few streams and grade our level country? Let it be so considered. This then would be 8,000 dollars per mile. 100 miles then at 8,000 per mile is 800,000

Probable cost of one first rate steamboat with wharves at Norfolk and on the E. Shore	100 000
Probable cost of 2 locomotives and cars	100,000
Aggregate cost	10 00,000

Here then is the probable cost for the main stem of this road, and by this statement you will see that with a capital of ten millions, one million subscribed by the State and the others by individuals or corporations, you will have, after constructing the principal road, one half the capital of the corporation in hand to construct lateral roads, establish depots whenever required, wharves, ware houses, &c., and getting up the necessary cars and horse power. This million may probably be greatly more than would be necessary for the above objects.—But whatever sum might be required, the fair presumption is, the business done on these lateral roads would amount to a fair interest on the outlay, and not having taken the incidental business of the Shore into the estimates for the main road the almost irresistible conclusion is that the stock of this E. S. R. Road would be highly productive stock.

These estimates although made in great haste, are I am sure strictly within the limits of truth; and I will hereadventure an original thought which may go for what it is worth, and that is, that our Shore in the interior is so level, that there is no necessity whatever for reducing the present slight undulations except where the few ravines or low grounds are to be passed. The recent successful experiments of driving the locomotive over the summit level of the Baltimore & Ohio Rail Road at Parr's ridge where the elevation is—feet to the mile, four times, nay ten times the elevation of any of our hills throughout the Shore, recently made to the surprise of all, I think leaves but little doubt on this subject.

Let me urge you fellow citizens, by all the ties of interest which bind you to this Shore, to turn your thoughts speedily to a *full* consideration of this momentous subject. I regret my own insufficiency to do justice to it, and I invite a rigorous but fair scrutiny into what I have advanced. Free the mental visions from the film of habitual penury; open the eyes to what is doing every where around us; and above all dismiss the jaundice and palsy of *party* strife from the question and the cause has nothing to fear. The May Session will either establish the road, or if the appropriation bill passes without providing the million for it, wither it forever.

In my next, and last, unless called out I propose to trouble you with some reflections on the subject of the proposed general appropriation *bill*, which is intended to be the exclusive subject for legislation at the May Session. I enclose to the editor a copy of Mr. Grundy's able and lucid report on rail roads, and the transportation of the mail and other property of the U. States on them, and a more acceptable service could not perhaps be rendered just now to the people of the Shore, than to republish it at length or at least such parts as I have enclosed within brackets.

THOMAS EMORY.

From the Cambridge Chronicle.

Mr. Callahan.—My last communication on the subject of *Internal Improvement*, contained I hope ample illustration to ascertain the judgment of the *electors of Dorchester county*, on a preference of the scheme proposed to that of the "E. S. Rail Road," which has been exclusively agitated, in the late Legislative Assembly, and in the public newspapers, as the one best adapted to the interests of this Shore.

Individually, as far as the question extends to "Dorchester," a division of opinion cannot, I presume, be possibly entertained, of the preference of the substitute offered, in my last, for the consideration of the people, to that which had been previously and exclusively contemplated.

The actual survey and demonstration of the Topographical Engineer of the State, who organized, a short time since, on a section of Dorchester, taken in connection with its topographical position, will be conclusive to the mind of any one who will take the trouble to refer to his able report on this subject.

Upon a deliberate investigation of this important question, in reference to the interests of the other counties, with the exception of a *few* of its *parts* or a few, whose peculiar facilities may derive peculiar advantages from the execution of the original design, I am confident the result will be the same—a firm conviction that the substitute offered will afford infinitely greater advantages, not only to one or two of them, but to all of them,—not only to the isolated integral parts of the section, but to the whole of it, collectively; for reasons partially suggested in my former communication.

A reasonable objection to the original design may be found, too, in "time" and "costs." When this Rail Road shall have been executed with its formidable millions, inclusive to the work of about one hundred miles, the *interior* facilities of the counties will not have commenced;—the *lateral* connections, proposed to follow this large scheme, and to give it *efficacy, will yet* have to be done, the *time* and the *funds* requisite for this consummation of the object, will, in fearful probability, leave us to suffer in its *privation*, for a fearful period, and, when done, the great purpose of the *interior interests* of the counties will not be accomplished so effectually or so satisfactorily as it is reasonable to presume they would be by their own several and respective plans of improvement, in which they should be equally assisted, agreeably, perhaps, to their *population*, or *some other equitable scale*, by the million proposed for the Rail Road.

To enumerate these interior interests of the counties, or the particular works of improvement which might best suit their several and respective objects, would be irrelevant to my purpose, and perhaps presumptuous,—the inhabitants and the experience of their citizens will best judge of, and determine these questions, and enable them, as the discerning Engineer has aptly remarked, to ascertain and eliminate the facts and results which may appear proper to answer their objects, and satisfy their best interests—and it is *this truth* which constitutes the *gist*, the *merit*, and the *essence* of the proposed substitute.

Suffice it to say, it is an incontrovertible fact, that from the obvious face of the country of the E. Shore section—from the various objects of its industry; of its commerce and its merchandize—improvements of various characters will be requisite for the accommodation of the different counties, and perhaps for different districts of the same counties.

To a large majority of the peninsula, or of the Maryland portion of it, canals will be essential for the draining and reclamation of thousands of acres of marsh and swamp lands, the worthless sources of *infection* and *deadly malaria*, which may thereby be made the sources of *health, fertility and riches*.

For the transportation of heavy lumber, too, these interior canals will be essential to those counties which abound in this article of traffic, and are deficient of navigable waters.

To other portions, encumbered with neither marshes swamps, nor timber "rail roads" and various other works of improvement, may be more desirable; and it will necessarily be their gratifying duty to investigate and discover what may best suit their respective interests.

The *idea* of lateral connexions of the "rail road" with various points on the Chesapeake Bay, &c. &c., is specious; but *practicality*, it will be found inadequate, "for reasons given," to satisfy some of the most urgent wants of the citizens, or to remedy some of the most prominent defects of the country.

In truth, it follows from what I conceive to be *indisputable premises*, that the scheme of the proposed "rail road," offers a convenience "*hardly*" to the *Eastern Boundary Line* of the State, and not unto the *interior* of the counties; and that the proposed substitute will render incalculable benefits to the whole section, individually and collectively, in the promotion of its wealth, fertility and riches.

Much stress has been laid upon the easy dissemination, "throughout the country," of calcareous manures, by means of this rail road. The efficacy of these manures, when applied to lands duly draining, for their reception and action, is most fully admitted; but what is their efficacy upon lands *not drained*?—Every one knows it is nothing. Will railroads fit these undrained Lands for the salutary action of calcareous manures? Certainly they will not. Can one or two individuals afford, consistently with rational economy, to intersect large districts of country with canals for this purpose; and without which a competent draining cannot be accomplished? Common justice and common reason forbid the idea of such an enterprise, by individuals, if it were practicable; and without it, health, as well as fertility, is unattainable. Then, where is the force of this *captivating motive*, of the easy dissemination of calcareous manures," which it will be notoriously useless?

Will not canals in very many districts of the Eastern Shore section answer the two-fold purpose of disseminating this great boon of nature, "calcareous matters," and of fitting the lands for its reception and beneficial operation? The reply to these questions is obvious, and the conclusion upon the whole inevitable that it is not the scheme of the "E. S. Rail Road," as proposed in the report of the Committee of Ways and Means, which we want for our state of appropriation and state patronage, but it is a *proportional equivalent* for the *counties individually*, to be applied to such works of internal improvement, as they, in their own *several and respective necessities*, may see fit and proper, as most conducive to the interests of the *aggregate community*, for whose *several and collective interests the appropriation and patronage* are monstrously, and, I have no doubt, seriously designed.

I am very conscious of the invidious and thankless task which I have undertaken, in offering to the public my humble judgment upon a subject involving the vital interests of a country, to which I am attached by nativity and by residence. And the more especially do I undertake the task with reluctance and with diffidence, when I see in the evidences of the public papers that I am in direct and abrupt collision with some whose opinions and whose friendship I highly estimate. Yet, a sense of moral duty impels me to enter my solemn protest against the delusive scheme of the "Eastern Shore rail road," as one which will not subserve the purpose, but in the most partial degree, of promoting the interests of our neglected section of country, for which nature has designed much, & has done much, but has left much to be done, & no individual, or many individuals, can successfully encounter the labor of the costs requisite for the completion of her great design, when a reasonable share of public patronage would make this section rival any other, perhaps, on the surface of the globe, in fertility and in health.

The North may be connected with the South and the East with the West, through this neglected peninsula. By means of this "rail road," a convenient and profitable *transit* may be furnished to those more fortunate regions; yet it has not and it cannot be shown that this *transit* will yield much if any advantage to our own.

The face of our country will continue to be the same, "with the exception of a few points."

The stagnant pools, marshes and swamps which abound in this peninsula, will continue to disperse their *noxious* atmosphere in all their malignant and fatal influence, upon our honest, though infatuated population—infatuated, I repeat, because it consents to be neglected.

Our lands will continue to be *unreclaimed*, unproductive, and unhealthful, and our country will be, of necessity, abandoned, unless some measures be adopted, and without delay, which shall remove those adversary and well known causes of its *lingering, loitering, and obvious decline*.

I have the honor to be
AGR. CULTOR.

Singular incident.—Dr. Flint, in his lecture last week on the anatomy of the brain, illustrated the astonishing influence which the nervous system exercises over the whole corporeal and mental functions by a well authenticated anecdote, which is too remarkable to be lost.—He stated that in Berlin, (Prussia,) an individual, during a violent dispute with his wife, in the course of which both parties became much enraged, undertook to administer a little salutary chastisement. He struck her with his hand, a light blow on the back of the neck.—The woman instantly fell, and became at once apparently deprived of all sensation. Various methods having been tried without success to reanimate her, she was pronounced to be dead; grave clothes were provided, and some persons commenced stripping the body of its apparel, in order to array it preparatory to interment. On removing a bankerchief from her shoulders, the woman, to the great consternation of all present, started up, assumed a menacing attitude, and proceeded to finish an opprobrium which she was applying to her husband when he struck her the blow which appeared to have produced such serious results!

It was ascertained, on subsequent investigation, that a pin, which confined a portion of her dress about the neck, was, by the force of the blow, driven through the integuments and spine until it reached the spinal marrow, and was the cause of this instantaneous suspension of all the functions of the body and mind. She was restored to consciousness, and to the full possession of all her faculties, so soon as it was removed.—*N. Y. Journal.*

Correspondence of the Baltimore Patriot.

WASHINGTON, April 28, 1841.

The House took up the Appropriation Bill for the Army again to day. Mr. Moore of New York, made a flaming loco foco speech, all about the aristocracy and the people, the few and the many, the monopolists and the workies, the productive classes and the monied men, and much more trash of the same miserable character. While he was at the height of his tirade, and in the highest vein of *Eccles*, he suddenly grasped at his desk to save himself from falling and sunk into his seat, remarking that his faculties had left him, and seeming quite exhausted. He was led out of the hall by some members, and Mr. McKeon, his young colleague, took up the parol, and came out with a speech of the most approved Tammany stamp. It was his debut, in the grand tourney of the Regency against all comers,—and most manfully, poetically, classically, and romantically did he perform it. You would have thought yourself roaming among the cloisters of the Pantheon, amid the shades of Academus, or around the higher walks on Mount Olympus. The shades of Homer of Virgil, of Cæsar, and of Sallust, seemed to surround the listener. And the eloquence of Cicero and Demosthenes were echoed from the arches of that noble hall, as this youthful scion of the Regency donned his armor for the fight, and battled manfully in the lists against the opponents of this 'glorious' administration. He demolished Bell, diddled Wise, and exfunctified Peyton; he proved Clay's land bill to be moonshine, and all the hue and cry that has been gotten up against this glorious administration and 'the son of York' to be as 'sounding brass and a tinkling cymbal.' In fact he settled the question of the succession beyond all doubt and has not left the opponents of the present order of things a single foot of ground to stand upon!

Much hope was entertained of this promising emissary of Tammany Hall from the time of his entry upon the discharge of his public duties here, when he rose in his place, where he had hardly got warm, (such are the irrepressible aspirations of approbation of the President's Message to Congress. To be sure his party did not sanction and sustain the movement.—but that was solely on account of a very natural desire not to be outshone by the new luminary. Such are the obstacles to raising men! The speech of to-day was really a fair corroboration of this promise,—it showed the possession by the speaker, of a ready pen an eloquent tongue, a brisk fancy, some reading, and a good deal of self-possession and no little self conceit.—The speech was not listened to as it deserved to be;—Cambreleng sat poring his nails, and looking complacent, behind the youthful debutant, and I observed Mr. Dutee J. Pearce among the nearest and most approbating of the 'few but few,' who composed the special audience; but on the whole, the day was hot and the subject somewhat stale: so after Mr. McKeon had got out of his heroics, and into his statistics, there was but a beggarly account of empty boxes,' to follow him to the close.

In the Senate Mr. Buchanan proposed a resolution, instructing the Committee of Finance to report upon the expediency of authorising the President to procure Persico to execute two marble groups for the Eastern portico. He sustained this resolution with a most judicious and effective speech, full of liberal and patriotic feeling, and expressed in a vein of eloquence, which I never heard him equal. Mr. Preston was in favour of the proposition in the main, but thought the committee ought to be instructed to leave the name blank, leaving it discretionary with the President to fill it as he chose. He spoke of the talents of our own Greenough, and suggested that it might be deemed expedient to employ him rather than any other for this specified purpose. The resolution passed as proposed.

The Distributive Land bill having been passed to a third reading, last night, came up to day for final action.

The policy of the opponents of this bill is to defeat it by protracting the debate upon it to such a point of time as will prevent its being acted upon in the House this session. In another Senate they hope to obtain a different vote. At present, Buchanan McKean, Hendricks and Nicholas vote for the bill, and this throws the Bentonians into a minority, and leaves them nothing but stratagem by way of opposition to the passage of the bill. Accordingly, Mr. Niles was put forward to consume the whole of this day in a speech upon the final passage of the bill;—*and such a speech!* I went into the Senate chamber four different times, and at each time, he was speaking upon a different subject, in that nasal sing-song, slip-slop, wishy-washy style of his, which no words can describe, and which to listen unto is a penance. The Senators were divided into groupes, occupied in different ways,—some chatting some dozing, some writing, some reading, some sound asleep, and some listening while dribble, dribble, dribble, Mr. Niles, banks were overflowing with a tide of words, which seemed to have no ebb.—It was obvious that the 'creature was at his dirty work again;'—and that speaking against time was his task.—He performed it like the chosen of the collared, as he was, and when he sat down, and Mr. Van Buren observed that the question was on the passage of the bill uprose

Mr. Morris, of Ohio, who also was to do his duty in the same way. But he gave way to a dignified waive of the hand on the part of no less a personage than

Mr. Benton himself, who rose to tell the Senate that he and three others, (Morris Walker, and I suppose *Hill*,) were determined to speak on this subject before its final passage and that it would be more convenient for them to do it in another day than to day.

Mr. Morris moved an adjournment for this purpose. *it was lost!*

Mr. Benton then took his hat, and said he was going to get some refreshment. Mr. Porter thought there might be a compromise arrived at. Mr. Benton said he would make no compromises. If the bill could not be debated by day light, it should by lamp light, and he went out in a puff. Mr. Morris said he would assent, on his part, to the compromise proposed, and upon the understanding that the question should be taken to morrow, the friends of the bill consented to adjourn.

I do not think, however, that the question will be taken to morrow. Mr. Benton know how to spin out a speech, and has boasted so times past of his finesse. We shall see.

COMMUNICATED.

GEN. HARRISON'S PROSPECTS.

Mr Graham,—

I enclose you the letter of Gen. *Harrison* accepting the nomination of the *New York* State Convention, recently held in Albany.—*His* friends have reason to congratulate themselves upon his brightening prospects, since from every quarter comes grateful tidings of fresh demonstrations in his favor. Such and so great the virtue of a whole life of straightforward honesty, that his name in the interior of New York has been found a spell potent enough for the boasted wand of the magician there. It is broken, they say, and its influence well nigh gone. Some recent political moves show a decided falling off from Van Buren among those who have been hitherto influential Jackson-men. The mantle of the General, "whom to have served was glory enough for one man" is not to fall, through their aid upon the mere drill-sergeant. Mr Van Buren is now left to depend upon strength of his own, which is most faint. No one of his life warrants his elevation to the Presidency. *Wm. H. Harrison* is the people's candidate, and a rival, whom he will find it no easy task to shuffle off. The manly and open efforts of the friends of Harrison have thus far placed him in lead of all his opponents. *His* public services are remembered and appreciated. Perfect harmony of sentiment in reference to him pervades the country from almost one extreme to the other. State Conventions in *Vermont, New York, Pennsylvania, Delaware, Ohio* and *Kentucky*, unite in bearing testimony to the moral worth of the candidate of *Maryland*, whose name must ever have honorable mention in our civil history.

The friends of good government will be gratified with the tone of his letter. The grounds of his acceptance do honor alike to his head and heart.

From the Albany Evening Journal.

GEN HARRISON'S REPLY.

The following is the Reply of Gen. Harrison, to the letter informing him of his Nomination for President by the New York State Convention:—

Cincinnati, 20th Feb.

GENTLEMEN—I have the honor to acknowledge the receipt of your communication, announcing that a "Convention, composed of Delegates from a large majority of the counties of the State of New York had, by a unanimous vote, nominated me a candidate for the Presidency of the United States, at the ensuing election." The situation in which I find myself placed by the partiality of my fellow citizens of several of the States of the Union, is one which I had never the least expectation that I should occupy. The high office in which they wish to place me was never, for a moment, the object of my ambition. I never, even in imagination, supposed that I would be deemed worthy, by any considerable portion of the people of the United States, to fill the seat once adorned by the Father of his country; by the high intellectual power and moral worth of his immediate successor; by the immortal author of the Declaration of Independence and his distinguished associate in developing the principles of government, and producing the happy combination in our Constitutions of all that can be required for liberty, with all that is necessary for security and order. At the moment of the announciation of my nomination by a portion of the citizens of a State whose history is that of self denial and devotion to the common good I was casting about in my mind the probabilities of success of each of the distinguished statesmen, who had been held up to their country men as candidates under the recommendation of being supporters of the Constitution, and to that one it was my intention to have given my feeble support. A large and respectable portion of my countrymen have, however, determined that I should be placed in the list of candidates. I have therefore no choice remaining. I must acquiesce in their decision.

You have been pleased to say, gentlemen, that in your opinion my elevation to the Chief Magistracy will redound to the permanent welfare of our beloved country, by contributing to the permanency of its free institutions. With a consciousness of my imperfections, I must attribute this high encomium to the belief that, from the disposition I have ever manifested, together with my long abstraction from the contests of the political arena, I may carry into the chair of the Chief Magistracy, a mind uninfluenced by the passions and the prejudices which the heat and violence of the late contests have unfortunately produced.—If such was your intended reference, gentlemen, let me assure you that you shall not be disappointed. In the retirement in which I have been for some time placed, I could not fail to remark, that the spirit of party was daily increasing; that it had reached a degree much beyond that which had been considered wholesome and sanative for free Governments, and that from its rapid progress, and increasing violence, it was approximating to that point where nothing would be considered right which has a tendency to arrest its march; nothing wrong which could be appropriated to the use of those for whose aggrandisement it was created and sustained. In this lamentable state of affairs it would seem to require a combination of all those high qualities which are to be found in the possession of several of the distinguished individuals from whom a choice might have been made, to restore the Government, in its practical operations, to an accordance with the simplicity and beauty of its theory; and to a large portion of our fellow citizens a participation in those rights to which all have an equal claim. But as I have no right to dictate gentlemen I must submit myself to the will of your constituents, and to those of the other States who may unite with them; under the promise that should their efforts be successful, they may depend upon my utmost exertions to fulfil their expectations, and to 'carry out' the great principles which were established and practised upon by the Fathers of the Constitution, and which are as much opposed to Jacobinism and Agrarianism, as to Monarchy and Aristocracy.

A child of the Revolution, my attachment to liberty was instilled in my earliest youth; I have never ceased to cherish it in my progress through life; and to the end of that life, I will faithfully adhere to it. With the most profound respect for your constituents, and of personal regard to yourselves, I am your fellow citizen, W. H. HARRISON.

To John W. Taylor, President; Luther Bradish, Cornelius Harsen, Millard Fillmore, Jon. Taylor, Esquires, Vice Presidents.

EASTON GAZETTE.

EASTON, (MD.)

Saturday Morning, May 7.

ANTI VAN BUREN NOMINATIONS

FOR PRESIDENT.

William Henry Harrison

OF OHIO.

FOR VICE PRESIDENT

JOHN TYLER,

OF VIRGINIA.

Our neighbours, over the way, seem particularly envious of our Advertising columns.—The *yellow Jackets* must be getting low in their pockets.—What is the matter? has Van in the fearful confusion which generally prevails in the mind of a patient when first informed of his sinking state, forgotten to send them their annual pay, or perhaps Guinea pig Benton has not discovered for his speech. We really pity them, and as some compensation for our criminal neglect, which caused them to lose the enormous sum of TWENTY FIVE CENTS, we will forego our rights, and allow them, *at the present price*, to publish the laws of Maryland.—Are we not charitable?

We take pleasure in announcing to our readers, the passage of Mr. Clay's Land Bill in the Senate on Wednesday last, by a majority of five votes.

A correspondent from Washington, under date of the 4th instant, says, "appearances in Texas are alarming, and the course of things in Florida humiliating. No such instances as the present Florida war has ever occurred—7000 men sent with their Generals, against some 8 or 900 Indians, who elude their search and their attack, and until a day or two past, we have had no intelligence from the theatre of war. It is impossible to say when the session will terminate—all seem impatient, but none have a hope of a speedy termination.

The Maryland Improvement Convention met in Baltimore on Monday last—appointed the following Gentlemen officers of the Convention, viz:

President—Col. F. Tilghman, Washington County.

Vice Presidents—Wm. B. Wilmer Kent County.

Dr Shaw, St. Mary's County.

Gen Stansbury, Baltimore County.

Col. Moore, Baltimore City.

Recording Secretaries—Geo. Cooke and W. Watkins

Reading Secretary—John Kettlewell.

Among the resolutions passed we find the following—Resolved

9. And whereas, it is the opinion of this Convention that the proposed Rail Road on the Eastern Shore of Maryland, is well deserving of the favorable regard of the people.

First, Because it is designed to open to the inhabitants of that shore, an easy access to the neighboring states, whereby they may not only enjoy a choice of markets for the produce of their land, but also, be enabled to supply these markets with many agricultural products which at present they find no motive to cultivate, and which under the cheap and rapid transportation of a rail road, will become a source of great value.

Second. Because it must have an obvious tendency to stimulate the industry of the people residing on that shore, by the inducements it will afford for the improvement of agriculture by augmenting the value of land, increasing population, promoting mechanical and commercial employment, and in other respects, meliorating the condition of the inhabitants.

And third, Because this road, being a matter of interest to other communities, will bring a large amount of foreign capital to be expended in the district through which it is designed to pass, and by this means, afford employment and profit to many citizens of the state: Therefore,

Resolved, That the rail road contemplated to be laid out from Cecil county to some point on the Chesapeake bay at the lower extremity of the Eastern Shore, is entitled to the encouragement and support of the Legislature, to whose consideration, it is earnestly recommended by this Convention.

THE FRENCH INDEMNITY.

The Paris dates received at New York are to the 25th March. It is said that on the 19th of March, Messrs. Rothschild had applied to the agents of the Havre Packets for the freight of specie, being the first two instalments under the French Indemnity Treaty.

According to the New York Times, a letter has been received from the house of Rothschild, our financial agents in France, stating that they had been informed by the Minister of France that all the instalments now due under the Treaty of Indemnification would be paid over in twenty days from that time.

The Paris Messenger of the 23d, says, It was yesterday reported on 'Change, says a Journal, that the Treasury had already paid the installments of the indemnity to the United States; which are already due.'

Congress.—The House of Representatives did not sit on Saturday; nor will it sit to day, having adjourned over from Friday to Tuesday.

Availing themselves of this recess, a considerable number of the members of the House took passage on the Canal on Saturday morning, for Harper's Ferry, provided with a store of the good things of life to enable them to sustain the fatigues of the journey. The weather could not have been more favorable than it has proved for the excursion; and we trust it will have been the occasion of enjoyment and improvement to all concerned.—*Nat Intel.*

THE WAR IN FLORIDA.

Detailed official advices from the seat of war in Florida have at length been received. We lay them before our readers, in another part of to-day's paper, to the exclusion of matter of a miscellaneous character. It will be seen that the three detachments which had been ordered to make a simultaneous movement upon the Withlacoochee, where the Indians have heretofore shown themselves in the greatest force, had severally followed out the plan proposed, and that they had all subsequently concentrated at Tampa Bay.—Neither of the detachments had any general action with the Indians, but the detailed accounts of the officers in command show that the skirmishes were frequent, and that the march of the troops was attended with much hardship, privation and peril. The intimation of the further proceedings of General Scott, as far as developed in the advices referred to, will fix the public eye with undiminished interest on the field of his operations.

The Vandalia, sloop of war, was still at Tampa Bay on the 8th April, co-operating with the land forces.

Balt. American.

Kentucky Whig Convention.—More than three hundred citizens attended this body of freemen, which assembled at Lexington on the 19th ult. After the Convention was duly organized, and business of minor importance had been transacted, Gen. S. Williams from the committee of consultation offered the following report, which having been read was *unanimously* concurred in by the Convention.

The committee of general consultation beg leave to report, unanimously, a recommendation to this convention, to nominate to the American people, General WILLIAM H. HARRISON as a candidate for the Presidency; and FRANCIS GRANGER as a candidate for the Vice Presidency of the United States.—And as an electoral ticket for the State of Kentucky, your committee would suggest Henry Daniel, Philip Triplett, David L. Patton, Edward Ramsey, Richard A. Buckner, Burr Harrison, Martin Beatty, Christopher Tompkins, Thomas P. Wilson, Wm. K. Wall, Robert Wickliffe, Thos. Metcalfe, Martin P. Marshall, John Bates and Robert P. Letcher.

For Governor of the State of Kentucky, they present JAMES CLARK, Esq. & for Lieutenant Governor, CHARLES A. WICKLIFFE Esq.

Messrs. Clark and Wickliffe, having been apprised of their nomination, they were subsequently introduced to the Convention by the Committee, & both spoke eloquently upon the occasion.

Robert Wickliffe, Esq. offered the following which was *unanimously* adopted, viz:

The Convention, in justice to their own feelings and the sentiments of their constituents, cannot close their labors without an expression of their entire approbation of the public services of their distinguished fellow citizen, and Senator in Congress, Henry Clay; and the deep regret they feel upon hearing of his determination to retire from the councils of the nation. Under the conviction that his services, united with the pure patriots with whom he has acted so distinguished a part in the Senate of the U. States, are essential to the preservation of sound principles and constitutional liberty in the U States, we tender to him the united voice of his political friends in favor of his continuance in the service of his State, until the principles of the constitution of our country shall be re-established.

Messrs. R. Wickliffe, H. Daniel, and R. P. Letcher, were appointed a Committee to communicate the above to Mr. Clay, at Washington.

State Printing.—Our neighbors of the Chronicle are out with a gentle expostulation concerning the sum allowed by the State of Maryland for printing the laws. They think—and justly enough, too—that the paltry sum of *fifty dollars* is not the thing, to pay them for publishing *twenty nine* laws, and ever so many more. We second the motion. It is too bad—altogether too bad.—*Balt. Transcript.*

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