

From our English Files.

LOSS OF THE AMAZON.

It is with much pleasure that we announce that another boatful of the *Amazon's* people has been brought home to Plymouth. The cutter *Royal Charlotte* arrived at that port on Thursday evening, with four of the passengers and nine engineers and seamen, who were picked up in the Bay of Biscay on the evening of the wreck, Sunday the 4th ult., by the Dutch galliot *Hellechina*, Captain Gruppellar, bound from Amsterdam to Leghorn. The following are the names of those now saved:—

"Passengers—The Rev. W. Blood, Mr. Kilkelly, Lieut. Grylls, R.N., Senor Juan de Cima. Crew—William Angus, second engineer; Isaac Roberts, boiler-maker; Michael Fox, fireman; Angus McInnes, engineers' storekeeper; C. Dewdney, stoker; W. Wall, stoker; G. Webb, seaman; H. Wright, seaman; R. Harris, doctor's boy."

McInnes the storekeeper states that he was going from the fore-castle to the forward stoke-hole, and when he had descended about three steps down the ladder, he saw flames rushing up between the starboard-boiler and the bulkhead; after that, when the hose was brought forward, the flames of the fire were rushing up through the oil and tallow store-room and the waste store-room. Angus, the second engineer, also says the fire, in his opinion, originated between the starboard fore boiler and the bulkhead. Judging from the glare of the flame when he first saw it, it commenced below and caught the store-room as it rose. He could only conjecture that it must have been caused by spontaneous combustion. He was quite certain that the fire commenced below the store-room; some sacks which were placed close outside of it by his order helped the flame. When he saw the gleam of the fire first it was low down, and the store-room was not then on fire. He was quite certain of that, from his position. The first alarm was given by the storekeeper, Mr. McInnes. This is additional evidence to negative any supposition that the fire began in the store-rooms. The seaman George Webb was at the wheel when the fire-bell tolled: at that instant he pointed out to another seaman who was at the wheel with him, the fire coming up the fore-most-funnel; it was then issuing from this funnel in a flame as high as the foreyard. Fox and Roberts are of opinion with McInnes that the fire was caused by a hot pricker, carelessly suspended in the rack by a fireman and igniting the canvass lining between the fore boiler and the bulkhead. Fox was once on the point of placing his pricker in that very position, when fortunately it struck him what the consequences would be. George Tapcott, a joiner and pattern fitter, who had been engaged in that capacity in building the *Amazon* was called, and declared it was impossible that it should have so occurred. The inquiry at Southampton terminated on Saturday without throwing any further light on the origin of the fire. Captain Warburton complained indignantly of the apathy of the Admiralty. The Post-Admiral at Plymouth, on being asked to send out a steamer, replying, "No, it would be of no use." The arrival of the other boat on Thursday had the effect of at last stirring up the naval lords, and on Saturday morning Captain Warburton arrived at Plymouth by a special train, carrying despatches from the Lords of the Admiralty to the Commander-in-Chief, Admiral Sir John Ackworth Ommaney, upon the receipt of which the Admiral issued orders for two steam-vessels, the *Sprightly*, Master-Commander Allen, and the *Avon*, Second Master-Commander Veitch, to proceed with all possible despatch to join the *Hecate*, in searching for any of the survivors of the *Amazon*; and to continue the search for a reasonable length of time. Captain Warburton had yet hopes that his distinguished brother was still alive somewhere, with others of the crew and passengers—a hope grounded on the statements of Mr. Glennie that he was personally acquainted with Mr. Elliot Warburton; that he saw him twice, and that at the last moment he saw him he was standing by Captain Symons at the wheel, perfectly dressed. Mr. Glennie has the impression that the last acts he saw going on at were preparations for making some sort of raft to serve in the stead of the boats destroyed by the fire. He himself was at first active in taking aft as many of the seetees as he could. When the last party of survivors left there were two boats at least, and it is even hoped three available, and (one of them, the captain's gig) was being lowered, in compliance with an order given by him to provide for his own safety and that of his officers. George Webb, the seaman, however, spoke unfavourably of the chances of the captain's gig surviving in so heavy a sea as that running on the night of the wreck. She was very narrow in the beam, and was more likely to be swamped than even the dingy. The steamers would proceed at once to the Bay of Biscay, and would scour some portion of the coast of Spain, calling at every port, and, in fact, might visit every place into which the commanders might consider it probable that any of the survivors had been driven. Captain Warburton himself went out in one of the steamers. His brother, it is stated, effected an insurance of £10,000 on his life before going out.

The personal narratives of many of the survivors afford traits of moving interest. Mrs. McLennan in a letter to the company, gives an account of her escape. Having retired and fallen fast asleep, she was first awoke by a gentleman screaming, in broken English, "Capitaine, me go bottom," upon which she caught up her child, and ran across the corridor to her husband's berth:—

"All the while I knew not what was the matter, but the passengers in their night clothes were running distractedly about. The door of my husband's berth was locked, and I had some difficulty in knocking him up. When we got on deck Mr. McLennan exclaimed, 'Oh, God! the ship is on fire.' He then urged me to go down and get some clothes for myself and child, as he was afraid we should take cold. He said that he thought he would have time to go down for his trousers. I, however, remained on deck, and when Mr. McLennan was gone an officer of the vessel (the doctor, I believe), in his night shirt, seized hold of me, calling hoarsely, 'Give me your child, I will save him.' He took the boy and handed him to a seaman in the pinnace, and then lifted me up. I endeavoured to push past him and get to my husband, but he pulled me into the pinnace, saying, 'You will then be all lost,—be of good courage—it is to save your life.' He then placed himself in the boat beside me, and called to the men to cut the lashings. This was immediately done, the boat dropped at one end, but owing to a knot or tangling of the block tackle it remained fixed at the other. Many fell into the sea, and amongst them, I fear, my brave preserver; but I held on to the seat by one hand whilst grasping my child firmly by the other. Some clung to the boat and afterwards climbed back into the burning wreck, and I begged of them to lift me up also but they could not. At this moment a boat passed as

full of people, and I called to them for a rope, but I had no answer. One of the men who had got out of the boat again descended from the burning vessel, saying 'The woman is still here; she deserves to be saved, for I expected she would have been by this time at the bottom.' The tackle being now loosened, several men jumped in the boat; but before getting clear away the gig was lowered, and would have been let down upon us had not the men in our boat cried out to take care, as there was a woman in the pinnace. By this time the engine had stopped, but the sea was running high. Having nothing to guide us, we found ourselves going round the steamer, and were greatly afraid lest we should be blown up by the magazine. Getting clear off we shipped a heavy sea, and the handle of the boat's rudder was broken; but this was quickly repaired by cutting off the splinter and using the remainder of the stick for the rudder handle."

A peculiar interest is attached to the escape of Lieut. Grylls from the circumstances under which he sailed. His brother was dying when he received orders for joining his regiment, and he begged to delay his departure, but the Horse Guards were inexorable. His brother died on the day he sailed, and for some time his father, a clergyman, believed he had lost both his sons. A return to life under such thrilling interest is like the scene of a romance. The following is his account of the disaster and subsequent escape:—

"The ship at the time was going ahead at the rate of seven miles an hour. The engineers were not able to stop her, as they were driven out of the engine-room by the intense smoke and heat. Captain Symons was on deck using great exertion in attempting to arrange things so as to save as many people as possible. The ship going ahead, Captain Symons was most strenuous to prevent any boats being lowered till she could be stopped. The first boat attempted to be lowered was on the port quarter. Lieutenant Grylls was himself lowering the after fall, when Captain Symons seized him by the arm and besought him to desist, as he said every body would be drowned. Lieutenant Grylls then called out to the person by the foremost fall, imploring him not to lower as the ship was going so fast. The person at the foremost fall, by constant and urgent request of the people in the boat, let the fall go, by which means the boat turned over, and as nearly as could be seen every one was washed out of her. Seeing this at the moment, Lieutenant Grylls attempted to let go the after fall so as to save them, but the fall being jammed and hung fouled, and the boat thus not being clear, her stern hung in the air for the moment until some one, when she turned over, and seeing the people washed away, Lieutenant Grylls turned aside from the appalling sight in horror. He then met, face to face, Captain Symons, who called out for some one to help him to clear away the port life boat, which was stowed on the sponson, abaft the port paddle box, and at the same moment leaped into the boat, using every endeavour to clear her away. Lieutenant Grylls followed, and also exerted himself, but the flames having reached the boat, and Captain Symon's hair having been nearly burnt off his head, he was obliged to run aft, and Lieut. Grylls compelled to follow him, both rushing through the flames and fire. Directly after this seeing some people clearing away a life boat on the port side, next to the last boat, Lieutenant Grylls jumped into her. She was resting on a pair of cranes or crutches, in consequence of which they were obliged to shove her off, although the falls were pulled up to two blocks. She was canted over on her side before she got clear, and Lieutenant Grylls then saw hanging to her side the stewardess of the vessel, who implored him to save her. He seized hold of her with both hands. At the same moment one of the men in the boat besought Lieutenant Grylls to help him to clear away the fall, or they would all be lost; and Lieutenant Grylls in consequence of this appeal, requested a man next him to hold fast the stewardess. In lowering the boat she surged clear of the crutches, and canted upright, and Lieutenant Grylls saw the stewardess fall into the water with an awful scream; and she no doubt was drowned. The boat was lowered safely into the water, Lieutenant Grylls holding on by the falls up to the davit end; and seeing the boat immediately under him, let go the fall and slid down into her. By the help of some of the seamen who were in the boat he unhooked the foremost fall, by which the boat was got clear of the vessel, and they soon drifted astern, the vessel still going ahead. When Captain Symons was giving orders he was also enquiring for the ladies, and looking to their safety. Directly after leaving the ship they found the boat fast filling with water, and discovered a large hole in her starboard bow, stove in by heaving her clear of the crutches. Those in her then used their endeavour to keep her clear of the water, by baling her out with boots and shoes, while a stoker, named Fox, used very praiseworthy endeavours to stop the hole by taking off his drawers and placing them over it. One handed his cap, another his handkerchief, others their socks, to stop the hole. They had to use their utmost endeavours for the whole night to bale her out. They left the ship about one o'clock, and at about three o'clock a bark passed between the boat and the burning wreck. The wreck was three miles off to the eastward; the bark half way off, or about a mile, almost within hail. They united all their voices several times, trying to attract her attention, but to no avail; and continued baling the boat the whole night, in sanguine hope of seeing the bark in the morning, but to their sad disappointment, neither she nor any other vessel was in sight. The wind having very much abated, they kept the boat away before it and passed down through the place where the vessel had sunk which occurred about half past six in the morning. They saw large pieces of wreck, chests, boxes, pieces of the ship, and one of her masts, with the cross-tree. The water for a large space was covered with oil, which prevented the sea from breaking; the weather became calm, and the wind which was passing over the sea had no effect on it; they could perceive no person, living or dead, but one part of the wreck had something like part of a lady's dress round it. Just after shoving off from the ship they saw one of the ship's boats very full of people, but, it being so dark, they could not distinguish any women. Hailed them frequently, asking them to spare some oars, having none themselves, but got no other reply than shouts in return. When it became light they were driven along by the force of the wind and sea. About one o'clock Lieutenant Grylls descried a sail, and they then broke up the boat's bottom boards in pieces, and converted them into paddles. The stranger was in a N.E. direction, distant about twelve miles, and they could just see the topsail yard. They paddled away, Lieutenant Grylls steering, in hope of being able to catch her off. About half-past two, to their great horror, she tacked and stood away. They, however, continued paddling, and so on after saw another vessel, almost in the same direction, and, by great exertion, they cut her off, and got alongside about half-past four o'clock in the afternoon, having been in the boat about fifteen hours, without bread or water or

anything to make use of. The stranger proved to be a Dutch galliot, from Amsterdam, with sugar for Leghorn."

Mr. Angus, saved in the same boat, gave a horrible description of one person standing near the helm: his face and side burned, and a huge blister formed, which, bursting the skin was falling away in ribands. A little boy was also burnt black, and the skin was falling from him in a similar manner. Some one asked the witness if the captain appeared calm. "No," said he, "Captain Symons was going about the deck with a fire-bucket in his hand. He filled it and threw the water on the deck at his feet, and was calling for the men when there were none to answer him." Did he appear to be making arrangements for his own life? Captain Sheppard asked. "None at all," was the reply. "And what was Mr. Roberts doing?" said the chairman. "Working very hard; and rendering every assistance," said the witness; "but he did not attempt to escape himself, nor the second officer either." The men and passengers that were saved by the last boat got in by sliding down the ropes. The flames were pouring out of all the port-holes, and the ship presented an appearance of awful grandeur. As soon as the boat had parted, as the steamer was on full steam, they drifted off some distance from the ship, out of danger. They then saw the ship in flames from stem to stern, and it continued to burn with great rapidity, and with such intensity, that it illuminated the heavens for a great distance. In a few hours after they saw her explode. The men had not a drop of water to drink or a bit of food to eat. Some of the party were without clothes, and others only partly clothed; the Spanish gentleman who was saved escaped without either trousers or waistcoat, and he had only his night clothes on. They were drifting for fifteen hours, during which time the weather remained comparatively calm, and the sun shone out brilliantly, but shortly after they were taken on board the Dutch vessel a strong gale sprung up, and the sea became so rough that they could not have lived had they not been picked up.—*Guardian*.

THE GOLD DISCOVERIES AND THE RATE OF INTEREST ON CAPITAL.

There is one very important consideration in connection with the recent discoveries of gold in California and Australia, and the public depreciation of the value of that metal in relation to other commodities, which has hitherto been left without any public discussion, however much it may have attracted the attention, if not the anxiety, of private individuals—we allude to the effect upon the rate of interest. The commercial and banking community in this country have become so much accustomed to refer to the fluctuations in the amount of bullion held by the Bank of England as a criterion of the value of money, as it is commonly called, but which would be more properly termed loanable capital, or in other words, as a test of the fluctuations of the rate of interest, that it is not a matter of surprise that many persons should have considered a great accumulation of gold as a certain index of a corresponding diminution in the rate of interest at which capital may be hereafter borrowed. However common the inference may be, and whatever countenance it may receive from the conclusions drawn from the effects of the fluctuations of bullion in the Bank of England under the regulations of the Bank Act of 1844, a fair and full consideration of the whole subject will, we think, convince every one, that no such effect will necessarily follow from an increase in the supply of gold, however great. The accumulation of the capital of an individual depends entirely upon the excess of his production over his expenditure. Intermediate agents, merchants, and other dealers, form a necessary element in production for the purpose of distributing commodities to the consumer in the most economical way. Their accumulations, therefore, are of the same character as those of the immediate producers. Their surplus of profits over and above their expenditure form so much addition to the capital of the country. So also the savings of those whose income is derived from rents, from interest of money lent, and from interest from the public funds, are all so much addition to the capital of the country; for though they are not producers themselves, yet the rent of land and houses, the interest of money lent, the taxes which supply the dividends of the public debt, are all included in the cost of producing commodities, and therefore, in reality, represent a portion of those commodities; just as much as if in England, as is the case in some of the Eastern countries, a portion of the actual produce was given up in payment of rent, for the use of money and other services, or in payment of public taxes. The accumulation of capital in any country, therefore, depends upon the excess of its production over its consumption; and capital will always be great or small in proportion to that excess for a long period. But it is quite plain, that whatever the excess of a man's income may be over his expenditure, it does not necessarily—and indeed very rarely does—imply the possession of more gold or silver. With traders of all kinds, it rather infers an additional stock of commodities, either held immediately by them, or by other persons at home or abroad to whom they have given credit, appearing as an addition to their book credits. With others, an accumulation of capital by a saving of a portion of their income, rather than an additional quantity of gold and silver, will infer investment in the funds of this or other countries, a purchase of land, a loan on mortgage to enable some other person to purchase land or build houses, an extension of railways, improvements in draining or other useful works. In truth, then nearly the whole of the accumulated capital of a country, simply because every person is desirous of converting it into a source of income, or additional profit, is represented by an additional quantity of commodities, or by new facilities by which commodities can be produced more cheaply, and therefore with greater profit. Every drain that is cut is an addition to the capital of the country, the interest of which is paid from the additional produce which the land yields—every agricultural implement which is made is an addition to the capital of the country, the return for which arises from a saving of manual labour and other expenses, and frequently from a greater production—every ship that is built—every machine that is constructed—every railway that is opened—all represent additions to the capital of the country, in so far as they minister to cheaper and more perfect productions, to a greater economy of time and labour; and each will be profitable just in proportion as it accomplishes those objects. But the great representatives of accumulated capital are commodities themselves. The largest portion of the capital of a great trading country like England is used, directly and indirectly abroad and at home, in advancing the wages of labour necessary to produce articles required for consumption throughout the world, and distributing those articles among consumers. Young countries, possessed of little capital—as, for example, our own colonies and the great majority of our

foreign markets—trade almost exclusively upon the capital of old and rich countries like England. To enable them to carry on production, they net unfrequently obtain advances on their growing crops, and nearly always payment for their produce as soon as it is ready for market; while, on the other hand, for all they import from England, they receive long credits. The produce of one year in reality pays for the imports of the former year. It not unfrequently happens that British capital performs nearly the whole of the trade, both in cultivating the native produce and in distributing British goods.

In Bengal, the cultivation of indigo is conducted chiefly by means of capital advanced to the planters by British merchants, whilst the British goods which are consumed are consigned by manufacturers or merchants here, who wait for returns until they are sold, and until a long credit upon them has expired. But it is plain that in proportion as a country produces more than it consumes, and therefore as its capital accumulates, the producers will become independent of foreign advances, and the merchants of foreign credits. A stock of indigo in Calcutta, which nominally belongs to a planter in Bengal, but really to a merchant in London who has advanced the means of cultivating it, will, by an increase of capital, become the real property of the planter to dispose of as he pleases; and the stocks of Manchester calicoes and Glasgow muslins, which are apparently the property of merchants or even of retailers in Calcutta, but which in reality belong to manufacturers in this country, will, by an accumulation of capital equal to the requirements of trade make those persons the importers on their own account and the real owners of the goods. The difference in the character of our trade with young and distant countries where capital is scarce and dear, and with the near continental markets where capital is abundant and cheap, strikingly illustrates our observations. The trade of all our distant markets is carried on with British capital—by consignments here advancing their cost, either directly themselves, or through the credit with their bankers and otherwise, and waiting until the goods have been disposed of abroad, and until the credit at which they are sold has expired, before they receive returns for them. Thus it is said that in Brazil, in goods and credit, the capital belong to this country is never less than five millions sterling; while the produce of Brazil shipped to this country is paid for at the time. It may be that the manufacturer who has made a shipment has himself received advances at home, either from a merchant in cash, or by his acceptances which his banker is willing to discount until the returns are received; but in whatever way this is accomplished, it is still an advance of British capital, and the property in the Brazils is its real representative. On the contrary, the trade with the Continent is carried on to a very small extent with British capital. Goods purchased in Manchester, or produce purchased in London for the use of those countries are usually paid for immediately, by credits supplied from the Continent. The cost or value of those goods, though expressed in money, is really constituted of the raw materials of which they are made, and of the food, clothing, &c. (or the price of it, which is the same thing), advanced by the manufacturer in wages, expenses, freights, &c. And the money which a merchant or a banker advances upon a shipment of goods, really only replaces in the hands of the manufacturer the cost of the commodities used up in such goods, and the means of repeating the same process again without waiting for the returns for his first shipment. If in the course of time, the expenditure of a manufacturer be so much less than his income that he no longer requires those advances, his increase capital will make the goods which at present are but nominally his own, really his own; and the capital which has been released from making advances to him must seek other employment. But in whatever way it seeks that employment, it will still be found to be represented by commodities. If, for example, a manufacturer discounts bills with his bankers in order to pay for 100 bales of cotton, or obtains an advance for that purpose, it is in effect the same as if the banker had lent him 100 bales of cotton for the period for which he requires the advance.

Let us now shortly consider what determines the price which persons will be willing to give for the use of capital, or, in other words, the rate of interest. It is not alone the quantity of capital which a country possesses, nor is it alone the extent of trade carried on by a country requiring the aid of borrowed capital, that determines this point; but it is the proportion which the one bears to the other—the proportion which the capital seeking employment bears to the trade which requires the aid of borrowed capital, or of advances by means of discounts, or loans of any kind. For example, in a country like Holland, where capital is abundant, and trade almost stationary, the rate of interest will be very low; while in a country like England, where, though the capital seeking employment may be fifty times greater absolutely, and five times greater relatively to the population, yet with a rapidly increasing trade and new enterprises at home and abroad, the demand is so much greater, that the rate of interest is higher in England than in Holland. And even in this country, the "value of money"—that is, the rate of interest on loaned capital—varies quite as much in proportion to the demand at any particular time as to the supply. For example, the rate of interest often falls very low when trade is much depressed, although the quantity of capital seeking employment may not be very large; so in the same way, the rate of interest is frequently higher when trade is very good, although the quantity of capital loaned and loanable at such a time may be very great. The rate of interest, or the price of the loan of capital, therefore depends, like that of all other articles, not only on the supply, nor on the demand, but on the relation which they bear to each other.

Now, then, let us inquire how the supply of and demand for capital are likely to be affected by the gold discoveries, a greater abundance of that metal, and a consequent depreciation in its value in relation to other articles. The only means that we possess of obtaining gold, or any other article of foreign production, is by exchanging our own productions for them. Our exports, therefore, represent the foreign commodities which we can import—gold as well as others. But it must always be remembered that it is far more needful that we should obtain supplies of those great raw materials, such as wool, cotton, flax, timber, and every description of food, which form the constituent parts of our manufactures, than of gold and silver, beyond the quantity which is absolutely required for the purposes of circulation; and therefore, if from any particular quarter we import gold and silver only, in exchange for our manufactures, they are valuable to us but so far as they enable us to purchase raw materials and food elsewhere,