WRITE, to astonish the world! Talk of ruin to a people, who in a few years will advance and flourish in glorious victory over the empire that Cæsar won, and Alfred civilized! Talk of ruin to such a people, because a house or an acre of land are measured in value by some few hundreds less than formerly! How preposterous! how absurd! how cruel!

We have wealth still left, we have enterprise, we have industry; and a GLORIOUS POPULATION that will overcome all the impediments of REVULSION, temporary discredit, frauds, plunders and even swindling by wholesale. Suffer we may; but TRIUMPH WE MUST.

[Phil. Eve. Jour.

Correspondence of the Nat. Intelligencer.

RAILROAD TRAGEDY.

PARIS, MAY 14, 1842.

On the 6th inst, it was querulously remarked in one of the journals of the capital that, since the insurrections, trials for conspiracies, masqued balls carnival processions, races, grand concerts, Louis Philippe's festival, the Court entertainments, and the tempestuous scene in the Chamber of Deputies were over for the year, the Parisians began to droop and sicken for want of emotion. This complaint ceased, with a tremendous catastrophe, two days after. I refer to the railroad accident on the 8th, (last Sunday,) to which the celebration of the King's festival at Versailles was postponed, that it might not interfere with the pomps and sports of Paris on the proper anniversary. I had removed my family on the 4th, to Versailles, for the warm season, and I witnessed there the pageants in the churches and the grand reviews of the numerous garrison. The weather was severe: high, cold wind, with snow squalls, but the play of the waters, great and small, in the gardens of the palace, and the galleries, new and old of the museum, attracted, as usual, scores of thousands from the capital. On such occasions, it is in the afternoon, about six and seven o'clock, that the rush takes place for the return to the capital by the two railroads. Last year, bands of good music were employed at the embarcaderes or spacious waiting galleries, to beguile the impatience of the crowds.—Independently of the question of Sabbath observance, I have always abstained from embarking, on the Sunday, in any of the large public conveyances, on account of the overflow of excursionists, and the universal excitement; the functionaries of every discription appearing to be as much agog as the multitude. Instead of accompanying the younger members of my family, after dinner, to the gardens, I strolled to the embarcadere of the South and happened to see the departure, between five and six o'clock, of the train which was to experience so awful a doom. It had the ordinary festival aspect—the eagerest competition for places, the wildest gaiety, the closest pressure, disappointed hundreds left behind for the greater part of an hour, whose dinner awaited them in Paris. The number of passengers is reported from the books of the clerks as seven hundred and thirty: it could not have been less; each of the five first cars had its complement--fifty; and they were not of the common people, but of the substantial classes of the capital. provincial visiters of more or less consequence, foreign strangers, and officeholders, whose presence at the celebration in Versailles was a tribute of loyalty.—There were Prefects, Deputies, superior officers of the Navy, Lawyers, whole familes able to figure in the dress and with the ornaments of rich bourgeois.—It would have been difficult to bring together, studiously, an equal mass to whom such a disaster could occur with more diffusive sensation and pain to the better orders throughout the capital. To a suspected engine of four wheels, there was added, extraordinarily, a most powerful one of six; the trusty chief engineer GEORGE, an Englishman, went with the train out of abundant caution or from secret misgiving; near a relay, half-way, the axle-tree of the weaker locomotive (the first) snapped; the second dashed upon it, crushed it, and dragged or cast upwards the whole five of the nearest cars, which took fire from the craters on which they were piled; and, as the doors were all locked, there was no possibility of escape from within, except through the windows on each side, remarkably small. A more horrible funeral pyre was never imagined by any poet or sketched by any pencil; a Dante might be unequal to the proper description of such a holocaust. I believe that the havoc of life by the flames and leaps and struggles is not less than one hundred and fifty; some fifty or sixty are so mutilated, or stricken in mind, if not in body, that immediate death would have been preferable to their condition. There are survivors hopelessly insane: some still mutes, from terror and the loss of friends and relatives; not a few of the hundreds in the cars which escaped concussion were so much affected at the scene, and preserve the imagery with so much vividness of agonizing recollection that their situation is either precarious or piteous in the last degree. The newspapers at first included three young Americans, together with three young Greeks in the bill of mortality. Three of our countrymen had seats in the seventh vehicle, but they felt merely a concussion, and saved themselves by the windows.—I have selected for you, from the printed narratives and incidents, what renders it unnecessary for me to write you a systematic recital. No drama, no romance of real or fictitious life, no calamity of like nature and extent, has ever furnished a more appalling general picture and singular variety of affecting traits. On the day after, I was obliged to take the railroad of the North to this city; the stages and smaller coaches being all pre-engaged for the whole forenoon; the train carried five or six hundred, and we arrived in thirty five minutes, in good order; the sole topic of conversation, the accident on the other side. I returned to Versailles in the afternoon, in a diligence. Near me were a lady of Meudon and a veteran military man who belongs to the service of the Royal palace at that place. They discoursed vehemently and graphically of what they witnessed when called from their dwellings by the cries of the sufferers and the flare and smoke of the combustion. The officer said that he had served twenty-seven years in the army, and in bloody campaigns, but had not beheld, in the same compass, a spectacle so hideous, so "infernal." My feeling, as a listner, was, perhaps, the more lively for my having travelled on the 3d inst. by the unfortunate road, with the weaker locomotive, and in the space of only twenty minutes from one end to the other—a distance of twelve miles.—A gentleman in the same car, marked, as well as myself, the time by our watches. Extreme velocity is cited among the causes of the accident of Sunday. I have noted, in the United States, that the majority of the folks most earnest for expedition in their journeys by steam are those who can best spare hours and days and who waste the most of them every where. The spirit of wild despatch, however, has seized the world, and will prove an effective auxiliary of the King of Terrors. A clamor is raised here against fourwheeled engines and in favor of six wheeled. Controversy has ensued which the Academy of Sciences has undertaken to decide by investigations that will settle various other points important to the main consideration—safety in steam conveyance. It is agreed that if the doors of the cars had not been under lock and key, and the keys in the pockets of attendants without, who attended not at all, the casualty would have been much less destructive. Several of the passengers were pulled through the windows, and more cleared the tops before the bodies of the cars were enveloped in the flames; the boilers did not burst. Rumor carried the event rapidly, and with all the exaggeration possible over the whole capital; the multitude became so indignant at the station that troops were summoned to prevent the immediate demolition of the buildings and the road itself, and the sacrifice of all the agents of the establishment who could be discovered. Every thing and every body, says the Courrier Francais, would have been torn to piecies, if we had not interposed a regiment of the line. The number of guards and soldiery prevented popular disorders. On Monday, the railroad stocks fell, the railroad bill was the order of the day in the Chamber of Deputies; the discussion was not suspended, but attention was entirely diverted by the impressions from without; the Ministry gained by the hasty adoption of three or four of their favorite clauses.

Two circumstances may be mentioned which are not in perfect keeping with the fureur douloureuse, (rage of sorrow,) as the journals call it, of the mob at the Paris station. Later in the evening, and quite near, along the walls, dancing was kept up, as usual, in the many resorts for the purpose. On Monday, the mutilated defaced, I may say calcined, remains of some thirty of the victims, who had not been recognised were transported to the principal entry of the cemetery of Mount Parnassus; and in that neighborhood there are lines of tipling-houses and ball-rooms in which the opratives of both sexes indulge themselves, by established customs after two o'clock, on that day styled the Workman's Sabbath. They intermitted their revels to gaze at the contents of the biers or tumbrels as these were emptied and returned to their cups and music, laughing and joking, says the journal L'Amede la Religion. The notorious rendezvous, the Cottage of the Students, were the youth of the medical and law schools, or the more dissolute of them, assemble to carouse with the operatives, had, that evening, an extraordinary frequence and jovialty. This may remind you of Mr. Burke's notice, in his Regicide Peace, of the scenes in Paris under the guillotine, the area of which was hired out for sets of dancing dogs. On the other hand, abundant edification was afforded by the unwearied, humane, Christian efforts of the householders, physicians, priests sisters of charity, and public authorities, with the sufferers scattered on the theatre of the accident, and in the hospitals and private dwellings to which they were borne. Cries for clergymen issued from all the burning cars; every inmate of the ecclesiastical seminaries and sisterhood mansions of Meudon and Issy came forth and practised a devotion of every kind of service, without bounds. The Archbishop of Paris, whose impressive circular you will see in my roll of extracts, directed masses for the dead and injured to be solemnized in all the churches. This rite was suitably attended by numbers besides the relatives and acquaintance.—In every case the medical volunteers refused fees. But so many of the lay benevolent assistants have caused or allowed themselves to be glorified in the newspapers, that it has furnished the Charivari with the matter of a most irreverent, sarcastic article, beginning in large characters, thus: "While we mourn for the dead, let us not forget to pay all honor to the living." Some of the Legitimist and Radical editors accuse the others of improving the occasion for adulation of the Royal Family and several of the Ministers, who have been lauded for their show of sensibility and active succors. They name the event, for history, the catastrophe of Saint Philip. The National has been seized, and is to be prosecuted for charging the Minister of Justice and the Attorney General with delaying judicial investigation in order to screen ultimately, the directors and chief stockholders of the railroad company, who are great bankers, conservatives, and so forth. No real foundation appears for any charge against any member of the Government or the company.—Every thing has been done in the way of inquiry and remedy that the lapse of time has allowed. The official proceedings and regulations and the scientific studies and conclusions will be instructive and practicaliy beneficial for all countries. The administrators of the railways of the right bank of the Seine publish this day a series of new and very minute precautions which they have adopted in consequence of the public dismay. They announce that their two roads of St. Germaine and Versailles have carried, since their opening, nine millions of passengers, without fatal or serious accident and the Belgian railways from the 5th of May, 1835 to December 1841, nearly twelve millions, with the loss of only three lives; and that the French and Belgian cars have run altogether in that transportation nearly a million of post leagues. As a set-off to the St. Philip catastrophe, the loss of life and the maimings by vehicles in the streets of Paris is computed and arrayed. It is a fearful record which will not be diminished by the extension of wood pavements. The rumbling on the stones is for most pedestrians, a notification like that of the rattle of your national snake. The cars were set in motion yesterday on the unlucky railway; the concerned prevailed on their wives and female connexions to embark in them, in holyday clothes, for public encouragement. This day the travelling is resumed in form.—Four-wheeled locomotives are banished, the doors are fastened within, so that passengers may open them at pleasure, waggons with baggage and goods are placed between the tenders and the cars, and the speed is regulated conformably to the lesson of the 8th. Some of the bereaved families have instituted suits for damages against the company.

At Versailles, for the five successive days after the accident, large groups were to be seen from morning till night, narrating, disputing, gesticulating on the subject. All the articles and fragments of dress which could be gleaned by sifting and raking on the road were first brought to the Register Office of the Versailles Court-house. On Friday, I entered with a throng of the curious to look at the collection, which consisted of coin of every description, trinkets—such as rings chains, medallions—spectacles, buckles, keys, canes, umbrellas, blood stained remnants of apparel, and a quantity of fused metals, in ingots or lumps, all smouldered. There were nine watches, two of which indicated the moment of the shock. The rest had stopped at different short intervals.. The contemplation of this poor residue of all the finery of the fleshy tabernacle was fitted to startle and sadden any spirit next to that of the shattered human relics. The two locomotives, which were likewise at first brought back, exhibited a singular wreck. It is ascertained that three only of the passengers in the second car escaped. A Versailles family of ten perished altogether. Nine respectable persons from Burgundy, who lodged at the White House in the Rue Beaubourg, and formed a party of pleasure for the festival, are still missing, and were probably consumed enmasse. The skeletons yet unrecognised and unclaimed will be interred at one time, with a solemn religious service and a funeral discourse. How auspicious an opportunity this for expatiating on the desecration of the Sabbath, of which the Government sets the example! The stated races were deferred from Sunday (the 1st) to Monday in order that the King's fete might be single in its honors, pageants, and frolicks. A clerical journal well moralizes thus: 'The world has need of being roused to reflection and fear ever and anon. Prosperity, calm selfishness wholly distract or benumb the mortal creature. Providence mixes up scenes of horror and anguish with those of dissipation as memento and warnings." The emotion or consternation of Paris was immediately heightened by the intelligence of the fatal explosion of the steamer Medora, in the port of Baltimore, and of the stupendous conflagration and ruin at Hamburg. This disaster, immense as it is, was at first doubled for us in the number of edifices consumed and lives lost and the value of the property destroyed: Popular frenzy, riots, and massacres were added to the volumes of wo. You will have copious and authentic details from the London papers. The great fire at New York is surpassed in every respect. All the commercial cities of Europe shudder and will liberally contribute to the relief of Hamburg. If I have been over particular and rather prolix in my report of the visitation of God between Paris and Versailles, you must consider that it is the first of the kind here; superlative in sadness; the severest which belongs to the history of railroads, and unique in its character.

From the N. Y. Atlas.

CONFLAGRATION OF HAMBURG.

The most important news received by the Columbia, is the destruction, by fire, of one fifth of the city of Hamburgh.—This is the most dreadful conflagration that has occured in modern times. It has devastated a beautiful and great city—destroyed hundreds of lives—and given the whole commercial world a shock. The most dreadful part of this business, is the belief that this terrible event was caused by an incendiary—a fellow named Cohen, a tobacco dealer, who is in custody residing in a street known by the name of *Stain Twete*.—It was in his warehouse that the fire commenced, and the authorities, it is said have good ground for believing him to be the accursed incendiary. If he be so proved, if he is the cause of the loss of $50,000,000 worth of property, not including the houses—from two to three thousand, destroyed—and above all, 200 lives sacrificed, we could wish his pernicious soul might rot half an inch a day; and should rejoice at seeing a whip in every honest hand to lash the rascal naked through the world.

The quarter in which the fire originated was one of the closest and narrowest parts of the city. The houses, chiefly of wood, were many of them centuries old. They were dry as touchwood. The flames coursed over them with the rapidity and ferocity of the appalling fire on the prarie, which consumes everything that comes in its lightning-speed path. The fire broke out on Wednesday night, the fourth of May, and raged in its fury till the following Saturday morning, in which time it laid waste nearly sixty streets. Of the horrors of these three days and nights, it is impossible to give a description. Tens of thousands of families saw themselves reduced from a state of competency or influence to beggary. Many had lost friends and relatives. There was weeping, wailing and gnashing of teeth. At last despair seized on hundreds. They seized the ardent spirits which were now within their reach. They became drunk and mad, and robbed and plundered, and by their frantic ferocity added to the horrors of the scene. So vast was the calamity, that the Senate seemed almost paralysed. Still the firemen immortalized themselves, and worked seemingly beyond the powers of human endurance, in their efforts to subdue the monstrous element that was destroying the wealth of ages, and hissing, sparkling and triumphing around them. The misery was heightened by the scarcity of provisions. In the general clamor, this was not thought of. Thousands knew not where to go to obtain bread. One fireman worked forty-eight hours without a morsel of nourishment, and then went from place to place like a famished wolf, till he could obtain food. Humanity shudders at the horrible record, and pity weeps her hottest tears over the fate of the sufferers, while charity, heaven born charity, like an angel of light, comes forward with her quickest haste to alleviate their sufferings—to pour oil into their wounds, and to cheer and comfort them.

The New Hamburgh Zeitung states the loss thus: $30,000,000 for goods burned in the warehouses; $20,000,000 for furniture and other valuables, and, this is independently of the houses destroyed—from two to three thousand houses are destroyed. Over two hundred lives are lost.—Tens of thousands of citizens were houseless and unprovided for.

The moment the dreadful calamity was known, in every direction prompt measures were taken to alleviate the sufferers. The city of Bremen sent fourteen hundred carpenters to erect accommodations for those who had but heaven for their canopy, and earth for their pillow. One of her merchants subscribed $10,000 for the sufferers; and three other firms between them subscribed $20,000. These acts are noble; they blot out many of the stains that blur our nature, and cause us to rejoice in humanity, which thus shows its Godlike essence.

A meeting was held at her Brittanic majesty's consulate, at which the British nation was called upon to alleviate the sufferings caused by the calamitous fire That call has been responded to. The queen has subscribed £200; Prince Albert £100; the queen dowager £150; and shortly after the subscription commenced, *ten thousand pounds* were sent in dollars, by a steamer, to purchase provisions, and to provide shelter for the 30,000 persons who are rendered destitute by the calamity. The subscription list is still open throughout Great Britain. Other countries are aiding in the good cause.—The sympathy seems to be universal.—Nor are we behind. The Germans of this city received the appalling news in consternation; but they promptly met to bestow their aid. A preparatory meeting was held at Delmonicos' on Friday evening, which was attended by the most respectable portion of our German citizens. The result will be what we could only expect from the German population—the kith and kin of the old Knickerbockers—than whom, a more reputable and respected body of citizens does not exist. They will aid the sufferers to their utmost, as well as the Germans throughout the country. But let us not stop here. Let the subscription list be open to all; and let us show how warmly Americans can feel for the sufferings of others.

The other news of interest from the old world, is a terrible railroad accident in France, between Versailles and Paris, by which fifty persons were killed and one hundred and fifty wounded; and the discovery of another plot to assassinate Louis Philippe, who, from his many escapes, would have been supposed, in olden time, to bear a charmed life.

THE EARTHQUAKE.--Every arrival from the West Indies brings some new particulars of the ravages and disasters attendant on the great convulsion of the 7th of May; and the first accounts, instead of being exaggerated, appear to have understated the destruction of life and property. The latest accounts at Boston and New York bring information of the total or partial destruction of sixteen cities and towns in St. Domingo, with loss of lives in nearly all. The following are their names:—Porto Paix, Gonaives, St. Marc, Mole St. Nicholas, St. Louis du Nord, Fort Dauphin, Limbeport Margot, Borgne, La Grande Riviere, Laxavon, Altamira, Porto Plata, Cape Haytien, Santiago, St. Osero and La Vega. The fine town of Santiago has been entirely destroyed. The population consisting of about 6000 souls, of which 500 are buried in the ruins—farther in the interior the towns of Vega and St. Osero have met with similar fates A letter says:—"During the earthquake at Santiago, the inhabitants rushed into the Roman Catholic church to implore mercy from the Most High, and filled it to overflowing, and when it fell, rivers of blood were seen to pour through the ruins, proceeding from the bodies of the poor unfortunate souls crushed within."

Twenty-Seventh Congress.

[Reported for the Baltimore Sun.]

SENATE.

WASHINGTON, June 13, 1842.

The business of the morning was of no interest. A bill for the employment of certain clerks in the Post Office Department, was taken up and passed.

The bill for the armed occupation of Florida, after being debated by Messrs. Sevier, Smith of Ia., Preston and others, was laid over until to-morrow.

Silas Dean's claim came up in order; and the debate on the pending question—an amendment providing that the claim shall be paid if no error be found in it by the accounting clerks of the Treasury Department—was continued.

Mr. Phelps gave a detailed account of the whole affair. He was followed by Mr. King, who replied to his arguments in favor of the claim. The consideration of Mr. Dean's bills consumed the remainder of the day.

HOUSE OF REPRESENTATIVES.

Mr. Stanley presented a memorial from Mr. Poindexter, relative to certain charges made against him in the House, relative to the New York custom house affair.

On motion of Mr. Adams, a resolution was adopted, calling on the President for copies of certain treaties, relative to the slave trade, by the Five Powers; also, copies of the protest, and other papers of Lewis Cass, on the same subject.

Mr. Pendleton moved to amend the standing rules of the House, so that a question, on committee of the whole, may be immediately taken, when called for by a majority.

This being an important matter, a call of the House was demanded. After the roll had been called, 184 members answered to their names. The names of the absentees were then called,—ten more appeared. All further proceedings in the call, were then dispensed with.

A motion was made to lay the resolution on the table. The result was—yeas 102: noes 91. So it was laid on the table.

Mr Cowan moved to amend the rules by re-establishing the "one hour rule," and called the previous question thereon

Mr. McKeon moved to lay the whole subject on the table. The motion was negatived—yeas 83: nays 113. The call for the previous question was then seconded, after which the motion of Mr. Cowan was agreed to by a vote of 108 to 84. So the "one hour rule" is re-established.

A resolution was then offered by Mr. Medill, directing the judiciary committee to report a bill, providing for the repayment to Andrew Jackson, of the fine imposed upon him by Judge Hall.

A motion was made to lay the resolution on the table. Rejected—yeas 51: nays 115. The question then being on the adoption of the resolution, several members expressed their intention to debate it. This being the case, the resolution was laid over until to morrow.

Mr. Everett moved that the apportionment bill, as amended by the Senate be taken up. The motion was agreed to, and the bill taken up accordingly.

The amendments of the Senate were then read, viz: altering the ratio from 50,179 to 70,680, and giving an additional member to such States as may have more than a moiety of the latter ratio.

Mr. Everett made some remarks, and concluded by moving the previous question.

Mr. Adams requested the gentleman to withdraw the motion, as he wished to debate the amendments.

Mr. Everett said the extreme urgency of the case, would not permit him to comply.

The question on seconding the demand for the previous question, was then put, and negatived.

Mr. Adams then took the floor, and gave his views on the amendments, at considerable length. He hoped the House would insist on its own ratio of 50,179, but he had no objection to that amendment of the Senate which gave those States an additional member, which may have a fraction of more than a moiety of the ratio. To the latter, however, he moved several additional amendments. He denounced the conduct of the Senate, in attempting to diminish the amount of representation in the House, as contrary to the course of God and nature. This House, said he, is the democratic branch; it represents the people; and that the number of representatives ought to increase with the population, is a first principle of pure democracy. The greater the number of Representatives, the greater would be the influence of democracy. He contended, with much earnestness, that the Senate has no right to dictate to the House as to what its representation shall be. In his opinion, there is a continual tendency in the several branches of our government to encroach upon each other. To prove this, he referred to recent facts. He made further remarks tending to prove that the Senate is an aristocratical body.

After some remarks from Mr. W. Cost Johnson, the floor was taken by Mr. Pickens, who replied to Mr. Adams with some warmth. He regretted to hear the gentleman denounce the Senate as an aristocratic body—a body which was the result of compromise, and which was a legitimate portion of the confederacy. Mr. P. then advocated the ratio fixed by the Senate, as best calculated to give dignity and strength to the House.

Mr. Cooper of Georgia, after a short speech, moved to lay the bill and amendments on the table, with the view, if the motion prevailed, to originate a new bill

This was at two o'clock, and as about a hundred members were absent, a call of the House was moved, and ordered. After a sufficient number had made their appearance, the qestion was taken on the motion of Mr. Cooper to lay the bill on the table, and it was lost. Yeas 65. Nays 135.

Mr. Holmes then took the floor, and delivered an eloquent speech in favor of carrying out the theory of the government by increasing the number of representatives in proportion to the increase of population. He introduced as a simile, small stream, which, while it is small makes a great bubbling; but presently, on being joined by numerous other streams, it becomes a steady, silent, majestic river—"full without o'erflowing."

Mr. McKay argued in favor of a smaller number of representatives. He said gentlemen appeared to forget the great amount of representation we have, including the State legislature. The total amount of representation was above FIVE THOUSAND. He was in favor of the ratio fixed by the Senate.

Mr. Underwood said when Mr. Adams got up he generally sent his bullets whizzing by the heads of gentlemen for whom he intended them. The gentleman had said that a high ratio was essentially aristocratic, and, said Mr. U., as I have advocated a large ratio, the cap fits me. He then made an elaborate argument in favor of a large ratio.

Correspondence of the Baltimore Sun.

WASHINGTON, June 13, 1842.

The respected chaplain of the Senate has politely favored me with the sight of a letter, received by him this morning from the physician of the Hon. Samuel L. Southard, conveying the melancholy intelligence, that the latter is not expected to survive. You will recollect that Mr. S. was removed from this place to Fredericksburg, Va., where he has since remained.

You will perceive that the famous "one hour rule" is again in force. The long-winded speakers struggled against it manfully, but the short speakers carried the day. It will save scores from pulmonary consumption. In this enlighteded age people dread long speeches, almost as much as they do a long sermon. Indeed, it would be an excellent thing to introduce the "one hour" rule in the pulpit. If the question were put, from every congregation there would be a tremendous shout of "aye." The trustees of a certain church in this city, recently had a clock set up opposite the pulpit, but the amiable minister does'nt take the hint.

The bill reported by Mr. Merrick in the Senate, for equalizing the rates of postage, &c., contains a clause, which I think, will be highly objectionable. It provides that it shall not be lawful for any person to establish any private express, or, in any other manner, to cause to be conveyed letters by stated trips, or at intervals, from one place to another in the United States. This, if carried into effect, will prove a great obstacle to the enterprise of the press in procuring early news.

You will perceive that, notwithstanding the importance of the business under consideration, there were two calls of the House this morning in order to procure the attendance of members. Many of them complain that from ten till four is "an awful time to sit." They forget that the clerks of the Departments sit a much longer time than that. Why did'nt they work at the early part of the session?

COMMERCE OF THE U. S. STATES—MR. KENEDY'S REPORT.—We publish, says the Baltimore American of Tuesday, this morning, to exclusion of other matter, the first portion of the Report of the Committee on Commerce, recently presented to the House of the representatives. We commend it to the special attention of our readers, and hope, they will give it a careful perusal. The Report is so thoroughly digested, so well arranged and so clearly expressed, that the perusal will be easy; and the systematic order in which the various parts are put together, will enable the reader to retain distinct impressions of the facts adduced and the conclusions arrived at on each head.

The preliminary review of the domestic affairs of the country as affected by the previous policy of the government in respect to the Currency, the Public Lands and the Tariff, will be found to contain a compendium of facts worthy of particular attention. The time has now come, we hope, when these things can be looked at dispassionately, in so far as the past is concerned.—The statements in the Report may be compared with the records of history, and the honest inquirer need be at no loss in arriving at far deductions. Whatever may have been the reasons which influenced Gen. Jackson in his warfare against the Bank of the United States, in declining to sanction the Land Bill which in substance he had recommended, or whatever may have been the causes which resulted in the abandonment of the protective policy, the facts themselves stand in their own force, and the consequences of them are plain to the view. We may exercise all charity in respect to motives—but realities are not to be gainsayed; they must be regarded.

In reference to the Bank of the United States, the disastrous fate of that institution after it lost its national character, and passed from under the supervision of the General Government, has thrown no small amount of odium around its very name. It is unfortunate that it ever received a State charter and found itself compelled, in the limited sphere to which it was reduced, to employ its means in various investments and enterprises foreign from the legitimate purposes of banking. But let the errors and bad management of that particular institution be visited with all the censure they may deserve, the great principle still remains in all its necessities and force, that a central, national establishment to regulate the currency and exercise a wholesome control over local banks, is indispensable, and must be had. It may be called by any name that is most convenient; it may have its functions modified, and its operations regulated as good policy and a wise precaution may dictate

©Maryland State Archives, msa_sc2940_scm11032-0060.jpg