This is the true Falstaff courage—an inferior animal kicking a dead lion. But the man who is slandered will not find his peaceful rest in the grave disturbed by this outpouring of malignity, and the people of the United States, who bowed down their heads and acknowledged that the taking away of Gen. Harrison, even at the threshold of his presidential career, was a national affliction—they will not be slow to conclude, that what in him excited Mr. Ingersoll's ire, was his virtues and patriotism—virtues which Mr. I could not even affect, and a patriotism which he had never ceased to hate, from the day when he declared himself a tory. The Albany Evening Journal, therefore, well concludes that little confidence will be placed in a work ostensibly written to commemorate the events of a war that occurred more than thirty years ago, but which thus reaches forward to assail and calumniate, with all the rancor and malignity of a partizan, the character and memory of that beloved Soldier, Statesman and Patriot, William Henry Harrison.

From the Boston Weekly Messenger.

THE CUMBERLAND COAL REGION.

Extract of a letter dated

PHILADELPHIA, Nov. 2, 1845.

I have just returned to this place after an interesting excursion, over the line of the Chesapeake and Ohio Canal, and also through the rich mineral region of Alleghany county in Maryland. I have been so much struck with the magnitude of the treasure which has been hidden by nature in that mountainous region, and hitherto forbidden to the use of the country at large that I cannot forbear attempting to give you some idea of its extent and value. I must also, at the same time, give you a brief account of the two magnificent works, by which these mineral treasures are now for the first time laid open to common use.—These treasures consist of inexhaustible beds of iron ore of the richest description, the best of bituminous coal, in a quantity sufficient to supply the whole country for a century, one vein of which extending nearly horizontally, over thousands of acres, is fourteen feet in thickness, and other minerals subsidiary to the manufacture of iron situated in the very vicinity of the ore beds. It would seem for the obstacles which have been placed in the way of access to these mineral treasures, so necessary to man in an advanced state of civilization, that it must have been the design of Providence in so placing them, as well as in imposing the conditions of the attainment of many other of his choicest gifts, that they should be acquired only as the reward of persevering and long continued labor directed by ingenuinate skill.

The two works of art to which I allude are the Baltimore and Ohio Rail Road, and the Chesapeake and Ohio Canal. Both are the result of many years labor, and although both are unfinished, the former has caused the expenditure of more than $7,000,000, and the latter, including interest, of more than $12,000,000. Both in their original inception were designed to reach the Ohio river, and besides laying open the mineral wealth here alluded to, then comparatively little known, their purpose was to unite the country by easy channels of commerce and intercourse. Both have met with almost insuperable obstacles, but both are destined ultimately to accomplish their aim, if not entirely, at least in a very great degree.

The Baltimore and Ohio Rail Road has been for some time completed for a little more than half the distance to the Ohio river, and although in this unfinished state, it accomplishes in but an imperfect degree the purposes for which it was designed, it is already so far successful, as to afford daily evidence that the anticipations of its future usefulness were not exaggerated, and that it must ultimately meet with entire success. The further prosecution of the work is now delayed, for want of the assent of the States of Virginia and Pennsylvania, for the extension of it by the route deemed most desirable. But I doubt not, that in process of time these obstacles, in one direction or another, will be removed. The interests of the whole central portion of the western country, demanding a transatlantic communication touching the Ohio at a point, below which the navigation is rarely impeded, and on the most direct route to the central Atlantic cities, seem to point to a termination at or near Parkersburgh, as the most eligible; and it appears to me that the Legislators of Virginia, will ultimately find it to be for the interest of that State, to consent to the extention of the rail road in that direction.

The state and prospects of this rail road are already so well known to you, that I do not propose to speak further of it, except to remark that the travel over it to the west appears to be very great, and the transport of merchandise very considerable. On the three evenings of last week in which this travel came under my observation, the number of passengers arriving at Cumberland, bound directly to the Ohio river, varied from 120 to 150, on each night. The train arrives from Baltimore at about six o'clock. The stages destined for Wheeling and Pittsburgh to the number of from twelve to fifteen were drawn up before the two first hotels in the main street (Barnum's and the United States) and the officials and confusion attending the assorting the passengers and baggage to the several coaches, (nine passengers to each,) then commenced. In the mean time the principal portion of the passengers were occupied in obtaining their supper, having had but 15 minutes at Harper's Ferry to get their dinner, and at 8 o'clock the stages started off in procession, the mail stage leading the way, and all the rest following in a prescribed order, and keeping within sight of one another on the way. They proceed over the national road to Wheeling, a distance of 132 miles from Cumberland, a part, however, stopping at Brownsville, 71 miles distant, where they take a steamboat on the slack water navigation of the Monongahela river, for Pittsburg. So many passengers enough commonly to fill two or three stages, remain at Columbia until the following morning, and proceed by daylight.

I was informed by the energetic agent of the company, that they sometimes despatch 25 loaded coaches in a day, and that for the purpose of keeping up this service, and transporting all the passengers who offer, the company owns 2000 horses. The stages which I saw were of the best description, many of them built in New England, and in Troy, N. Y., and the horses were of fine appearance, and in the best condition.

The congregation of baggage wagons was even more striking than that of the stage coaches. A collection of some 30 or 40 in the yard of a public house which I passed in the dusk of evening. I should have thought, had I not before seen the awkwardly shaped immense Dutch wagons, that they more resembled an encampment of Bedouin Arabs than wagons adapted to the convenient transportation of heavy loads of merchandise. These wagons are generally drawn by five or six very stout horses, and they carry over the national road, which has steep inclinations, and in Massachusetts would be called a very heavy road, loads of from 80 to 90 hundred weight of merchandise. The appearance of the road, as far as I saw it, affords evidence of an immense constant travel, the macadamized surface over its whole width being ground into a deep bed of fine powder which as the weather then was, enveloped the traveller in a continued cloud of dust. The description of the Western travel has led me into a much longer digression than I intended, from which I now return for the purpose of giving some account of the Chesapeake and Ohio Canal.

The early history of this great work, you are doubtless acquainted with. It was finished five or six years ago for a distance of 134 1-2 miles, reaching from Georgetown to Dam number six, ten miles above the town of Hancock. It is also extended, downward, by means of a separate work across the Potomac on a splendid aqueduct, and along the west bank of that river, to the city of Alexandria, a further distance of seven miles. This use of this portion of the Canal, since it has been thus far completed, has afforded an average annual income of about $50,000 a year.—This income has been sufficient to keep the works in repair, and to defray all current expenses, during that period, with the exception of the year 1843, when some considerable damage was done on some insufficiently protected points, by an extraordinary freshet. The further prosecution of the work has, in the meantime, been entirely suspended, for want of funds. The heavy cost of the work thus far amounting, as above stated, to over $12,000,000, has been defrayed from funds obtained from several distant sources, viz: about three quarters raised by loan on the credit of the State of Maryland. The loans made for this object constitute a very large portion of the public debt of the State. The money has been advanced partly on subscriptions to the stock, and partly on loans to the company, for the payment of which the State holds a lien on the works. The other quarter of the expenditure has been made partly at the cost of the government of the United States of Washington, Georgetown and Alexandria, in the District of Columbia, part by the State of Virginia, and part by private subscriptions to the stock of the company.

The affairs of the company are conducted by a Board of Directors, who are chosen by the stockholders, and as the State of Maryland holds a large majority of the shares, she has a controlling influence in their appointment. The whole interests of the State in the Canal, including the election of Directors, and the giving of all votes at meetings of the corporation, are represented by five agents, who are appointed under a law of the State by concurrent votes of two branches of the Legislature, and hold their appointments until their successors are chosen in the same way.—The present intelligent agents have held their appointments for several years, and they have given all the attention to the advancement of the great interests of the State in the work, which its importance demands. On the completion of the work and its ultimate success, the State relies for the final liquidation of its heavy public debt, as well as for a great advancement in wealth and population, by the development which it is destined to give, of the mineral resources of its western portion At the meetings of the Company, for the transaction of business, agents of the other parties attend, holding proxies for the United States, for the State of Virginia, for the Corporations of the three cities, and for the individual stockholders; or the latter, who are few in number, if they choose attend in person. The company has the advantages at these meetings of the intelligence and advice of all the representatives, but in all votes given by shares, the agents of Maryland have a controlling voice. The Directors are seven in number, including the President.

This explanation seemed necessary to enable you to understand the position of the company, the causes of the delay in the prosecution of the work, and the means which are relied upon for the success of the present effort to complete it. In consequence of the ownership of a majority of the stock by the State of Maryland, and of the lien of the State on the whole works for the security of its loan to the Canal Company, together with the exhaustion of the pecuniary resources of the company, it devolved on the State to take the only measures which could be adopted for raising further funds for the prosecution of the work. This the State for several years past has been unable to do. The prostration of the credit of the State, by the non-payment of the interest on its funded stocks which amount to more than ten millions of dollars, has of course disabled it for obtaining further loans. The company has also contracted a debt, independent of that which it owes to the State, amounting, I believe, to some $1,200,000. Under these circumstances, all efforts of the Directors of the Company, the State Agents, or the other parties holding stock in the company were necessarily unavailing, without some effective legislative action of the State This, in the crippled condition of its finances it was difficult to obtain, & consequently the progress of the works, as I have stated, has been suspended for the last five years, to the great loss of the company and of the State in deferring the receipts of income, and of the people of the State, in being deprived of the benefits which will result from this improvement when completed.

For the removal of these embarrassments, and to enable the Directors of the company to obtain funds for the completion of the canal, by a pledge of the income which it will then be in a condition to afford, the Legislature, at its last session authorised the company to raise a loan by the issue of bonds to the amount of $1,700,000, to be secured by a pledge of the whole income of the canal, after deducting the necessary current expenses, for the payment of the interest, and the ultimate liquidation of the principal. To this end they not only authorised the company to make the pledge of their property, but relinquished the prior lien of the State upon it, for the amount of its claim.

This sum is computed by the engineer and the directors of the company to be amply sufficent to complete the canal to Cumberland, where it will be met by local rail roads for the transport of coal and iron from the mining and manufacturing regions in the vicinity. It is already completed and opened for navigation, as I have above stated, 134 1-2 miles, and fifty miles of it only remain unfinished. On these fifty miles of unfinished canal, nearly three millions of dollars have been expended, and thirty one miles of the fifty, at different intervals are in fact excavated, and the embankments and tow path formed, but the water has not been admitted, and cannot be admitted, until the adjoining portions shall be finished. On these remaining portions, where they consist of heavy work, a large portion of this work is already done. At one point in particular, constituting the most difficult portion of the whole canal, a mountain of rock 36 feet in height, has been perforated by a tunnel over 3100 feet in length. The tunnel however is yet in an unfinished state. Taking therefore the wile canal from Alexandria to Cumberland, measuring 192 miles in length, nearly three quarters in length are finished, with durable works, and of the remaining fourth, nearly two-thirds of the work is done, leaving a little more than a ninth part of the whole, according to the computations presented in the late reports, to be completed. This work, it is computed, may be completed by due diligence, in the course of the two ensuing years.

Provision having been now made for obtaining on loan the whole sum computed to be necessary for finishing the work, confident anticipations are entertained of its completion within the period above mentioned. Measures have in fact been taken for attaining this end. It was stated in the papers some weeks since that a contract had been made with capable contractors for the accomplishment of the work within this space of time, and I have observed a few laborers along the line actively recommenced in much force.

This description of the present condition and prospects of the Canal was intended merely as a preliminary to the account which I have undertaken to give you of my late excursion. I will take care however that this accont shall be in no degree proportioned to the length of the preamble which has grown to a length far exceeding what I intended when I began. A part of the Directors and State Agents of the Canal, having made an arrangement to pass over the whole line of the work, for the purpose of examination, I was so fortunate as to be invited, with one or two other gentlemen to accompany them. We accordingly met by appointment, at an early hour, at the Canal Basin in Georgetown, and embarked on board a canal boat, previously provided, and provisioned for the trip.

To be Continued.

OREGON.

The Courier expresses the belief that all the stir now going on about this question Will end in smoke, and says:

Mr. POLK will recommend taking possession of all *Oregon*, and England will not utter a growl even, at such recommendation. She will quietly wait the action of Congress. Should *they* carry out the President's recommendation—War, prompt and immediate—*is inevitable*. But Congress will commit no such folly. They *know* now, which they did not last winter, that to vote for such a measure is to vote for *war*, and not a party vote to *Buncomb*. Knowing this, and that there is no longer a whig senate to reject the resolutions, the northern and southern loco foco members will hesitate in voting for WAR by way of casting odium on the administrations of JACKSON and VAN BUREN, and exalting Mr. POLK, at the cost of tens of thousands of lives and untold millions; and all for the benefit of the valorous and patriotic men who in the hour of danger will ensconce themselvs behind the Alleghanies and grow rich upon our misfortunes, far removed "from war's alarms."

There can be no difficulty with England but of our making. Even Mr. POLK, President though he be, cannot accomplish any thing more than the humblest citizen among us. His repeating what he said in his inaugural, will in no wise surprise or disturb England; and much less will it surprise or disturb our Stock Exchange. We all know that the Message will be as rabid and as foolish in relation to *Oregon*, as can be conceived; and if we could publish it to-morrow, it would not affect the price of any thing in this city. Prepared for it as we are, and knowing that every thing depends upon Congress, our people will quietly await the action of that body.—When they by resolution carry out Mr POLK's recommendation, *then is war close at hand, because then, and not till then, England will immediately act.*"

Greek Fire.—This fire, employed in the war of the Christians and Saracens in the middle ages, is said to have been invented in the year 668, by an architect named Collinicus. Its principal ingredient is supposed to have been naphtha.

From the U. S. Gazette.

THE ADMINISTRATION AND CONGRESS.

In two weeks from to-day, the Congress of the United States will commence its session; and scarcely have we known a time when the people of the United States were more solicitous to know the events of a fortnight's "business ere it came," than at present. It is difficult to foresee or to foretell what will be the character of the President's Message; it has, probably, undergone many changes in its incipient state, and there can be little doubt that when the organ, a few days since, declared in effect that this country would have the whole of Oregon or none, that just such an idea had been prepared for the Message, and had been blown by authority into the organ.—But the spirit in which that annunciation was received, was not encouraging to the Executive. One general cry of condemnation was heard, and is now to be heard. A few days afterwards, the organ declared that the assertion had allusion to our rights, and not our determination to enforce these rights. The Executive could not stand the open rebuke which the assertion had drawn forth, and so the organ played another tune. What else has been changed, we cannot tell, but probably some other matters may yet depend upon events abroad, or language at home.

The Oregon Question, however, and the state of the Tariff, are to be the leading points for much of the discussion of Congress. So far as *discussion* may go, the minority will have the advantage, even in the lower House; but the *vote* of the majority is not always given in support of the right, and the right, indeed, is too often merged in party arrangements.—In the Senate, hitherto the courtesy of gentlemen has mitigated the warmth of party debate, and a lofty sense of the dignity of place has saved the nation from the disgrace that has followed the bickerings and vulgarities of the lower House. We may expect, then, the great questions of national importance will be discussed in that body with earnestness, indeed, but with dignity and self-respect. The administration party in that body has Mr. Benton and Mr. McDuffie to sustain its measures. Mr. McDuffie, though an able and earnest speaker, lacks the weight of character and experience which a leader in the Senate of the United States should possess in emergencies. He comes to the aid of his party with ardent zeal, but he so frequently forgets the great interests of the nation of the United States, and confines himself to those of the nation of South Carolina, that fears of his wounding his friends quite outweigh the hopes of his vanquishing his opponents. Mr. McDuffie's talents are those which belong to a minority man. He attacks, better than he defends, and he speaks with so much *abandonment*, that he cannot be entrusted with a position of great responsibility. His talents are great, but not commanding; his eloquence pleasing, but not instructive; and his arguments are so deficient in logic, that they can never convince an opponent, or do much more than please a friend.

Mr. Benton is evidently the great man of the administration side in the Senate. He deals heavy blows, and on subjects that he has well studied, he deals them skilfully; but it is doubtful whether he is altogether of the administration side—whether the administration has yet been able to secure the whole of his services for the whole of its measures. Mr. Benton has made himself felt and feared in the Senate; but that latter quality is not the one most desired, in a time when the party is evidently much divided. Some one who has not yet fairly recovered from the blows of the Missouri Senator, may think himself justified in leaving him in a position where he may disappoint his friends, with regard to his power to wield the democracy of the Senate. This would be a triumph, indeed, over the man who has so long held himself without an equal in his own party in the Senate. So true as a politician lives, so true will his time come.—If he has been great and tyrannical, he will be made to feel the sting of the wasp upon which he has wantonly trodden. So true as he is small and injured, so true may he find the time to strike and be felt. Colonel Benton will probably know this before next July.

The administration is poorly provided with talents in the Senate. It has voters, but not speakers. When Mr. Woodbury heard that Silas Wright had been elected Governor, it is said that he exclaimed, "Why, do they think I can sustain the Senate alone?" His exclamation was not unwarranted by circumstances. The gentlemen to whom we have referred are not favorites, and are, therefore, not fit leaders. Silas Wright was the man that saved his party in the Senate of the United States, as he did in the election of his own State. He professed adherence to no faction. He had no quarrel to settle with any man of them all; and while he was altogether a party man, he contrived to avoid giving *personal* offence to any member, even of the opposite party. Though not possessed of the order of talents which has been ascribed to him, he had yet much experience, much observation, and these are great things with the multitude; and, indeed, the greatest thing, for talents are nothing without them. Combined with integrity, they make the great man. But though Mr. Wright lacked the range of talents that his friends imputed to him, still his tact, his habitual courtesey, his apparent disinterestedness, made him eminently useful, and gave a consequence to his departure from the Senate, which justified the remark of Mr. Woodbury. But even Mr. Woodbury has now gone. If he trembled for his party, when he was there to sustain its character, (we speak not now of measures,) what may be expected now

On the other side of the Senate are Daniel Webster, and his gifted associate. Massachusetts may claim distinction in this representation. The Senators from New Jersey are worthy of note. Delaware true to herself, and her lofty credit, has splendid representation in the Senate John M. Clayton, whose eloquence is very effective, and it will now be felt, is ther to sustain the great measures and the credit of the party; and there is Thomas Clayton, "the standard Whig," whose industry, care, and laborious attention to duties, deserve the thanks, and earn the respect of all.

Crittenden and Morehead are there, from Kentucky, and Corwin, from Ohio; and there is Mangum, of North Carolina, a Senator on whose services the nation may count with confidence. He won from all parties the highest praise as presiding officer of that body; and wherever he has been placed, he has more than equalled the expectation which had been formed of his services. Surely, with such men, and many yet to back them, the Senate of the United States may yet be looked to as the bulwark of republican measures, and the example of republican dignity.

INTERESTING SCENE.—At Ole Bull's farewell benefit in New York, an interesting scene took place. The New Mirror thus describes it:

The proceeds of the concert were given by Ole Bull to the Widows' and Orphans' Fund of the Order of Free Masons, and between the first and second parts a very pleasing and unexpected episode took place. The Masonic brothers present, together with the Grand Master, Grand Secretary, &c., having ranged themselves in front of the platform, Ole Bull was introduced, and Brother Herring, the Grand Secretary, addressed him as follows:

BROTHER:—The committee entrusted by the Grand Lodge, with the duty of carrying out the great design of establishing a retreat for the aged brethren, and the widows and orphans of their fraternity, have charged me to express to you, before this audience, their grateful acknowledgments, their admiration and brotherly love. The unprecedented act of generosity which marks the period of our approaching separation, will be recorded on our hearts, and will surround your name forever with a halo of radiance, to distinguish you from all who have visited our shores for a time, and have departed without manifesting a particle of feeling for any body but themselves. (Immense applause.) To you brother, our people have become more and more attached throughout the whole time of your sojourn amongst us for you have exhibited *a soul* capable of appreciating whatever is *good in our institutions, magnificent in our natural scenery*, or *great in the men who where born upon our soil*. (Great applause.) The freemasons of this State rejoice to hail you as a *brother*, and they desire that you will carry with you in your future travels, and to your native land, the remembrance of *this hour of your triumph*, which has been won by your genius, your talents and your benevolence united. In testimony of these sentiments, we have to request that wherever you hereafter unite in the proper works of the craft, you will bear us in remembrance by wearing the masonic regalia of the State of New York.

Norway has no reason to be ashamed of her mason kings, or of her mason craftsmen—she may be proud of her child—her mason who now stands amongst us.—

Here the Grand Secretary proceeded to invest Ole Bull with the magnificent regalia of the Grand Lodge amidst the applause of the audience, and continued:

BROTHER OLE BULL:—Your mission to our country will shortly close. You brought with you the free spirit of your mother-land, which has harmonized with the free spirit of our own. You have made known the sweet melodies of "The Mountains of Norway" amidst "The Solitude of the Prairies" of America; you will carry back a transcript of the music of "Niagara;" you will leave behind you your tribute of respect to "The Memory of Washington," (applause) and you will be followed by "The Mother's Prayer" and the Orphan's gratitude; and the world will learn that while they talk about the union of States and Nations by *bands of iron*, there is a band *stronger than iron*, which unites the hearts of the *true* men and the *free* men of every clime by the indissoluble ties of fraternal love.

The gentleman concluded amidst continued plaudits.

Ole Bull, who was evidently deeply moved, made a brief reply, but he spoke so low as to be quite inaudible to us at the commencement. When we caught his words he was referring to his latest composition, of which he said:—

"The tribute to the memory of Washington is not my own It is the tribute of the people of Norway which I only echo.—The principles for which the people of this country drew their swords and shed their blood, electrified the people of Norway and animated them in their exertions for liberty. The admiration of the Norwegians for the Institutions of America and for their great founder, were early implanted in my heart, and the admiration of Washington and the love of liberty are impressed there and are eternal."

The audience, at the conclusion of this speech, burst forth with the most vociferous applause, which continued for several minutes. At the conclusion of the concert this was renewed with even increased fervor.

Expedition to Cape Palmas.—The brig Kent, left this port on Saturday for Cape Palmas, with emigrants and freight on board for the Maryland State Colonization Society. She carries out, says the American, the model and moulds for a Baltimore clipper, furnished by Mr. Goodwin, to be built in the Colony of the teak wood. Sail, copper, rigging, and a full supply of ship chandlery were also provided. An able and intelligent ship-carpenter went out to superintend the building of the schooner also a cauker. They were hired to go out for the special purpose of constructing the vessel, but it is believed they will find profitable employment there for a long period and that the beautiful model now sent out—one of Gardner's best,—will not lack imitation. Goods and merchandise to the amount of over five thousand dollars were also shipped by this vessel to accounts of several colonists, funds for some of which have been long in hand.



EASTON GAZETTE.

EASTON, MD.

Saturday Morning, Nov. 22.

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.

☞The first session of the Twenty-ninth Congress will commence on next Monday week.

THANKSGIVING.—Thursday next is the day appointed by the Governor of this State for praise and thanksgiving.

NEW PAPER.—We have received the first number of "The Democrat and Dorchester Advertiser, published in Cambridge, by John T. Taylor, Esq.

MASSACHUSETTS ELECTION.

The Boston Atlas of Tuesday morning gives the returns of votes from a large portion of the State.

The result, says the Atlas, all circumstances considered, may be considered a Whig triumph. The Governor and Lieutenant Governor are probably not elected by the people—but the Legislature will be strongly Whig, and that secures to the party the full control of the State Government for the next political year.

All the Senators elected are Whig. Not a Democratic candidate for the Senate is chosen. There are certainly nine, and possibly twelve, Whig Senators elected.

To the House of Representatives, there are 144 Whigs, 43 Democrats, and 3 Native Americans certainly elected. The Natives were all chosen from Democratic towns.

There is again no choice of Members of Congress in the 9th district.

Talbot County Court.

MONDAY, Nov. 17, 1845.

Court met, present,

E. F. Chambers, Esq., chief Judge.
P. B. Hopper, and } Associate
J. B. Eccleston, Esq'rs. } Judges.

John Bozman Kerr, Esq., filed in Court his commission as Deputy Attorney General, and qualified as such.

TUESDAY, Nov. 18.

The case of Underwood vs. Barwick—was argued by Martin for Plaintiff—Kerr and Hambleton for Defendant—Verdict for defendant.

The case of Benny vs. Leaverton—was argued by Martin for Appellant—Loockerman for Appellee—verdict for appellant.

WEDNESDAY, Nov. 19.

The case of Sappington use of Broadbent use of Dunnington vs. Thomas—was argued by Emory for Plaintiff—Martin for Defendant—verdict for defendant.

State vs. John Human indicted for Felony—was argued by Kerr for the State—Martin for Prisoner—verdict not guilty.

State vs. Samuel Whitney indicted for Felony—was argued by Kerr for the State—Martin and Hambleton for the Prisoner—verdict not guilty.

THURSDAY, Nov. 20.

Same vs. Same indicted for a misdemeanor—was argued by Kerr for the State—Martin and Hambleton for the Traverser—verdict guilty.

State vs. George Cooper indicted for a Misdemeanor—was argued by Kerr for the State—Martin for the Traverser—verdict not guilty.

FRIDAY, Nov. 21.

The case of Hoxter vs. Turbutt adm'r. of Hoxter—was argued by Martin for Plaintiff—Thomas for Defendant—verdict for Defendant.

The case of Pritchett vs. Parrot—was argued by Martin for Plaintiff—Hambleton for Defendant—verdict for Plaintiff.

The Court is still in Session.

From the New York Herald.

TREMENDOUS FIRE IN SAG HARBOR—OVER ONE HUNDRED BUILDINGS DESTROYED.

We learn that an extensive fire, laying Sag Harbor in ruins, broke out in that place at half past 11 o'clock on Thursday night. It was first discovered in Oakley's hotel, and destroyed about one hundred and fifty buildings.

The gentleman who politely gave us this information stated that the fire broke out in Oakley's house and run up and down the main street on both sides, and extended through the back streets to the wharves. It spread over the heart of the town, destroying almost the entire business section. We understand that all the hotels but one are burnt; the Suffolk Co. Bank; the *Corrector* office; Phelps' hotel, &c. &c.

As near as we can ascertain, the following are among the sufferers on the main street:

Albert G. Hedges; Charles Hedges; and [illegible]s. Croilius' tavern; G. V. Oakley's saddlery; E. C. Rogers' hat store; S. H. Robbins, tin man; Peleg Rogers, dwelling; Thos. Foster, hat store; Wm. H. Nelson, lumber dealer; Gabrial Loper, merchant; Eddy & Brothers, merchants; Dering & Fordham, do; Suffolk Co. Bank; Thos. Brown, merchant; several tailor shops

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