the tale. It is enough to know the incubus is upon us, and the first enquiry is, how shall we pay it? The friends of the work tell us the only means of doing so is to complete the canal 'from Dam No. 6 to the town of Cumberland.' To accomplish that object, the bill reported from the committee on 'Internal Improvement,' proposes to waive the liens of the State and to allow the company to issue bonds to the amount of two millions of dollars. In other words, the bill proposes to postpone the interest of the State—to authorise the Chesapeake & Ohio Canal Company to issue two millions of bonds, to be placed, in their hands, for the purpose of raising funds sufficient to finish it to that point; and those bonds to be sold upon what terms the company may deem advisable. At so low an ebb is the credit of the State already sunk, that in order to raise the means to complete the canal to the coal regions, they propose to sell the bonds of the State without restriction —upon any terms—nay, at a wanton sacrifice, and then to make them preferred liens until they shall have been liquidated, out of the first revenues derivable from the canal. It proposes to pay, per annum, the sum of $120,000 interest upon the two millions of bonds—the sum of $30 000, per annum, as a sinking fund to lift this issue of two million—and also the sum of $10,000 to be set apart as a sinking fund for the ultimate absorption of the scrip, (now amounting to a million of dollars,) which was issued by the company in the year eighteen hundred and thirty-nine—before the State shall receive one cent for her heavy investment in this work. So that before the State can realize one cent from the Canal, the sum of one hundred and sixty thousand dollars is to be paid, annually, out of its revenues, until the two million of bonds, for which they are now asking, are entirely paid off. A most modest request, this!—The company assures us, that if this bill passes the canal can be finished in eighteen months or two years at the furthest —that a proposition has been made by contractors in New York to complete it from Dam No. 6 to Cumberland for the sum of $1 313,250, within that time. They solemnly affirm, in their report, it can be finished for that specific amount. If so, I ask, Why it is necessary to issue bonds to the amount of two millions?—They answer us, the credit of the company is in such bad odour that the bonds cannot command a par sale—that we must expect, more or less, a sacrifice, and that $200 000 must be reserved to pay the annual interest. Conceding then, that it can be finished for the sum just specified and the amount reserved to meet the interest which I have just mentioned What becomes of the balance of $500 000? I call upon the champions of the bill to tell us, at whose cost this flagrant sacrifice is to be sustained? Is not the State saddled with the responsibility? Does she not become the sufferer? Yet such is the confidence—I will not say effrontery—of the Chesapeake and Ohio Canal company, that they affirm, (to employ the very language of their report,) the canal can be finished to Cumberland, without taking another dollar from the treasury of Maryland, or adding a dollar to the State debt or liability.' What madness! what infatuation! After the repeated failures of that company to comply with her promises and engagements to the State—after hawking away her bonds, both in our own and foreign markets, at a sacrifice, I believe, unparalleled in the annal of our country, even as low as 47 per cent. —after crushing her credit, crippling her resources, and reducing her to the lamentable condition, in which you find her, should we not receive, if not with suspicion, at least, some distrust, any representation or statement that comes from that quarter? After all this, still they come to the bar of this House, and gravely ask for the privilege of shaving her again. For one, sir, such a proposition can never receive the sanction of my vote. But Western gentlemen tell us, finish the canal to Cumberland, & in the course of 4 or five years there will be an incoming net revenue to the State of four or five hundred thousand dollars; and in eight or ten years hence, when the coal trade shall have fairly opened, from eight hundred thousand to a million! Finish the canal, and in thirty years, it will pay off the public debt to the last dime! These are sanguine calculations! wild, baseless, visionary hypothesis! I wish it could be so; for no man, within her limits, desires her liberation from the thraldom which is now fastened upon her, more ardently than I do. But let us see upon what the friends of the canal calculate as the main source of this immense revenue to the treasury. They tell us that the Allegany coal has been pronounced, by the best judges, to be superior to any that has yet been discovered, and that when the canal is in successful operation, they will be able to supply the market of the world, that by the time it is completed to Cumberland the different chartered mining companies around Frotsburg will have constructed their railways, from the mines to Cumberland, a distance of ten miles, ready to supply the canal with a million of tons per annum, which transported to Alexandria, would bring a dollar a ton, for toll? Do not such calculations exceed the bounds of reason? Does any man suppose the Allegany coal will entirely supplant the use of the article in the mineral States.

Gentlemen, upon the other side of the House, have gone through the vocabulary of epithets, to extol the superiority of Cumberland coal, and the exhaustless mineral wealth of those mountainous regions. They have told you, if you complete the canal, they will be able to supply the whole country, and such is its superior quality, that it will necessarily supercede the use of all other coal & must always, command a ready market. Are they aware of the fact that, at this moment, chartered mining companies are industriously engaged, in coal excavation in the States of Rhode Island, New Hamshire; Connecticut; Pennsylvania; Virginia; North Carolina; Alabama; Tennessee; Kentucky; Ohio; Indiana; Illinois; Missouri; Arkansas; and in the Territory of Iowa? That in fourteen out of fifteen States, just named, the coal is bituminous and of the same kind, if not of the same quality, of the Allegany? Do they know that, at this very time, Virginia coal is selling, in the city of Richmond, at $2 80 to $3 36, per ton, and that the Allegany bituminous coal of Pennsylvania is now bringing in the city of Baltimore, but $3 92? The former, for domestic uses, has been pronounced as little inferior to the Cumberland coal, and the latter, by a chemical analysis and successful experiment, has proven to be equal to it either for manufacturing or domestic purposes. When the companies, in these different States get into full blast, will not the country be flooded with the article, and will not competition bring it down to a price which cannot justify transportation from Cumberland to the District of Columbia? When other coal can be purchased, at a price, much less than they can afford to sell at tide water the Allegany coal, and of a quality little inferior to it? Do the friends of the bill suppose, sanguine as they are that the latter will supercede the use of all others? And if we look at the amount of consumption of bituminous coal on the whole seaboard of the United States, you will find it does not exceed 250 000 tons per annum and if the market can be supplied at the present low prices, which I have just cited what will the article command when the the mines of the whole country are in the market? What demand will you find for your coal when it reaches tide water? When from 500,000 to one million of tons are to be supplied with that article little inferior and on cheaper terms with other coal. Will it go to New York?—The 'Journal of Commerce' informs us that the Liverpool coal, after a fair experiment of both, is preferred to it. Will it seek a market in Philadelphia? That would, indeed, be verifying, to the letter the words of the proverb of 'carrying coals to Newcastle.'

Then, where will there be a demand for this immense tonage of that article should they realize their wishes of getting it to tide water navigation? As the cardinal argument in favor of the bill, its friends tell us upon this immense quantity there will be one dollar per ton, coming into the coffers of the State.—This is unsupported assertion. It is sheer speculation Demonstrate to me that your calculations are well founded, and I am the last friend of the bill In addition to what I have already observed, so varied is the human taste, there are thousands who would use no kind of coal, anthracite or bituminous, upon any terms. The effect it produces, upon some constitutions, is so pernicious as totally to prohibit the use of the article. For these reasons & others still more cogent, which have been assigned by honorable gentlemen who have occupied the floor before me, I am forced into the conviction that my friends on the other side have been indulging in wild & visionary dreams' They seem to have been soaring for the last two or three weeks in the element of fancy. But Sir, is coal the only source of prospective revenue? The report of the company informs us that iron is an article from which they anticipate a large revenue: and that one of the grand objects of the enterprise, if not the chief, is the diversion of the Western trade from its present Southern and Northern routes to the Alleghany mountains —I may again be charged with taking a narrow and illiberal view of this stupendous enterprise—these mighty calculations. It may be so, Sir, but not from any hostility I entertain towards the work, for as God is my judge I have none, but because I cannot flatter myself into the delusions which, it seems to me, flit before the visions of my honorable friends. If gentlemen will look at the route which has been opened by the lakes to the North and the facilities of transportation down the Ohio to New Orleans, they will see that the prize of Western produce is not so certainly within their grasp. A lively, ready & powerful competition awaits the completion of the work beyond the mountains. There might be a division, but not a monopoly of Western trade, by the Chesapeake and Ohio canal. Sir, the rhapsodies of Western gentlemen, in their golden conjectures of the wealth of these coal mines and the Western trade, remind me of the license which took possession of the ardent imaginations of Columbus and his infatuated followers upon the island of Hispaniola. When the distant cliffs of its mountains broke upon his elated sight, he fancied he had reached the 'El Dorado' of his hopes; that he had at last discovered, after patient toil & intrepid enterprise, the veritable, 'Cipango' the island of gold, spoken of by the Venitian chroniclers. His heart leaped, with exultation, as he gazed upon the beautiful scenery that decked the island and regaled himself with the fragrance that came from hill, and vale. When the natives came out, in multitudes, swimming around his ship, and he discovered upon their persons, golden ornaments, he entertained no longer a doubt. Every bosom on board, beat in unison with his own, at the prospect of immediate and boundless wealth. He sallied forth, led on by the treacherous islanders, so far had an insatiable cupidity gained an ascendant over his usually cautious and sounder judgment, into the interior of the island, in quest of the famous gold region, termed by the natives 'Cibao,' which they represented as filled with lumps of the precious metal, as large 'as oranges and cocoanuts.' After a toilsome journey, he reached the foot of the far-famed mountain. He ascended its rugged defiles, expecting to find 'every sprig that he plucked, sprouted with gold.' As he clambered up its precipitous sides, he fancied he discovered traces of former excavations & instead of 'Cipango,' he had discovered the ancient 'Ophir;' nay that he had found the identical mines from which King Solomon had drawn his great supplies of gold, for the building of the Temple of Jerusalem! But a few days of fruitless search rewarded his hopes with disappointment. The mountain was sterile; the natives had deceived him. I will not say that the speculations of the friends of this bill bear a *close* resemblance to the dream of those deluded men I trust their calculations will not prove so fallacious. Let me then in sober seriousness invite them to lay aside these visionary notions, and return to a correct view of the question. Particularly the honorable gentleman from Charles (Mr. REEDER.) do I invite down from those airy regions in which he has been soaring, all the session, to plain 'terra firma' to take a practical, a common sense view of the bill upon your table. Let me advise him to abandon his peculiar vagaries and bear in mind, that he is in a school of practical experience and not of chimerical speculation. Such conceits as fell from the gentleman a few days since would suit perhaps, the dreamy poetic air of the closet, but ill become the halls of Legislation. Let him no longer startle us with propositions that would do but little credit to a ten year old tyro; such for instance, when he declared so emphatically as to rivet the attention of the House 'that upon the completion of the Chesapeake & Ohio canal to Cumberland, depended the experiment of a free *government in Maryland*.' Had I heard that remark fall from the lips of any other man, I should certainly have regarded, him as a fit subject, for the Lunatic Asylum. But the honorable gentleman has been buried in books and dreams all his days, and has yet to pass through the ordeal of a little practical learning.

Let us return to the bill before the House. Mr. Speaker I have endeavored to show that the calculations made by the friends of the bill are based on frail foundations; that should the canal be completed to Cumberland, and the immense quantity of coal of, which they speak, should find its way to tide water, there would not be a demand which would justify its transportation; that consequently the State would not receive the revenue which they anticipate in the way of tolls. But suppose their arguments, regarding the coal trade are sound, has not the canal already reached a terminus which, by the aid of the Baltimore and Ohio Rail Road as a feeder, to Dam No. 6, can be made at once available to the coal companies, and profitable to the State? The distance from Dam No. 6 to Cumberland is 15 miles by the Rail Road, 48¼ by the canal. The Baltimore & Ohio Rail Road company, in the present exigiencies of the State, come forward and propose to convey from Cumberland to Dam No. 6 the amount of 500,000 tons of coal per annum; for 1⅓ of a cent, per ton, per mile; which according to the present rate of tolls would bring into the treasury of the State in the course of 18 months or 2 years, upwards of $300,000; an amount sufficient to pay off one half of the interest on the State debt.

Whilst the friends of the bill admit that four or five years must elapse, before the canal, in the event of its completion, can nett a revenue of $160 000, and perhaps ten years, before the State can receive one dollar. Now, sir, if this be practicable is it not the obvious policy of the State at once to accede to the proposition of the rail road company, and try at least, the experiment? Is it not our duty to adopt that policy which will bring in at once, a revenue, so as to allay the growing discontent against the tax laws? If in eighteen months we can; by the aid of the rail road, derive a revenue of $300,000 and thereby enable us to lessen the public taxes one half, you will revive the lost confidence of the people in your public works. Their consent to finish the canal, if upon trial it should be found the rail road cannot transport the increasing trade, would be easily obtained. Already another track is graded from Dam No 6 to Cumberland and should the coal trade or western trade, require it—a new railway can easily and shortly be made.—Then if the railroad can operate as a feeder to the canal at Dam No. 6, and can convey all the coal trade and produce, cheaper & faster than by the canal, there is no necessity for completing the latter to Cumberland at this time. That it can be done we have the opinion of the Hon. Louis M'Lane, the President of the Baltimore and Ohio Rail Road company in whose statements and sound judgment I place implicit confidence. No man in the nation sustains a higher reputation for probity and general practical knowledge I believe him incapable of making a statement which his judgment does not sanction. But, gentlemen, on the other side of the House, urge as an objection that coal being of a friable nature, cannot be transported, without serious damage, upon the rail road. I ask them to look at the Liverpool and Manchester railway in England. I ask them to look at the Reading rail road in Pennsylvania. I ask them to read the sensible views presented by Mr. Vignoles, the most eminent civil engineer in England —perhaps in the world—where he demonstrates from the present improved machinery on railways that not only coal; iron and all other articles of heavy burden, can be transported, not only safer, but cheaper, than by a canal conveyance. Existing facts both in this country and in Europe, leave it no longer a question.—Then why will gentlemen urge an objection fraught with so little force? Is it not the policy of the mining companies to get their coal to market by the cheapest and quickest conveyance? At all events, they are compelled to construct, at their own costs, railways from the mines to Cumberland, whether their coal is to be brought down, by the canal or the rail road. Their interests, from which the State expects to derive her revenue, is not identified with the completion of the canal. As soon as the rail road company will have entered into a contract to carry any large amount of coal, the companies will commence constructing their railways from the mines. If these views be correct we should not hesitate a moment to try the experiment. It is practicable elsewhere. Why is it not so here? Let not the occasion be lost upon us.—We have a fearful responsibility to look to. It is time to act with efficiency—yet with caution.

"*Tolle moras, semper nocuit differre paratis.*"

Sir, I seldom indulge in divination, and do so now by way of warning, to gentlemen over the way. In my judgement, if the liens of the State are waived upon the Chesapeake and Ohio canal, the bonds allowed to be sold for a mere *sous*, and this oportunity to pass unheeded, of deriving a direct and profitable revenue from the canal, by a union with the Baltimore and Ohio Railroad, in the manner I have shown, you inflict a fatal blow at the already staggering confidence of the people in their ability to pay the State debt. I invoke the friends of State faith —the guardians of her honor—to avert the blow. I invoke the gallant shore from which I come, to rally in one united and combined opposition against this bill, and save the State. Let us, in time, stave off that horrible heresy—State repudiation—which is threatening to burst upon us every hour. The people desire to see some, and an early means of getting rid of the onerous incubus which oppresses them. Let us, therefore, enact that law which will relieve them of one-half of their taxes, and you revive, at once their desponding spirits and regain their lost confidence. For myself, to maintain inviolate the plighted faith of Maryland, I am ready for the adoption of any practicable measure. The eyes of an anxious world are upon us, and let us prove to them that we are not lost, to all sense of probity and justice. Before I would consent to see such principles prevailing in this Republic, I would sell every foot of public property within her borders:—aye —the very seat, I occupy, on this floor —nay, more, sir, I would barter the very flag—once the proud simbol of your sovereignty—that now floats in mockery from your Capitol, before the plighted honor of my State should be humbled in the dust. Its present torn and tattered condition is too typical of the fallen fortunes of Maryland. Let not her escutcheon be sullied with a blotch that centuries cannot efface. Let not posterity point to this day as the era of her ruin and dishonor. Our career in this hall will soon be closed. A few days more, and we shall go back to that confiding constituency who intrusted to our custody their interests, and dearer than all their honor.—Let us then, like the Athenian soldier take home the cheering intelligence, 'all is well—the State is safe.' SIR, I have done.

To the Editor of the Baltimore Patriot:

SIR:—The bill for the completion of the Chesapeake and Ohio Canal, which has been so long under consideration in the House of Delegates, was defeated by a decisive vote on the last day of the session. This result is the more to be lamented, as the plan submitted would have finished the work without cost to the State, while the expense of delay, in the accumulation of interest and the suspension of dividends, is just 420 000 per year, or $1,150 per day. Men therefore, in whom was vested, for the time, the law making power, have gone to the seat of government, remained a whole winter, done nothing and returned home. When I say they have done nothing, I speak of course in reference to the Canal, the completion of which, as a means of prospective relief to the tax payers of Maryland, is in the opinion of well judging men, infinitely more important than all the financial schemes either proposed or in contemplation.

If this were the first instance that a session of the Legislature has been permitted to pass over leaving the canal untouched, the case might admit of some explanation some excuse But it is not the first, nor even the second. It is in fact the fourth year that the same thing has been repeated at Annapolis, and the policy has grown into a legislative habit, by which the people of Maryland have been burthened with a debt of $1,600 000, accruing from mere inertness and delay. The idea of the sale of the States interest in the work, however captivating it may have appeared to some at the last session, is looked to by scarcely any one now, as affording the slightest prospect of relief. Yet even this scheme of a sale, though modified by the bill which passed the House of Delegates at the next session, was in the opinion of its friends made worse instead of better and was therefore properly rejected by the Senate.

It is due to many of those gentlemen of the House, by whose vote the lamentable result was brought about, and upon whose course I intend to cast no censure to say that they came from portions of the State in which the popular voice at the late election, was understood to be opposed to the completion of the Canal. They had pledged themselves to their people to go against that specific measure. And when by a most extraordinary intervention from another quarter, a proposal was made in effect to supersede the completion of the Canal in the transportation of heavy burthens and at rates of charge below all former experience, it was natural that they should seize upon an alterative by which they were persuaded the great object all had in view could be accomplished, and at the same time no pledge made to their people at home, would be violated.

The above explanation will be intelligible to the gentlemen alluded to, and is sufficiently specific for all present purposes. The object of this note, however, is to say that I intend to claim a portion of your columns for a series of papers, addressed to the people of Maryland and intended for their information I propose to examine in one detail the whole Canal question, as it is termed and shall be mainly solicitous to state facts which though extant in various authentic forms, are still, as I believe unknown to the great mass of the people, who by recent events have become so deeply not to say vitally interested in their promulgation.

Very respectfully,
Your obedient serv't,
WM. PRICE.

Baltimore March 11, 1844.

WOUNDS OF CATTLE.—The most aggravated wounds of domestic animals are easily cured with a portion of the yolk of eggs mixed in the spirits of turpentine. The part affected must be bathed several times with the mixture, when a perfect cure will be effected in 48 hours.

FOREIGN NEWS.

Arrival of the Caledonia.

TWENTY-TWO DAYS LATER FROM EUROPE.

Disavowal by the French Government of the proceedings of their Admiral in the Pacific—Conviction of Mr. O'Connell and his Associates.

The Cunard steamer Caledonia arrived at Boston on Friday morning, with London and Liverpool papers to the 5th inst. inclusive. She experienced boisterous weather on her passage, especially off the harbour of Halifax, where she was detained forty-eight hours before it was deemed safe to attempt making the port.

There is no advance in the cotton market, though prices are firm. The corn market has somewhat improved, the value of all descriptions of grain having advanced. The money market is easy, in London money continues abundant, and bills are readily discounted at two per cent.

In addition to what will be found under the usual head of markets, it may be said the duty on wheat is reduced to 18s. per quarter, and on flour to 10s 10d. per bbl. without prospect of going lower

Flour in bonds is quoted at 23s. to 23s. 6d per bbl.

The Paris Moniteur contains an official announcement, disavowing, on the part of the French Government, the proceedings of Admiral Dupetit Thouars at the Society Islands. The Government has been sustained on this question in the Chamber of Deputies, by a majority of forty six votes. M. Dacos having made a motion on the occasion of the debate respecting the affairs of Tahiti, 'That the Chamber of Deputies pass to the order of the day without approving of the conduct of ministers,' 187 members noted in favour of, and 233 against it.

The trials of Mr O'Connell and others after twenty five days duration, have been concluded and each of the Traversers has been found guilty, but the sententences are deferred until the next term. Mr. O'Connell has, on behalf of himself and his companions protested against the verdict, and intimated that so soon as sentence shall have been passed, he will have the matter submitted to the whole body of Judges in Ireland, and that, if their decision should be unfavourable, he will appeal to the House of Lords. In the meantime he has taken his place in the House of Commons. Ireland is said to have been perfectly tranquil since the rendition of the verdict.

In reference to the Agitator, the *Belfast Northern Whig* publishes the following paragraph:—

'We learn on what we consider good authority that the Duke of Wellington is determined that O'Connel shall not be sent to prison, believing that the moral effect of a conviction will be sufficient, and that punishment would be a useless piece of severity.'

On the other hand, the Liverpool Mercury of the 16th ult., says: 'It is foolishly imagined by some, that the traversers will not be called up for judgment; this opinion is, in the opinion of well informed persons, totally at variance with what will occur. It is to be hoped that the peace of the country will be preserved, which is very doubtful.'

There was a debate of *nine* nights duration in the House of Commons, on the condition of Ireland, which terminated on Saturday the 24th ult. at 4 o'clock, A M. The chief topic in the debate was the Irish church establishment. On the ministerial side speeches were delivered by Sir James Graham, Lord Stanley, the Solicitor General, and Sir Robert Peel. On the opposite side Lord John Russell, Mr. Macauley, Sir Thomas Wilde, Mr Roebuck, Mr. Shiel, and Mr O'Connell's, whose speech is described as manly in feeling & dignified and one that produced a marked and highly favorable impression for him. Upon the division of the House, the course of the ministry was sustained by a majority of 99, in a house of 549.

Large quantities of arms and ammunition were continued to be sent to different garrison towns in Ireland, as if the government expected an outbreak—and two armed steamers were cruising on the coast of Kerry. The meetings of the repeal associations continued, at which matters connected with the trials were fully discussed All the proprietors of newspapers who had been members of the repeal association have withdrawn from that body in consequence of the doctrine asserted by the verdict on the state trial, that every member of the repeal association was responsible for all the publications of the newspapers, whose proprietors were members of that association.

It is said that the orangemen who dissolved, or pretended to dissolve, their institution in 1834, are determined, now that their friends are once more in power, to throw off their mask. A meeting was held at Coleraine at the 12th inst. attended by the representatives of 10,000 Orangemen in Antrim and Derry.

The New York packet ship Sheridan arrived out on the 17th Feb, the Cambridge on the 25th; the George Washington on the 28th the United States on the 2d March, and the England on the 3d; the Duchess D'Orleans arrived at Havre 25th ult. after a passage of 15 days

The steamer Britannia arrived in Liverpool on the 18th ult. Her detention caused some apprehension.

OREGON.—The Liverpool Times of the 4th inst has the following:—

Her Majesty's Government, desirous of prosecuting with expedition the survey of the disputed territory between the United States and the colonial possessions of her Majesty in North America, has issued orders for the immediate employment of an additional force of non-commissioned officers and men belonging to the Royal Sappers and Miners upon this important duty, under the boundary commissioner, Col. Estcourt. They will be sent to the Oregon Territory, to join those already employed on that service.

A strange but not uncommon blunder (remarks the N. Y. Commercial) is manifest in this paragraph. The survey referred to is that of the North Eastern Boundary—between Maine and New Brunswick—under the treaty of Washington. There is no commission engaged in surveying any where near the Oregon Territory, and the Liverpool editor has sent his detachment some thousands of miles out of the way.

The King of Sweden whowas struck with apoplexy on the 25th of January, had experienced some relief, though no hopes remained of his recovery.

Incendiarism, highway robberies and other crimes against property, manifest an increasing social disorganization in the rural districts of England.

Incendiarism is no longer confined to England; for while it continues in Essex, Lincolnshire and other agricultural counties, it has made its appearance in Carlow and Killkenny, in Ireland.

Fire in Manchester.—It is stated that a most destructive fire occurred at Manchester March 2—It commenced in Wm. Bryant's warehouse, No. 9 George street, and soon the whole block of seven story buildings was in flames. The ware houses of Amschel, Toler & Co., were also destroyed, & the silk warehouses of Francis Makin & Co. and Joshua Le Mare & Sons, were considerably injured. The amount of property destroyed is believed to be more than £100,000.

Mr. Everett is now in correspondence with Lord Stanley, the Colonial Secretary upon the Oregon Territory question. The American Minister has had several interviews with his lordship at the Colonial office.

New troops are under 'draft' for the Canadas & Nova Scotia, and a reinforcement will reach those stations shortly.

The English fleet on the North American and West Indian stations was to receive immediate reinforcements. Additional strength was also to be sent to South America.

There is a report in circulation that a large body of the 'Evangelical Clergy' are about to secede from the Established Church, and to set up a distinct communion on the principles of Episcopacy.

A new insurrection had been going on in Portugal, at the date of the last advices. It was limited to the military and was speedily put down. Count Bonfine, formerly minister of war had joined it.

We learn from Gottenburg that Mr. Axel Malmlen, merchant in that city, has failed for 137,000 dollars.

American Securities in London.—Wilmer's European Times of the 4th inst., under its London Money market head, has the following remarks, relative to American stocks:—

'The United States securities have not been much affected by the news received from America on Friday last, but they are steady in value generally. New York fives being 91 to 92, Pennsylvania do 61 to 61½, Ohio 89, Indiana 32 to 34, Illinois 38 to 40, Mississippi 15; Virginia 6 per cts. 91, and United States Bank shares 19 to 20.

Rumors prevailed that the disturbances in the Papal States were renewed It is stated in the letter from Ancona, of the 6th February, that, as one of the Judges of the Extraordinary Commission appointed to try the political prisoners was passing along the street, escorted by two gend'armes, a man wearing a mask, rushed on him and plunged a dagger into his back. The crowd of masks at hand assisted in the escape of the assassin. The Judge was not dead, but no hopes are entertained of his recovery.

TURKEY.—According to letters from Constantinople of the 7th ult. disturbances of a serious nature have broken out in the northern parts of Albania, which are in a state of open revolt.

MARKETS.

LONDON, March 4, 1844.

Grain and Flour—During the past month Wheat has advanced about 5s. per quarter, which has had its effect upon Flour and we can now quote 24a25s. in bond for the latter. These markets have been kept stationary the last week in consequence of many holders having availed themselves of the above advance to realize; but we expect such parties have now closed their transactions, and that a further improvement in price will take place.

Wheat is worth in bond	42a48s. per qr.
do duty paid	50a65s. per qr.
Canada Flour, duty paid	31a32s. per bbl.

AMERICAN INVENTIVE GENIUS.—The inventive talent of our countrymen is ever on the stretch to produce some contrivance by which time, labor and money may be saved in the various operations to which the industry of man is devoted. The New York Post presents us with an account of two recent inventions of great value, which are thus described:

One of the most elegant coverings for beds is the fabric which bears the name of Marseilles quilt. It is woven in the hand looms of Europe, and as that mode of manufacture is slow and requires an experienced workman to each loom it has hitherto not been made in this country, but imported from abroad.

An ingenious artisan in Massachusetts has lately invented we are told, a method of making Marseilles quilts with as much facility as the common brown sheeting which costs nine cents a yard A power loom driven by steam, envolves the beautiful tissues finished with great regularity and symmetry; the raised figures on its surface exhibiting almost every imaginable variety of pattern. A little girl, or any inexperienced person, may tend several looms at once. The price of the fabric can only exceed that of common brown sheeting by the cost of the material masmuch as the labor of producing it is no greater.

Ingrain carpets which form the principal covering of our floors, are also woven in Europe by hand looms, and the expense of employing the necessary workmen has hindred the extensive introduction of the manufacture into this country. The person to whom we have already alluded, has invented a power loom for weaving ingrain carpets with the same rapidity that the looms of our factories turn out the plainest and coarsest fabrics. A certain rich capitalist at the eastward, has expended, we are told, eighty thousand dollars in assisting the inventor in his various experiments to bring it to perfection, which he has at length succeeded in doing. A little girl stands at the machinery and tends four or five looms, which jerk out the finished fabric with incredible rapidity.

As the principal expense of making this kind of carpeting has hitherto been the cost of the labor, the price will be greatly reduced by this invention. Its author has been offered, we have been assured, eighty thousand pounds for the patent right in England, but this, his obligations to the capitalist who has furnished him with the means of bringing it to perfection, forbid him to accept.

The New York Aurora says—'T. W. Gilner left a fortune of $50,000. Judge Upshur left $50,000.'

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