

"Your Trustees, therefore, have no legal authority to carry into effect either of the resolutions which you enclose. As no *lawful* manner has been resolved upon whereby the Trustees can raise the balance of the Teacher's salary over and above the amount of apportionment from the School Fund; they can do so by assessment under the authority of the latter part of the 7th clause of the 12th Section of the Act. Or, if they think proper, they can call a special meeting to consider the subject again.

"The number of teaching days in each month is all the secular days of each month not specified as holidays in the 1st section of the 6th chapter of the General Regulations, pp. 57, 58, printed in connection with the School Act."

### Miscellaneous.

#### THE COMMERCIAL PORTS OF ENGLAND.

A return has just been made, by order of Parliament, which shows that Liverpool is now the greatest port in the British empire in the value of its exports and the extent of its foreign commerce. Being the first port in the British empire, it is the first port in the world. New York is the only place out of Great Britain which can at all compare with the extent of its commerce. New York is the Liverpool of America, as Liverpool is the New York of Europe. The trade of those two ports is reciprocal. The raw produce of America, shipped in New York, forms the mass of the imports of Liverpool; the manufactures of England, shipped at Liverpool, form the mass of the imports of New York. The two ports are, together, the gates or doors of entry between the Old World and the New. On examining the return just made it appears that the value of the exports of Liverpool in the year 1850 amounted to nearly £35,000,000 sterling (£34,891,847), or considerable more than one-half of the total value of the exports of the three kingdoms for that year. This wonderful export trade of Liverpool is partly the result of the great mineral riches of Lancashire, Cheshire, Staffordshire, Warwickshire, and the West Riding of Yorkshire; partly of the matchless ingenuity and untiring industry of the populations of those counties; partly of a multitude of canals and railways, spreading from Liverpool to all parts of England and the richest parts of Wales; partly to Liverpool being the commercial centre of the three kingdoms, and partly to the fact that very nearly twelve millions of money have been expended in Liverpool, and more than twelve millions in the river Mersey, in converting a stormy estuary and an unsafe anchorage into the most perfect port ever formed by the skill of man. On comparing the respective amounts of the tonnage of Liverpool and London, it appears, at first, impossible to account for the fact that the shipping of Liverpool is rather less than that of London, while its export trade is much more than twice as great. The explanation of this fact is, that the vessels employed in carrying the million or million and a half of tons of coal used in London appear in the London return; while the canal and river flats (to say nothing of the railway trains) employed in carrying the million and a quarter of tons of coal used or employed in Liverpool do not. State the case fairly and the maritime superiority of Liverpool will be found to be as decided as its commercial. We ought also to add that while the Custom-house returns for 1850 give Liverpool only 3,262,253 tons of shipping, the payment of rates to the Liverpool Dock Estate in the 12 months ending June 25, 1851, gives 3,737,666 tons, or nearly 500,000 tons more. Comparing the rate of increase of the exports of Liverpool with that of other ports, it appears that Liverpool is not only the first port of the kingdom, but that it is becoming more decidedly the first every year. During the last five years the increase of the exports of Liverpool has been from 26,000,000 to nearly 35,000,000, while that of London has been from little less than 11,000,000, to rather more than 14,000,000. The exports of Hull, which is, undoubtedly, the third port of the kingdom, though still very large, have rather declined, having been £10,875,870, in 1846, and not more than £10,366,610 in 1850. The exports of Glasgow, now the fourth port of the empire, show a fair increase, from £3,024,343 to £3,768,646. No other port now sends out exports of the value of £2,000,000 a year, though Southampton comes near to £2,000,000, and Cork passes £1,000,000.—*Liverpool Times*.

#### ANCIENT AND MODERN BATTLES.

The decisive battles of the world, those of which, to use Hallam's words, "a contrary event would have essentially varied the drama of the world in all its subsequent scenes," are numbered as fifteen by Professor Cressay, who fills the chair of Ancient and Modern History, in the University of London. These battles are:—

1. The battle of Marathon, fought 490 B. C., in which the Greeks under Themistocles defeated the Persians under Darius, thereby turning back a tide of Asiatic invasion, which else would have swept over Europe.

2. The battle of Syracuse, 413 B. C., in which the Athenian power was broken and the West of Europe saved from Greek domination.

3. The battle of Arbella, 331 B. C., in which Alexander, by the defeat of Darius, established his power in Asia, and by the introduction of European civilization produced an effect which as yet may be traced there.

4. The battle of Metaurus, fought 207 B. C., in which the Romans under Consul Varro, defeated the Carthaginians under Hasdrubal, and by which the supremacy of the great Republic was established.

5. The victory of Arminius, A. D., over the Roman legions under Varus, which secured Gaul from Roman domination.

6. The battle of Cholons, A. D., in which Aetius defeated Attila the Hun, the self styled "Scourge of God," and saved Europe from entire devastation.

7. The battle of Tours, A. D. 732, in which Charles Martel, by the defeat of the Saracens, averted the Mahammedan yoke from Europe.

8. The battle of Hastings, A. D. 1066, in which William of Normandy was victorious over the Anglo Saxon Harold, and the result of which was the formation of the Anglo-Norman nation, as dominant in the world.

9. The battle of Orleans, A. D. 1429, in which the English were defeated, and the independent existence of France secured.

10. The defeat of the Spanish Armada, A. D., 1588, which crushed the hopes of Papacy in England.

11. The battle of Blenheim, A. D. 1704, in which Marlborough, by the defeat of Tallard, broke the power and crushed the ambitious schemes of Louis XIV.

12. The defeat of Charles XII. by Peter the Great at Pultowa, A. D. 1700, which secured the stability of Muscovite Empire.

13. The battle of Saratoga, A. D. 1777, in which General Gates defeated Gen. Burgoyne, and which decided the fate of the American Revolutionists, by making France their ally, and other European powers friendly to them.

14. The battle of Valmy, A. D. 1792, in which the Continental allies, under the Duke of Bruuswick, were defeated by the French under Dumouriez, without which the French Revolution would have stayed.

15. The battle of Waterloo, A. D. 1815, in which the Duke of Wellington hopelessly defeated Napoleon, and saved Europe from his grasping ambition.

#### FREE SCHOOLS IN THE STATE OF NEW YORK.

Mr. Morgan, the State Superintendent, makes the following remarks in the conclusion of his annual Report for 1851:—"Our schools are not yet entirely free. Deeply as this is to be regretted, after the noble, unyielding, and repeated efforts of the devoted friends of universal education—after the distinct and clear expression of the popular will in this respect—and after the unassailable grounds of principle and expediency so successfully vindicated by the advocates of reform—there are ample and abundant sources of consolation in a review of the contest which has been waged for the adoption of this great measure. So far as public opinion is concerned the question may undoubtedly be regarded as definitely settled. Reforms of this nature, when based upon sound reason and enlightened policy which underlie the principle of universal education, in a country such as ours, never go backwards. The indisputable right of every citizen of the American republic to such an education as shall enable him worthily and properly to discharge