

England, &c.

RESOURCES OF THE COUNTRY.

Lieutenant-Colonel Evans has lately published an elaborate book, "On the Practicality of an Invasion of British India by Russia." Although the work of the gallant officer exhibits great research, and must be valuable to the numerous authorities which he has embodied in it, we suspect that the majority of his readers, whilst they honour him for the enterprising spirit with which he contemplates the probability of the invading army being able to overcome obstacles hitherto deemed almost insurmountable, will feel but little apprehension as to the result of any such attempt, come from what quarter it may. Indeed, without pretending to any particular knowledge of the subject, we would be inclined to say that Colonel Evans has furnished sufficient evidence to weaken the conclusion to which he himself arrives. There is, however, in the introduction to his volume, though not apparently connected with the professed object of it, much of valuable information as to the condition and resources of Great Britain. It would appear, that the patriotic individuals who are now dwelling with so much of evident satisfaction on what they would represent as the hopeless condition of this country, are but weak imitators of the more respectable grumblers of former days. If, however, (as Colonel Evans says) any unlearned person at that time ventured to doubt the sagacity of these predictions, he would, perhaps, have been treated with some degree of contempt. "I venture to hope nevertheless, (he adds) that the opinions of some of the great doctors of the present day may be looked upon some forty or fifty years hence, with equal surprise."

Their opinions and feelings, indeed, may even after that lapse of time, still claim a very competent share of disgust, but the namesless being cannot hope to live themselves in history. We shall for the present, content ourselves with the following extracts from the introduction to this very interesting work:— A despondent way of thinking, in reference to our financial condition, is by no means new or peculiar to the present times. A very cursory glance at the popular writers or orators of the last century will show the contrary. About eighty years ago the publication called "The World" was the principal, and almost the only work of that kind of the time. The reader may remember a paper in it headed thus:—

"An antidote to Despondency; or Progressive Assertions from respectable Authority, tending to prove that the nation was actually undone prior to the revolution, in 1688; and that it has remained in a continued state of Ruin or Decay ever since that memorable era." It has often been remarked, that the English are more inclined than any other nation to view the dark side of the prospect, to fear every thing and to hope for nothing. In the month of November, in particular, the state suffers exceedingly; and whoever seriously sits down to consider, in that gloomy season of the year, the situation of the country, concludes, after mature reflection, that the country is undone; or that matters are so bad, that the business of Government cannot possibly be carried through another Session; &c.

About 20 years before that period we may gather from a similar publication, what the notion then was on the same topic:—"The vast load of debt," (says "The Craftsman," 1736,) under which the nation still groans, is the true source of all those calamities and gloomy prospects of which we have so much reason to complain." From Torbuck's debates of the succeeding year (1737) the following is given, as from one of the parliamentary speakers of the time:—"For my part I do not know any one necessary of life upon which we have not some tax or another, except water; and we can put no ingredient I know of into water, in order to make it palatable and cheerful, without paying a tax. We pay a tax for air, and for the light and heat of the sun in the day-time by means of our tax upon windows; and for light and heat in the night time, by means of our duties upon coals and candles; we pay a tax upon bread, meat, roots, and herbs of all kinds, by means of our salt duty; we pay a tax upon small-beer by means of the malt tax; and a heavy additional tax upon strong beer by way of excise. Nay, we cannot have any cleansing to put upon our backs, either of woollen or linen, without paying a tax by means of the duty on soap, &c.

Lord Littleton, in 1773, thus speaks of the contracted condition of France and England:—"What are, then, the circumstances of this Kingdom and of France? On one side, mortgaged revenue, credit sunk at home and abroad, an exhausted, dispirited, discontented people. On the other, a rich and popular Government, strong in alliances, in reputation, in the confidence and affection of its subjects. Our well equipped fleets and well-dressed troops, give, to be sure, an air of magnificence; but then it is well known that we are almost fifty millions, and have been forced to apply the Sinking Fund, not to discharge that debt, but to furnish out these shows; whilst in most parts of England, gentlemen's rents are so ill-paid, and the weight of taxes lies so heavy upon them, that who have nothing from the Court can scarce support their families."

About 20 years after his doleful declamation, which then passed current as excellent logic, the rich and popular Government his Lordship alludes to—ceased to exist. In 1761, Mr. Hume observes, "The first instance of a debt contracted upon parliamentary security, occurs in the reign of Henry VI. The commencement of this pernicious practice deserves to be noted, a practice the more likely to become pernicious the more a nation advances in opulence (!) and credit. The ruinous effects of it are now become apparent, and threaten the very existence of the nation."

Nor does this conviction of impending ruin on the part of our great and acute historian, appear to have been hastily (if ever) relinquished, since fifteen years afterwards, we find him still declaring his unabated persuasion of the same unfortunate issue, thus:—"I suppose there is no mathematical, still less an arithmetical demonstration, that the road to the Holy Land was not the road to Paradise, as there is, that the endless increase of national debts is the direct road to national ruin. But having now completely reached that goal, it is needless at present to reflect on the past. It will be found in the present year, 1776, that all the revenues of this island, north of Trent and west of Reading, are mortgaged or anticipated for ever. Could the small remainder be in a worse condition were those provinces seized by Austria and Prussia? There is only this difference, that some event might happen in Europe which would oblige these great monarchs to disgorge their acquisitions. But no imagination can figure a situation which will induce our creditors to relinquish their claims, or the public to seize their revenues. So egregious, indeed, has been our folly, that we have even lost all title to compassion in the numberless calamities that are waiting on us."

Notwithstanding all these terrible mortgages, numberless calamities, &c. &c., we subsequently scraped together a sufficient pecuniary residue to enable us to contend with or subsidize half Europe, and overthrow one of the most powerful military monarchies ever established. If any unlearned person, however, at this time, ventured to doubt the sagacity of these predictions, he would, perhaps, have been treated with some degree of contempt. I venture to hope, nevertheless, that the opinions of some of the great doctors of the present day may be looked upon some forty or fifty years hence with equal surprise.

After the American war, there seemed certainly much additional reason for sombre anticipations. "If the premises are just" (says Lord Stair, in a speech of his, 1783,) or nearly just, and nothing effectual is done to prevent their consequences, the infallible, inevitable conclusion that follows is, that the State is a bankrupt, and that those who have trusted their all to the public faith, are in a very imminent danger of becoming (I die pronouncing it) beggars.

Now, it is quite positive, that the two worst periods of depression, just referred to, were immeasurably more unpropitious, to all appearance, both financially and generally, foreign and domestic, than is our present condition. I mean those which succeeded the American war, and the war of succession, 1715—1783. Indecisive results of the field, and the disgraceful treaty of Utrecht, completely obscured the glory of the victories gained during the preceding contest. Discreditable as the result was, it is hard to find fault with those who wished to put an end to the war—for the people throughout every class were sinking into penury—there was, in those days, little resource from commerce; and the public credit was reduced to a most embarrassing discount; 6 and 6½ per cent, interest, was paid on loans; even as much as 15 per cent, was paid for an accommodation to the South Sea Company; and the net revenue was under four millions and a half, from which there was to be deducted three millions and a quarter due on account of interest to the public creditor.

What was our condition in 1783? We had lost character, both at home and abroad; we had lost territory to an immense extent; we had been unsuccessful on sea and land; our wisdom and courage were both impugned; and the interest then payable on the debt had been swelled to 9,000,000, the revenue being no more than 12,000,000.

Instead of sinking, however, as so many apprehended, the nation rapidly rose to a height of financial and commercial wealth beyond what the most sanguine ever dared to anticipate; and I think it will not easily be proved that there is more, or any thing near so much, reason, at the present crisis, to distrust the national fortunes, or to require the remotest acquiescence at our hands, tending to compromise any great principle or interest of the state.

STEAM CARRIAGES.—One of the great recommendations of this species of conveyance, will be its cheapness. It is expected that goods will be carried from Manchester to Liverpool for less than 5s. per ton. Men, of course, cannot be packed like bales of cotton; but let us allow them five times the space, and suppose that the charge is in proportion. Now, since twelve passengers, with their luggage, are reckoned equal to a ton in the mails, it follows, that a place in the steam coach from Manchester to Liverpool should cost the twelfth part of 25s., or 2s. We may arrive at the same result by another process. It may be inferred from one of the experiments, that the Novelty would carry fifty passengers, from the one town to the other, at the rate of 20 miles an hour, and would, of course, yield the proprietors the sum of 5l. by an hour and an-half's work. Six trips a day, performed at this rate, would produce 30l.; which we conceive would make the conveyance of passengers a very profitable branch of trade. As the railway company will have a monopoly, they may probably charge more at first; but when railway carriage is subjected, like other branches of business, to the law of competition, we imagine the terms will not be higher than we have stated. Let us now take the speed and the cheapness together, and see what changes this new mode of conveyance is likely to produce, when railways are made along all our great thoroughfares. Let us suppose the speed to be twenty miles an hour, and the expense 1s. for fifteen miles of road; and the fares by ordinary stage coaches about 4d. per mile. The journey from London to York, by the mail, costs, at present, about 3l., and occupies twenty-three hours. By the steam coach it will be accomplished in ten hours, at an expense of 14s. 1! The saving of money and time will be as great in the case of Liverpool and Manchester, which are at nearly the same distance from the metropolis. A Leeds or Manchester manufacturer may take an early breakfast in his own house at seven, dine in London at five, and transact business that night or next morning, and reach his home on the following evening, while a two pound note will cover his whole expenses! The journey from Manchester to Liverpool, or from Liverpool to Manchester, (thirty-one miles,) will be performed at an expense of 2s., in one hour and a half; or, as some already anticipate, in one hour. Now, an active pedestrian in the metropolis will spend two hours in going from Grosvenor square to Wapping; or, with the luxury of a hackney coach, he may go in one hour at an expense of 7s. Thus, by the admirable inventions of steam carriages, Liverpool and Manchester will be brought nearer to one another in a moral, social, and commercial sense, than the extremities of London now are. If this be not absolutely annihilating time and space, it is abridging both in a wonderful degree. Within a few years after steam navigation was introduced on the Clyde, the intercourse between Glasgow and Greenock, according to Mr. Cleland, was increased tenfold. The expense in this case was reduced about two thirds, but the time was not materially shortened. What a vast addition, then, would be made in the present amount of internal intercourse when the expense is reduced three fourths, and the time two thirds; and when the mode of conveyance is as superior in comfort to our present stage coaches, as the coach is to the common cart! To all active classes, to a person especially who is at the head of an extensive business, time is of still more value than money. If the journey from Edinburgh to Manchester could be performed in ten hours, at an expense of 14s. to 15s., every merchant knows that the amount of travelling between the two places would increase, not ten but fifty fold! Journeys for pleasure would multiply in as great a proportion as those for business; and we are satisfied, that when we enjoy the advantage of railways and locomotive engines on all our great thoroughfares, we shall have, on a moderate estimate, twenty or thirty times as much internal intercourse as we have at present. When the carriage of goods, which is now about 9d. or 10d. a ton per mile by land, is reduced to 2d.; and when, in point of speed, one day does the work of four, the heaviest commodities, such as coals, potatoes, coals, will bear the expense of carriage for a hundred miles. The result of this will be, that the expense of living in great towns will be reduced, and the price of raw produce will rise in remote parts of the country. The facility, celerity and cheapness of internal intercourse, contribute more probably to the advancement of civilization than all other circumstances put together.

London, November 9. LORD MAYOR'S DAY.—This being the day appointed by the Charter of the Corporation of the city of London, for swearing in the Lord Mayor Elect, at Westminster, all parties in and around the metropolis were on the *qui vive*, to witness the procession. The crowd at an early hour, in the vicinity of Guildhall, was very great, and as the hour approached for the starting of the pageants, the concourse of people was exceedingly large. At a little past eleven o'clock, the Lord Mayor or Elect left his residence in Newgate-street, in his private carriage, and proceeded to Guildhall, where the Sheriffs and some of the Corporation Officers received him. Across Newgate-street were hung the Imperial Standard and the Union Jack, which had a very picturesque effect. The Lord Mayor for the past year left the Mansion House in his state carriage at about eleven o'clock, and proceeded to Guildhall. The continued arrival of the different Companies, with their splendid banners and flags, headed by bands of music, enlivened the scene and kept the attention of the people on the stretch. The new Lord Mayor, it would appear, is extremely liberal, for, in addition to usual principal officers being dressed-up in ribbons, &c., nearly all the City Police have scarfs and favours. A troop of the Lanciers made their appearance about half-past eleven, and about 12 o'clock the procession was in the course of formation.

At ten minutes past twelve o'clock the trumpet sounded for the start, and shortly afterwards the procession moved on in the order already published. The crowd all along the line was certainly, greater than for many years past.

COURT OF KING'S BENCH. Pepper v. Grant.—This was an action upon a policy of insurance, underwritten by the defendant for the plaintiff, against accidents by fire. The cause was tried at the last Lancaster Assizes, when a verdict was found for the defendant. The policy was upon goods in water-corn-mills, and in two buildings communicating with each other, and used as storehouses, near to, but detached from, the mill. The policy was effected at a guinea per cent, which was contended was a special agreement, with which the terms "hazardous" or "doubtly hazardous" had nothing to do. The premises were destroyed by a fire which originated in a kiln, and payment was resisted upon the ground that the party insured had not given notice of a communication existing between this place and the other parts of the premises. Mr. Pollock submitted that under these circumstances a new trial ought to be granted, which his Grace refused.

THE RUSSIAN COMMANDERS. Count Diebitsch was born in Silesia; his father served at first in the Prussian army, but under the reign of the Emperor Paul, entered into that of Russia, leaving his son, however, in the corps of Cadets at Berlin, where he remained until the year 1805, at which time the Emperor Alexander gave him a lieutenantancy in the Russian army. He passed rapidly through the rank of a subaltern, and in the year 1812, was colonel and chief of the staff of the division of the army under Count Wittgenstein. The following year he was appointed chief of the staff to Field Marshal Barclay de Tolly, under whose orders he organized the army in 1814 and 1816. It was General Diebitsch who, detached to the distance of ten marches from the corps of Wittgenstein with 1500 men and some guns, boldly took up a position between the corps of Marshal MacDonald and that of General d'York—cut off all communication between them—and, without instruction, or plenary powers of any description, led the Prussian General to sign the convention of Tranaroggen, which delivered Ducal Prussia to the Russians almost without an engagement, and which had so decided an influence on the cabinet of Berlin. It was owing to his advice, but particularly the opinion which he so ably enforced, on March 20, 1814, at the

head quarters of the Emperor Alexander, at Sommepris, that the allied armies gave up following Napoleon, and marched upon Paris. At the return of Napoleon, Count Diebitsch accompanied Marshal de Tolly in Germany and in France, as chief of his staff; and, on the death of the latter, he retained the same situation at St. Petersburg. This General possessed the entire confidence of the Emperor Alexander, and on his death proved how well deserving he had been of that favor, by the skillful and energetic measures he employed to frustrate the designs of the rebels. Not long after the Emperor Nicholas sent Diebitsch into Persia on an important mission, which he executed with extreme ability. On his departure, he left the command of a corps of the army with General Paskewitch.

PAHLEN is the son of the Count de Pahlen, who made so great a figure under the reign and in the tragic end of the Emperor Paul. He served with distinction during the campaigns of 1812-13-14, and is considered as a particularly good cavalry general. Since the above period, he has been for a long time unemployed, and it is only during the present year that he has held a command in the army serving against Turkey, where, it is well known, he has rendered important services. BARON GRISMAR was born in the Electorate of Hesse. He entered at first in the Austrian service, but, being discontented with that, he obtained a lieutenantancy in the Russian army. He distinguished himself in the war which Russia was then carrying on against the Turks, and obtained promotion and orders. During the war he commanded with great credit a free corps. With a body of 800 horse, on a frontier which had been stripped of the means of defence, he look Killers, Bray, Hoyer, and Noyon, small open places, and Doullens, a small dismantled place, where a company of veterans guarded a depot of prisoners of war, but he failed against Chaussy, a paltry town defended by its inhabitants. When the army of the south rebelled in 1825, he remained faithful to the Government, and contributed much to recall the troops to their duty. General Grismar is distinguished for his bravery and his enterprising character, and was very much looked up to in the army.

THE SULTAN MAHMOUD.—The rage of the Sultan for innovations, and an assimilation (so orthodox in a Mussulman) to European habits and Christian observances, is by some traced to his French extraction. It may not be generally known, that the mother of Mahmoud was a fascinating brunette, a native of Cherbourg, in France, who, by some of the very common occurrences in the piratical seas of the Mediterranean, falling into the hands of the Turks, eventually became an inmate of the Seraglio. From her great beauty and attractions she was elevated to the rank of favourite Sultana, and became the mother of the present Sultan. It is reported that he was devotedly attached to his mother, and it is supposed that from her instruction he imbibed that taste for Europeanism, his avowal of which has so often threatened his own life, and at length nearly cost him his empire. On her death-bed his mother obtained from him a promise that he would send her jewels, and other personal valuables, to his French relatives at Cherbourg. Not long ago two ships entered the port of Cherbourg, laden with these articles, and rich presents from the Sultan, to the individuals designated by the late Sultana as her kindred.

COMPARATIVE POPULATION.—The following curious and ingenious calculation is given in a late German publication of the hundred most populous cities in the world.—These are Jeddo in Japan, 1,680,000 inhabitants; Pekin, 1,500,000; London, 1,300,000; Hane Ischen, 1,100,000; Calcutta, 900,000; Madras, 817,000; Nankin, 800,000; Congo Ischen, 800,000; Paris, 717,000; West Chans, 600,000; Constantinople, 597,000; Benares, 530,000; Kio, 520,000; Sg Ischen, 500,000; Hoong Ischen, 500,000, &c. The fortieth in the list is Berlin, containing 103,000; and the last Bristol, 87,000. Among the hundred cities, two contain a million and a half, two upwards of a million, nine from half a million to a million, twenty-three from 200,000 to 500,000, fifty-six from 100,000 to 200,000, and six from 87,000 to 100,000. Of these one hundred cities, fifty-eight are in Asia, and thirty-two in Europe, of which four are in Germany, four in France, five in Italy, eight in England, and three in Spain; the remaining ten are divided between Africa and America.

LATEST FROM ENGLAND. The George Canning, arrived at New-York on the 23d ult., brought London papers to the 23d, and Liverpool to the 24th November: Mr. Cobbett has announced his intention of undertaking to enlighten the people respecting the cause of their distress, by delivering Lectures at all the principal towns in the Kingdom. He says he shall go first to Birmingham, then to Leicester, Derby, Nottingham, Lincoln, Sheffield, Barnsley, Leeds, York, Ripley, Halifax, Huddersfield, Bolton, Manchester, Liverpool, Chester, Shrewsbury, Worcester, Hereford, Gloucester, Cirencester, Bristol, Bath, Salisbury, Oxford, Reading, and back to London, by the time Parliament shall have assembled. It is understood that the affairs of Ireland occupy a large space in the councils of the Ministry. The great object of all well wishers to that country must be, to abate those feelings of hostility to the law which possess the lower orders in Ireland; and to effect this, little more seems necessary than to provide that the law shall be honestly interpreted and equally administered. For the furtherance of these great purposes, many deem it probable that seditious magistrates from England and Scotland, men untainted with the spirit and unbiased by the interests of partizanship may be invested with those powers which the gentry of Ireland have abused so long.—Spectator.

Several of our contemporaries have bustled themselves this week with speculations of the amount of confidence with which the King may be presumed at present to honor the Duke of Wellington. The Morning Chronicle has bro't forward the fact of the Duke having had an interview of three-hours on Tuesday, as a proof of increased cordiality between the parties, and an assurance of the stability of the present government. The Standard, again, professes to have consulted the Court Calendar on the subject; and discovered there, that the three hours on which the Chronicle lays stress, when added to the amount in time of interviews of the last twelve months, yield a sum total of twenty-seven hours devoted to confidential communication between the King and the Prino Minister. The Globe, without entering into these minute calculations, thinks that the King may, like other masters, be well pleased to be as little as possible intruded upon by his servants; and that it is no slight merit in the Duke to get through his work without fuss or agitation,—without finding it necessary to unbesom his griefs day by day to the King on one hand, or to exhibit himself in Parliament-street, dressed in black, with broad wipers on his sleeves, shedding tears as large as pistol-bullets over the fate of the Sultan, or the obstinacy of Don Miguel. For our own parts, we believe that the Duke of Wellington's administration stands at this moment as firmly as any which England has ever known.—Spectator.

THE KING.—It would appear that the resolution of His Majesty to remain at Windsor during the winter was adopted with the greatest promptness, as the preparations for the Royal visit to Brighton had gone so far that the household plate had been sent, under an escort from the Castle, but orders were, soon after his departure, sent to have it conveyed back again to the Cottage.

THE NEW BARON OF THE EXCHEQUER.—Mr. Bolland took his seat on the bench yesterday. The Court was crowded, and several ladies usurped the places of the bar to witness the ceremony. The father of Baron Bolland, a fine old gentleman of 82, was present, and seemed much affected by his son's elevation. After taking the oaths, the Chief Baron and the other Judges cordially shook hands with their new associate.

The Attorney General of Ireland has filed criminal informations against the Dublin Evening Post, and the Freeman's Journal, for libel. The Admiralty have determined to unite the North American and West Indian naval stations, and place Bermuda the central rendezvous, by making it under the command of a single admiral. The dock yard there will be ready in the spring.

Mr. Beckburn, who has represented in Parliament the manufacturing interest in Lancashire for nearly half a century, has announced his intention to retire from public life at the termination of the present Parliament. On the 16th Nov. there was a turn out of some of the Manchester operatives, who committed several outrages, but dispersed on the appearance of the police.

The project of steam communication between Valentia, (Ireland), and Nova-Scotia and United States, is to be resumed, on the opening of Parliament, and will have the support of the Marquis of Lansdowne and Mr. O'Connell. Destructive Fire at Glasgow.—On the night of the 20th Nov., the extensive cotton stores belonging to Mr. Donaldson, were destroyed by fire. The quantity of cotton burnt, is estimated at 8000 bales. The total loss £50,000. It is said that Mr. Donaldson had an insurance of £32,000.

On the 28th ult. the Senatus Academicus of the University and King's College, Aberdeen, unanimously re-elected the Right Hon. Viscount Arbuthnot, Lord Rector for the ensuing year. The Marquis of Lansdowne has been elected Lord Rector of Glasgow University. Letters from Aberdeen state that efforts, probably successful, are making to defeat the election of Mr. Home to Parliament. Mr. McLaren, editor of the Scotsman, and Dr. Brown, editor of the Caledonian Mercury, two Edinburgh newspapers, fought a duel November 12. The cause was personal abuse published in the Mercury. The meeting was bloodless. Quills are the prettiest weapons.

The New Farringdon or Fleet Market, London, was opened for business Nov. 20. The ground, buildings, &c. cost £200,000. According to a map of Plymouth, of nearly two centuries ago, ships are represented as lying at anchor where the ground is now covered with elegant buildings. The Guildhall dinner, with the other dinners given by the several Companies on the Lord Mayor's day, it is said, do not cost less than £25,000.

The most eminent chemists of Europe, have died within a year, viz:—Messrs. Wallston, Davy, Proust, and Vanquelin: England has now, in Mr. Faraday, the first chemist of the age. The Proposed Wigan Rail-road will furnish a very striking instance of the advantage of railway conveyance over that by canals. The Branch road is intended to join the Lancaster, Leeds, and Liverpool canal, at the summit of a series of twenty-three locks, which, for their contiguity, rising one above another like steps, have been called 'the Fatigianian stair case'; and that at a rate of speed which recent experiments have taught us to regard as of the slowest—seven miles an hour,—a wagon load of goods may be taken to Liverpool or Manchester, whilst the 'Fly-boat' (Lucas a non lucendo) is making its tardy course down the locks,—a distance under two miles. There are said to be no fewer than 2000 horses employed in the conveyance of passengers between London and Bristol, nearly the whole of which the construction of a rail-road would dispense with. The two Siamese boys, who constitute a natural phenomenon of the most remarkable kind, their bodies having been united since the period of their birth, arrived in the city on Friday, from the United States. They are about fourteen years of age, and perfectly healthy. A passenger who came with them states, that they went to the mast-head with all the agility of a sailor.—Times.