

the great difference that now existed between the different electoral districts. It had been truly stated that the want of a quorum had delayed the public business of the country. This was particularly the case while the Georgetown Court was sitting; and at other times members frequently wished to go to their homes. The increase would give a better chance of making a House. He had decided to support it, although at first he was not favorable to it. He had never heard that the Government would support it. It would not do to parcel out the districts to suit themselves; but it was wrong that a constituency as small as Princetown and Royalty should have as much influence as others much more numerous. He believed that the Bill would render the districts much more compact than they were at present; however, the details must be matter of mature deliberation.

(To be continued.)

Gleanings from late Papers.

THE GRAND REVIEW OF THE FLEET AT SPITHEAD BY HER MAJESTY AND COURT.

The tremendous exhibition of Wednesday last, is an event in a nation's history to which the Olympiads of old offer but a feeble comparison. Lofly and powerful as is the position of this empire, its might was never more clearly demonstrated than in the great display we are about to record. Old England, in 1868, is still the mistress of the deep—the one great empire whose supremacy wherever the ocean rolls is uncontrollable and undisputed. To fully appreciate this proud mastery, we have but to consider for a moment the gigantic armament which covered the waters of Portsmouth from land to land. There assembled at the Sovereign's bidding no less than 26 screw line-of-battle ships; nearly 40 frigates, paddle and steam; 2 mortar frigates; 4 wrought-iron floating batteries; 50 134 mortar vessels, 20 sloops, corvettes, and brigs; and 164 screw gun boats; in all upwards of 300 sail of men-of-war, having an aggregate tonnage of 150,000 tons, manned by 40,000 seamen, carrying 3,800 guns, and firing at one discharge a broadside of nearly 30 tons of solid iron. It seems almost monstrous to think that such a fleet should have been assembled only to be dispersed again—that we should, while a war was raging, have been short of vessels for its proper conduct, and only when a peace was declared have been able to take the sea in a manner worthy of the chief maritime power of the earth. But perhaps the "moral effect," about which we always hear so much and see so little, may in this case be really something. Pity there were no American frigates in the Sound on Wednesday.

APPEARANCE OF THE FLEET.

At ten the vessel on which we were located steamed out towards the fleet, following in the wake of the lumbering Megera and a host of other vessels, either sailing or steaming. The Portsmouth shore presented a curious aspect. Every spot from below the High-street to a mile above Southsea Castle was covered with an immense multitude. The Victoria Pier seemed one black mass of spectators. In front of it lay a little flotilla of boats of all kinds, from the upstaring, shabby digby, up to the large fishing schooner or spruce-looking yacht. Every one of those was dressed in colours. Some even had not confined their display to the legitimate application of bunting, but had huge strips of coloured calicoes depending from almost every part of their rigging. All these vessels, the condition of the hulls of which were generally in sad contrast to their gay attire aloft, were crowded with visitors, from every one of whom some 5s or 10s, according to the respectability of the accommodation, had been exacted. Below the pier, along the whole extent of the Platform Battery, every spot commanding a view of the sea was occupied. It was not until well clear of the harbour that a good sight of the fleet in all its gigantic magnitude was to be obtained. It is almost difficult to say where it lay, because it would be next to impossible to say where it did not. One great dark line of line-of-battle ships, frigates, and corvettes could indeed be distinguished far and wide, but the rest of the tremendous armada was here, there, and everywhere. The floating batteries were anchored off Gilkicker Point, plunging heavily below the slight swell, and looking dark and terrible, like over-charged thunder clouds. The mortar boats were crammed along into Stokes Bay as well as it could hold them. The gunboats formed two parallel lines, reaching almost to the mouth of the Solent. The whole length of the line from north to south was nearly six miles. Never within the memory of man had such a fleet assembled for a mere review.

THE MASSIVE FLOATING BATTERIES.

As we had quitted the harbour some time ere the Queen was expected to arrive, we had a fine opportunity of surveying the whole fleet, and going down its line from end to end. Though not put in the order of sailing, yet the first we could closely inspect were the floating batteries. They are most singular and striking in appearance, and by no means prepossessing. They looked very like dumb barges of uncommon strength, and had their tall spars lugger-rigged; but that they were very black, and showed a broadside of guns of the heaviest calibre, we should certainly have taken them for beacon ships. These, however, were the floating batteries. Their appearance nothing can be conceived more un-outh and massive looking, or more indicative of unwieldy ponderous strength. Their massive wrought-iron sides, huge round bows and stern, and, above all, their close rows of solid 68 and 84-pounder guns, show them at once to be antagonists under the attacks of which the heaviest granite bastions in the world would crumble down like contract brick-work. Each of the tremendous floating batteries carries 14 68-pounders, and is sheathed, from the bulwarks to three feet below the water line, with massive plates of wrought iron, 14 feet 6 inches in length, 20 inches wide, and 4 1/2 inches thick. Each of these plates is bolted to the timber sides of the vessel with 40 screw nuts. When French floating batteries of the same construction were used in the combined attack on the fortress at Kinburn, one vessel was struck 58 times in the hull. But she stood this most severe ordeal without sustaining the least possible injury, except that wherever she was hit her wrought-iron plates dented to depths varying from 1 1/2 to 4 of an inch. But in spite of these apparently strong recommendations for vessels in a time of warfare, the floating batteries are not precisely the class of vessels we should prefer to serve in on active service. The name of floating batteries is a misnomer. With their depth in the water, and ominous heavy roll at the least swell, they seem inclined to be anything but floating, and both would we be to encounter a Baltic gale or a Black Sea hurricane in one of these gaunt wrought-iron shells, which in such a case would be far more formidable to their occupants than to the enemy.

THE MORTAR BOATS IN STOKES BAY.

A little below these, to the north of Monkton Fort, the whole of Stokes Bay was apparently crowded with rafts, jury-rigged in an emergency, in some incomprehensible manner. These were the mortar boats, and what a harmless little flotilla they all looked. How easily we should, under ordinary circumstances, have mistaken them for the most common of pilot or fishing vessels. In appearance how heavy, slow-looking, bluff and round—much akin in externals to the sombre Dutch luggers, which figure so prominently in the water-pieces of the Flemish school. But, alas! how foreign is this peaceful guise to the purposes for which they were really built. The floating batteries have an aspect "villainously low," but you expect no better from them; but the mortar boats, under the most commercial, hard-working exterior, conceal a destructiveness not inferior to the iron batteries themselves. All are cutter-rigged, with light and small spars. Their tonnage average 120 tons. Their draught of water is only from 4 to 5 feet. Each is about 45 feet long, and 18 broad, and armed with one 13-inch mortar, weighing, with stand and et esters, nearly 9 tons. These terrific ordnance, when mounted in their places, leave no more space than two feet on each side—the most limited at which the gun can be worked. Some idea may be formed of the immense strength of the construction of these boats when we mention that under each discharge the mortar recoils upon the vessel with a pressure of nearly 75 tons. To these boats there are no commanding officers, the divisional ships to which they are attached furnishing them with 10 of their marine artillerymen, under the command of a sergeant of bombardiers from the Royal Artillery,

and a few sailors, who perform the ordinary evolutions necessary to anchor the vessel off the object of attack. Properly speaking, the divisional ships of the mortar boats are the Seahorse and the Forth, which, though called mortar frigates, are only lugger-rigged. They are built of enormous strength, and each carry twelve 13-inch mortars bedded round her bulwarks. North of these again, and in rear of the port and starboard lines of first-rate frigates and corvettes, the gun boats, or stingers, as they are more generally called, lay anchored in close order.

THE MAGNIFICENT WORK OF SIX MONTHS.

This fleet, which, when we consider the marvellously short space of time in which it was put together, is perhaps the most wonderful the world ever saw, is composed of four distinct classes of vessels, each varying in size, horse power and weight of armament. How inexhaustible are the naval resources of this country may be guessed from the fact, that twelve months ago scarcely one of the gunboat vessels now manoeuvred before the Queen was in existence. The majority have been ordered and completed within the last six months, and had the government found reason to think that the services of more would have been required, we are informed that with perfect ease 600 could have been built, launched, armed, and manned within the same space of time. The first class of gunboats is composed of screw ships of 200 feet length and carrying six long 68-pounders, provided with engines of 360-horse power, and a crew of 100 men. This class is intended as sub-divisional ships. The second class are about 150 feet long, and carry four 68-pounders, are provided with engines of 200-horse power, and the crew numbers 80 hands. The third class are about 100 feet long, of 60-horse power engines, armed with one 68-pounder pivot gun, one 32-pounder pivot gun, and two brass howitzers, 24-pounders, on the broadside. This class is by far the most useful and numerous of the whole flotilla, their extraordinary light draught (generally averaging from 4 to 6 feet) enabling them to steam in the shallowest creeks and inlets, while the heavy armament renders them effective against the strongest forts. The whole bulwarks are provided with moveable wrought iron plates, perfectly rifle-proof, and reaching about seven feet above the deck, so as to protect the men from the enemy's riflemen, in case of having to force the passage of narrow rivers defended by sharpshooters. The fourth class is also a useful flotilla for very shallow streams and close-in-shore service. It comprises vessels of about 80 feet long, the engines averaging 20 horse power; each boat carrying two 32-pounder pivot guns amidships, the crew usually numbering 36 hands, exclusive of officers. These boats are very little larger than the small steamers which ply upon the Thames, though they are certainly considerably broader, in order to admit of working the guns without danger to the craft. Their draught of water, with stores, ammunition, provisions, and guns on board, does not exceed from 3 1/2 to 4 feet. The whole flotilla is provided with high-pressure locomotive boilers, the place necessarily devoted to the machinery rendering this expedient absolutely imperative, to economise the limited area at the disposal of the engineers. Yet small as the horse power appears, the speed of the fleet of gun vessels is by no means contemptible; the slowest average from 7 to 8 knots, and the swiftest from 9 to 11 1/2. We could not help thinking, as we saw them dart into the shallow water where river steamers could not have attempted to follow, how invaluable such a fleet would be upon the coast of China, and how in a few months, they would extirpate the hordes of pirates, who, in their narrow and intricate streams have long bid defiance to the ordinary vessels of war.

THE QUEEN IN THE MIDST OF HER FLEET.—THE SHIPS UNDER WEIGH.

Her Majesty entered between the port and starboard lines at the most extreme end of the line of gun boats. These, the instant the yacht had passed, got under weigh and followed her up between the screw liners, in the order in which they had been moored. The Royal yacht halted a little ahead of the two flag ships. As the gun boats arrived abreast of the Royal yacht, the white and light squadrons went round the Duke to port, and the red and blue squadrons round the Royal George to starboard. The speed and care which the gun boats displayed in executing their manoeuvres spoke well for the discipline of the crews and officers of all. The average rate attained by them was most respectable; few seemed to run less than 7 or 7 1/2 knots, and there was a large number that would clear their 9 or 10. The time occupied in the passage of the whole four squadrons was upwards of an hour. Just as the leading gun boat came up, a dirty-looking tug tried to cut in between the yacht and the column of boats. The attempt would have been certain to have resulted in an accident, had not the flag ship (the Duke) brought the tug to a proper estimate of her position by firing two cannon shots in rapid succession across her bow, and one just over her bridge. With these iron reprimands, the tug instantly fell back into her proper post outside, and to leeward of the squadron. The instant the last of the gun boats had passed the pivot ships, signal was made to the line of battle-ships to undress ship and prepare to weigh. All these were already how short, and as the gun flotilla turned off to seek their post near Monkton Fort and Southsea Castle, a little foam showed under the sterns of each of the ponderous two and three-deckers—a little ripple appeared ahead of them, and, with less confusion than a halfpenny river steamer makes in coming alongside a pier, the long columns of line-of-battle ships and frigates were under weigh. A general signal was made to steam at five knots per hour, then to pass in close order (a cable and a half between each ship) then a particular signal to the Ajax, 60, to "keep her proper station in the line." All the vessels steamed in the order in which we have already given them at their anchorages. The port line was led by Admiral Sir Richard Dundas, in the Duke of Wellington; the starboard by Rear-Admiral Baynes, in the Royal George.

THE TERMS OF PEACE.

The Treaty of Peace has at length arrived. The text only has been published, and the Protocols and Annexes continue still unknown. Those Annexes, perhaps, may explain some obscurities, but the text of the Treaty is the main consideration, and the text is before us. Kars is to be evacuated by Russia, and Sebastopol, Bala Clava, Kamiesch, Eupatorin, and Kertch given up by the Allies. The Convention of 1841, relative to the closing of the Straits, is revised; the Black Sea is neutralised; Russia and the Porte are to admit Consuls to the ports, and both engage not to reconstruct military-maritime arsenals upon the shores of that sea. The ninth article states that the Sultan has granted a firman, "ameliorating the lot" of all his subjects, and "proving his generous intentions towards the Christian populations of his Empire." The Contracting Powers acknowledge the communication, but protest that it is quite understood that it gives them no right, collectively or individually, to interfere in the relations of His Majesty the Sultan with his subjects. The twelfth article gives consuls to the ports on the coast of the Euxine, and frees trade of everything except—"regulations of health, customs, and police." Is Nicolaieff a port on the coast of the Black Sea? Perhaps the annex may tell us what the treaty does not. The 13th Article says that the Black Sea being neutralised, "maritime military arsenals become without necessity and object." Therefore the Czar and the Sultan "engage neither to construct nor to preserve any maritime-military arsenal upon that coast." Was there ever so scandalous a riddle? What has the Sultan done that he, the weaker power, should destroy his defences on his seaboard? Shall piratical Russia preserve Nicolaieff, and is the Sea of Azof "the Black Sea"? Shall Russia prepare, in the guise of commerce, "light vessels" in her rivers in that Sea of Azof, which, at the ripe season, will convey invading forces to the dismantled ports of Turkey? At a frightful cost the Allies, by war, have destroyed some Russian fortresses, and now, by peace, with a stroke of the pen, they proceed to demolish the Turkish ones! The 15th and following Articles relate to the Danube, the navigation of which is to be free, and subject to no burdens or prohibitions. An European Commission is to be appointed, to "put the river in the best possible state of navigation;" and a Commission of Delegates of bordering nations is to draw up regulations of navigation and fluvial police. These Commissions, it is expected, will have concluded their labours in two years. The navigation of the Danube being a German question, precise regulations and most prearranging precautions are taken to guarantee it. Not only Austria, Prussia, and Russia, but Bavaria and Wurtemberg are associated in that prime Teutonic concern. In exchange for his towns, ports, and territories, evacuated by the Allies, the Emperor of Russia consents to the rectification of his frontier in Bessarabia, by a line starting from the Lake Bourna-Sola, and ending at Kakamort on the Pruth; the territory to be ceded by Russia to be annexed to the Principality of Moldavia. The independence of the Principality is preserved under the suzerainty of the Porte, and

under the guarantee of the Contracting Powers. Russia and Turkey are to hold the same possessions in Asia as before the war; the boundaries to be determined by a Commission. The 33rd article relates to the Aland Isles, which are the subject of a separate Convention. All these topics invite discussion; but a just opinion cannot be formed until the "annexes" are published. It would seem, however, from what is already before us, that England has no cause to rejoice. With such a fleet as the Queen reviewed, on Wednesday last, a much more safe and honorable peace could have been obtained.

QUEEN VICTORIA HOLDING HER COURT AT SEA.

A grand and heart-stirring spectacle was presented to the sight of myriads of Englishmen, the representatives of France, and comers from all parts of the continent, on Wednesday last, at Spithead. Never did the strength of England appear so imposing; never did the most powerful of monarchs look upon such an array of strength and magnificence; never were the wealth, the science and the skill of the English nation better represented than when beneath the most propitious of skies, and under the happiest of circumstances, the British navy exhibited before its Queen its readiness and capabilities to protect her Throne. At the close of a war with one of the greatest Powers of Europe the fleet musters in greater force than ever, and presents to the country the evidence of what it would have done had not the course of circumstances taken from it the opportunity of glorifying the British flag. We stand indubitably stronger at sea than any kingdom in the world. We do not make pretensions to the first rank amongst military empires. But what an infinity of soldiers is to France, Austria, or Russia, our magnificent fleet is to us. If the military Powers hold themselves impregnable within their own frontier, we can point to a cordon of sentinel ships that could encircle the whole island so as to leave no point assailable. But great as was this exhibition of our naval capabilities provided our magnificent fleet were in proper hands,—no one who reflects on the history of the last two years, could help mingling his regrets with the pride and gratification which prevailed. It is distressing to think that with such a display of maritime power, we should have done nothing worthy of the name during the war which has just been concluded. Our fleets have hitherto answered no other purpose than mere show. They might as well have been made of paper, as of the hearts of our old English oak. The enemy has had no experience of what our ships could do. Painful, indeed, must have been the reflection to every intelligent and patriotic mind, that the formidable fleet, which was paraded before the astonished and admiring gaze of myriads of people, should have left the fleets and forts of the enemy in the same state as they were at the commencement of the war. We are ending the war as we ought to have begun it. We are displaying, in a magnificent show, the powers which we ought to have used for the purposes of war.

TROOPS FOR AMERICA.—Orders have been received at Woolwich Arsenal to prepare ammunition for the use of seven regiments of the line about to proceed to Canada. These regiments, it is said, are to be transported from the East to Canada, in the Duke of Wellington and other large vessels of war, immediately after the termination of the great naval review at Portsmouth.

It is not intended to reduce the army to any great extent, it being determined to keep up an efficient force in case of emergency.

LORD PANMURE'S EXPLANATION.—In the House of Lords, on the 17th, Lord Panmure, in reply to an inquiry made by Lord Elgin, made the following explanation on the subject of the troops and munitions of war that are about to be sent to Canada and the other North American provinces:—

Lord Panmure said:—There is a general impression out of doors that a very large force is about to embark for British North America. It is quite true that it is our intention to send back to North America a certain number of regiments which were taken from that part of Her Majesty's dominions for carrying on the war; and it is not improbable that in the new organization of the army, by divisions and brigades, which is contemplated, there will, over all the North American provinces, be a small addition to the British army, but the impression that we are about to send thither a large force for purposes of aggression, is entirely without foundation. It is also stated—and I am glad to have this opportunity of explaining that too—that large quantities of munitions of war are being sent to British North America. The fact is, that during the war we drew from the British North American stores almost all the munitions of war, in the shape of gunpowder and other materials, which they contained. All that is now being done is to replace the stores which were drawn thence.

THE BILL OF THE WAR.—On this subject, the London Times says:—"Our public expenditure, under ordinary circumstances, is very uniform, and there is no great difficulty in assigning any excess to its proper causes. Hence the quarterly account of the public income and the balances in the Exchequer is a very intelligible document. Before the war our expenditure was usually but little over £50,000,000, which had become as much the figure of our establishment as a gentleman's £5,000 or £10,000. In the financial year just ended it has been £88,428,345, in round numbers £40,900,000 more than in peace. At all events we may certainly say that we spent last year £35,000,000 more than we should have done but for that little freak of the Emperor Nicholas. This appears in another way. The excess of expenditure over income in the year ended March 31, 1856, as stated in the return was £22,723,854, although the increased income tax and other war taxes had produced about £15,000,000. Adding thus what we did pay out of the taxes to which we did not, the result is near £38,000,000. To meet the excess, we contracted in the course of the year two new loans, the former for £16,000,000, the latter for 5,000,000, with certain powers for funding Exchequer Bills to the amount of £3,000,000 more. The produce of all these operations, the last of which is far from exhausted, was £20,123,300. The unfunded debt meanwhile has been increased by some millions. On the face of the table the "supply services" for the army, navy, ordnance and votes of credit for the war come to about 52,000,000—a singular comment on the very recent proposition for reducing the cost of the national defences to £10,000,000. We should not be over the mark if we put our share in the costs of the Russian war during the year just ended, at £35,000,000.

RUSSIA.

SPEECH OF THE EMPEROR ALEXANDER ON THE CONCLUSION OF PEACE.

The Emperor Alexander, on his arrival at Moscow on the 11th, addressed the deputations of the nobles and civil and military authorities who came to receive him, in the following terms:—

"Gentlemen—The war is over; for before quitting St. Petersburg I ratified the treaty of peace which had been signed by the Plenipotentiaries of Paris. I am happy to be able to announce the news to you officially, and to repeat to the nobility of Moscow the words which I addressed to my people in my last manifesto. Russia was able to defend herself for many long years, and I believe that, no matter what forces were brought against her, she was invulnerable on her own territory. But I felt that it was my duty, in the real interests of the country, to lend an ear to proposals compatible with the national honour. War is an abnormal state, and the greatest successes obtained by it scarcely compensate for the evils it occasions. It had caused an interruption of the commercial relations of the empire with most of the States of Europe. I should certainly have carried it on had not the voice of neighbouring States pronounced itself against the policy of late years. My father, of imperishable memory, had his reasons for acting as he did. I knew his views, and I adhere to them from my very soul; but the treaty of Paris has obtained the object which it was his ambition to obtain, and I prefer this means to war. Many of you, I am aware, regret that I should have so readily accepted the propositions made to me. It was my duty as a man, and as the head of a great empire, either to reject or accept them frankly. I have honourably and conscientiously fulfilled that duty. I am sure that allowances will be made for the difficult position in which I was placed, and that shortly every devoted friend of Russia will render justice to my views and intentions for the welfare of the country. Supposing the

fate of arms should have remained constantly favourable to us, as it has been in Asia, the empire would have exhausted its resources in keeping up large armies on different points, the soldiers of which would in a great measure be taken away from agriculture and labour. In the Government of Moscow itself many manufactures have been compelled to close. I prefer the real prosperity of the arts of peace to the vain glory of combats. I have thrown open the ports of Russia to the commerce of the world, the frontiers to the free circulation of foreign produce. I wish henceforth that the greatest facility shall be afforded in our markets for the exchange of articles of every origin, and of the produce, raw or manufactured, of our soil. Various projects will shortly be communicated to you, the object of which will be to give an impulse to our indigenous industry, and in which, I trust, every nobleman will take a share."

The Emperor, who spoke at considerable length, and with some emotion, was listened to in religious silence. The Ministers of the Interior and of Finance have received formal orders from his Majesty to do away with all obstructions in the way of commerce. The frontier traffic is already open, and vessels are arriving at all the ports.

THE CRIMEA UNDER ITS NEW ASPECTS.

Diplomacy and debate having of late usurped the place of conflict and battle, it is long since we have turned our attention to the Crimea—that scene of so many anxieties and hopes—of so many trials and sufferings—of so many gallant deeds and hard won victories during the two memorable years 1854-5. We are led to revert once more, and probably for the last time, to this particular spot of earth, which henceforth will possess an imperishable interest in the memory of Englishmen, in consequence of the accounts which have reached us of the active preparations already on foot for evacuating it. It seems that the Allies are to pick up their traps and quit the country with as much despatch as possible, but in spite of every exertion that can be made, it is obvious that many weeks must elapse before the last Englishman of the last Frenchman will shake the dust of the Crimea from his heels. "During this time," says a correspondent, "it may be expected that picnics, shooting, fishing, racing and drill and ball practice will form the principal business of our lives, until everything is prepared for embarkation. Then there will, no doubt, be a great rush, and a great struggle to pack up, to burn and destroy, to get favourite ponies on board ships, or to smuggle away extra chests and boxes." But other more laborious duties must also be performed—the vast munitions of war so prodigally accumulated during the last ten months must be re-packed and re-shipped—the railway, the huts, the barracks, all the works constructed for the accommodation of an invading army of two hundred thousand men, must be destroyed—the ponderous and multitudinous trophies of our victories must be removed. Here is work enough and to spare for many a long day to come.

Meantime, a good deal of fraternization appears to be going on between the officers and men of the allied armies and their late antagonists—the Russians. Parties of French and English officers have been cursorily entertained at Simferopol and Bakshi-Serai, and similar compliments have been paid to Russian officers at Bala Clava and Kamiesch. The rank and file of the two armies have also found means of visiting each other, and of getting gloriously drunk together. The English canteens appear to possess an irresistible charm for the thirsty Muscovite. "A party of them," says one of our informants, "came over the Tchernaya the other day, and wandered in every part of our camp, where they soon made out the canteens. In a short time a good many of them were in that state in which soldiers wish to be who love their grog." The same lively writer then gives us a portrait of the Russian common soldier under the inspiration of strong drink. "A navy," says he, "of the most stolid kind, much benumbed with beer, is a jolly, lively, intelligent being compared to an intoxicated 'Rusk.' They are the image of the men in Noah's ark—I mean that pop artifice constructed at Nuremberg for Young Europe—stiff and angular, and when they fall down it is done with a jerk and a rigidity worthy of Richardson's. Their drunken salute to passing officers is very ludicrous, and one could laugh only he is disgusted at the abrupt cringe with which they remove their caps, and bow, bareheaded, with horrid gravity in their heavy leaden eyes and wooden faces, at the sight of a piece of gold lace." From this pitiable picture we pass to the better sort of intercourse that has arisen between the officers of the Russian army and that of Goshen of abundance which has been opened to them in the well found stores of the English settlers. "The storekeepers find good customers among the Russian officers for sugar, tea, champagne, and spirits, all of which are enormously dear in their own camps. Sugar is not to be had for any money, even in Simferopol and Bakshi-serai. Champagne, of which they are very fond, is 15s. a bottle, and tea is 20s. a pound, on the other side of the Tchernaya. At this side the price of those articles is less than one-half those amounts, so that there is ample inducement for a Russian officer to come down from Mackenzie with his orderly and a sumpter pony to buy in a store of such luxuries."

What list is this going on, and whilst the Russians are thus availing themselves of our abundance to replenish their exhausted stores, what is the actual condition of our own army? Let the following passage tell. "This army has a fine appetite; it manages to consume 250,000lb. of barley, 250,000lb. of hay, and 90,000lb. of bread per diem, and to eat up about 3,000 bullocks and 15,000 or 18,000 sheep per month, beside little pickings of potted meats, preserved vegetables, private stores, poultry, geese, turkeys, and game, washed down with floods of wine and spirits, and an ocean of rum. Well, it thrives on its food, and looks fat and hearty and full of fight upon its diet. It is very well for the enemy that there is no occasion for the display of its powers."

Such are the circumstances under which our troops are quickening their departure from the Crimea—circumstances widely different from those which surrounded them when they first set foot upon its soil. What are the vestiges which they will leave behind them? This picture of the present condition of Sebastopol may be taken as a sample. "The traces of our presence will endure for many a long year, notwithstanding the perishable nature of earthworks; and all the energy of Russia and the physical force at her disposal will be tasked to the utmost before Sebastopol can rise from the heap of blackened stones and shattered walls which now mark its site. In some places our mission of destruction is not complete, and I presume the peace will prevent any measures being taken to blow up the buildings which line the quay of the docks of the eastern side; they are considerably injured by fire and by shot, but are not, so far as I can judge, rendered incapable of repair. As for the city proper, with some isolated exceptions, it might be knocked down with a pick and carted away as rubbish. The walls, which look firm at a distance, are seen on near approach to be mere shells, which a strong man could overthrow. The desolation and silence of the grass-grown streets, the course of which is marked out by heaps of white stone in fragments or in blocks, piled confused on each other as they were thrown down by the shock of explosion or the actual agency of powder, are appalling. One may wander between these walls of debris, which look like ruins of a trencher, for hours, without meeting a soul, or hearing even a sparrow chirp." Thus do we take our leave of this famed stronghold—thus do we read the tale of Sebastopol the unregarded!

UNITED STATES.

ANOTHER GREAT FIRE AT PHILADELPHIA.—Loss Two Million Dollars.—A terribly destructive fire occurred at Philadelphia on the night of the 1st instant. The fire commenced at Jessup & Moore's paper warehouse, in North Street, below Sixth Street, and extended rapidly before a furious northeast gale, through to Commerce Street, and thence to Market Street, consuming also the buildings on the eastern side of Sixth to Market Street.

The loss is supposed to be mostly covered by insurance. Very little of the stock was saved from the Market Street stores, the spreading of the flames being so rapid.

John R. Groff, a fireman, a returned Mexican volunteer, was killed by the falling of a wall. Two or three others are missing, and several are injured.

The new store of Caleb Cope was leased to Trutt, Bros., who had \$5,000 worth of hardware on the premises. The building was valued at \$75,000. On St. James' Street, west of Sixth, a number of small dwellings, a German tavern, and a large schoolhouse belonging to the Society of Friends, were destroyed. During the fire, James Barley, a member of Franklin Hose Co., was stabbed in an affray with the Moyamensing Hose Co.