THE SEPTEMBER MAGAZINES.

"PUTNAMPS." "New York Eociety in the Olden Time, Rt. Rev. Bishop Kip; "Crabbed Age and Youth," E. C. Stedman; "Salt-Water Ethics," Samuel Osgood, D. D.; "Onthank: the Tyrant's Triumph;" "The Brontes and their Home-Two Days at Haworth," Mrs. E. P. Evans: "Montank," F. H. Angier: "Pedro el Moro, the Sword-Blade Maker of Puebla," N. A. Knox: "The Northwestern Boundary Dispute," General Alvord; "Railway Musings," J. H. Vosburg; "Apartment Houses Practically Considered," P. B. Wight; "Arctic Travelling in Winter," George Kennan; "Danish Peasants," Our Danish Contributor; "Malvina," Mrs. J. V. Eames: "Society vs. Insanity," W. A. Hammond, M. D.; "Editorial Notes;" "Literature at Home;" "Literature, Art, and Science Abroad."

The completion of the Northern Pacific Railroad will make it more important than ever that the United States should insist upon obtaining all their rights in the Northwest, and it is especially necessary that we should be able to command the ship channels of Puget Sound. It was a great mistake that we allowed ourselves to be bullied out of Vancouver's Island, and it will be a greater one if we yield the island of San Juan and its channel to the British. As the question of the occupation of the island is likely to be brought prominently before the public of both countries ere long, General Alvord's paper on "The Northwesernt Boundary Dispute" will be of particular interest;-

There are few people in the United States who have known that, throughout the whole of the civil war, and since 1859, the British and American flags have both been flying on San Juan Island. This joint military occupation has been justly very odious to our Government, to the authorities of Washington Territory, and to the Americans on the disputed islands, and ought to be terminated at the earliest possible moment. There are one hundred and seventy square miles of area in the Archipelago de Haro, sixty of which are arable land and eighty grazing land. The United States should as speedily as possible be placed in full possession, the civil authorities be enabled to exercise therein their functions, and the land-laws be carried into effect. During the Rebellion the people of that frontier were urged to be quiet, and wait until the war was over, and the Government should be at leisure to assert our rights.

The language of the treaty of 15th June, 1846, required that the boundary line should run "along the 49th parallel of north latitude to the middle of the channel which separates the continent from Vancouver's Island, and thence southerly, through the middle of said channel, and of Fuca's Straits, to the Pacific

The English Government claims the Rosario straits, the channel nearest the continent, as the boundary line; we claim the Canal de Haro as the proper boundary.

That our claims to the Archipelago de Haro are of the most unmistakable character abundantly appears to one who will carefully read the Senate document entitled "The Northwestern Boundary Question," which contains a full statement of the whole matter. It begins with a letter of Mr. Seward, which :- "Every officer of this Government, who had any part in the negotiation, adoption, or ratification of the treaty, assented to it with the full understanding that the deflection of the boundary from the 49th parallel was consented to for the sole purpose of giving the whole of Vancouver's Island to Great Britain, and that, to effect this purpose, the line was to be carried through the Canal de Haro to the Straits of Fuca, on its way to the Pacific Ocean."

This document was prepared in the State Department, by Archibald Campbell, Esq., United States Boundary Commissioner, whose correspondence with Captain J. C. Prevost, of the British navy, the English commissioner, is given at length. Mr. Cass, in his despatch of 20th October, 1859, to Mr. Dallas, very justly says that Mr. Campbell's "whole argument is marked both by ability and research." The entire document is drawn up in the most thorough and conscientious manner. It has, besides an excellent map of the region in dispute, a plate showing four crosssections of the whole channel:-Ist, along the 49th parallel; 2d, along the parallel of 48 deg. 45 min.; 3d, along that of 48 deg. 35 min.; 4th, along that of 48 deg. 25 min. It has, also, a complete physical and geographical description of the Archipelago de Haro, and each of the islands, and quotations from the reports of General Persifer F. Smith and General J. G. Totten, the late Chief of Engineers, showing the military value of these islands. The Boundary Survey had for astronomer, in running the 49th parallel, John G. Parke, then Lieutenant of Engineers, since distinguished as Major-General of Volunteers in every part of the field during the late war. The astronomer of the British Boundary Commission was Col. John S. Hawkins, of the Royal Engineers, The U. S. Coast Survey assisted materially in completing the survey and the excellent maps

of the Archipelago de Haro. We will endeavor to condense, into a few distinct heads, the principal points brought

out in the argument on our side. 1st. The Canal de Haro is the shortest, deepest, and widest channel to connect the Gulf of Georgia with the Straits of Fuca. A glance at the cross-sections given in the plate referred to will show that the main body of water goes through that channel to the ocean. It seems to be fair to assert that the treaty means that the line of deepest water (the filum aqua) shall be the boundary-line. The least depth in the Canal de Haro is greater than the maximum depth in the Rosario Straits (see p. 129 of the Senate Document). The average cross-section throughout of the former will show that its surface is about three times that of the Rosario Straits.

2d. It appears that Lord Aberdeen, on the 18th of May, 1846, wrote to the British Minister in Washington that his Government was ready to enter into a negotiation on the basis of "a boundary along the 49th parallel to the seacoast, thence through the Straits of Fuca to the ocean, thus giving to Great Britain the whole of Vancouver's Island and its harbors." To interpret properly this language of Lord Aberdeen, the letter of Mr. Edward Everett to Mr. Campbell, of 29th May, 1858, should be read, which shows that, from the correspondence of Joshua Bates, there is evidence that Lord Aberdeen's attention had been called (by the pamphlet of William Sturgis) to the distinct proposition of yielding all the other islands, islands, except Vancouver's Island, to the United States. Mr. Sturgis, in his lecture delivered on 22d January, 1845, before the Mercantile Library Association in Bos-ton, proposed "a continuation of the parallel And we venture to say that a persistent of 49 deg. across the Rocky Mountains to effort, on the part of England, to obtain the our claims in this controversy.

tide water, say to the middle of the Gulf of | same "intermediate channel," is discernible | dary Question by its submission to the arbi-Georgia; thence by the northernmost navigable passage (not north of 49 deg.) to the Straits of Fuca, and down the middle of these Straits to the Pacific Ocean; the navigation of the Gulf of Georgia and the Straits of Juan de Fuca to be forever free to both parties, all the islands and other territory lying south and east of this line to to the United States, and belong all north and west to Great Britain. Great Britain accede to this? I think she will." Mr. Bates afterwards wrote to Mr. Everett that Lord Aberdeen had said to him that he considered Mr. Sturgis' pamphlet "a fair, practicable, and sensible view of the subject," and that it had been read by all the ministers. We think it a very fair inference that Lord Aberdeen purposed in the treaty to carry out this identical programme. 3d. Hon. Louis McLane, our minister to England, on the 18th of May, 1846, wrote to Mr. Buchanan that an arrangement could be made by making the boundary along the 49th parallel to the sea, and thence through the Canal de Haro and Straits of Fuca to the

4th. It appears plainly that our Senate, at the date of the confirmation of the treaty of 1846, understood distinctly that the Canal de Haro was the boundary line. See the speeches of Mr. Benton and

Cass, as quoted in this correspondence. 5th. Islands appertain rather to the continent than to another island. Such has been the principle of the laws of nations, and it has been recognized in discussions with some of the Governments of South America concerning islands near the coast.

6th. The islands of the Archipelago de Haro are more important to us than they possibly can be to England-a fact very clearly set forth by General Totten in the report above referred to. England has, in the first-class harbor of Esquimalt, on Vancouver's Island, all that can be wanted for military or commercial purposes, whereas the United States needs that archipelago as a military and naval station to protect the whole of Puget's Sound. All of our possessions in that quarter are frowned down upon by Vancouver's Island, and Mr. Polk's cry of "54 deg. 40 min. or fight" appeared to indicate at least a clear appreciation of our wants in that quarter-we say it appeared to indicate such an appreciation, for he ought certainly to have insisted to the end on our retention of Vancouver's Island. It is believed that it could then have been easily ob-

7th. Any one who carefully reads the correspondence will be convinced that this claim was an after-thought. This view is strikingly confirmed on reading the memorandum of Mr. Packenham, the British negotiator, who admits (p. 224) that he cannot call to mind any circumstance of the negotiation "to strengthen or invalidate the pretension now put forward by the United States." This is quoted by Lord Russell, in his despatch of 24th of August, 1859, to Lord Lyons. That, at the end of thirteen years, he could recall nothing to invalidate our claim, is very significant. It is plain, from Mr. Bancroft's letter of 29th of March, 1847, to Mr. Buchanan, that the British claim to the Haro Archipelago originated with the Hudson's Bay Company.

The above closes our resume of the principal points brought forward in the correspondence; but we must add a few words concerning the military occupation of San Juan, which caused the incorporation in this report of the whele of Senate document of January 30, 1860, setting forth the causes and | tax-gatherers levied a tax on some sheep of results of General Scott's visit to Paget's Sound in 1859. This covers seventy-four pages of Document No. 29. The joint occupation was established by General Scott after General Harney had, without a particle of authority, attempted to embroil the two nations, not on the main question of the boundary-line, but on quite another, viz., whether he should be justified in taking exclusive possession of the islands pending the action of the two commissioners then on the ground for the purpose of deciding the boundary-line. This exclusive possession he continued, notwithstanding the language of Mr. Marcy, in his letter of 17th July, 1855, to Mr. Crampton, which expressly provided that, pending the running of the boundary, neither party "should exclude the other by force, or exercise complete and exclusive sovereign rights within the disputed limits." We have avoided calling this the "San Juan Question," as that might be misunderstood as referring to the action of Harney, and not to the northwestern boundary dispute. His action only obscured the main question, and kept our Government busy for a twelvemonth in clearing away the smoke thus raised; and it led to the joint military occupation instituted by General Scott, which does not appear to have hastened

the settlement of the question. The briefest notice of this correspondence requires an allusion to two things in the language of the British negotiators. Whereas our commissioner was simply instructed to carry out the treaty and run the boundary-Captain Prevost's powers limited, and he was instructed, powers were under any circumstances, to surrender San Juan. Lord Russell, in his letter to Lord Lyons of the 24th August, 1859, indicates a similar ultimatum. There is a small intermediate channel leaving San Juan on the west, and Lopez and Orcas Islands on the east, and they would fain persuade us into accepting it, though plainly not answering the requirements of the treaty, and though its acceptance would imply that neither party was right in the controversy. As introductory to proposing this solution (which should be unsatisfactory to either party), Lord Russell said, "No settlement of the question will be accepted by her Majesty's Government which does not provide for the Island of San Juan being reserved to the British Crown." So, forsooth, the only possible solution of the San Juan question which could be made must be our surrender of San Juan!

We have read with great satisfaction the reply of Mr. Cass, in his letter of 20th October, 1859, to Mr. Dallas, in which he says:-"If this declaration is to be insisted on, it must terminate the negotiation at its threshold, because this Government can permit itself to enter into no discussion with that of Great Britain, or any other power, except

upon terms of perfect equality. On the 12th December, 1857, Mr. Campbell applied to Captain Prevost for a full copy of his instructions. Not until the 22d February, 1859, did Lord Malmesbury, then in the Foreign Office, furnish Mr. Dallas a copy of that portion of the instructions by which it appeared that on the 20th December, 1856, the British Commissioner, in his original instructions, was directed to insist on an "intermediate channel;" and, if he could not obtain the adoption of that, must propose to refer the question back to the respective Governments. The same scheme is again

throughout the recent negotiations with the Hon. Reverdy Johnson.

It will not be out of place here to make a reference to the steady policy of Great Britain to acquire all over the globe commanding positions—capes, headlands, and harbors, which may control the commerce of the world. It is true that the wars with Napoleon led to the acquirement of many of them, as in the case of Malta and Mauritius. Thus the maritime ascendancy of England was only promoted by those wars, early in this century, giving cause and opportunity for the seizure of important positions.

Without any very thorough search for such a list, we will name Aden, Singapore, Ceylon, Hong Kong, Cape of Good Hope, Falkland Islands, St. Helena, Sierre Leone, Heligoland, the Channel Islands, New Zealand, the West India Islands, Bermuda, Van-couver's Island, Newfoundland, Cape Breton.

To these should be added India, Burmah, Australia, British Columbia, and the Canadas; but these acquisitions are continental, and belong not to the class of commanding military and naval positions to which we have referred. It is true that in some of these countries, as in India, it is claimed that England seeks only commercial ascendancy and not territorial additions; but the distinction is a very refined one, and, practically, India is British territory.

Now, however ready we are to rejoice that

the British power, the Anglo-Saxon race, and

the English language should be extended to

such regions as Australia and New Zealand, yet it will not be wise for statesmen or diplomalists to forget or ignore this appetite of the British Lion to absorb commanding military positions whenever the chance is offered. We wish the utmost success to every legitimate scheme for the prosperity of those do-minions. The motherland has an irresistible claim on our kindred sympathies when she promotes the spread of civilization and Christianity, upon which subject it was right and natural for Mr. Reverdy Johnson to descant. Kossuth was in the habit of often saying "the solidarity of nations," meaning that all nations are bound together "with mutual responsibility, each for all, joint interest and lowship; or are, in sailor phrase, "all on the same bottom," to use the expressive words of Dr. Trench. It is true that our common humanity "makes the whole world kin;" that the best rivalry and highest ambition should be to do the utmost to advance the welfare and improvement of the whole human family; but while we would freely admit that we are susceptible to all the enkindling emotions which such cosmopolitan views excite, it is, in practical life, necessary to treat nations and governments as we find them. There is deep wisdom as well as great pathos in that passage in the farewell address of Washington in which he was forced to a like conclusion:-"It will be worthy of a free, enlightened, and, at no distant period, a great nation, to give to mankind the magnanimous and too novel example of a people always guided by an exalted justice and benevolence. * * * The experiment. at least, is recommended by every sentiment, which ennobles human nature. Aias! is it to be rendered impossible by its vices?"

From Mr. Bancroft's letter of the 29th March, 1847, to Mr. Buchanan, it should seem that he, at that early date, had intimations that the Hudson's Bay Company wished to get some of the islands in the Archipelago de Haro. The first development of the claim occurred when our the Hudson's Bay Company, on San Juan Island, in 1855. The company intended to evade the payment of said tax, and the sheriff of Washington Territory seized some of the sheep, and sold them to meet the tax.

In 1858, Dickens, in the "Household Words," said that the Government of Great Britain should "make of one of these islands a second Cronstadt, thus securing, as with a padlock, her possessions on the Pacific coast." A "second Malta" would have been a more appropriate name for San Juan than a second Cronstadt. It is a commanding position, like Malta, but does not com-mand the channel. Neither Malta nor Gibraltar command the channels in their vicinity, but they are favorably situated to assist in guarding commercial interests. Such is the situation of San Juan Island, as ably set forth by General Totten. It is not needed by England, which has Esquimalt opposite, as we have above explained. Esquimalt, indeed, has been for twelve years a large naval station for the British navy, and they need no other or better in that region. But we do need San Juan Island and the Archipelago de Haro as an offset to the preponderant and threatening vicinity of Vancouver's Island. And the completion of the Northern Pacific Railroad to Puget's Sound will make this fact every day more and more evident to our people.

This brings us to allude to the treaty now

before the Senate, negotiated by Mr. Reverdy Johnson, which proposes to submit this question to arbitration, the President of the Swiss Confederation to be the arbiter. "All correspondence, documents, maps, surveys, etc., relating to the subject, shall be placed at his disposal within twelve months after the ratification of the treaty. referee is to endeavor to de-The the precise line of boundary duce from the words of the treaty of 1846; but if unable to do so, he is at liberty to determine upon some line which will, in his opinion, furnish an equitable solution of the difficulty, and be the nearest approximation that can be made to an accurate construction thereof." His "decision to be final and conclusive, and carried into immediate effect."

At the last session of Congress, the Senate, we think, wisely declined to ratify this treaty. It is said that an able speech against it was made by the Hon. Jacob N. Howard, Senator from Michigan." We hope that, when the Senate again assembles, this treaty will be definitely rejected. We believe that the whole scope and effect of the provision above quoted would be to invite and lead to a compromise channel, and there are ample reasons why any such result should be resisted. We believe that, if Mr. Sumner had seriously taken hold of this question, he would have found at least equal ground for the rejection of this treaty as for that respecting the Alabama claims. Whatever respect we may have for the motives of Mr. Reverdy Johnson, it is apparent that, in the negotiation of this treaty, he was insensibly led to the use of phraseology calculated to prejudice our claims in this bound-ary question. We believe that it can be set-tled without arbitration, and that the British Government will yield to us the Canal de Haro

as the boundary. Our people have been averse to arbitrations ever since an attempt was made, thirty years ago, to settle the Northeastern Boun-

Since writing the shove we have seen the speech of Senator Howard, the injunction of secrecy having been removed. It is a full and forcible argument against the ratification of the treaty. It presents many of the points we have givin above in favor of

tration of the King of the Netherlands. It was time wasted; for, as he attempted to decide nothing, but proposed to run a line half-way between the two, "splitting the differ-ence," our Government (which had reserved that privilege) refused to consent to his pro-

It is asking a great deal of us to propose to submit such a question as our Northwestern boundary to arbitration. Our claims are of so clear and positive a character that it must be very hard for one familiar with them to consent to such a process. And we do not wonder that the people of Washington Ter-ritory have sent the protest against arbitration presented to the Senate on the 19th January, 1869, by Senator Corbett.

We wish to speak with entire respect of the British Government, which seems desirous to close up the topics of difference between the two Governments. But it does not require a remembrance of the doctrine of total depravity, it only requires a wholesome recurrence to poor human nature as it is, and to the spirit of encroachment which powerful nations too often adopt, to place us on our guard.

This is a claim concerning which Mr. Bancroft, in his letter of the 15th of June, 1858, to Mr. Campbell, said, "It should be met at the outset as one too preposterous to be en-tertained." Again, "The Hudson's Bay Company may naturally enough covet the group of islands east of that channel, but the desire, which can never amount to a claim,

should not be listened to for a moment. Diplomacy has examples in which a claimant whose side is weakest, whose cause is unsubstantial, finally gets a slice by mere perseverance, by the mere process of raising the smoke of contest. It will readily be seen that such results would not be very satisfactory and statesmanlike, and would not promote the cause of permanent peace. The refined civilization of the age would seek an adjustment founded on justice, and not one of a hollow character-a Banquo's ghost to haunt the diplomacy of the future.

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PER FOOT, OR HALF CENT PER GALLON,11 SHIP'S OPTION. INSURANCE ONE-BIGHTH OF ONE PER CENT. Extra rates on small packages fron, metals, etc. No receipt or bill of lading signed for less than

fifty cents.
NOTICE—On and after September 15 rates by this Company will be 10 cents per 100 pounds or 4 cents per 100 rounds or 4 cents per 100 rounds or 4 cents per 100t, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further centioniars arealy 100 particulars apply to PIER 19 NORTH WHARVES.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,

Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sating from PIER 17, below Spruce street, on FRIDAY of each week lat 8

A. M.:—
ASHLAND, 500 tons, Captain Crowell,
J. W. EVERMAN, 692 tons, Captain Hinckley,
SALVOR, 600 tons, Captain Ashcroft,
AUGUST, 1870.

J. W. Everman, Friday, August 5,
Salvor, Friday, August 12,
J. W. Everman, Friday, August 19,
Salvor, Friday, August 26,
Through bills of lading given to Columbia, S. C.,
the interior of Georgia, and all points South and
Southwest.

Southwest. outhwest.
Freights forwarded with promptness and despatch.
Rates as low as by any other route.
Insurance one-half per cent., effected at the office

Insurance one-half per cent., effected at the office in first-class companies.

No freight received nor bills of lading signed after 3 P. M. on day of sailing.

SOUDER & ADAMS, Agents,

No. 3 DOCK Street,

OF WILLIAM. P. CLYDE & CO.,

No. 12 S. WHARVES.

WILLIAM A. COURTENAY, Agent in Charles-

FOR LIVERPOOL AND QUEENS
TOWN,—Inman Line of Royal Mail
Steamers are appointed to sail as follows:—
City of Brussels, Saturday, August 20, at 12 M.
City of Baltimore (via Halifax), Tuesday, August

23, at 1 P. M. 23, at 1 P. M. City of Washington, Saturday, August 27, at 2 P. M. City of Paris, Saturday, September 3, at 12 M. and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river. RATES OF PASSAGE.

Payable in gold. Payable in currency.
First Cabin. \$75 Steerage. \$30
To Londen. \$60 To London. 35
To Paris. 90 To Paris. 38
To Halifax. 20 To Halifax. 15
Passengers also forwarded to Havre, Hamburg,
Bremen, etc., at reduced rates. Payable in gold. Bremen, etc., at reduced rates. Tickets can be bought here at moderate rates by

For further information apply at the company's JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAULE, Agents, No. 402 CHESNUT Street, Philadelphia. FOR NEW YORK, VIA DELAWARE

and Raritan Canal.
SWIFTSURE TRANSPORTATION
COMPANY.
DESPATCH AND SWIFTSURE LINES, Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commissions.

Freights taken on accommodating terms.

WILLIAM M. BAIRD & CO., Agents, No. 132 South DELAWARE Avenue.

PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE
THROUGH FREIGHT AIR LINE TO THE SOUTH
AND WEST.
INCREASED FACILITIES AND REDUCED RATES
FOR 1870.
Steamers loave every WEDNESDAY and SATURDAY
at 120 clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and
THURSDAYS, and NORFOLK TURSDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing
days.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tonnessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUTONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of ransfer.

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Freight received daily.

State Room accommodations for passengers.

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DELAWARE AND CHESAPEAKE
STEAM TOWBOAT COMPANY.—
Barges towed between Philadelphia,
Baitimore, Havre-de-Grace, Delaware City, and in-

termediate points.
WILLIAM P. CLYDE & CO., Agents.
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Office, No. 12 South Wlarves Puladelphia. 4 115 NEW EXPRESS LINE TO ALEXAN NEW EXPRESS LINE TO ALEXANdria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest. Steamers leave regularly every Saturday at noon from the first wharf above Market street.

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No. 14 North and South WHARVES.

HYDE & TYLER, Agents at Georgetown; M.

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TIN ROOFS REPAIRED. All leakages in Roofs warranted to be made per-

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at one-half the expense of tin. It is readily put on
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