Adjustment of the San Juan Difficulty.

[From the London Times, Jan. 30.]

It is but a short time since the thoughts of the country, new concentrated on French treaties and Italian struggles, were directed with no slight solicitude to a remote spot on the shores of the Pacific. The "San Juan difficulty," thanks to the forbearance and moderation of the two Governments concerned, was successfully escaped, but the question itself is pending still, and it will not be uninteresting to the public to learn the position in which it stands. Certain features of the case render it one of the most curious, perhaps, which ever the oversights of diplomacy ever produced.

When, after a long altercation, it was finally decided that the 49th parallel should constitute the boundary between the possessions of Great Britain and the United States on North American territory, litigation might have been fairly supposed at an end, and, excepting, indeed, for a particular and unforeseen embarrassment, such would, doubtless, have been the result. No sooner, however, had the Commissioners charged with the duty of cutting the boundary line by land and defining it by water proceeded to the despatch of business than they encountered a serious obstacle. Exactly opposite the point at which the 49th parallel strikes the coast lies Vancouver's Island, a portion of which, if the boundary line had been continued without deviation, would have been cut off. To avoid this dismemberment of what was confessedly British territory it had been agreed that the line, after striking the coast, would be deflected in a southerly direction, and carried through mid-channel round the coast of Vancouver's Island into the sea. This was all plain and reasonable; and in the complete, and, as we may almost add, the pardonable ignorance prevailing at the time respecting these distant regions, it was probably conceived that the channel so described could not be mistaken. When, however, the actual survey came to be made, it was found that the supposed open strait was blocked up in the middle by a group of islands, and that a separate channel was left on each side of them. That to the west is known as the Haro Channel; that to the east as the Rosario. If, therefore, the boundary line were carried down the former, it would throw all the islands into the American side; if it were taken through the latter, it would give them all to the British. That we, under such circumstances, should stickle for the Rosario Strait, while the Americans stand out for the Strait of Haro, need not be considered surprising. As far as the letter of the treaty goes, we believe it would be simply impossible to execute it according to the American proposal. According to the best information we can obtain, no vessel keeping on such a course as the terms of the treaty prescribe could by possibility get into the Haro Channel, and it is, we believe, also true that as far as any channel was known or used at the time of the Convention, it was the Rosario Channel, and no other. However, for reasons to be presently mentioned, we shall not insist on this point any further.

It will appear from what we have said that the debatable territory is composed not of one island, but a group of islands, all of which together would be transferred either to England or America, according as the Rosario or Haro Channel was taken as the channel for the line of delimitation. Accident, however, has brought one of those islands into especial notoriety, and attached its name to the whole dispute. The westermost of the group is called the Isle of San Juan, and on this island, though it had been recognised as disputed territory, General Harney, last summer, landed a body of American troops. We need not repeat the circumstances under which this violation of right was committed, though we may remark that the sole explanation offered by General Harney himself, failed absolutely to justify the step of which he is contrited. He asserted that American citizens, settled on the island, required the protection of American troops to defend them against the incursions of the Indians. But, even if this necessity could have been established, it would certainly not follow that the island thereby became any more American territory than it was before. Now, Gen. Harney not only furnished his countrymen with a military guard, but he took possession of San Juan as belonging to the United States, and proclaimed American laws and authority there, although it had been distinctly admitted by his own Government that the title to the territory was in dispute, and that until it was decided no such pretensions should be advanced by either of the claimants. These events brought the Isle of San Juan into notice as the bone of contention, although, in point of fact, the actual claim of the Americans would, if sustained, have given them a good deal more than this island, and our claim would have secured us not only San Juan, but the rest of the group besides.

We have said that we should be indisposed to rely exclusively on the letter of the treaty, although we regard it as eminently favorable to ourselves. Of course, if a rigorous policy is to be pursued, it is to the letter that we must appeal, and we shall have no reason to regret the proceeding, but we should prefer to see the question discussed in a more practical spirit of amity and conciliation. For such a course there are obvious reasons, but there is this reason especially: that we very much doubt whether the framers of the treaty really knew anything about the channel or course they were defining, so that we may seek in vain for the true spirit of the law. But, if there is obscurity on this point, there is perfect clearness on another. It was most sensibly presumed, at the time of the Convention, that the proceedings should be regulated rather by mutual utility and advantage than by any other consideration, and this ground we should like to see still retained. We believe that the course actually pursued by our Government is in conformity with this principle. We have reason to think that the proposals made to the Americans are such as may fairly satisfy both countries. Instead of standing out for the Rosario Channel, and the whole group of islands, as against the Haro Channel and none of them, a third channel is proposed for the boundary line, which will not only evade the two disputed courses, but will leave the Americans in possession of the larger share of the debated territory. This channel runs through the group of islands, and, though not so broad as either the Haro or Rosario Strait, is nethertheless navigable. In its course it cuts off the Isle of San Juan *alone to the west*, and consequently leaves us with this island only, while the Americans will retain the remainder. So considerable, in fact, is the concession thus made, that it reasonably suggests a little compensation, and we believe the American Government will be asked to give us the whole of a certain coast headland which the 49th parallel now cuts in two. We do sincerely hope that this reasonable proposal will be accepted. It appears to us to answer all those purposes of national convenience which the treaty originally contemplated. The Americans will secure the Rosario Channel to themselves, according to their wishes; and they will leave us with the Haro Channel, exactly as they desire. We on the other hand, although we shall lose three-fourths of the debated territory, shall retain the Isle of San Juan, and thus acquire a secure access to our continental possessions. In reality, the mere territory is of little consequence to either party. While safe navigation is of material consequence to both. By the arrangement now delineated each country will have a channel of its own, while the territory will be so divided that the American can make no complaint of their allotment. We really do not see how any adjustment could be more judiciously devised than one which will not wound the self-love of either State, which will give both States what is really necessary for their convenience, and which will thus terminate a protracted dispute by a sensible compromise.

Pickings from Vanity Fair.

TRIPLE-VERY.—The telegraph from the "The Times" reports that "when Mr. Bright last left Pawnee Fork five miles distant waiting for coach."

Couldn't they find an Indian beau?

THE NEW COMER AT NIBLO'S.—Is it a boy or a girl?

THE FIGHT BETWEEN HERNAN AND SAYERS.—Who shall have the pounds?

ALARMING SUSPENSE.—The friends of Thos. Hanlon, who does the "Ethiopic Delicacy" at Niblo's, entertain great fears that he may some night be arrested as a vagrant, because, during the principal part of his performance, he has no visible means of support.

GOOD NEWS FOR THE MEN.—The recent change in the style of female costume appears at once prudent and amiable; it is a sign that the ladies consider that their charms have been too *Long* Wasted.

MRS. FOR LUCY STONE.—Woman's best rights—The Marriage Rite.

"FOOTSLEIGH ON THE BOUNDARY OF ANOTHER WORLD"—Stepping over into New Jersey.

THE SQUATTER SOVEREIGN OF THE OLD WORLD.—The Grand Lama.

ADJOURNMENT OF CONGRESS.—Pro Rogueing.

AN ASPIRING YOUNG MAN, AND A SPIRAL.—The difference between the piece now playing at Wallack's and the one at the Winter Gardens, is, that the hero of the first is very much Straitened, while the hero of the other is All of a Twist.

RENUNCIATION OF CHRISTIANITY AND ASSUMPTION OF JUDAISM.—On Sunday afternoon a somewhat unusual ceremony took place at the Jewish Synagogue, on North St. Paul street, in this city. A young married lady of Gentile birth was received into the Israelitish fold at her own request. She is the wife of Mr. Charles Massebak, a clerk in the store of Bier & Stern. Mr. M. is an Israelite by birth. His wife is a German woman. They were married about a year and a half ago by a Protestant clergyman.

The ceremony was performed by the Rev. Dr. Sarner, in the presence of a large number of people, including many Gentiles. He first addressed the candidate, stating that the Jews were not a proselyting people, and had no desire to urge the acceptance of their faith upon others; but, if she really desired it, and came voluntarily for that purpose, with a full understanding of the matter, he would proceed. Her reply being satisfactory, he catechised her respecting her knowledge of the Mosaic law, and concluded by admitting her with the prescribed forms and observance as a member of the congregation. She also received the name of Jacobine. Subsequently, Mr. and Mrs. Massebak were married by Dr. Sarner, according to the Jewish rite—the former marriage having no sacred sanction under the Jewish law, though we believe the Israelites admit the binding force of the civil contract.

The whole of the ceremonies were impressive and solemn. They were conducted in the German language.—*Roch. Dem. 14th.*

List of Americans registered at the banking office of Lansing, Baldwin, & Co., 8 Place de la Bourse, Paris, from December 27th, to January 12th:

L. Ketcham, Mrs. L. Myers, A. L. Myers, M. J. Henriques and family, G. Melano, M. D., Jas. D. Davis, Dr. S. Ely, C. W. Richards, H. A. Stone and family, H. A. Schleecher, J. A. Voisin, C. T. Stagg, L. D. Robinson, C. H. Tomes, Dr. J. A. Kerrigan, Misses Kerrigan, Dr. S. Teets, W. P. W. Dann, H. C. Lawson, J. R. Mestrop, John D. Hill, M. D., W. T. Engle, Mr. Pengaskell and family, J. P. Francis and lady, R. Douglas and family, H. L. Brockman, A. D. Clark, Lester Clark, T. B. Bucklin, Jr., Geo. Wedeles, E. W. Quackenbos, W. H. Bodendamer, E. B. Abbott, and wife, A. Gardner, W. C. Burnap, H. A. Ward, A. Van Bergen, Jr., G. B. Butler, Jr., N. Y., Jas. Ramsdan Pennsylvania.

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IMPORTATIONS.

(Reported for the Press.)

RICHMOND—Steamship Virginia, Kelly—41 boxes tobacco J & E Armstrong; 32 do Dohan & Taitt; 40 do T Webster, Jr; 23 bales domestics Welling, Coffin & Co; 26 do Shipley, Hazard & Hutchinson; 10 bales do Tinsley, English & Co; 37 bales rags Server & Marker; 15 bales flaxseed Miller & Bro; 3 bbls dried fruit J Dilks; & Co; 4 bags feathers; 2 do dried fruit Innerjoh & Smith; 8 hhds old iron A Purvis; 133 empty casks Massey, Collins & Co; 8 bales cotton 3 boxes mdse 75 do various consignees.

BOSTON—Steamship Kensington, Baker—21 packages mdse Boenner, Reichert & Co; 33 Stones & Maxwell; 12 B W Chase & Sons; 18 bales skins; J C Hates; 151 pkgs mdse M W Baldwin & Co; T Barcroft & Co; T Prothingham & Wells; 10 bales mdse Dicke, Phillips & Co; 203 pkgs mdse Lewis & Son; 19 Bowers & Barnes; 18 cases boots Boker & Bro; 48 Brown & Pratt; 23 John Bayles; 19 O S Gallint; 8 F S Clayton; 22 Cooper, Farnum & Work; 30 Early & Harris; 307 R Ford & Co; 157 G S Feather; 12 Graff & Co; 5 O H Garden & Co; 164 Haddock, Reed & Co; 292 Hoadley & Harris; 3 S Henderson & Co; 62 Keene, Sterling & Co; 112 Levick, Rausin; 52 Lilly & Wilkins; 11 Myers, Chadwick & Co; 62 Nukerson & Co; 42 W W Pauli; 18 W M Shewell; 32 Siedenbach & Friedman; 35 J & M Saunders; 13 W Z Lippincott; 7 Tillinghast & Suffield; 183 H Thompson & Co; 61 Vandyson, Smith & Co; 43 Whelan & Co; 32 P Williams & Co; 32 White, Keith & Co; 100 pkgs Leech & Co; 10 do order.

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Ship Savannah, Rowland.....Liverpool, March 1
Brig Island Queen, Kee.....Havana, soon
Bark Joe Maxwell, Davis.....Lagunyra, soon
Bark Minnesota, Vesconcelos.....Rio de Janeiro, soon
Bark Tremont, Baker.....Barbadoes, soon
Schr Vienna, Colson.....Barbadoes, soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Feb. 18, 1860.

SUN RISES.....6 40—SUN SETS.....5 20
HIGH WATER.....11 51

ARRIVED.

Steamship Kensington, Baker, 50 hours from Boston, with mdse and passengers, to H Winsor & Son.

Steamship Virginia, Kelly, from Richmond, via Norfolk, 30 hours, with mdse to Thos Webster, Jr.

Schr B J Pickup, Pickup, 4 days from New York, with mdse to captain.

City ice Boat, Schellinger, 5 hours from Ready ice, and, having towed to the Buoy on the Middle, Brig Calvert, for Coast of Africa, via Charleston, which proceeded down under canvas. At 6 o'clock P M on Thursday, passed off Bombay Hook the steamtug America, having in tow ship Ann E Hooper, for New Orleans, and Brig Reindeer, for Sisal; also ship Gen Scott, Coast Pilot for Montevideo, and R G Whilden, for Mobile.

CLEARED.

Steamship Virginia, Kelly, Richmond, T Webster, Jr.

(Correspondence of the Philadelphia Exchange.)

LEWES, Feb. 18—8 A M.

A bark came to the Breakwater last evening, said to be the David G Wilson, from New Orleans for Philadelphia, and remains up to this time, in company with two barks, three brigs, and about forty schrs. The brig Alice Franklin, for Charleston, is detained at Lewes in consequence of the desertion of her crew, who have been apprehended in Georgetown, D C. A tug from this place will go down to-morrow, when she will depart for her destination. The weather has been very unfavorable for the last three or four days, but prospects are good for the better, with a light Wind from NW.

Yours, W. M. HICKMAN.

BY TELEGRAPH

(Correspondence of The Press.)

NEW YORK, Feb 17.

The brig Andover, from Boston for Alexandria, has put into this port with loss of various spars.

MEMORANDA.

Steamship Boston, Sellew, hence, arrived at Boston 16th inst.

Bark Germantown, Pinckney, from New Orleans for New York, before reported, was abandoned on the coast of Cape Hatteras. Capt P and crew were taken off by the schr Willie E Babbitt, bound to New York, and landed them at Egg Harbor 16th inst.

Bark Virginia Ann, Graham, for New York in 4 days, was at Buenos Ayres Dec 23.

Brig Mary Holland, (Br) Payson, from Glasgow for Philadelphia, was at Fayal 30th ult, to sail in 3 days.

Schr S Watson, at Havana 10th inst, was chartered to load 450 hhds sugar at Sagua for New York at $4 25 per hhd.

Schr Carthagena, Crapo, sailed from New Bedford 15th inst, for Philadelphia.

Schrs John Walter, Farren, and L A Danenhower, Miller, from Boston for Philadelphia, at Holmes' Hole 14th inst, and sailed again.

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This course of the Bampton Lectures has made a profound impression in England, and received the highest praise from critics of all schools. It takes great rank in the department of history, with the course of Dr. Mansel, the previous year, in the department of Metaphysics. It ought to put forever at rest all doubt of the credibility of Scripture history. The lectures, being more popular in style and varied in interest than those of Dr. Mansel, will attract a large circle of readers. The learned NOTES have been translated by an eminent scholar, and add greatly to the value of the volume.

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500,000 Acres for sale at prices ranging from 12½ to 75 cents per acre.

Patents secured and taxes paid.

Enclose stamp for Plat and particulars. feb9-3m

NEW YORK KEROSENE OIL.—100 bbls for sale at manufacturer's prices.

YARNALL & ODDEN,
472 North THIRD Street.
feb16-1m

G. GUMPERT, Importer—Just received, 65 cod best quality HAVANA CIGARS, which are offered for sale by G. GUMPERT, 151 CHESTNUT Street, above U. S. Hotel. feb16-1m*

NEW CROP NEW ORLEANS SUGAR.—20 hhds prime new crop N. O. Sugar, for sale by JAMES GRAHAM & CO., 151 Street. feb

INSURANCE COMPANIES.

UNITED STATES LIFE INSURANCE, ANNUITY, AND TRUST COMPANY OF PHILADELPHIA. Office, S. E. corner of THIRD and CHESTNUT Streets.

DIVIDEND FOR THE YEAR 1859.

The Directors, from the surplus or saving upon the business of the Company for the year ending December 31, 1859, have declared a BONUS to the Policy Holders to the extent of TWENTY-FIVE PER CENT., to be added to the insured amount, payable at death, or also the present value IN CASH, at the option of the insured.

ASSETS, JANUARY 1, 1860.

Cash on hand, and in banks	$46,262 40
Cash in bank at New Orleans	11 576 42
Loans on call, secured by ample collaterals	64,317 22
	$120,356 74
Bills receivable	101,576 83
Real estate, bonds, and mortgages	105,945 83
Bank, railroad, canal, and other stocks and securities	267,176 41
Loaned on policies, deferred premiums, and balances due from agents	56,816 27
Present value of annual premiums	1,007,570 80

DIRECTORS.

Stephen R. Crawford, Benjamin W. Tingley,
Paul B. Goodwin, M. D. Patrick Brady,
James Devereux, Thomas T. Lea,
Daniel Beideman, Georgs Junkin,
William W. Godwin, B. Franklin Jackson,
Alex. C. Hart, M. D. Pliny Fisk.

STEPHEN R. CRAWFORD, President.
BENJAMIN W. TINGLEY, Vice President.
JAMES B. MADARA, Secretary and Actuary.
JEREMIAH BONSALL, President.
JOHN G. GINGERICH, Vice President.
EDWARD W. DAVID, Secretary. ja25-tuthsly

DELAWARE MUTUAL SAFETY INSURANCE COMPANY,

INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835.

OFFICE S. E. CORNER THIRD AND WALNUT STREETS.

MARINE INSURANCE

ON VESSELS, CARGO, FREIGHT, } To all parts of the World.

INLAND INSURANCE

On Goods, by River, Canals, Lakes, and Land Carriage to all parts of the Union.

FIRE INSURANCE

On Merchandise generally.

On Stores, Dwellings, &c.

ASSETS OF THE COMPANY,
November 1, 1859.

Par.		*Market Value.*
$125,000	Philadelphia City 6 per cent. Loan	$125,000 00
$50,000	Pennsylvania State 6 per cent. Loan	51,625 00
$21,000	Pennsylvania State 6 per cent. Loan	21,000 00
$25,000	U. S. Funded 5 and 6 per cent. Notes and interest due	25,263 54
$50,000	U. S. Treasury 6 per ct. Notes and interest due	50,618 00
$35,000	Temporary Loan to the City of Philadelphia	35,000 00
$50,000	Pennsylvania Railroad 2d Mortgage 6 per cent. Bonds	45,500 00
$90,000	North Pennsylvania Railroad Mortgage 6 per cent. Bonds	19,500 00
$14,000	West Chester and Philadelphia Railroad Company 7 per ct. coupon bonds	13,600 00
$18,000,200	shares stock Germantown Gas Company, secured by ample guaranteed by the city of Philadelphia	18,000 00
$8,000,100	shares Pennsylvania Railroad Company	8,775 00
$6,000,100	shares North Pennsylvania Railroad Company	300 00
$9,850,shares	Philadelphia Tow Boat and Steam Tug Company, Philadelphia and Savannah Steam Navigation Company, Ocean Steam Navigation Company, Philadelphia and Havre de Grace Steam Tow Boat Company, Philadelphia Exchange Company	9,310 00
$458,880		$408,713 54
	Bonds and Mortgages, and Real Estate, Office See Building	75,262 52
	Bills receivable for Insurances made	101,576 83
	Balance due at Agencies—Premiums on Marine Policies, Interest, and other debts due the Company	65,564 68
	Scrip and stock of sundry Insurance Companies	5,300 00
	Cash on Deposit in Bank	67,050 31
		$821,555 87

DIRECTORS.

William Martin, Samuel E. Stokes,
Edmund A. Souder, C. A. Penington,
Theophilus Paulding, Henry Sloan,
John S. Newbold, Edward Darlington,
John C. Davis, H. Jones Brooke,
Samuel Grant, Spencer McIlvaine,
William Eyre, Jr., Thomas C. Hands,
James Allison, Robert Burton,
William C. Ludwig, Jacob P. Jones,
Joseph H. Seal, James B. Mc Farland,
Dr. R. M. Huston, Joshua P. Eyre,
George G. Leiper, John B. Semple, Pittsburgh,
High Craig, D. D. Morgan,
Charles Reily, " H. Bumstead,
" WILLIAM MARTIN, President.
SAMUEL GRANT, Vice President.
HENRY LYLBURN, Secretary. 416-ofl

FAME INSURANCE COMPANY, NO. 406 CHESTNUT Street, PHILADELPHIA.

INCORPORATED APRIL, 1856, BY THE STATE OF PENNSYLVANIA.

CONFINED TO FIRE AND INLAND RISKS.

DIRECTORS.

Samuel Wright, D. S. Birney,
Wm. W. Fox Sellers, J. W. Everman,
Chas. Richardson, Henry Lewis Pratt,
Geo. A. West, Jacob W. Stout,
O. W. Ozias, Jr., Jos. Maris Jones,
Thos. S. Martin, Menke Stern.

GEORGE W. HUMPHREY, President.
JONATHAN J. SLOCUM, Vice Pres't.
WILLIAMS I. BLANCHARD, Secretary. ja11-tf

LIFE INSURANCE AND TRUST COMPANY—THE PENN MUTUAL LIFE INSURANCE COMPANY, North-east corner of THIRD and DOCK Street. Assets, $302,225 26.

THIS COMPANY DOES the whole term of life—grants annuities and endowments—receives deposits of money, Real Estate, and makes all contracts depending on the contingency of Life.

They act as Executors, Administrators, Assignees Trustees, and Guardians.

TRUSTEES.

Daniel L. Miller, Samuel E. Stokes,
Benjamin Coates, William Martin,
Richard S. Newbold, James B. McFarland,
William J. Howard, Joseph W. Richards,
William H. Kern, James Euston,
Samuel Grant, Theophilus Paulding,
Charles Hallowell, Edmund A. Souder,
Henry C. Townsend, Daniel L. Hutchinson,
Spencer McIlvaine, John W. Horner,
William H. Carr, Ellis S. Archer,
C. V. Hagner, Samuel Bunting,
William Robertson, Samuel Christian,
Warner M. Kelp, Joseph M. Thomas,
John G. Brenner.

DANIEL L. MILLER, President.
SAM'L E. STOKES, Vice President.
JOHN W. HORNER, Secretary.

HOWARD FIRE AND MARINE INSURANCE COMPANY, No. 418 WALNUT Street, Philadelphia.

DIRECTORS.

M. W. Baldwin, Thos. W. D. Truitt,
J. Edgar Thomson, Wm. S. Hamilin,
John W. Sexton, C. E. Spencler,
William Kaigued, H. H. Houston,
J. G. Brugler, Joseph H. Lover,
E. S. Wareing, Charles F. Norton,
John B. Addicks, John Clayton,
R. M. Kendall, Edward A. Warne,
Thomas L. Luders, H. H. Shillingford.

THOMAS L. HOWARD, President.
WM. H. GARWIN, Vice President.
Secretary.—EDWIN BOOTH. de9

BURNETT'S COCOAINE.

The following testimonial is conclusive of its efficacy in the case of

DANDRUFF, BOSTON, Oct. 30, 1858.

GENTLEMEN: I have used your COCOAINE about six weeks, and its effect is so marked and extraordinary that I deem it my duty to state it to you.

My worst complaint for several years has been Dandruff, with itching and irritation of the scalp. After bringing my hair, my coat-collar would be covered with the white scales, (dandruff,) which looked like a shower of snow.

My barber tried various applications without effect. His change of your COCOAINE, and his obstinate refusal to use it, provoked me to procure and try it.

I have used less than a bottle. The dandruff, and the irritation, entirely ceased to be a source of annoyance to yourself and satisfactory to the Patent Office. You undertook very cautiously to cure, and presented them in that intelligible form which generally insured success. I forward this certificate, hoping that it may be serviceable to you in enabling