of man, we shall have some faint conception of the vast scale upon which the operations of agriculture are conducted. If we conceive that the sun, in its daily course wakes up the whole human race to their labors, and imagine ourselves as accompanying his morning rays in their flight over the world, we may easily fancy the spectacles of activity we should witness, on the hills, and in the valleys, and spreading out from the arctic to the antarctic circle.

Wonders of the Cotton Manufactory.—Nor will our wonder be abated, when we consider the results of these establishments. A single cotton factory—that of the Merrimack at Lowell—produces 250,000 yards of cotton cloth a week, or 12 500,000 yards a year. There are about 5000 yards of thread in a yard of cloth; thus every working day this factory spins 600 million feet of thread; 56 millions every working hour, and nearly one million every minute! Thus, a cord of sufficient length to belt the world at the equator, is produced by a single factory, in two hours. This is the work of one establishment, and is not more than a two hundredth part of the whole manufacture of the United States!—The length of thread drawn out by the cotton factories of the world, cannot be less than fifteen millions of feet every working second, or every time the heart beats! Such is the bewildering magnitude of the scale upon which this single branch of human industry is conducted.

Wonders of the Iron Manufactory.—The amount of iron annually produced in the United States, is 300,000 tons, all of which and much more, is consumed in this country. The amount of nails alone is supposed to be 50,000 tons. Forty thousand casks or four million pounds, are annually made by the Boston Co., on the mill dam. If we suppose that the nails will average 160 to a pound, the number here produced each working day, would be nearly two millions! This is supposed to be but the twenty-fifth part of the nail manufacture of the U. States! It seems incredible that about 50 millions of nails are made, bought sold and used, every day, in the United States—yet such seems to be the fact.

FOREIGN NEWS.

ARRIVAL OF THE GREAT WESTERN.

Thirteen days later from Europe.

The steamer Great Western, Captain R. R. Mathews, arrived at New York on Sunday, at noon, making the passage from Liverpool in little less than 15 days.

It will be seen there has been a fall of ½ on Cotton.

Business was good in the Manufacturing districts, and Great Britain generally prosperous. Iron had fallen off from the high prices of April, and the market was dull and dubious.

War is all the talk and from the tone of their press it appears the English people are about as fearful that we are to declare war, as are the Americans that John Bull is to do us that favor. The English press appears a little disconcerted that Brother Jonathan is not more alarmed at Sir Robert Peel's great speech.

Parliament was to meet on the 19th, when the Maynooth Bill will come up for a third reading.

The overland mail from India of April 1st brought little news of importance. The holidays had produced a stagnation in trade.

The British Government has selected Bantry, near Cork, as an American Steam Packet station.

The Texan Ex-Secretary of State, Ashbel Smith, has arrived out, as resident Minister in France and England.

One hundred lives were lost by the falling of the chain bridge at Yarmouth, England, on the 4th ult.

Nothing of any interest has been broached in the British Parliament since last advices.

The Queen and Prince Albert are going to the Continent in August.

There was nothing new in Ireland.

The Funds which had been unsettled and feverish on account of the war agitation, became more settled on the reception of the news by the "Great Western."

The absorbing topic of conversation and of speculation to the exclusion of every thing else, is the probability of war with this country, arising out of the Oregon question. Mr. Polk is scored most unmercifully for his hasty and as it is termed in England, "bullying" Inaugural. It is argued by the European Times, that there is every disposition to settle the question amicably, and to yield points in favor of this country, but the boldness of Mr. Polk's expressions has aroused the pride and the spirit of resistance in John Bull, so that it will be difficult to settle them to their original quietness. Arguing upon the position of the Oregon claim, and the prominence into which Mr. Polk's precipitancy has driven it, the European Times says:

The mooted point—the Oregon—is not generally believed to be worth fighting for. It is not a point which appeals to national pride, or prejudice, or power. Every one feels that this little island has territory enough, and colonies, and subjects, which own its sway in every part of the habitable globe, that plume themselves on their identification with the British name, without measuring lances with a kindred people about a few thousand miles of a barren and profitless waste. No. The sentiment which has taken deep root in the public mind of this country—which pervades all classes, and sects, and shades of opinion, and unites them as one man, refers not to the *value* of the territory in question, but to what they conceive to be the arrogant, overbearing, *bullying* style with which the opposite claim is advanced. It is with a spirited people as with a spirited animal—if you drive, they resist, if you lead, they concede. Mr. Polk must be a crude judge of human nature, or he would not have put forth, in his inaugural address about the Oregon, sentiments which were not merely indiscreet—not merely uncalled for and out of place, but which sneered at and may be said to have hurled defiance at the British claim. We say nothing now as to the *justice* of the claim; all that we aim at is, to account for the extraordinary unanimity which exists on this question—an unanimity so surprising, that if we *do* go to war about it, every hand will be held up, every purse will be opened, every arm will be stretched, to sustain it, and bring it to a speedy and triumphant issue. There are men who would tamely submit to wrong that would instantly resent an insult. The country feels itself insulted by the new President.

The European Times of the 17th, contains the subjoined important paragraph:

Louisiana Sugar.—Just as we were going to press, it has been reported at the Custom-house, on what we consider very good authority, that an order has been received from the Board of Customs, refusing admission to Louisiana Sugar at the low duty.

THREE DAYS LATER FROM EUROPE.

Arrival of the Steamer Cambria at Boston.

The Cambria arrived at Boston on Sunday night at 9 o'clock, in the very short passage of 12 days from Liverpool, with three days later news, and 92 passengers besides 17 from Halifax. The news is unimportant.

Several islands of ice were seen by the Cambria.

The British funds had slightly advanced after the sailing of the Great Western—The war fever had subsided and every thing wears a pacific aspect. The rumor that Mr. Van Buren had been appointed special Minister to England on the Oregon question, was received with general favor.

The Hon. A. Smith, Charge d'Affaires of Texas, has arrived in London on matters connected with the annexation question.

The arrival of the bark Muskingham at Liverpool from Cincinnati, with a cargo of American provisions, was an occasion, of considerable comment by the English press.

The Queen, it is now finally determined upon, will not visit Ireland this year.

COMMERCIAL. The Cotton market continues in the same quiet state in which the Great Western left it. Prices have receded fully a fa thing per pound for middling qualities, but the better kinds of New Orleans have not been quite so depressed. The large crop and what is regarded as the pacific news, have produced this result and the abscence of all speculation, except in the event of warlike advices, will, in all probability, continue. The Whitsuntide holidays, in the manufacturing districts have interfered, to some extent, with the business, but they are now over, and affairs will again resume their ordinary course.—The India and Chinese markets have improved, and as they form at present the great outlet for our products, the home trade promises to exhibit for some time to come, more than its wonted activity. The produce markets generally are in a healthy state. It will be seen from an ample report of the American Provision market, that that description of produce holds an encouraging position except in the article of Butter. With the exception of the great American staple, Cotton, all other articles of commerce, speaking generally, are going off favorably at remunerating prices.

On Friday in Parliament much anxiety was manifested to hear the announcement of the Government plan for the establishment of new Colleges in Ireland. Sir J. Graham's statement was very long, but its leading features may be comprehended within a brief compass. It is proposed to establish three provisional Colleges, one at Cork for the South, one at either Galway or Limerick for the West, and one at either Belfast or Derry (probably the former,) for the North. The cost of establishing these Colleges will be about £100,000, and the annual Government grant for their maintenance is to be £18,000 being 6,000 for each.

It is still uncertain whether the Roman Catholic Bishops will give in their adhesion to the government plan for the erection of the three colleges in Ireland, *minus* religious instruction. Mr. O'Connel has declared against the plan.

The proceedings which took place in the House of Commons on Friday night 16th May are important in the present position of matters between England and the United States. The debate referred more particularly to the state of the navy, which the professional members contended was in a most inefficient state—badly manned, and altogether disgraceful to the country & the service. The admission of this inefficiency was made by Sir Geo. Cockburn & the other representative of Admiralty Board & the blame was thrown on the Exchequer, the Chancellor of which evinced no willingness to place the wooden walls of the nation in a better position. The same complaint has been made every year that we have been at peace, but complaints on this score are fruitless, unless the Government of the day will consent to keep as many men in pay during a period of peace as the exigencies of the country would require in war. The Government, however, will be, probably, induced in consequence of the strong representations which are made at a critical time, to provide a remedy for some of the evils dilated upon.

THE SUGAR DUTIES. By an order in Council, dated the 26th April, sugars of the growth of the United States, the State of Venezula, and the United States of Mexico, are allowed to be imported at the same duty as sugar the growth of China, Java or Manilla; that is "white clayed, or sugar rendered by any process equal in quality to white clayed, not being refined for every hundred weight £1 8s. Brown sugar, being Muscovado or clayed, or any other sugar not being equal in quality to white clayed, for every hundred weight £1. 8s. 6d."

Politeness costs nothing—except you have a lame back, and then it is not very convenient to make a bow.

On the Norwich and Worcester (Mass.) Rail road, the regular speed of the passenger trains is twenty five miles per hour.

From the Baltimore American.

MEXICO AND TEXAS.—The late intelligence from Mexico seems to indicate that President Jones, of Texas, is as much opposed to annexation as ever and that he is in no way relaxing his efforts to preserve Texas in a state of independence.—The aspect of affairs in that quarter is assuming a grave interest. If the Texan Government perseveres in the course which to all appearances, it has marked out for itself, it must prepare for a conflict with its own people, who are strongly in favour of annexation. We have seen it intimated that in case the Texan Executive & Senate should ratify the treaty of independence with Mexco, the interposition of England and France would immediately take place to sustain the Government of Texas against the people of Texas, and thus enforce the guarantee of independence against the people who were to be made independent.

Is it possible that the warlike preparations of England have had reference to this object? Has she gone on the assumption that a war on the Oregon quarrel being inevitable, it would be best for her to begin the rupture on this Texas question so as to have Mexico, and possibly France, for an allay, and to have two objects in view at the same time—the independence of Texas and the establishment of her power in Oregon?

The meeting of the Texan Congress next month will hasten this business to an issue. If the Executive should undertake the hazardous task of resisting the popular wishes on the subject of annexation, it will probably be done by interposing delays with the view to weary the people into compliance or to afford time for the intrigues of the British agents to work their effect.

But a question of peculiar interest arises as to the terms of the treaty of guarantee between England, France and Mexico. Have those powers determined, on the principles by which the balance of power is settled in Europe, that Texas shall be independent at all events—that she shall not be annexed to the United States? And if the annexation measure passed by Congress should be accepted by the Texan Government, is it the purpose of the Tripple Alliance to disregard such acceptance, and to enforce the guarantee upon the assurance of which Mexico has agreed to acknowledge the independence of Texas? This would be of course to declare hostilities at once against the United States. In a short time something definite must be known on this point.

As the affair proceeds on to its final developement we shall be able, after a while to discern the real position of France.—It is hardly to be conceived that she should be actually in alliance with England with a view seriously to interpose to prevent the annexation of Texas—a thing which she is not concerned in; and which it is to be supposed, her people care nothing about. As for our own Government it can take no decided steps until the action of the Texan Government is known on the proposal of annexation. If that is accepted the quarrels of Texas will then be ours.

In one of the New Orleans papers containing the late intelligence from Mexico we find the following explanation proffered of the recent movement of Mexico:

After having declared for so many years and upon so many occasions, that she would not recognize the independence of Texas, and she would go to war with the United States if annexation took place, it was hardly to be expected that she would incontinently back out from her positions, unless she had some reasonable excuse, or some occasion for a display of magnanimity. The good nature of some of the Foreign Envoys, resident at the imperial city, has removed the obstacle, and paved the way for negotiation. This was easily done, by a private communication to the government of Texas, stating that if she would make propositions for a peaceful settlement of their disputes, Mexico would lend a willing ear. That this *was* done, we have no doubt, and it is not remarkable that President Jones should be willing, by making propositions which were evidently desired, to spare the pride of an ancient enemy. Indeed, we think it creditable to him and the government of which he is the head, that an opportunity was so promptly offered to Mexico, to make a graceful retreat from a position which she would find great difficulty in occupying.

This supposition is negatived by the fact that non annexation to the United States is the primary condition of the acknowledgement of Texan independence by Mexico. It is not to be supposed that President Jones would act in deliberate bad faith—that he would, propose conditions to Mexico which he had it in mind to violate, and all for the poor purpose of sparing "the *pride* of an ancient enemy."

OUR LAKE DEFENCES.—A paragraph which we published a few days ago from a Canadian paper stated that the British Admiralty Builder, Mr. Tucker, had arrived by the last steamer on a tour of military inspection on the Lake frontier. He is now visiting the principal points on the British line with a view to their being put in a state of defence.

The means of defence, however, and of offence also, on which England mainly relies upon the Lakes are those furnished by her canal communications with the ocean. By these a fleet of light steamers and war vessels could be conveyed from the mouth of the St. Lawrence directly into Lakes Erie and Ontario; and thus the vast resources of the British Navy could be made available to any required extent on the inland waters which separate us from Canada.

LIEUT. MAURY has called the public attention to the subject of our Lake defences in a series of articles the last of which accompanied by a map, appeared recently in the Washington papers. The views set forth by this sensible officer are eminently practical and to the point; they are also comprehensive and national. In the event of a war with England he contends that hostilities on the Lakes would inevitably be carried on by ships, and that by ships only can we defend ourselves. It is idle to talk of building these after the war shall have commenced, for England has a ship canal to the Lakes, wholly within her control, through which she could send her fleets ready for action and prepared to sweep the Lakes and to demolish at once every navy yard or naval station that we night attempt to establish.

It is urged by Lieut. Maury and with great force that a ship canal of our own connecting Lake Michigan with the Mississippi, and thus enabling us to bring our naval resources to bear upon the Lakes, would be the only effectual mode of meeting and baffling the hostile designs of England. Lake Michigan is the only one of the Lakes wholly within our territory. By suitable defences on the North it may be made securely ours. Here, then, on the waters of Michigan, secluded and safe, we should have a place convenient for supplies and out of the enemy's reach where we could collect our forces, equip our vessels, and go forth in strength to contest the supremacy on Erie and Ontario or to invade the enemy's country. "The straits of Mackinaw," says Lieut. Maury, "are narrow, and may be rendered impregnable. Fortify them—they are your Gibraltar. Tap this Lake with a ship canal—it is your Mediterranean. Erect your naval magazines at Chicago—this is your Toulon. Do these, and Lake Michigan becomes "emphatically our own sea," where no flag can enter except the "stars and stripes." *Here then is the key of the Lakes—your pathway to the British Provinces; the place at which, in war, our forces are to be collected, and from which our expedition against Canada are to be fitted out and to set sail.*"

As a sort of permanent preparation it is suggested that the snag boats of the Western rivers, in the employment of the Government, should be so constructed as to be readily converted into armed cruisers; that the mails should be carried in boats of similar construction; and that a naval depot should be established at Chicago. Lieut. Maury then adds:

"In two or three weeks after the commencement of hostilities these vessels, together with as many light steamers as the navy affords, amounting in all to a fleet of some twenty or thirty sail, could appear on Lake Michigan in complete order for action. Following these would come crowded with men and munitions of war, as many river boats as the wants of the nation would require. Entering this Mediterranean, the same vessels would then serve as transports, and might sail immediately, if the rivers St. Clair and Detriot were impassable as they are not, for Nottawasca Bay and the invasion of Canada.

"Disembarking here, an American army of Western marksmen would be in the heart of the enemy's country, in the rear of his strong holds, and within one or two day's march of Toronto on Lake Ontario. Now threaten Montreal with Eastern militia, and amuse the enemy in front.—With his attention thus divided, Upper Canada must fall. The peninsula thus becomes ours, and we have a clear passage into Erie, if not into Ontario also. To say the least, a successful manœuvre of this kind, would give complete command of the Lakes and the entrance to them."

A general summary of the measures proposed for the Lake defences presents these as the prominent features: A ship canal from the Mississippi to the Lakes; a naval depot at Chicago; a Navy Yard for repairs near the straits of Mackinaw with forts to command them; another on Lake Erie either at Erie or Buffalo, or some other convenient harbour capable of being strongly fortified; and another on Lake Ontario. These two latter establishments would be mainly important as auxiliary to the rest of the system.

☞Since the above article was written the following item has come under our notice, copied from the Toronto (Canada) Globe:

'Mr. Tucker, the Admiralty Builder, who came out in the last steamer, has given instructions for the *building of two War Steamers, on Lake Erie, with the utmost despatch.* We understand that the Niagara Dock Company are the contractors."

The United States and Texas,—If the accounts from Mexico, published in the Washington City Union, be correct, says the Baltimore American Republican, the old adge that "there is many a slip 'twixt the cup and the lip," seems likely to be verified as relates to the annexation of Texas to the United States—for, just at the moment when our Government had made sure of the consent of Texas, and considered that territory already within our grasp, we appear to have lost our hold, and that country has slipped from our embrace.—This is vexatious to those who had fixed their hearts upon the union, though we confess that it gives us little concern, for we have ever opposed the annexation of Texas, as likely to be productive of more injury than benefit to the United States. We were apprehensive that it would bring us into difficulties with other countries, who would not quietly acquiesce in our acquisition of a territory which would bring us into contact and collision with Mexico, which we should indisputably conquer and also annex. It seems, by the publication in the Union, that the negotiation between Mexico and Texas has been completed, so far as the executives of the two countries are concerned. The terms are stated to be, "that Mexico acknowledges the independence of Texas, guaranteed by France and England, provided Texas rejects annexation with the U. States or any other country."

If this information prove to be correct, all our negotiations and hurrahs about the annexation of Texas, will have been so much time and breath spent in vain. The right of Texas to decide in this matter in accordance with her own inclination, cannot be denied. We have no right to attempt to force her into the measure of annexation—nor would it be prudent under the circumstances. We do not doubt that Mexico has tendered the recognition of her independence; and, it may be, under the guarantees stated. It will then be for Texas to determine whether she will take her stand as an independent power, or renounce independence to become a territory of the United States.• We are of opinion that she will decide for the former. Had Mexico recognized her independence a few years ago, we doubt whether the project of annexation would ever have been entertained, for it was probably suggested in consequence of the embarrassments produced by her conflicts with Mexico, and the uncertainty of their termination. A change of circumstances will probably beget an indisposition to extinguish the "lone Star," and an ambition to figure amongst the independent powers of the earth.

In this altered condition of things, should it take place, we must take one of two courses—either fight for the possession of Texas, or quietly submit to the disappointment of the hopes which have been entertained. Passion and prejudice would impel us to adopt the former, even at the immense sacrifice which would ensue: justice and reason will urge the latter, and we hope that they will prevail; for we have no desire to see the country deluged in blood and plunged into debt; in a contest for a tract of land, of doubtful benefit if acquired.

The information given in the Union is said to be from a reliable source; but a few days will probably decide as to its correctness—we shall therefore look anxiously for the next news from Mexico and Texas.

THE BRITISH NAVY—*Our position.*—From an authentic statement of the British Navy, its force and distribution on service, made up to the first of May, says the Baltimore American, it appears that there are on the Lakes and on our Atlantic Coast at this time not less than twenty-five war vessels of all classes, carrying three hundred and fifty guns. Recent advices, moreover, give intelligence of the arrival of a British squadron in the Gulf of Mexico, and there are intimations in the English papers that a fleet of ten sail of the line was about to be despatched to this part of the world. The following paragraph from the British Naval and Military Gazette refers to the latter:

"In order, then, to show the world that we are at length fully prepared to resist aggressions, and to maintain the honor and rights of Great Britain wherever they may be invaded, we trust the report that has reached us is true and that our experimental squadron of ten sail of the line will very soon, on being *fully manned* and *equipped for war* and with full five months' provisions, make a 'Demonstration" towards the shores of America—not to *menace* the Americans by approaching too closely to their coasts—but merely to appear off HALIFAX, and thence to the WEST INDIES, and after running through the Islands, return by way of Gibraltar to England. A WAR cruise of this sort, whilst it will carry immense weight in all approaching negotiations in every quarter of the world, will, at the same time, afford ample exercised for our ships in every sort of weather, and will thus effectually test the merits of each and every ship as a man-of-war, by proving her capabilities of proceeding on a four months' voyage, and home again, without replenishing her provisions or water, which every line-of-battle ship ought to be enabled to do in cases of emergency, which this demonstrative cruise should in *every shape* be made to appear to be. The ships destined for this experimental squadron are all well commanded, and well officered, and we confidently trust that the Admiral, or Commodore, who may be selected to take charge of it, will be an officer of known ability, whereby to ensure a satisfactory result."

On the first of this month there were in commission in the British Navy *two hundred and thirty vessels.* Of these upwards of fifty vessels, carrying one thousand guns, are upon the Eastern and Western coasts of this Continent, and capable of being speedily concentrated at any required points. In addition to the large naval force now in commission, Sir *Robert Peel*, it will be recollected, demanded and obtained a considerable increase to the Navy estimates not long since.

FOREIGN POSTAGE LAW.

On the last night of the session of the late Congress, a law was passed, (the first of the kind ever enacted in this country,) authorising the Postmaster General to contract for carrying the foreign mails of the United States in American steam ships, owned by American citizens, for a term not exceeding ten years.

It establishes the same rate of postage as is paid in Great Britain for letters, packets, &c., by post office mail steamers, namely, upon letters and packets not exceeding half an ounce in weight, between the ports of the United States and the ports of England and France, or any other foreign ports not less than three thousand miles distant 24 cents—upon any letter or packet over half an ounce in weight and not exceeding an ounce; 48 cents—and for every additional half ounce or fraction of an ounce, 15 cents.

Upon letters and packets between the ports of the United States and any of the West India islands in the Gulf of Mexico, not exceeding half an ounce in weight, 10 cents; 20 cents upon letters and packets not exceeding one ounce, and 5 cents for every additional half ounce or fraction of an ounce.

Upon every newspaper, pamphlet or price current between the United States and any of the places above mentioned, 3 cents.

The consuls of the United States are authorized to pay the foreign postage of such letters as may be detained at foreign ports for the non-payment of postage.

The Government of the United States reserve to themselves the power of receiving the steamships from the contractors, for the service of the navy, on demand at a valuation.

A penalty of five hundred dollars is imposed upon every person taking or transporting any letter, packet, or newspaper or other printed matter, except books and papers for use on board, by ships that may hereafter transport the United States mail.

The provisions of the bill relate exclusively to the transportation of the United States mail by steamships, & do not in any way change the system of sailing vessels.



EASTON GAZETTE.

EASTON, MD.

Saturday Morning, May 7.

V. B. PALMER,

No. 59 Pine st, Phila., and 160 Nassau st. (Tribune Buildings,) N. Y., and S. E. corner of Balt. and Calvert sts. Baltimore, is our authorized Agent for receiving Advertisements and subscriptions to the "EASTON GAZETTE," and collecting and receipting for the same.

COURT OF APPEALS.

The June Term of the Court of Appeals, for the Eastern Shore, commenced on Monday last.—

Present, Stevenson Archer, Chief Judge, Thomas B. Dorsey, E. F. Chambers, and R. N. Martin, Judges.

On Tuesday, Messrs. Joseph R. Eccleston, of Dochester, P. B. Hopper, Jr. of Queen Anns', Richard Hynson, of Kent, and Joseph H. Tarr, of Talbot, were admitted as Attornies of this Court.

Court adjourned to 3d. Monday in November, 1845.

TALBOT COUNTY COURT.

Tuesday, June 3d. 1845.—Court met—Present, Chambers, Hopper, and Eccleston.

The case of Chesnut vs. Porter, was argued by Hambleton for Plaintiff, and Martin for Defendant.—Verdict for Plaintiff.

Powell vs. Collison, was argued by Thomas, and J. B. Kerr, for Plaintiff, and Hambleton, and Carmichael, for Defendant. Virdict for Defendant.

Court adjourned to 21st July.

Stamps. We learn from the Frederick Examiner that each Supervisor and Constable in that county, under a requisition of the Levy Court; has given his bond on Stamp paper—the former paying 75 cents and the latter $1, with an additional mandamus Stamp, of 25 cents.

The "Union" officially announces that the President will not visit Old Point Comfort, as has been stated. "He expects to remain in Washington during the whole summer."

Governor Shannon, late American Minister at Mexico, was to have left the city of Mexico on the 5th ult., on his way to Vera Cruz, where he was to embark for the United States.

Two heavy frosts, experienced in the vicinity of Pittsburg on Thursday and Friday night of last week, are said to have been very destructive to corn, potatoes and most garden vegetables. One half of the corn crop is declared to be lost. The wheat crop has also been seriously injured.

THE CROPS.—The Columbus (Ohio) State Journal sends fourth the following doleful cry from the West, which will be read with surprise in this vicinity where a fair average crop is expected.

"It is now, from all we can learn from various sources, rendered almost certain that the wheat crop in this section of the State, and north to the lakes, is injured beyond recovery, by the frost and drought. The crop, even if we should have a copious rain, will not be half of an average one. Whole fields are destroyed beyond hope, and the appearance of grain generally is discouraging and disheartning to the farmer. The corn that was not destroyed by the frost, looks yellow and sickly, and has not made any perceptible growth for weeks. It has been too dry to replant.—The pastures are in a wretched plight, and hay and oats will be worth a little more next winter, if we are not out of our reckoning greatly."

THE VIRGINIA WHEAT CROP.—A passenger who passed down James River on Monday from Richmond in the fine steamboat Curtes Peck, observed the reapers in the fields gathering their crops, which promised to be quite abundant and in about a fortnight, flour from new wheat my be expected in the market. The corn looked well, but rain was beginning to be much wanted; Oats and Hay also promised remarkably well.—*Patriot.*

The latest accounts from Texas state that the Mexicans were crossing the Rio Grande del Norte under Gen. ARISTA, and taking possession of an immense and valuable portion of the territory on the East side of that river. The Washington Union says that three thousand U. S. troops will soon be on the borders of Texas.

The fire at New York on Saturday last was more destructive of property than was at first supposed.—About one hundred houses, including several valuable brick buildings on 18th, 19th and 20th streets, were burnt to the ground. Four hundred families, composed of between two and three thousand men, women and children, have been turned out of house and home. Messrs. Palmer and Peters, whose extensive stables were destroyed, together with twenty-five horses, were insured for $2500; they estimate their loss at $4000. The man who fired the stables was seen when he applied the match; pursuit was immediately made, but he escaped.

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