From Lee's Mercury.

Manufactures in America —The progress of manufactures in the United States of America, is a subject deserving the most serious consideration of the Government and the people of this country, in connection with the question of the Corn Trade. Two paragraphs will be found in another part of this paper, which show that the cotton and woolen manufactures are rapidly extending both in New England and in the Central States. At a kind of fair held in Boston in the course of the last month, the quantities of domestic manufactures disposed of were larger than was ever before known in America; and in the neighborhood of Philadelphia, at the very time when British manufactures were at the lowest depression, and when tens of thousands of our workmen were unemployed, the demand for power loom weavers was greater than could be supplied. American manufactures are yet in their infancy; but when it is recollected, that scarcely a manufactory existed there in 1812, and that now many very large ones are established in Massachusetts, New Hampshire, Vermont, New Jersey, and Pennsylvania; that they go on increasing with astonishing rapidity; that the Americans have all our latest inventions in machinery, and have even improved on some of them; that there is a steady demand for domestic manufactures; and that some kinds of cotton goods are even sold for exportation—we must perceive that the Americans might, at no very distant period, render themselves independent of foreign supplies. In the cotton manufacture they possess a very great advantage from having the raw material in their own territories, whilst we are obliged to bring it across the Atlantic, and to send back the goods which are to compete with those of American manufacture at a great expence for freight, insurance, commission, &c. and not lightened by passing through so dense a medium of taxation. Nor are the Americans one whit behind us in mechanical ingenuity, manual dexterity, industry, or tradesman-like habits: on the contrary, we believe they are fully equal to any people in the world in all these respects. Their superiority in ship-building and in steam navigation are striking proofs of their talents in this way; but, what is more to our present purpose, we know, on good authority that they have adopted all our most recent inventions in machinery, and that they have even succeeded in applying the power loom to the woolen manufacture, in *which the English have hitherto failed.* Their spirit of enterprise is astonishing; and such are their keenness and sagacity in the pursuit of their own interest, that we believe a Yankee would be an overmatch for a Scotchman.

We are persuaded that nothing would give so effectual a check to American manufactures as the repeal of the British Corn Laws, and that nothing will so much encourage them as the continuance of those laws. Nor is this a matter of trivial importance to England. We export a larger quantity of our manufactures to the United States than to any other country; about 7 millions sterling is the annual value of that trade, of which, perhaps, nearly one tenth goes from the town of Leeds This commerce cannot be superseded in a day, nor in a dozen years, but, so long as our Corn laws exist, the Americans have strong inducements to set up rival manufactures, which will ultimately exclude ours. We must not calculate on the Americans making a slow progress, like the European countries, in any object to which they may devote themselves. They are a nation of gigantic powers, and the mere circumstance of their political freedom gives a spring & energy to all their efforts, which sets calculation at defiance. A duty of fifty per cent. on British goods, and a general opinion in the people that we deal with them unfairly, would give an astonishing impulse to their native manufactures.

They would lose by such a policy it is true; but the only question for us is, would not England lose by it even more than America? If we wish to maintain our commerce and manufactures, and to sell to all the world, we can only accomplish that object by allowing all the world to sell to us.—

RAILWAYS.

The following account of the operation of the Darlington and Stockton Railway, in the conveyance of passengers and light goods, is copied from the Caledonian Mercury. On this Railway, the *first* constructed in England for the conveyance of persons, six or seven coaches already start daily from each place, and, upon an average, 150 passengers per day, or 54 750 per year, travel from one place to the other by this novel mode:—

Railway coaches are now plying regularly on the level part of that way, one between Darlington and Brusselton, which runs once a day and back again, and two between Darlington and Stockton, which run each twice a day and back. These coaches are each drawn by a single horse, and yet carry six passengers inside and from fifteen to twenty outside, besides a due proportion of luggage, and run at the rate of ten miles an hour. The above seems an enormous load for one horse to run with, and at such a speed; and yet to look at the animal, it appears to make scarcely any exertion, certainly not so much as a horse in a gig. It is only occasionally that he gives the vehicle a pull; at other times, even in ascending from Stockton to Darlington, the traces seemed to hang quite loose; and by far the greatest exertion appeared to consist in skeeping on his own motion. The same horse which runs the coach down from Darlington to Stockton, brings it up again the same day. The coach consists merely of the body of a common inside and outside heavy coach set on a strong frame, with four wheels adapted to the railway, and considerably smaller than those of a carriage. The frame appeared too strong and heavy, and improvements might be made on this as well as on other parts of its construction, which seemed far from being the most suitable for this new mode of travelling. The coach had no springs of any kind, and yet the motion was fully as easy as in any coach on the roads. A very slight jolt is felt, accompanied with a click or rattle, every time the wheels pass over the joints of the several rails, and also at the breaks which occur at the different passing places, and these, if any thing, feel harsher than in a coach, but in other respects the motion is fully smoother and easier, and with a set of good springs would far surpass any thing hitherto experienced on the best turnpikes. The coach never turns on the railway, but can be drawn either backwards or forwards with equal facility: the horse being merely unyoked from one side and yoked to the other, which is done in less than half a minute. To suit this arrangement, the front and back of the coach are made exactly alike, with the seats for the coachman, guard, and passengers, the same at either end, and the yoking place for the horse. Such is the extreme mobility of the whole vehicle and its load along the railway, that when once set in motion it is not easy stopping it; it is not enough here to 'pull up,' according to the coachman's phrase: it requires an aparatus for the purpose, termed a brake, the operation of which is peculiar. It consists of a long arm or lever, turning on a centre between the fore and hind wheels at one side, reaching from thence up to the coachman's box, & having a short arm below, which by moving the long one, can be made to press strongly on the rim of the wheels and this creating a considerable friction, soon brings the carriage to rest. When the carriage is in motion, the long arm of the brake rests on a hook under the coachman's seat; and when he wishes to check the motion of the vehicle, or to stop it altogether, the driver unlocks the brake, sets his foot on the extremity of the long arm, and pressing the short one against the wheels, this instantly checks the motion, and gives him the complete command both of the coach and the horse, let them be moving ever so rapidly. At any bends on the road, or other place where the view is obstructed, the coachman blows a horn to give warning of his approach to any wagons or vehicles that may be coming or going on the way; and in meeting or passing, either the coach or the vehicle go off into some of the passing places, and then return into the main line.

On some occasions it happens, through inadvertence or other causes that both coaches meet in a place between two partings, and when neither can get out of the way of the other. Things seems approaching to a complete stand when one of the coachmen unyokes his horses, reyokes him in an instant to the opposite end and draws the carriage back to one of the passing places, which he enters, allows the other coach to pass, and then resumes his course. —The whole affair is managed with surprising facility and it is wonderful how little these obstacles which appear at first sight very serious really obstruct the progress of the traffic, although undoubtedly the true remedy is to have a double line of rails the whole length of the way.

'It was on our way from Brusselton to Darlington,' according to the journal of our informant, 'that we met the Express coach coming up, and which was viewed with much interest, being the first of the kind we had ever seen; it was well loaded having 16 outside and 6 inside passengers it was drawn by one little pony, & seemed to be going at the rate of nine miles an hour. Next day we mounted ourselves on the top of the Defence coach and started from Stockton highly interested with the novelty of the scene and of this new and extraordinary conveyance. Nothing appeared more surprising than the rapidity and smoothness of the motion considering the coach had no springs; and also the ease with which the animal drew his load.—Most of the way is laid with rails 18 feet long and here the only irregularity in the motion arose from the joining of the rails at each of which the coach gave a very slight jerk. This however, we have no doubt will be greatly reduced, if not entirely removed by an improved mode of joining the rails which has since been introduced and consists in lapping the one over the other at the joints.—Some parts of the way were laid with rails of cast iron joined at every four feet and in coming upon these the difference of motion and of feeling was quite remarkable.

The jerks and jolts in passing over the joinings, of the rails were more frequent, more audible, and more sensible, resembling exactly, as the coachman justly observed to us, the cliking of a mill hopper and the whole motion was more irregular and harsher than before although still far more easy than in a similar vehicle on a common road. Nothing however, demonstrates more clearly the advantrge of long rails and few joinings, and the importance of forming these with all the accuracy which can possibly be devised. We left Darlington with thirteen outside passengers and two or three inside, and picked up various others on the way. In regard to passengers, the coach appears to be no way limited in its numbers. The coachman informs us that one day lately, during the time of the Stockton races, he took up from Stockton nine inside and thirty-seven outside, in all forty six. Of these some were seated all round the top of the coach on the outside, others stood crowded together in a mass on the top and the remainder clung to any part where they could get a footing.—On that occasion he had two horses. We started from Darlington at 14 minutes past eight and arrived at Stockton at 35 minutes past nine making the journey of 12 miles in one hour and 21 minutes, including 11 minutes at least spent in taking in and letting off passengers. This is fully at the rate of 10 miles an hour. But on comparing the speed in different parts of the way which is easily done by means of posts which are erected at every quarter of a mile we found it frequently as high as 14 miles an hour.—We again left Stockton at 12 minutes past one with 15 outside passengers and two or three inside and arrived at Darlington at 25 minutes past two.—The fare for outside passengers is only one shilling for the whole twelve miles and for shorter distances at the rate of one penny per mile. The inside fares are exactly double of this.'

CONGRESS.

WEDNESDAY Dec. 20.

In the Senate, yesterday, Mr. Hayne, from the Select Committee to which was referred the bill 'to establish an uniform System of Bankruptcy throughout the United States,' reported the same without amendment. The bill was made the order of the day for Tuesday the 26th of December. The resolution offered on Monday by Mr. Johnson, of Kentucky proposing an examination of sites, with a view to the establishment of a National Armory n the Western waters, was taken up. After some discussion, it was laid on the table till to-morrow.

In the House of Representatives the various resolutions laid on the table yesterday were adopted with various modifications —excepting the resolution offered by Mr. M'Hatton, of Kentucky, relative to a National Armory at Horse Shoe Bend, which the House refused to consider. The House went into Committee of the Whole on the bill to authorize the importation of Brandy in casks of not less than fifteen gallons, which passed through committee without amendment; but some discussion respecting its provisions arose in the House, which was cut short by a successful motion to adjourn. Among the resolutions agreed to, was one from Mr. Cook, instructing the Committee on Roads and Canals to inquire into the subject of granting to the State of Illinois the lead made at Fever River, to aid in opening a Canal from Lake Michigan to the Illinois river; and another offered by Mr. Mitchell, of South Carolina, instructing the Committee on Naval Affairs to inquire into the expediency of appropriating annually $500,000 to the gradual increase of the Navy. Resolutions were laid on the table by Mr Haile, of Mississippi, calling on the Secretary of War for information of any encroachment by white persons on the lands granted to the Choctaw Indians; by Mr. Moore, of Alabama, asking of the same Department information as to the direction in which the Topographical and Civil Engineers have been employed, under the act of 1824, appropriating 30,000 dollars for surveys, &c.

THURSDAY, Dec. 21.

In the senate yesterday, the resolution submitted on Monday by Mr. Johnson, of Kentucky, relative to the establishment of an Armory on the Western waters was taken into consideration, and after some amendments had been offered, it was laid on the table.

In the House, some discussion took place on a motion of the committee on Military Affairs to be discharged from the further consideration of the Georgia militia claims; which motion was opposed with success. The bill to provide for the importation of brandy in casks of not less than 15 gallons, was postponed until Tuesday next. The bill to provide for the payment of Interpreter's fees in the United States' courts in Lousiana went through committee, where it was amended so as to extend its provisions to all the states and territories. Several private bills were also acted on; and the resolution offered on Tuesday by Mr. Haile, of Mississippi, relative to encroachments on the Choctaw lands, was adopted with an amendment offered by Mr. Conway, of Arkansas, which will be found in our regular report.

FRIDAY, Dec. 22.

In the Senate no business of importance was transacted yesterday; at half past 12 o'clock, the Senate went into consideration of Executive business.

In the House of Representatives, immediately after the reports from Committees had been received, Mr. Metcalfe, after a few remarks on the death of his late colleague, Robert P. Henry; Mr. M'Hatton, of Kentucky, after some similar remarks on the death of his predecessor: Col. James Johnson; and Mr. Miller, of Pennsylvania, after a few observations having reference to the death of his late colleague Henry Wilson, moved resolutions that the House in testimony of respect for these gentlemen, do wear crape on the left arm, for thirty days. The resolutions were unanimously adopted; and the House then adjourned.

SATURDAY Dec. 23.

In the Senate, yesterday, the bill for the relief of Lieut. McKeever, allowing him further remuneration for expenses incurred by him in prosecuting to condemnation two slave vessels, was ordered to a third reading. Mr. Marks submitted a resolution, referring to the Committee on Military Affairs the report of the Commissioners appointed under the Act of the 3d of March, 1823, entitled "An Act to establish a National Armory on the Western waters." Mr. Johnson, of Kentucky, from the Select Committee on the bill for abolishing imprisonment for debt, reported the bill with amendments. At 1 o'clock, the Senate went into the consideration of Executive business. Mr. John McKinley, appointed by the Legislature of Alabama to supply the vacancy occasioned by the death of Henry Chambers, appeared on Thursday last, was qualified, and took his seat.

In the House of Representatives, a brief discussion was elicited by a resolution offered by Mr. Cook, the object of which was to obtain some relief for the purchasers of lands who, not having completed their payments, have incurred the penalty of forfeiture of the lands. His resolution asked for the appointment of a Select Committee to inquire into the expediency of exchanging these certificates for scrip, which the holders might dispose of for other lands. The resolution was amended, on motion of Mr. Campbell, so as to be referred to the Committee on Public Lands. Among the other resolutions offered was one by Mr. Ward, of N. Y. relative to the increase of the duty on foreign slate. A resolution was offered by Mr. Weems, and referred, suggesting some amendments in our laws relative to naturalization. The bill providing for the payment of Interpreter's fees in certain Courts of the U. States, was rejected. Several private bills were acted on in Committee of the Whole, and ordered to be engrossed for a third reading: and one or two private bills were passed. Both Houses adjourned to Tuesday next.

WEST POINT.—The National Journal publishes the report made by the Committee of the Board of Visiters at West Point in June last, and subsequently sanctioned by the Board. We avail ourselves of the annexed abridgement of its contents, prepared to our hands by the same paper The Report furnishes an interesting view of the course of studies which is pursued at that valuable institution: and of the manner in which the means afforded to it by the liberality of Congress were applied. It makes many suggestions of improvement which are all worthy of attention; and will no doubt form the basis of application to Congress for an extension of governmental patronage The abolition of the department of English grammar, rhetoric, the constitutional law, and political economy, is suggested on account of its being so imperfectly filled, and these branches being so superficially taught. There are eighteen suggestions of improvement with which the report concludes. The first relates to a chapel, which is required; 2dly, a *gymnasium*: 3dly, an addition to the library, for which an appropriation of $2000 for this year and $1000 for future years, is proposed: 4thly, an increased chemical apparatus for which an appropriation of $800 this year, and $150 a year for future years, is suggested: 5thly, an appropriation of $1000 is suggested for a mineralogical cabinet, 6thly, the repair of the philosophical apparatus is suggested: 7thly, $400 is suggested to increase the mathematical department: 8thly, $500 is recommended to be given for the purchase of casts and engravings: 9thly, for the purchase of models in civil and military engineering, an appropriation of $1200 is suggested: 10thly, the establishment of a department of chemistry and mineralogy is recommended: 11thly, a native French teacher is recommended instead of the Cadet now employed: the 12th suggestion relates to the exclusion of Cadets from employment as teachers, and the substitution of Lieutenants: the 13th suggestion refers to the addition of 14 Lieutenants for that purpose: the 14th recommends the employment of an assistant librarian at 25 dollars a month: the 15th recommends that no Cadet shall be admitted under 15 nor above 18 years of age: the 16th recommends that no Cadet shall be received who does not understand English grammar and geography: the 17th proposes that Cadets who receive commissions shall remain one year after their promotion at the academy, to be employed in teaching civil and military engineering: and the last suggestion is, that the superintendent shall be made directly responsible to the Secretary of War, and, if necessary, be made a part of the general staff of the army.

The report concludes with a warm and gratifying testimony to the general excellence of this national institution, and a well merited panegyric on the superintending officer, to whose vigilance and capacity it is so greatly indebted for the high reputation which it now enjoys.

THE BANKRUPT BILL.

A Washington correspondent of the New York Evening Post gives the following information upon this subject:

The legal committee of the Senate, who have been for some time very industriously employed in re-considering and new modeling the Bankrupt Bill, have at last finished their labours, and agreed upon a bill which they will report to the Senate on Monday. I have not seen the proposed bill, and of course cannot give you its details with any minuteness or accuracy. I learn in general from some of the committee, that it is strictly confined to cases of Commercial Bankruptcy, on the principle of the late English Act. All that part of last year's bill which was of the nature of a general insolvent law for the relief and discharge of the insolvent debtors on their own application, is now omitted, and all the provisions are confined to merchants and traders.

The several *acts of bankruptcy,*) as they are technically called in the English Law,) which may entitle a creditor to claim a commission of bankruptcy against his debtor are enumerated and defined; and in addition to those of the former bill, a *stoppage of payment* is constituted one of them.

The Law is proposed to be administered by a single commissioner in each judicial district, to be paid liberally, by the day, and to possess extensive powers. This, I presume, will be a sort of judicial office, requiring professional learning and experience.

The commissioner is empowered to appoint sub commissioners for various purposes.

These and other details were settled after much deliberation and discussion in a very able committee, with the aid of many suggestions, communicated by several distinguished judges and jurists

It will be warmly opposed in the Senate, but I think will pass that body, though perhaps with material modifications.

Easton Gazette.

EASTON, MD.

SATURDAY EVENING, DEC. 30.

Extract of a letter to the Editor, dated,
ANNAPOLIS, Dec, 26, 1826.

"We met yesterday, and had the role of the House called; but, from respect to the day, adjourned until 10 o'clock, this morning. Immediately after which we went into an election for various Officers, when the result was as below.

For Speaker.

James W. McCulloh, 46,
John G. Chapman 28.

Chief Clerk.

John Brewer, 59.
Louis Gassaway, 16.
Gideon Pearce, Assistant Clerk, *unanimously.*
Gotleb C. Grammar, Sergeant at Arms.

Committee Clerks.

Jacob S. Smith, 32.
George A. Farquhar, 27.
David Ridgely, 28.
Benjamin Seegar, 36.
James Milburne, 31.

"The Senate have chosen Edward Lloyd for their President—William Kilty, chief clerk, Joseph Nicolson, assistant clerk—Hines committee clerk, Andrew Slicer, Messenger and Mr. Peaco, Door-Keeper."

APPOINTMENTS

By the PRESIDENT, *by and with the advice and consent of the Senate.*

William Beach Lawrence, of New York, as Secretary of Legation to Great Britain, in place of John A. King, resigned.

William Rossell, of New Jersey, as Judge of the United States, for the District of New Jersey, in the place of William S. Pennington, deceased.

Samuel R. Betts, of New York, to be District Judge of the United States for the Southern District of New York, in place of William P. Van Ness, deceased.

Thomas Finley, of Maryland, to be Marshal of the United States for the District of Maryland, in place of Paul Bentalou, deceased.

William J. Sever, of Massachusetts, to be Consul of the United States, for the port of Santa Martha, in the Republic of Colombia, vice Harris R. Fudger, deceased.

Harry J. Thornton, of Alabama, to be Attorney of the United States, for the Northern Districts of Alabama, in place of Frank Jones, deceased.

Lewis Warrington, a Captain of the United States Navy, as Commissioner of the Navy, in place of Jacob Jones, resigned.

Alexander Randall, of Maryland, as Collector of the Customs for the District, and Inspector of the Revenue for the port of Annapolis, Maryland.

William Reynolds, as Surveyor and Inspector of the Revenue, for the port of Bristol, Rhode Island.

Andrew S. M'Girth, of Missouri, Receiver of Public Moneys for the Western District of Missouri, in place of Young Ewing, resigned.

Andrew F. Perry, of Alabama, to be Receiver of the Public Moneys, for the District of Conecuh Court House, Alabama, in place of John Herbert, deceased.

Benjamin L. C. Wailes, of Mississippi, to be Register of the Land Office at Washington, Mississippi, in place of Beverly R. Grayson, resigned.

Robert Young, of Ohio, Receiver of Public Moneys for the District of Piqua, in Ohio.

Bernard Van Horne, Receiver of Public Moneys for the District of Zanesville, Ohio, in place of Isaac Van Horne, resigned.

From an authentic source at Washington we learn that the Convention recently arranged at London by our Minister, Mr. Gallatin, fixes the total amount of compensation to be paid by the British Government for Slaves, Tobacco, &c. carried off by the British officers subsequent to the Treaty of Ghent, at *one million two hundred thousand dollars.* The amount claimed by our citizens exceeds $1,500,000, viz —by those of Maryland, $280,000; Virginia, $520,000; Louisiana, $150,000; Georgia, $480,000; Alexandria, $118,000; Maine, $16 000; Mississippi, $6000; and Delaware, $7000.

From the same source we learn that, as a measure of retaliation, it is believed that Congress will interdict the Trade to the British possessions on the Continent of North America, which are not closed by the late Order in Council.—*Amer.*

The ships of the line on the ways at Charlestown Mass. have received the names of New Hampshire and Virginia.

The *Honduras Gazette*, of Nov. 4, 1826, contains the proclamation of the British Commander in chief of all his Britanic Majesty's settlements and possessions in the Bay of Honduras, issued in obedience to Orders in Council, closing all the harbours and ports in the said bay, against the ships and vessels of the United States and forbidding their entry therein for any purpose of trade, after the first of December.

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