

TO THOSE AMERICAN CITIZENS WHO DESIRE TO BECOME EXHIBITORS AT THE WORLD'S FAIR, LONDON, IN 1862.

The U. S. Commissioners have nearly completed their arrangements, and the "Special Instruction to American Exhibitors," including extracts from the decisions of her Majesty's Commissioners, will be published in a few days. Meantime, we announce below, the names of those agents or Assistant Commissioners already appointed by the Executive Committee, whose duty it will be to examine and report to the Executive Committee on articles submitted and intended to be exhibited. On their approval, the "Permit of Exhibition," required under the English rules, will be issued at once. Applications to any one of these Assistant Commissioners, named below, must specify,

1. The name, in full, of applicant, and name of firm.
2. Nature of the business carried on by him or them.
3. Address—street, number, town, county. State.
4. Article or contribution offered, name and description (for catalogue), how worked and date of invention.
5. Number of class and section in which to be exhibited.
6. Space required for its exhibition, in square feet, and whether wall, floor or counter space.

Blanks for this purpose are in the hands of those Assistant Commissioners.

American Exhibitors, who choose, can send their contributions by any agent of their own, or any private or other means of conveyance, taking care to be provided with the "Permit of Exhibition," and to mark the packages and invoice them, and consign them, as required by the English rules, quoted in the special circular to be printed in a few days. Those who prefer, may send their contributions to the vessel, free, to be provided by the government for that purpose, which will sail on the 12th of January. Goods intended to go by this vessel must be in New York by the 10th day of that month. None will be received afterward to be sent by the government vessel.

Contributions will be received at the building, in London, up to the 31st day of March, 1862, and with a view to facilitate and to afford the largest opportunity to American citizens for their contributions, the Commissioners here will issue permits of exhibition till the 1st of March, 1862, and none later. No articles, therefore, can be admitted which are not ready on time, so as to allow the report of the agent or Assistant Commissioner to be made and forwarded to Washington by or before that date.

All packages must be directed and labeled as follows (labels in the hands of agents below): "To the Commissioners for the Exhibition of 1862, building in South Kensington, London. Contributions from the United States; forwarded under the sanction of the American Commissioners, by (name of special forwarder), agent at (point of shipment), from (exhibitor's name), of (residence), contents (state name and nature of article within), for class (number of class in which to be exhibited), value (\$), weight of package (lbs.), consigned to (name of agent of exhibitor, or general agent of commission), London."

All other information and circulars can be had by applying to the Executive Committee, at the office of the Commissioners, No. 10 Patent Office Building, Washington, to which address all letters and communications should be sent, or to either of the following-named commissions, assistants or agents, to examine and report on contributions. Articles now ready, examined, approved and permitted, may be sent to the care of Mr. Joseph E. Holmes, No. 61 Canal street, New York, agent here, and will be stored by him free of expense till the United States vessel sails.

The list of Commissioners and Assistant Commissioners appointed to examine, with their places of residence, are as follows:—

- Marshall P. Wilder, Esq., Boston, Mass.
- P. B. Tyler, Esq., Springfield, Mass.
- Frederick Smyth, Esq., Manchester, N. H.
- Charles Whittlesey, Esq., Hartford, Conn.
- T. J. Stead, Esq., (P. M. G.), Providence, R. I.
- Eli Whitney, Esq., Commissioner, New Haven, Conn.
- Joseph E. Holmes, Esq., No. 61 Canal street, N. Y.
- B. P. Johnson, Esq., Commissioner, Albany.

- A. L. Elwyn, M. D., Philadelphia.
- Charles Danforth, Esq., Patterson, N. J.
- Edward Atterbury, Esq., Trenton, N. J.
- James R. Partridge, Esq., Commissioner, Baltimore, Md.
- George H. Knight, Esq., Cincinnati, Ohio.
- J. H. Klippart, Esq., Commissioner, Columbus, Ohio.
- James F. Harney, Esq., Ladoga, Ind.
- J. W. Hoyt, Esq., Madison, Wis.
- Leland Stanford, Esq., Sacramento, Cal.
- W. Duane Wilson, Esq., Des Moines, Iowa.
- H. F. Q. d'Aligny, Esq., Copper Harbor, (L. S.) Mich.

THE ATLANTIC MONTHLY.

It is a common remark that the *Atlantic Monthly* is superior to *Blackwood's Magazine*. Long accustomed to read with very respectful admiration the delightful pages of "Maga," we have been slow to believe that it was surpassed by its youthful rival, but we have at last been brought fully to this belief. We had a strong prejudice against some of the writers, especially Mr. Higginson, which has been thoroughly conquered, and we now regard him as one of the most brilliant magazine writers in the world.

While the *Atlantic Monthly* will compare favorably with *Blackwood* in the learning, the variety, the wit, the vivacity, and the general literary ability which characterize its articles, its superiority is mainly due to the spirit which animates it. *Blackwood* is the advocate of the High Church and Tory party of England, while the *Atlantic* is thoroughly imbued with that large sympathy with universal humanity which generally pervades the higher walks of literature throughout the civilized world. Desiring the continued supremacy of a privileged class, the writers for *Blackwood* look with avowed jealousy and aversion upon the spread of education among the masses, while those of the *Atlantic* enter with temperate but hopeful zeal into the great movement which is raising the vast majority of mankind from the degradation of ignorance, intemperance and superstition, and is carrying our race onward and upward in the path of civilization. This difference in the spirit of the two publications gives great advantages to the American magazine over its Scotch prototype. Though the members of a clique or party may be tickled by adroit cuts at the weak points of the adversary, and though the boldest sophistry may be regarded by them as irrefragable logic, neither the wit nor the reasoning has the same charm for the indifferent public outside. The most powerful and cultivated intellect when employed in advocating the narrow interests of a class, finds itself cribbed and confined in, while a mind engaged in proclaiming the broad principles of universal justice, truth and right, is lifted by its theme to flights apparently above its power.

The *Atlantic Monthly* has done more to raise the standard and to enhance the fame of American literature than any other periodical publication, and we are pleased to see that the December number is not inferior to its predecessors. It is published by Ticknor & Fields, Boston.

THE KIND OF GUNBOATS WANTED.

A correspondent of the *New York Times* on board of the frigate *Roanoke*, states that gunboats of very light draft of water, not large frigates, are the kind of vessels now required to make an effective southern blockade. There are a great number of inland seas in the South, separated from the ocean by narrow necks of land, in which there are many shallow gaps, by which vessels of light draft can pass in and out and carry on an illicit traffic. The two gunboats *Resolute* and *Reliance*, drawing only from six to seven feet, are the very kind adapted for this service, and fifteen of such are needed. Each is 93 feet in length, 16 feet in breadth, draft of water 6 feet 5 inches, tonnage 100 tons. Their hulls are very strong; they are heavily coppered, and their sterns are protected by thick boiler iron. They are supplied with vertical direct-acting engines; the cylinders are 17 by 17 inches. The diameter of their propellers is 7 feet 8 inches, pitch 14 feet, and 4 blades. The boilers are return tubular 15 feet in length, by 6 feet ten inches in breadth, high 8 feet. Each boat consumes only about one ton of coal in four hours, and the boilers carry steam at a pressure of 100 pounds, and the en-

gine and boiler do not weigh quite twenty tons. They are stanch and very fleet little gunboats—perfect little bull dogs of war, and are a terror to all the smuggling, sailing schooners on the "secesh" coast of Virginia where they have been cruising.

Regimental Hospitals.

A most intelligent writer on this subject advocates regimental hospitals as being far preferable to general hospitals, because his experience has demonstrated the fact that they are not so liable to be overcrowded, and, at the same time, patients are not so liable to be neglected in them as in very large establishments. A temporary general hospital, near a scene of action, or a place undergoing a siege, has occasionally been found of great service. There was such a hospital establishment near Sebastopol, into which the men who were struck down in the trenches were first carried. It consisted of forty huts, arranged with three broad streets, paved with stone between them, and they were separated about twelve feet from one another. Ditches were dug along the sides of these streets, and the huts were dry, perfectly drained and thoroughly ventilated. By the English army regulations 600 cubic feet of air space has been allowed for each invalid and 800 cubic feet for those who are affected with "granular ophthalmia." This is a disease of the eyes which sometimes breaks out in camps and becomes an epidemic of an alarming character. Plenty of fresh air and fresh food, with the application of nitrate of silver, are the best specifics for it. Cleanliness of clothing, of person, and purity of atmosphere, with fresh food, warmth and pure water are the grand agents at the command of careful surgeons and nurses for the sick and wounded in armies.

The Pontoon Brigade.

The engineering brigade of the army of the Potomac is becoming exceedingly skillful and thoroughly disciplined in the construction of flying bridges with pontoons. Recently, and immediately after the great review of 75,000 troops, this brigade, under the supervision of Col. Alexander, in presence of General McClellan, constructed such a bridge three hundred feet in length in the short space of twenty minutes, and a file of soldiers at double quick time marched over it. It was sufficiently strong for bearing wagons and artillery, and the general and other officers present were highly gratified with the result. We have been informed that thirty-four boats are now being constructed for this brigade; each is to be thirty-one feet in length and two feet and a half deep, with the bottom flat. The width of the boat in the middle is six feet and a half, while the rear end is five feet and the front two feet and a half. The trestle-work consists of pine boards, capable of bearing a wagon or piece of artillery, and sufficiently wide to allow the passage of eighteen men abreast. The trestle boards are to be secured together on the boats, which are to be placed at a convenient distance, so that a continuous bridge is formed extending from 600 to 900 feet. On the outside of the boats are iron rings, by which, when being transported on land, they can be secured to the axles of a four-wheel wagon, the boats serving in place of the body of the vehicle to convey the trestles.

HORSE SHOING IN WINTER.—Some blacksmiths seem to forget that horses shod in the winter should have the inner side of the shoe of such configuration as to let go easily of snow balls formed within the hoof. It only requires a gradual increase in size outward, with no dovetailing in figure, and each ball, almost as fast as formed, will readily be parted with. Why could not the horseshoe, for city use, have a slight coating of gutta percha on its upper side, so as to break the momentum of blows on the paving stones? This would materially ameliorate the difficulty so frequent in cities, where one-fifth of the horses have their feet ruined in a few years by continually treading on too solid pavement.

The carrying capacity of the marine fleet trading between Chicago and Eastern seaports is not far, if any, below 45,000,000 bushels of grain, yet the receipts of produce at that port for the present season have been so immense that this fleet has been unable to carry it off as fast as it accumulated, and at the close of navigation will leave at Chicago over 3,000,000 bushels of grain in store.