to the advantage of the weaker maritime belligerent. In case of war, England and France will be fully able to protect their own commerce from hostile seizures; but Russia may probably derive some benefit on her whole trade under cover of the Swedish or the Danish flag. It is possible that the proposed restrictions on the free use of the Baltic ports may have been devised in an equally one-sided spirit. The allied fleets will be far from home, while the enemy will be comparatively tolerant; but the fact is, that the victor's venture beyond the defences of Cronstadt, England and France will, however, take care that no want of the hospitality prescribed by law and custom shall be shown to any armaments which they may send to sea. As it is just possible, however—though, we fear, very far from probable—that hostilities may, after all, occur, it would be premature to enter on negotiations which would in any case be superseded by established rules of law. It is another question whether it may be expedient, in the event of a rupture with Russia, to try the experiment of the voluntary mitigation of the extreme rigour of the naval code. The employment of privateers, although hitherto tolerated in the civilized world, is but a legalized system of piracy; and a determination to refuse either to grant or to recognize letters of marque would be a benefit to the whole community of nations. The question of the flag is one of greater difficulty. It would be universally considered just that neutral states should enjoy during war, as far as possible, the same freedom of the seas as in peace. The real question is whether a new branch of commerce shall be opened for the benefit of neutrals, and for the protection of the weaker belligerent. Russia goods are at present conveyed, in a great measure, in Russia bottoms; and to allow the merchants of St. Petersburg to employ Swedish vessels would be not only a direct benefit to the shipping, but a security to the freighter against the ordinary consequences of war. It is for statement to consider whether the advantage of insisting on the stricter rule is more than equivalent to the inconvenience of a collision of interests with neutral powers. The step taken by Sweden and Denmark is generally important as an indication of what their governments regard as imminent; and, as we have already suggested, it may possibly have been adopted under the influence of Russia. The world is still waiting with anxiety for the result of the negotiations which are proceeding at so many different points, and perhaps with compatible results. It seems impossible that any long period can elapse before some positive resolution is taken.

DARIEN SHIP CANAL EXPLORATION.

A London letter in the "Philadelphia American" says:—"The Isthmus of Darien ship canal expedition for the purpose of effecting the junction between the Atlantic and Pacific oceans, and respecting which so much interest has been created, will sail on Saturday next from Southampton in the West India mail steamer Orinoco. It will consist, on the part of the Atlantic and Pacific Junction Company, of Dr. Cullen, the discoverer of the route and the conceptionaire, as pioneer; Mr. Gisborne, civil engineer-in-chief; Messrs. Forde and Bennett, and four assistant engineers. On behalf of the British government it will be accompanied by Lieut. Singen, R. E., and staff. The object is the making a detailed survey of the route from Caledonia Bay and Port Escoeces to the Gulf of San Miguel, and inaugurating the important work of the junction of the two oceans. At Jamaica the expedition will be joined by Lieut. Strange, United States Navy, and the surveying party under his command, on board the United States sloop the Cyane, Captain Hollins. The Cyane will be joined by a British man-of-war from the Jamaica station, and by the French Admiral's ship, with French engineers on board, from Martinique, and the squadron will then proceed to Caledonia Bay, on the Atlantic coast of Darien, where it will be reinforced by Her Majesty's surveying sloop Scorpion, which has already sailed from England for that purpose. The surveying party will then cross the Isthmus to the river Savana, where they will meet boat parties dispatched from a British man-of-war which is to be stationed at its mouth in the Gulf of San Miguel, on the Pacific, and then commence detailed surveys of the route. As the distance between the tide influence of the two oceans is only thirty miles, the return of the expedition may be anticipated in May next."

RUSSIA AND TURKEY.

It was on the 29th that France and England sent off to St. Petersburg the declaration, in virtue of which the Black Sea is interdicted to every Russian ship of war, that sea being pronounced neutral ground. The English and French Cabinets do not expect to see this intimation favourably received by Russia; and, in fact, they have already had examinations made of the situation of Sebastopol, for the purpose of possibly attacking it; but the reports sent in agree in affirming that it is out of reach of an attack by sea, though not by land. To reach the town, a channel of great length, upwards of three miles, it is said, must be passed up, the sides of which are protected by a most formidable artillery. If, therefore, anything is to be attempted against Sebastopol, it must be by land; which would imply the invasion of the Crimea. A Vienna correspondent says, 'A person, who is extremely well informed on this particular subject, yesterday communicated to me the probable plans of Russia. It is hoped at St. Petersburg that the Western Powers may still, for a time, be content to remain inactive spectators of what is occurring in the East; and therefore it is proposed to act almost entirely on the defensive in Europe, but to carry on the war with might and main in Asia. Advantage will be taken of the circumstance that no news from the Asiatic seat of war can reach Constantinople by water as long as the Russian fleet have the undisputed command of the Black Sea, and it is hoped that the Turkish army in Erzerum may be completely annihilated before the Western Powers can have agreed to interfere.'

AUSTRALIA.

Plymouth, Friday Evening.—The Francis Henry has arrived here. She left Melbourne on the 13th October, and brings a large mail, a cargo of wool and tallow, 66,900 ounces of gold, besides a moderate quantity in the hands of the passengers. The gold fields are spoken of as being as good as over. Gold at Melbourne was 76s. per ounce. Business dull during the last week, but an extensive trade nevertheless has been done.

The labour market very active at increased wages. Seamen for the coast abundant, but for home few offering. Flour, 35s. to 40s. per barrel; Salt Beef cheaper than in England; Salted Pork, 60s. per barrel; Brandy 19s. to 20s. per gallon—duty about to be raised from 7s. to 10s. per gallon.

Portsmouth, Friday.—Arrived, the Walter Hood; she left Sydney Oct. 31st., and brings gold valued at £32,000, and a heavy mail.

The latest letters from the Black Sea state that an epidemic very common in the Crimea, arising from the malaria, is now prevalent at Sebastopol.

The London Observer says that agents are on their way to the United States to purchase ships and arms privately for Russia.

Accounts from all parts of Russia describe extraordinary military activity, unexampled since 1813. The Czar has just got a supply of 20,000,000 rubles from the Church.

NAPOLEON PREPARING FOR A FIGHT.

George N. Sanders one of the "Young Americans," writes from London as follows, of the French Emperor's plan for a "free fight."—"Louis Napoleon is preparing for war on the grandest scale. It is known that he will have, by early spring, an invading army of seven hundred thousand men equipped. The active part taken by all the Northern Courts, especially that of Austria and Russia, in bringing about the Bourbon fusion, has deeply excited Louis Napoleon. He sees in the success of Nicholas the re-establishment of the Bourbons, in France. Hence notwithstanding his present apparently friendly relations, or rather pleasant coquetry, with Austria, he will, in a few months, strike the Italian States, and attempt to hold them as the cost of Austrian alliance with Russia, and the Orleanists and Legitimists."

FURTHER PARTICULARS OF THE LOSS OF THE STEAMSHIP SAN FRANCISCO.

This steamship left New York on the 24th of December, for San Francisco, by way of Cape Horn, with 750 persons on board, including a regiment of United States soldiers, and their officers, wives, and children. The vessel is described as a substantially built ship, with two 1000 horse-power engines, and with accommodations to carry one thousand passengers. This was her first trip. She was understood to be liberally provided in every way, and was well officered and manned, in view of the long and stormy passage which she might be expected to have. She sailed with fair weather, but in 36 hours was a wreck. The following thrilling narrative of the subsequent appalling calamity, is given by Lieutenant Winder:—"About nine o'clock on the morning of the second day a tremendous gale sprang up, which increased to a hurricane, and about twelve o'clock at night our engines gave out, and soon after our foremast was carried away. The starboard wheelhouse was smashed in by a tremendous sea, and a portion of the upper cabin was stove. I had retired early to my state-room very sick, but the water coming into it freely, I concluded that it would be better to leave. My room was situated upon the upper deck. I left my room and went out into the upper saloon. The first thing I saw was four or five waters holding the doors of the saloon to prevent their being burst open by the wind. I went down into the lower cabin and found a group of persons sitting upon mattresses near the foot of the stairs to keep themselves out of the water, which was washing about the cabin. I laid down upon one of the mattresses, and held on to the bannisters to keep myself from being dashed about the saloon; I soon fell asleep; how long I remained so I can not tell, but I think it was not long. It was near daylight when I was awakened by a tremendous crash, followed immediately by a

large body of water rushing in a flood down the companion-way. It fell upon me, and swept across the cabin and back again, with stunning violence. With desperate effort I succeeded in regaining my feet, and saw some persons climbing up the steps and following them. On reaching the deck the first sight which met my eyes were the bodies of two men, who had been killed by the crushing in of the upper cabin; I crawled over one of the bodies and managed to find my way across the deck, holding to various parts of the wreck; I got toward the stern, and fell in with two or three officers, and took a glance at the aspect of affairs; never shall I forget the harrowing spectacle—she presented the appearance of a total wreck. The entire upper saloon had been carried away with all the passengers who were in it! I was under the impression that she was full of water, and had settled down to the level of the deck. The surface of the water for a large space around was covered with the debris of the upper works, and holding to these, and struggling amid the wreck of matter were pressed upon the deck, attempting to save themselves in the raging sea, by catching at the broken timbers. The wind was blowing a perfect hurricane, and it was with the utmost difficulty that I held on and prevented myself from being blown overboard. Not a sound was heard from the drowning men, as they strove to save themselves. There they were, 150 human beings, beyond the possibility of human rescue, and soon the last one sank to rise no more. On looking around I saw Lieutenant Murray of the Navy, standing at the mizen mast, and went to him. I held on there for awhile, until the vessel came aft for the purpose of cutting it away; but the sea and the hurricane were too violent to admit of his so doing. I then returned to the first position I occupied. Here were three other officers, one lady and a child—Major Wyse, wife, and child, together with Lieutenant Chandler and Van Voost, and Dr. Esterline and Wirtz. We sat ruminating on the prospect before us, and none of us had any slight hope of escape. At this time several negro water carriers came along with life preservers, and a soldier brought me one; but the weather was so intensely cold, and the prospect that our misery would only be unnecessarily prolonged seemed so apparent, that we made no attempt to leave the vessel. The sea was making a breach upon us at every roll, and the exposure was so onerous that we sat about as for shelter. We discovered that there were many persons in the lower cabin, principally the ladies of the officers; we went below, and afterward induced Major Wise to bring his wife and child down also, as the ship was not in such bad condition as we had supposed. We found there several of the ladies, together with a number of officers and children, collected at the after part of the saloon. The forward part of the cabin had been crushed in by the force of the tremendous sea already alluded to; at each roll of the ship large bodies of water entered the cabin at the stern, and the exposure was so onerous that we sat about as for shelter. We discovered that there were many persons in the lower cabin, principally the ladies of the officers; we went below, and afterward induced Major Wise to bring his wife and child down also, as the ship was not in such bad condition as we had supposed. We found there several of the ladies, together with a number of officers and children, collected at the after part of the saloon. 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