159. An act to incorporate the Trustees of New Town Academy, in Worcester county.

160. An act to make valid a deed, from Solomon Shepherd and Susanna Shepherd, to William Shepherd

161. A further additional supplement to an act, entitled an act passed at December session 1831, chapter 138, for the regulation & improvement of the village of Denton, in Caroline county, and for other purposes.

162. An act relating to the sheriff of Harford county.

163. An act to authorise the appointment of commissioners & the division of Worcester county, into school districts, and for the purposes therein named.

164. An act to provide for building a Court House in Montgomery county.

165. A further additional supplement to the act entitled, an act for quieting possessions, enrolling conveyances and securing the estates of purchasers

166. An act to divorce Martha A Kelso, of Baltimore county, from her husband Parkin Hollingsworth.

167. An act to divorce Manuen B Denson, of the city of Baltimore, from his wife Theresa Ann Denson.

168. An act to authorise and empower persons owning real estate on any of the navigable waters of this State, to construct wharves thereon.

169. An act to authorise Samuel Jordan, former collector of taxes in the second collection district, in Baltimore county, to complete his collections.

170. An act relating to Chatsworth street, in the city of Baltimore.

171. An act for the relief of Benjamin G. Cole, former sheriff of St. Mary's county.

172. An act to authorise George A. Diggs to bring into this State a negro slave

173. An act to continue in force the acts of Assembly, which would expire with the present session of the General Assembly.

174. An act to authorise an empower the Levy court of Frederick county in their discretion to purchase the bridge over the river Monocacy, on the public road leading from Frederick city, to Georgetown and Washington city.

175. An act to divorce Caleb Rhodes, of the city of Baltimore, from his wife Fanny Rhodes.

*[To be continued]*

## ADDRESS

*Of the City of Baltimore to the People of Maryland.*

Fellow Citizens:—The recent adjournment of the Legislature, and the determination of that body to hold an extra session on the fourth Monday of May, for the purpose of deciding upon the great question of the Internal Improvements of the State, have presented to our consideration a subject of most engrossing interest. The pendency of this question calls for the earnest and immediate action of every portion of the State. The members of the General Assembly look to their constituents for instructions. It is their right to ask these instructions; it is the duty of the people to give them promptly.

The Citizens of Baltimore have been the first to move in this emergency It was peculiarly their province to take the earliest occasion to express their own opinions on the subject in discussion and to invite the people of the State to do the same thing. Baltimore has an immense stake in the success of the public works; she has contributed largely to their accomplishment; she expects to contribute much more Every interest in Maryland has a fibre that connects it with Baltimore. The welfare of every county is in part the welfare of the City; and in return, the welfare of the city is materially the source of prosperity to the counties. Her advance in population, trade and resource supplies a most important addition to the wealth and power of Maryland. Her hopes are the hopes of the State: her strength is the strength of the State: her sentiments she persuades herself will be the sentiments of the State It was therefore her duty to move promptly in this matter.

Actuated by these convictions, the people of Baltimore lost no time after the adjournment, to convene together and adopt measures proper to the occasion — Their meeting was held on the 6th inst. They passed resolutions inviting their fellow citizens friendly to Internal Improvements throughout the State, to meet them in Convention at the City of Baltimore on Monday the second day of May next. To this convention they respectfully invite every city, town, village and election district, in every county, to send a delegation of friends to the great works of Internal Improvement in the State.

The proposed convention must be a great instrument for the accomplishment of good; but its efficacy will depend altogether upon the zeal with which it is sustained by the people.

Let us state briefly to you our reasons for asking this Convention.

You all know that a crisis has arrived in the internal affairs of Maryland;—a crisis which demands the most energetic measures. This crisis has sprung out of a multitude of causes. We will enumerate some of them

First. Pennsylvania has completed her immense line of Canals and Railroads; they have cost her upwards of twenty millions of dollars. Their results upon her prosperity and power are beyond all calculation. They have repaid her ten fold,—yes, a hundred fold—in benefits The great trade of the west has been rolled into her mart, and that trade increases yearly to an extent which must throw upon her the wealth of empires. It should be divided with Maryland; and may be divided with us whenever the wisdom of our State shall provide it a way, and welcome it to our towns. The inclinations of the western people, their geographical position, all make it certain that a large share of the western commerce must seek our markets when we give it the aid of the proper roads and canals. This abundance poured into the lap of Maryland cannot fail to elevate her into the rank of the most powerful States of the Union. It will greatly increase our population, our public revenues, the value of our lands and the sale of the produce of our soil.

Second. The west is directing her enterprise towards the extension of the improvements of Maryland from the Ohio River to the Lakes, and from the Lakes to the Mississippi. The States beyond the Ohio are all in motion. Their desire is to make the way easy from the remotest Lake frontier into the very bosom of our State. Their works are dependent upon ours; they are waiting for us.—When they are completed, we shall have a communication with Lake Erie of less than two days journey from Baltimore. with Lake Michigan of less than four days; and with the Upper Mississippi of less than six days. We shall have this, if we do justice to ourselves, in the lapse of a few years. To what still more remote confine this chain of communication and its various branches shall extend, no man of the present day can conjecture. The scheme now in our view, and which is soon to be finished far surpasses the greatest exploits of inland transportation known to the old world. The necessity for our action is most urgent. Our State must do her part, and do it at once, lest our neighbor States take these connections into their own borders. Every man in Maryland who examines the subject and studies his map will see that he should now be at work to secure the communications to his own State.

The third cause which has brought us to the crisis, is to be found in the efforts of the States all around us. New York is now making two rail roads, besides her canal, to the West. She cares not for the millions they are to cost. Pensaylvania has her canal; but she is at work to get a rail road, besides, to the same limit. This is already finished in part, and under contract, as to part, from Philadelpoia to Chambersburg; the State will soon take it to the Ohio. Virginia is making her line from Richmond to the mouth of the Kenhawa. South Carolina is making hers from Charleston to Cincinnati. When these States are busy we should not be idle.

Fourth. The Canal and Rail Road to unite Maryland with the west have both come to a halt for want of money If they are to go no further, all, or nearly all, that has been already expended upon them will be lost to the State. Certainly the State will lose all the promised benefits of the connection with the Ohio which are so important to our prosperity. Such works as these cannot be permitted to stand half finished The State holds the value of upwards of three millions of dollars in them. She has borrowed this money, and must pay the interest. When she borrowed it, she did so with the conviction that, upon the works being finished, they would yield her enough to pay the interest, while the people would enjoy all the benefits of their transportation and trade It was a wise and sound reckoning, and will be made good. But, let it be remembered the works must be *finished*, to justify the hopes of the State They must be finished *quickly*, because the longer they are delayed the longer shall we be before we get the expected remuneration.—They must be finished quickly, because it is right that the present generation should enjoy them as well as posterity—They *can* be finished quickly if the people of Maryland so determine.

A due consideration of these four causes which give importance to the present juncture, will show the people of Maryland, that the State must lose much by her delay to act decisively on the questions to be proposed to the Convention. There are other reasons which indicate the peculiar fitness of the present moment for action, even if no loss were, to follow our delay.

First The period is most propitious, because our country is now singularly rich in resource. She enjoys an overflowing treasury, unlimited credit, an immunity from taxation, and profound peace with all the world. Every State in the Union is strengthened by this condition of the General Government; and by common consent they have all turned their thoughts towards the improvement of their domestic resources. Civilization is pushing its conquests over the most remote frontier, and trade is following in her footsteps. The wealth of the new States is profusely distributed into the coffers of the old, by that increasing commerce between them which sheds equal bounties upon both —It is naturally a time to apply all our energies to perpetuate and enlarge these advantages.

Secondly. Maryland possesses peculiar sources of wealth in her Allegany Mountains, which the completion of the canal will develope to the happiest extent The Coal mines of that region are destined to attract the most earnest consideration of a large part of the Union.—All New England will, before many years, be supplied with fuel from Maryland. The coal trade will build up a city of itself at that point where the Canal meets the Chesapeake. The collier vessels which will transport this commodity will be as numerous as those which ply along the coast of Britain, their pursuits will be the cherished objects of government support; their decks the first & best and most numerous schools of seamen for the American Navy. It is the policy as it will be the glory of Maryland to give the first impulse to this splendid result, by the vigorous and early prosecution of the Canal to Cumberland.

Thirdly. The State is urged to instant action for the completion of the great Western Rail road, not only by the considerations heretofore thrown out, but also because, the completion of it now, being of great importance to the Union as necessary to the transportation of the mails, will insure a valuable contract with the General Government;—a contract which will tend to increase the certainty of reimbursement to the State of whatever she may engage to pay for interest on capital to be borrowed for this work.

Fourthly. It is highly expedient for the State, at this time, to contribute largely to the completion of her public works, because being in possession of the soundest credit, both at home and abroad that credit may be used to bring to her citizens a considerable amount of foreign capital, which being destined to be spent in valuable improvements within her Territory, will produce the triple benefit of promoting the works, employing her people, and giving vigour to her various banking institutions lately organized with reference to the manifest want of banking capital in the State.

These, fellow citizens, are some of the most prominent arguments which have induced the City of Baltimore to invite the formation of the convention of the 2d of May next.

It is well known that a majority of the Legislature are altogether friendly to an extensive system of Internal Improvement. It cannot be doubted that the people are so. At the late session of the Assembly several gentlemen unquestioned friends of the public works, did not sustain the bill reported by the committee, because that bill contained features not altogether consonant with the wishes of particular districts of the State. I was a great measure of momentous import, and involving a grave responsibility on the part of its supporters and opponents The session had been one of unusual labour and anxiety. This very important measure came into debate at a late period, and it was obvious that its discussion was embarrassed by a sense of its magnitude & by the pressure of the approaching adjournment. Under these circumstances it was a natural and a wise suggestion for the Legislature to take a breathing space, with a view to further reflection and consultation with their constituents They accordingly adjourned to meet again on the 23d of May, consigning in the meantime, the subject to an intelligent joint committee of both houses who are instructed to report at the re assembling of the Legislature. An interval of forty one days has yet to intervene before the Legislature shall meet in accordance with its resolution. That interval, in the opinion of the city of Baltimore, should be devoted to the consideration by the people of the great question lately in debate. In order to secure a full and intelligent expression of the sentiments of the people upon this question, we have invited our fellow citizens of every section of the State into a convention proposed to be held on the 2nd of May. We trust that our invitation will meet a ready reponse from our fellow citizens throughout Maryland, and that we shall see assembled, at the appointed day a numerous delegation of the friends of Internal Improvement from every city, town, village and election district of every county in the State.

The subjects to be brought into the deliberation of the Convention have been partly enumerated. There are others of great magnitude and interest to which no reference has yet been made. Amongst these the project of constructing a rail road through the Eastern Shore to Watkins Point, is one which has risen into consideration within a few years past.—The people of Baltimore rejoice to see their fellow citizens of the Eastern Shore turning their attention towards works of Internal Improvement. We feel persuaded that an intelligent devotion to this policy, on that side of the Bay, cannot but produce the best effects upon its domestic prosperity. Villages must grow along this line of communication, and many sections of country now unimproved will be converted into thriving and profitable farms. If the enterprise of the Eastern Shore be united upon a single work calculated to facilitate their communications with the commercial markets North and South, there can be no doubt of the ready co-operation with them of the friends of Internal Improvement throughout the State, and the entire success of the endeavour. The accomplishment of this purpose will not only promote the prosperity of that shore by the direct benefit of the work when finished, but will also greatly contribute to the same result by the large amount of foreign capital which must necessarily be expended amongst the people of that quarter of the State during its construction.

The citizens of the Eastern Shore have ever shown a liberal spirit towards the great interests of the State. They even more intimately than the Western counties, are connected with the prosperity of the city of Baltimore. To them the Chesapeake has shortened the distance of separation from the emporium of the State and brought them into close habits of commercial and domestic alliance. The city enumerates amongst her population a representative of almost every family on the Eastern Shore; the bonds between us are not only those of interest, of joint citizenship, or of near association;—they are the bonds of consanguinity & affection; and true to these relations, the inhabitants of the Eastern Shore have ever been found responsive to every suggestion which was likely to promote the welfare of the city. We trust that at the approaching convention we shall not find this kindly sentiment chilled by time or blunted by use.

It is not the purpose of this address even to enumerate, much less to descant upon the many subjects of interest to different portions of the State, which will probably engage the attention of the Convention. The delegates when assembled will doubtless decide upon the merits of many useful and favourite schemes of improvement interesting to the whole State, and especially important to particular districts. The citizens of Baltimore will ever be found among the foremost to support a broad and liberal system. Conscious that a large share of the responsibility and burden of the system will be upon them, they do not shrink from the magnitude of the enterprise, because they regard it now as a problem settled by the experience of our Sister States, *that the fair cost of good works when promptly executed, no matter how extensive, never can lessen the wealth of the people who construct them; but on the contrary such works return a rich bounty to the generation which makes them. by refunding the capital employed, enlarging trade, creating new demands for labour, raising greatly the value of land in all directions, rewarding industry by large profits, and finally by supplying a public revenue which relieves the people from even the ordinary taxes of government*

Fellow citizens to procure and perpetuate these blessings for us and our posterity, we have invited you to the Convention of the second of May.

S. SMITH,
Chairman of the meeting of the citizens of Baltimore.

Baltimore, April 12th, 1836.

## EASTERN SHORE RAIL ROAD.

No. I.

*To the People of the Eastern Shore*

On the day the Legislature adjourned. I wrote a note to two Editors of newspapers indicating a desire to trouble their types a little as soon as I returned home, and could find leisure, on the subject of the proposed *Eastern Shore Rail Road;* but although the balance of that letter was published, I am not aware that the only part which I desired should meet the public eye was ever published, and that was for an invitation speedily to take up the subject for their sage consideration. I am aware that those of our countrymen whose vision has been bounded by the sensible horizon which surrounds their own domicils, or whose indolent thoughts have not been permitted to wander beyond the circle of their every day employment, or every day enjoyment, regard this schemeas one which could only have found birth in the feverish brain of some moon struck visionary. What say they to a Rail Road through the whole Eastern Shore Peninsula! and to be a part too of the great national works to afford rapid travel between the North and the South? preposterous monstrous!!

In the outset I profess a want of sufficient time to do justice to this important subject in hasty essays, and above all, want of time will preclude me from obtaining authentic proofs of some facts, which nevertheless certainly exist, and which are essential to render the case, I am supporting perfectly clear and obvious to the most incredulous; but if such of our country men as are new sceptical on this subject, will have patience to come along with me, I will promise at least to make him doubt in his disbelief of this scheme, if I do not convince him unconditionally of its practicability at a cheap rate, advantages to the whole Shore, and profit to the stockholders. It will not be my purpose to attempt to show that there is at this *time*, travel and commerce enough *on this shore*, to justify from its resources the making a rail road, although I will say that the *existence* of a rail road for a term of fifty years would *create* in that time the necessary travel and commerce; but I propose to shew that there is foreign travel from the South to the North, now in readiness to support this road by its means alone, and independent of the funds to be derived from the liberal and enlightened plan of the General Government which proposes to make the rail roads the exclusive carriers of the mails.—While the Government will save money and have the mail carried with more certainty and dispatch by their plan on rail roads, it will be seen that the amount received by the roads for this purpose will be nearly entirely clear gain to them.

On casting the eye over the map of our Peninsula, it will be seen, that we not only have the most favoured spot that perhaps Nature in her bounty ever created on the face of this Globe for the projection of a rail road; but besides this we have a beautiful spot of earth bearing other most singular characteristics—It has come from the hands of its Creator with almost the same smooth finish which it could have possessed, had it been under the graduation of a corps of engineers, employed from the days of Father Noah, to the present time. Our soil is emphatically fertile, and not an inch of it but may by the use of lime be made first rate land, equal in its general productiveness to any lands in the country.—Our whole shore has been overspread and shaded by rich and heavy forests, large portions of which particularly in the interior still remain to attest its native origin and fertility—we are nearly surrounded by two of the noblest bays in the world, and we are cut up and intersected by navigable rivers & creeks, to an extent unlike all other spots on the face of the Globe, affording navigation for transportation from almost every neighborhood. these natural highways many of them do not go far into the interior, and whilst they give us transportation from place to place, give us a *number* of luxuries for our diet, which go to supersede one half the labor necessary for sustenance, and exceeds perhaps in its variety, abundance and excellence the supply afforded by any other place on earth. It is to those extraordinary and wonderful advantages more than to any thing else, that may be ascribed, extraordinary as it may seem, the inertness, the indolence and supineness, which has caused our population to retrograde in numbers as our lands have retrograded in quality—no axiom is more true than that which alleges that men work and improve their soil, just in the ratio of the difficulty of obtaining subsistence from it. When we gain subsistence with very little labour, we soon become impatient of any labour—when men are compelled to work hard every day to gain their daily subsistence, labour becomes habitual, and habit makes it pleasant.

Our shore from these very causes, strange as at first view they may seem, has fallen into neglect and many of our most enterprising citizens are annually leaving us. The spirit of public internal improvements, so rife in the country has occupied the thoughts of all our people, or emigration, believing that we were without those natural and incidental advantages, which could lead to similar improvements on this Shore, and that we must therefore, remain forever stationary.

A brighter day is undoubtedly dawning on this Eastern Shore, and one that is to bind her citizens to her from one extreme of her bounds to the other; a day that is to bring and speedily a great increase to her population, and to make the Eastern Shore that which nature intended it should be, the garden spot of the country.

Whilst there is a vigorous effort now progressing along the line of our exterior water courses to improve the soil, the interior of the Shore, is every day becoming thinner of its inhabitants, and every day brings an increased number of old fields turned out to run into wilderness or waste land. *How* long I would ask would it require for the improvements now going on upon the navigable water courses, chiefly by means of calcarious manures, to reach the interior of the Shore without the aid of a Rail Road through it, with laterals to every convenient navigable point on both the waters of the Delaware and the Chesapeake? Ages might be required, whilst by the operation of the rail road fifty years would not be required to place it completely on a footing *throughout*, with the most favoured and most improving portion of the United States

It will be borne in mind that the Rivers and Creeks of our Shore take their rise near the centre of the Peninsula, and fall to the East into the Delaware and into the Chesapeake on the West. If you draw a line through this centre, it will be found to pass throughout our *table lands*, and cross cuts through more than two or three of those waters as low as navigable points. Our shore may be likened to a comb laid directly North and South, with a broad bar in the middle of table land, resembling the teeth of a comb. By a straight line Rail Road this table land, as may be seen by the map, the distance will be only a fraction over one hundred miles, and on this Rail Road, by a locomotive you may run a passenger from one extremity of our part of the Shore to the other in three hours and a half! Then the lateral roads would throw all the meats raised on the interior of the Shore to the navigable depots for their *natural* market, the city of Baltimore; whilst on the other hand, the wood, the fruits, the vegetables to pass on this road, would go to the depots on the Delaware to seek their *natural* market in Philadelphia or New York. As return cargoes, lime, plaster and merchandize would come from *both sides* for distribution down the main stem of the road.

Let me ask you to allow this essay to serve as the rough outline of the *plan* of the Eastern Shore Rail Road, and in my next I will enter into some calculations, which although rough and hasty, will I am sure, nearly approximate to truth, to show this road can and will be supported *alone* by the foreign travel on it, independent both of the mail appropriation, which it must and will have, and of the trade furnished by the country through which it passes. I will take leave to say that in the consideration of this subject, so vitally important do I consider it to the Eastern Shore it is to be devoutly hoped, that the narrow minded and jealous bickerings of party politics, will be wholly excluded and discarded

I therefore hope this article will forthwith find a place in every newspaper on this Shore, as all other articles should do on the same subject, whether they be for the road or against it. Let all light be shed upon the subject.—No time is to be lost, as this subject should be considered by the people and understood by them as well as their representatives in time for all the necessary action at the May Session.

THO. EMORY.

## NEW JERSEY MARL BEDS—BETTER THAN GOLD MINES.

Professor Rogers, in his late report on the Geology of New Jersey, ascribes the usefulness of the marl or green mineral, as a manure to its POTASH, which is always present and essential to its composition. The efficacy of the article lies mainly in the green granules, and not, as many imagine, in the shells and other foreign substances discovered occasionally in the beds. He moreover says that the more essential & permanent properties of this mineral are in no way connected with the gypsum, or with the carbonate of lime, which so frequently forms a coating upon the green grains.

Between Long Branch and Deal, along our coast, the marl stratum has been penetrated thirty feet. The upper wo feet consists of a green clay; seemingly derived from the disintegration of the green grains, intermixed with a large proportion of yellowish white clay. The main marl bed having a thickness of about 26 feet, contains several subordinate layers, but all contain a large share of the green granules. Beneath the whole is a grey yellowish clay, in which the grains abound, but they are remarkably large, and are associated with numerous casts of shells. A similar layer is seen in Jacob Curlis's pits, where it contains beautiful casts of the *nautilus* and several shells, and also shark's teeth.

*Newark Daily Adv.*

The New York American gives the following anecdote, on the authority of a n other of the officer to whom it relates—"In the fight between General Clinch's troops and the Seminoles on the Outhlacoochee, express directions were given by Oseola to his Indians to avoid shooting Lieut. G——, though leading his men into the front and thickest of the fight—because he and Oseola had been friends, and he had been kind to the 'poor Indian.' The order was strictly obeyed amid chances innumerable for taking off a dangerous enemy—and although finally wounded by a random shot, the gallant youth escaped with life, through the generosity of an Indian foeman. As to the 'imaginary insult' over which Oseola is said 'to brood,' it was the pretty positive wrong and insult of being put in irons by the United States Agent, who had no rightful authority over him. His revenge for that is stated, for it was by his rifle, as is stated that Gen. Thompson, the agent in question fell."

*From the Louisville Advertiser.*

## THE TRADE OF THE WEST.

But little, comparatively, is known in the East, of the vast extent, rapid growth, and immense trade of the West, and the splendid destiny to which she is hastening with giant strides. These things must be seen to be properly appreciated. Accustomed to the limited boundaries of the Eastern States, and overrating the resources and capacities of their cities, Eastern men suppose that a single city will be amply sufficient to supply all the wants of the West—to purchase all its surplus produce and to render it tributary to its aggrandizement. Such an idea is preposterous and absurd.

The resources of the West are scarcely beginning to be developed; and before New York shall have enlarged the Erie Canal and constructed the New York, and Erie Rail Road, or Pennsylvania completed her system of internal improvements, or the Chesapeake and Ohio Canal & the Baltimore & Ohio Rail Road be brought to a termination, the present trade of the West will be more than doubled.

It is estimated that twelve years will be required to enlarge the Erie Canal At the expiration of that period, Ohio will, in all probability, contain a million and a half or two million of inhabitants—Indiana a million or a million and a half—Illinois a million—Missouri a million—Kentucky a million—and the present territories of Michigan and Arkansas nearly a million each of inhabitants.

The increase of population in Western Pennsylvania and Virginia will probably be a million—what it will amount to in the vast tract of country beyond the boundaries of the Wisconsin, the state of Missouri and the territory of Arkansas, defies conjecture; but it may be safely estimated that the whole population of the West and South West, twelve years hence, will not fall short of fifteen million.

If either New York, Baltimore, or Philadelphia, were able to supply all the foreign goods the wants of the west may require, the whole of them would be unable to furnish artificial means of transportation for her surplus products All the lines of communication now in contemplation, if completed, would be insufficient to do it at the present time. But each of these cities may secure to themselves a sufficient share of our vast trade to realize their fondest hopes.

EASTON GAZETTE.

EASTON, (MD.)

Saturday Morning, April 23.

## ANTI VAN BUREN NOMINATIONS

FOR PRESIDENT.

**William Henry Harrison**

OF OHIO.

FOR VICE PRESIDENT

**JOHN TYLER,**

OF VIRGINIA.

The Address of the city of Baltimore to the Citizens of Maryland, made in pursuance of resolutions, passed in town meeting on the 6th instant, inviting the citizens of Maryland, friendly to Internal Improvement, to send Delegates to the Convention on the second of May, to be held in the city of Baltimore, and the Essay, No 1, of Gen. Emory on the utility of a Rail Road through the Eastern Shore, will be found in our columns of to-day. The subjects on which they treat demand the careful examination of every citizen of Maryland.

☞We are requested to say, that the *Steam Mill* will not be in operation until Wednesday next.

LATEST FROM ENGLAND.—The ship Ohmulgee, from Liverpool, arrived at New York on Saturday last, with advices to the third March from that port, and to the 2d from London. The papers contain nothing of any political interest.

LATEST FROM FRANCE.—By the arrival at New York, of the Packet ship Silvie de Grasse, the editors of the Baltimore Chronicle received a letter from their Paris correspondent, dated, March 1st., which says, "The news of the acceptance of the British mediation by the President, has been received in this city. Though generally expected, the intelligence produced a sensible effect.

*The Indian War.*—The Washington Globe says, that information has been received at the adjutant General's Office from General Brooke commanding at Green Bay stating that a war belt from the Seminoles is circulating among the Winnebagoes, and that there is reason to apprehend that these latter Indians may be induced to commit hostilities against our settlements.

*Stay of Execution.*—At the late session of the legislature of this State, a law was passed which renders it necessary that the sureties in every supersedeas, shall sign their names to the confession of judgment, which is to operate as a stay of execution; and also that the justices taking the confession shall certify that the parties signed in their presence, and their knowledge or proof, of the identity of the parties signing.—*Gaz.*

A few days ago, says the Balt. Chronicle, a member of the New York Legislature, alluding to the resolutions to divide the surplus revenue, made the following remark:

"Wait until *after* Van Buren's election, and then we will go the resolutions. It will take a *devilish sight of money to elect him.*

ELKTON: Md. April 16.

KIDNAPPING.—A negro man calling himself Jacob Fountain, sold his wife to a foreigner last week. Suspicions were entertained at the time that she was a free woman, & on investigation the fact was proven. Measures were immediately taken and the woman restored to liberty. Fountain in the meantime had decamped.—Gaz.

The baggage car on the Boston and Providence Rail road took fire on Monday and destroyed nearly three-fourth of its contents. Many of the passengers arrived in New York completely destitute of baggage.

THE CORN PLANTER.—A machine of this name, for which a patent has been obtained by Henry Blair, a free man of color, of an adjoining county of Maryland, is now exhibiting in the Capitol.—It is a very simple and ingenious machine, which as moved by a horse, opens the furrow, drops (at proper intervals, and in an exact and suitable quantity) the corn, covers it, and levels the earth so as a horse can draw a plough over the ground. The inventor thinks it will save the labor of eight men We understand he is about to modify the machine, as to adapt it to the planting of cotton. If it will accomplish (as we incline to believe it will) all which he supposes, it will prove to be an invention of great utility.—*Nat. Intel.*

We learn from the Village Record, that the Chester County Silk Company is thoroughly organized, and proceeding with great diligence in the object of their corporation. The Company have purchased twelve acres of the Matlack estate, within the limits of the borough of Westchester. Two acres are already ploughed, and one thousand trees of several years growth will be planted in a few days. The company have also sent to Baltimore for a quantity of the Chinese mulberry.

THE GREAT MATCH RACE—A letter received in this city states that the great mach race, four mile heats, between *Argyle* and *John Bascomb*, came

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