these cases as precedents was therefore premature. Instead of gaining any thing we had lost two islands which of right belonged to us, and hereupon gentlemen might say that a question of title was involved. Not so, however; for the commissioners went further than they were authorized to do, and we ought never to have submitted to their award. What was the question submitted to the decision of the King of the Netherlands? Was it a question of title? Not at all. And that decision was set aside for the very reason that he undertook to decide upon a title which he was not authorized to do. He thought that the cases cited by the Senator did not support his position.

Mr. Pearce said he thought the reason why the award made by the King of the Netherlands was set aside, was because it did not decide the title made in the other case If we lost two islands and Great Britain had got them, he supposed she had got the title to them; the title he thought then must have been in question. The notice to print was agreed to.

Voyages and Discoveries of Captain Jonathan Winship, upon the coast of Oregon and California.—Every thing connected with the early history of Oregon and the North West Coast is of interest at this time. We have recently been looking over the log-book of Captain Winship, kept during his second voyage to the Pacific and Canton in 1805, '6, '7 & '8. At the age of 25 he commanded the ship O'Cain of Boston and with 108 Russian Kodiacers, and 75 canoes, was engaged in hunting the sea otter of the North West Coast. The Southern coast of Oregon was then represented upon the chart as rock-bound and inaccessible, and Captain Winship had a strong desire to make a discovery of some harbor or inlet for the protection of shipping. On the 3d of June, 1805, he set sail for this purpose, and discovered the first land which appeared to afford the desired protection, which was upon the North side of Cape Foulweather, South of Columbia River, and he despatched his first officer, with two boat's crews, to survey the same. The report of the officer was extremely favorable. A secure cover afforded a landing smooth and safe for vessels of moderate capacity during the summer months, which was not laid down in the charts, and which was extremely valuable for purposes of making a harbor upon that section of the coast. He gives a picturesque description of the country and describes the view from the ship's deck as the most interesting and beautiful which he had ever seen in any part of the globe. The land rose gradually from the shore to the distant mountains diversified with rich and luxuriant praries and noble forests. The climate was unrivalled for its uniformity, the atmosphere clear, the temperature mild the greater part of the year, so that the fig and the grape could be cultivated in protected situations, and the whole country held out strong inducements to tempt the emigrant settler.

On the 10th of June he discovered a navigable inlet, which he called Washington Inlet, which is so favorably situated that Capt. Winship thinks it is destined to be one of the first places on the Oregon coast. He says it was unknown to all the navigators at that time, and he thinks the adventurers of the present day have very little knowledge of its advantages. He has some facts and information connected with this inlet, which he may communicate hereafter. All the discoveries were subsequently communicated to Com. Porter.

We have before mentioned the voyage of the Albatross, under command of a brother of Capt. Winship, and under the principal direction of the latter, who was on the coast at the time. The Albatross entered the bay at the mouth of the Columbia, in 1810 with 110 men on board, and proceeded 50 miles up the river with the intention of establishing a factory and trading house for furs. The land was cleared, the house partly built, and seed sown, with every prospect of a permanent settlement; but unfortunately the location was inundated and the labor was lost. The subsequent approach of difficulties with Great Britain, and the establishment of Mr. Astor, after the peace, caused the whole scheme to be abandoned.—*Boston Courier.*

THOMSON AND QUIN.

Mr. Thomson, the poet, now universally known by his fine poems on the "Seasons," "on Liberty," &c. when he first came to London, was in very narrow circumstances, and before he was distinguished for his writings, was many times put to his shifts, even for a dinner. The debts he then contracted lay very heavy upon him for a long time afterwards, and upon the publication of his "Seasons," one of his creditors arrested him, thinking that a proper opportunity to get his money. The report of his misfortune happened to reach the ears of Mr. Quin, who had, indeed, read the "Seasons," but had never seen their author; and upon strict inquiry, he was told that Thomson was in the bailiff's hands in a spunging-house in Holborn. Thither Quin went, and being admitted into his chamber, "Sir," said he in his usual tone of voice. "you don't know me, I believe, but my name is Quin." Thomson received him politely, and said, "that though he could not boast of the honor of a personal acquaintance he was no stranger either to his name or his merits;" and very obligingly invited him to sit down. Quin told him he was come to sup with him, and that he had already told the cook to provide supper, which he hoped he would excuse.—Thomson made the proper reply, and then the discourse turned indifferently on subjects of literature. When supper was over, and the glass had gone briskly about, Mr. Quin then took occasion to explain himself, by saying "It was now time to enter upon business." Thomson declared he was ready to serve him as far as his capacity would reach, in anything he should command (thinking he was come about some affair relating to the drama.) "Sir," said Quin, "you mistake my meaning. I am in your debt. I owe you a hundred pounds, and have come to pay you." Thomson, with a disconsolate air, replied, that as he was a gentleman whom, to his knowledge, he had never offended, he wondered he should seek an opportunity to reproach him under his misfortunes, "No," said Quin, raising his voice, "I would not do that. I say, I owe you one hundred pounds, and there it is" (laying a bank note of that value before him.) Thomson was astonished, and begged him to explain himself. "Why," said Quin, "I'll tell you; soon after I had read the 'Seasons,' I took it into my head, that as I had something in the world to leave behind me when I died, I would make my will; and among the rest of my legatees I set down the author of the 'Seasons' a hundred pounds; and this day hearing that you were in this house, I thought I might as well have the pleasure of paying the money myself, as to order my executors to pay it, when, perhaps, you might have less need of it; and this, Mr Thomson, is the business I came about." It were needless to express Thomson's grateful acknowledgements, but leave every reader to conceive them.

☞The following slip from the Salem Register's office gives the particulars of a capture of a Slaver, and affords some idea of the sufferings the poor wretches undergo who are enslaved:—

Capture of an American Slaver with 900 Slaves.—Captain Ryder, of the Otho, from Port Praya, has furnished us with Monrovia papers to Dec. 10, and a Circular from the Methodist Missionaries at Monrovia, dated Dec. 17. The Circular gives the particulars of the capture of the bark Pons, of Philadelphia, with 900 slaves, on the 1st of Dec. by the U. S. ship Yorktown, Captain Bell, in lat. 3 south, 3 days out from Cabenda, bound to Rio Janeiro. When the Pons was first seen, she raised *American* colors, supposing the Yorktown was a *British* cruiser; but discovering the mistake, immediately hoisted the Portuguese flag. On boarding her and demanding her papers of the Portuguese captain, he replied, 'I have thrown them overboard.' On being asked what was his cargo, he said 'about 900 slaves.' On farther examination, it was found that she had shipped 913, between the ages of 8 and 30, only 47 of them females, and left at the factory 4 or 500 more, which they had intended to have taken in the same vessel, but were prevented by the proximity of a British cruizer, from which they narrowly escaped. The Pons was put under the charge of Lieut. Cogdell, and was 14 days in getting up to Monrovia, during which time about 150 of the poor wretches died—some of them jumping overboard in a fit of desperation—and on her arrival at Monrovia several of the slaves were in a dying state, and many were so emaciated that their skin literally cleaved to their bones, and the stench of the crowded hold was almost suffocating.

The recaptured slaves were landed at Monrovia, and measures were adopted for taking care of them, by the U. S. Agent for Liberated Africans—300 of them by the Methodist Mission establishment there who have issued a Circular, appealing to the Christian public for aid.

The Pons had sailed for the United States (supposed for Philadelphia) under charge of Lieutenant Cogdell.

A letter from one of the Methodist Missionaries gives a horrid account of the sufferings of the slaves, and says it is utterly impossible for language to convey an appropriate idea of the horrors of their situation—the living and the dying were huddled together with less care than is bestowed upon the brute creation—the thermometer at 100 to 120 in the hold. Most of the slaves were in a state of nudity, and many had worn their skins through, producing putrid ulcers, which fed swarms of flies."

The Philadelphia U. S. Gazette has the following explanatory paragraph:

We are informed upon good authority that the barque Pons, was sold at Rio de Janeiro as a trader by her owners, and that all interest in her on the part of Philadelphians, ceased some time since. Her former Commander, Capt. Graham, under the Philadelphia owners, was at last advices lying sick at Rio de Janeiro, and intended to return to this city by the first opportunity. He could not therefore have been on board at the time of her capture.

This statement is necessary to do away with the suspicion that might arise of Philadelphians being engaged in the infamous traffic in slaves.

S. J. Goodrich, Esq., of Boston, more extensively known as "Peter Parley," was recently in New Orleans, on a visit.—The many marks of respect shown to him by the authorities and people of that city have been of a very gratifying character.—On the 28th ult. he held, by request, a levee at the residence of Alfred Hennen, Esq., at which a very large number of children were present. The Picayune, speaking of this pleasing scene, says—

It was amusing to hear, as the children came into the room, the general question, on their part, "Ma, where's Peter Parley?" The blandness of Peter Parley, or Mr. Goodrich, to the children, as they were introduced to him, seemed to win the attention of their young hearts most effectually, for they listened with as much eagerness to the address which he spoke to them as they have doubtless often felt while reading the interesting stories that his books abound with. We give one extract from this gentleman's address—it speaks trumpet-tongued, and will, we trust, not be lost sight of by our community at least, being, as it is, on the eve of a new educational era. "Man cannot," he said, "straighten the old and gnarled oak of the forest with all the power and strength he possesses, but the gardener, with a pruning-knife in one hand and a watering pot in the other, can rear tender young saplings, and model them so that they will grow up tall and graceful trees, monumental emblems of the care bestowed on them." It was a happy meeting, and will be long remembered by all who were present, both old and young.

A number of distinguished persons were present, among whom were the Hon. Henry Clay and the Governor and Lieutenant Governor of Louisiana.

From the Balt. American.

GREAT FRESHET IN THE SUSQUEHANNA RIVER.

We regret to learn that there has been an unprecedented flood in the Susquehanna river, occasioned mainly by the melting of the masses of snow with which the upper valleys of that stream and its various tributaries were covered. The waters gave indications of a rise on Saturday last, and on Sunday at Havre-de-Grace they were so high and rapid that the Railroad Company's steamboat with great difficulty made her way across the river. We learn from a gentleman who ascended the valley of the Susquehanna on Sunday morning from Havre-de-Grace for about nine miles, that the Tide Water Canal, embankments and tow path were entirely under water, and that the people were gathered at numerous points on both sides of the river, gazing in dismay upon an angry flood of waters which far exceeded in volume and fearfulness any thing that they had ever before beheld. When our informant left Havre-de-Grace on Sunday night it was impossible to determine whether the waters were falling or not.

In consequence of the immense force of the current at Havre-de-Grace, and the masses of timber, trees, and other matters floating on its surface, the steamboat did not attempt to cross on Sunday night.

It is impossible to say to what extent the Susquehanna and Tide Water Canal has been damaged, and it will probably be several days before it can be accurately ascertained. The work had been put in complete order during the late winter, and was in readiness for the early Spring trade, just about to open.

Our informant says that part of the Conowingo Bridge had been carried away, and that the Port Deposit Bridge presented indications of having been seriously injured.

At the Stafford Flouring Mill of Mr. H. Stump, on the Susquehanna, the water rose to the height of three feet on the lower floor, damaging more or less some 300 bbls. flour

We look for further advices with much anxiety.

Later.—At half past two, P. M., yesterday, the train from Philadelphia, with the mails and passengers came in, bringing us the following additional information:

From the Harford Madisonian, Extra.

Havre de Grace, March 16, 1845.

RISE OF THE SUSQUEHANNA RIVER.

We hasten to inform the public that the Susquehanna river has risen to a great height—the wharves in this town partially inundated, and the tow path of the Tide Water Canal is for miles overflowed with water, and great injury to the embankment is anticipated. The fishing floats belonging to gentlemen in this vicinity and the neighbourhood of Darlington, have been swept from their moorings.

Yesterday the river was literally covered with masses of timber, barrels, hogsheads lathes, floats, frames of houses, &c. On one of the passing floats were two negro women who roared lustily for help—they were rescued from their perilous situation, near this town, by some of our intrepid water men.

We learn that two spans of the Conowingo Bridge have been carried off.

Fears are entertained for Port Deposite Bridge.

A negro man, named Peter Carlisle, belonging to Mr. Jacob Hoke, was drowned yesterday.

Still Later.—At half past three, P. M., yesterday, the Philadelphia train regularly due arrived bringing reports of extensive damages on the Susquehanna. The accounts are verbal, brought by passengers who left Harrisburgh on Sunday morning. They are in effect—

That the bridge at Clark's Ferry, at the confluence of the Juniata with the Susquehanna, has been swept away. Also, the old upper bridge over the Susquehanna at Harrisburg, by the combined action of the water and ice, and that the railroad bridge below has received some damage from the timbers of the other being dashed against it. Several miles of the river wall of the canal above Columbia have been washed away. The turnpike and railroad between Harrisburg and Highspire, a distance of six miles, are six feet under water.

Another report says that the Railroad bridge at Harrisburg had been swept away.

The floods in the Delaware and Schuylkill rivers have also been very great.

From the Philadelphia North American.

The Delaware was very high on Saturday, and even yesterday. In the vicinity of Trenton the railroad was overflowed, and we learn that the fire of a locomotive of one the trains of cars was put out. The current in this river was never known to have run with such rapidity. Yesterday the steamboat Sun started for Burlington, but was compelled to turn back on account of the ice from the Falls which she encountered at the Eight Mile Point. At Spring Mills the Norristown Railroad was overflowed on Saturday, but no damage sustained. The canal in the vicinity of Manayunk has not been injured.

From the Philadelphia U. S. Gazette.

Great Freshet in the Schuylkill.—The late rains, and the melting of the mountain snows, caused the Schuylkill to rise rapidly, in this vicinity, shortly after midnight on Saturday morning.

About noon on Saturday, the waters were at their height. Both banks were overflowed; the Dam was only discernible by a slight curve; and the water, at one time, actually reached nearly to the corner of Schuylkill, Front and Vine streets.

At Norristown, at Manayunk, & on the Schuylkill side of this city, work in the factories was suspended on Saturday, the water having risen within so high as to preclude the possibility of using the engines and other machinery.

The tow path on the western side of the river was submerged for many miles; and near the Wire Bridge, the water was about four feet deep upon it.

The coffer dams erected for the improvement and enlargement of the works of the Schuylkill Navigation Company, opposite Fair Mount, were damaged; the blasting chambers are filled with water; and we hear the loss to the Company, independent of delay, is estimated at several hundred dollars. We learn, however, that the water in the dams can be pumped out in three or four hours, and that the principal portion of these works will need but trifling repairs.

We are gratified to be able to report that no injury has resulted to the Water Works further than the carying away of the little porches at the doors of the wheel house, on the river, between the water gates.

Notwithstanding the risks run by boatmen, &c., there is but one death to record. A party consisting of three men, of whom two were brothers, named Beckel, was engaged about three miles above the dam in securing drift timber. A canal boat came floating down, and they started to make prize of it. They boarded the boat, one of them, Augustus Beckel, as he approached the dam, probably regarding his situation as perilous, jumped overboard to endeavor to gain the shore, and sinking immediately, was seen no more. The boat floated safely over the dam, and the remaining two were rescued.

Apprehensions were entertained of serious damage on the Lehigh, as the snow had been lying four feet deep.

LATEST.—By last night's train from Wrightsville, we have a confirmation of the destruction of the old Bridge at Harrisburgh. The contractor brought the mail over yesterday morning to the western side of the river in a boat.

The break in the Pennsylvania Canal, above Columbia, is said to be about one hundred and fifty feet in length.

As nothing was said about the Columbia Bridge, we gladly infer that it escaped without damage.

☞At Havre-de-Grace, at 1 P. M. yesterday, the river was falling.

Correspondence of the Amer. Republican.

Washington, March. 17, 1846.

Methodist Protestant Conference.—The proceedings of this religious body yesterday was of an interesting character. The service was by the Rev. G. D. Hamilton.

Rev. Dr. Waters was elected President and Rev. E. Y. Reese secretary of the Electoral College.

The following preamble and resolutions were adopted by the Conference on the exciting subject of slavery. They were moved by Dr. J. S. Owings:

While we deprecate slavery as it exists in this country as a great national evil, we believe that it does not belong to eclesiastical institutions to legislate upon the subject. We leave its corrections to the civil authorities, under the ameliorating influences of Christianity, and the overruling providence of an all-wise God.

In our opinion, the rules and regulations on the subject of the suffrage and eligibility to office, found in our constitution and discipline, were the result of mutual forbearance and concession between the Northern and Southern portions of our church; that the wisdom and adaptedness of the principles therein embodied have been fully and satisfactorily developed in the experience of seventeen years, and that we believe any change would be injurious to the best and dearest interests of our Church.

Resolved, That our Delegates to the ensuing General Conference be, and they are hereby instructed, to oppose any effort that may be made in said Conference to alter, change, modify, repeal, or annul said rules and regulations.

The following gentlemen were elected by ballot, members of the Electoral College.

Ministers.—L. R. Reese, E. Hinkle, D. F. Waters, Dr. T. Shriver, U. Ward; J. R. Williams, J. Varden, J. S. Reese, J. Webster.

Laymen.—Wesley Star, P. Light, Isaac Shriver, T. R. Brown, Reuben Hall, Wm. Doughty, J. W. Richardson, J. B. Mathews, A. S. Withers.

The proceedings of the Conference today have been marked by a touching incident and an affecting scene, occasioned by the separation of the much respected and eloquent Mr. Stockton—"a burning and shining light," of the Methodist Protestant Church, from their conference I was not present at the time the Rev. Dr. Waters made an affectionate and affecting address to the receding brother; but I learn that the Conference and indeed every one present was deeply touched with the scene. Mr. Stockton himself was completely overpowered by his feelings. I understand that Mr. Stockton's separation from the Conference arises from his dissatisfaction at certain acts of theirs, which he regards as inconsistent with Christian liberty. It is hoped however, he may be yet influenced to retrace his steps. You will in due time I presume learn the precise grounds of Mr. Stockton's separation from the Conference.

A remarkable self-registering instrument has been invented at Washington, by C. Warener, which determines the density temperature and moisture of the atmosphere, the rising and falling of the mercury in the barometer, the depth of rains and the rising and falling of the tide, and all these, it is said, with perfect accuracy; thus combining the arcometer, the thermometer, the hygrometer, the pulviameter, the barometer, rain guage and tide register! The mechanical principles of the instrument are simply those of a lever so arranged as to form a perpetual balance, the equilibrium of which is removed from place to place by the action of the mercury, serving as a barometer and thermometer, and by that of water in indicating the fall of rain rising of the tide, etc. The velocity of wind is determined by a lever, the point of power of which is removed from the fulcrum in regular progression with the increase of force exerted. But it would be unnecessary to detail the construction of this valuable instrument since it is patented. It is said also to be the intention of the inventor to add to the instrument a vane, showing both the perpendicular and horizontal course of the wind; also a self-registering electroscope, indicating atmospheric electricity, &c. This is certainly a wonderful combination of powers and, thus combined, will constitute an instrument—if the description be true—which will be speedily introduced into general use.—*N. Y. News.*

A Washington letter, published in the New York Herald, says that the Report of Mr. Burke, Commissioner of Patents, which, when printed, will make a book of about six hundred pages, is a very interesting and useful document. The whole number of applications for patents during the last year was 1246; the whole number of caveats filed during the same time was 452; and the number of patents issued during the year, including reissues, additional improvements and designs, was 502.—Four hundred and seventy patents expired in 1845.

The whole number of patents granted by the United States for inventions up to January, of the present year, was 14,526. The Herald's correspondent adds—

Appended to Mr. Burke's report are the reports of the Examiners, which, while they furnish very favorable proofs of the talents and industry of these useful officers, also show that the past year has not been barren of valuable and important inventions and improvements, and that the inventive genius of our countrymen has suffered no abatement in the intensity of its activity or the value and utility of its products. Professor Morse also contributes a useful account of the different magnetic telegraphs now in operation in Europe.—Mr. Burke adds with pleasure that the brilliant invention of Professor Morse, by means of which thought is conveyed with lightning-like rapidity, stands still pre-eminent over all others of a similar character now in use in Europe.

In consequence of the increase in the business of the Patent office, the Commissioner not only recommends that the building shall be finished according to the original design, but an increase also of the examining and clerical force.

The agricultural portion of the report contains a large mass of matter, valuable and interesting to the scientific as well as the practical agriculturist Upon a review of the season of 1845, as a general fact, it is concluded that the crops have not equalled in quantity those of the preceding year While the wheat crop has exceeded in amount the product of former years, almost all other important crops of the country have fallen short.

Among the important subjects treated in the agricultural portion of Mr. Burke's report, will be found a description of the *colza* plant, from the seed of which large quantities of oil are extracted. This oil is little if any inferior to the best sperm, and is now exclusively used in all the light houses in France. A quantity of the seed has been distributed to the members of Congress, and an extensive cultivation of this plant will undoubtedly repay the labor and care of the planter. More than 50,000 packages of rare and valuable seed have been distributed during the year, among members of Congress.

The Libellous Publications.—A few days ago we noticed the fact, that the Senate of the United States had appointed a committee to investigate charges exhibited against certain members of the Senate, in the Washington Times; and we expressed the hope, that the greatest latitude would be given to the editors and proprietors of that paper, to sustain their allegations by proof, if in their power so to do. The committee made their report on Monday last, and the result is precisely what we anticipated—that there is not the slightest shadow of testimony to sustain the charges Corrupt intercourse with the British Minister was imputed to Senators, and the specifications were: 1. A dinner or entertainment at the British Minister's, at which many Senators were said to be present, and where corrupt conversations in relation to the Oregon question were supposed to have been held. 2. A meeting of Whig members in a room at the Capitol, on the Friday before the sailing of the Cambria, at which the British Minister was charged to be present, and where it was said to be agreed to have a vote taken, to be sent off to Great Britain by the return of the steamer. 3. An admission by Mr. Senator John M. Clayton that he was present at the British Minister's table where the strength of the British Oregon party, in the Senate, as it was styled, "was counted by their noses."

Not a single witness was produced who knew any thing whatever in relation to the offences alleged in these specifications, notwithstanding the Times had challenged investigation, and declared its ability to adduce the evidence necessary to sustain its statement. J. E. Dow, the proprietor, and H. H. Robinson, editor of the Times, (the latter the writer of the articles,) knew nothing themselves, nor could they produce others who were better informed; and thus in the language of the report, "each of the specifications were found, upon investigation, to be utterly and entirely false.'

This is an instance of the licentiousness of the press that has been seldom equalled, for it appears to have been a wanton and malicious misrepresentation, designed to injuriously affect the private and public reputations of Senators. The writer of the articles could not even allege that he had been misinformed, for he could adduce no authority whatever to shew that he had any reason to believe the statements which he made—when it was a duty imperative upon him as an honest man, to have been prepared to support his allegations before making them. The Senate did right in expelling persons connected with the Times from the reporter's gallery; and we hope the paper will receive no further support from honorable men.—Clipper.

Idlers.—A printing office—that portion at least where the type-setting is done—should be sacred from intrusion. Idlers have no business there. Conversation distracts the attention of the compositor, and a "bad proof" is the consequence. It is impolite to look over the printer's shoulder and read the manuscript that he is "setting." There would be less "pie" made if idlers were to avoid the place where "the art preservative of all arts" is prosecuted.

The annexed paragraph was published in Wilmer & Smith's Liverpool Times of the 4th February last:

Iron.—To show how cheaply the metal is obtained, and how the mechanical skill and labour expended upon it totally overshadow the original price of the metal, we take a quantity of iron worth £1 sterling, and attach its money value when converted into finished articles:—Bar Iron is worth when converted in horse shoes, £2.10; Knives (table) £36; Needles £71; Penknife blades £657; Polished buttons and buckles £897; Balance springs of watches £50,000. Cast iron worth £1 sterling is worth, when converted into ordinary machinery, £4; larger ornamental work £45; Buckles and Berlin work £660; Neck chains, &c., £1,386: Shirt buttons £5,596.

We may remark that the same general view applies to all sorts of manufactures. A pound of raw cotton made into a fine fabric is increased in value a hundred fold. Hence it is that nations having the skill & industry to manufacture always hold ascendency over those that produce the raw material. A cargo of cotton goes from New Orleans to Liverpool, and the same, in the shape of muslins, is exported again from England—but immensely increased in value; and the whole benefit of the enhanced value is possessed by the British. If we manufacture the cotton ourselves and then export it, the cargo of manufactured goods will purchase for us ten or twenty times more of foreign commodities than could be had in exchange for the cargo of raw cotton.

The importance of protection to manufacturing and mechanical industry is derived from the fact that such industry is the greatest of all the sources of wealth. It is the most productive sort of industry, combining in itself the labor of the hands & the labor of the intellect. Improvements in all useful arts flow from it; civilization advances by its means; man is enabled by it to subdue nature and to hold mastery over the elements.

Countries which are simply agricultural, which produce only the raw material for other countries more ingenious to work up into positive values, are not likely to advance beyond the simplest stages of civilization. They afford no occasion for the development of the practical mind of the community; they must be dependent on foreign countries. The iron and coal mines of England would not have been the means of her greatness if the ore and the coal had been sent abroad to supply materials for foreign industry. But this matter is too plain to require argument or illustration. It is to be regretted that neither will avail when party purposes control measures of policy and leave great national interests to be sacrificed.—*Balt. Amer.*

Correspondence of Balt. Patriot.

Annapolis, March 11, 1846.

The two Houses of the Legislature adjourned this morning at about 3 o'clock, after witnessing the signing and sealing of laws to the number of upwards of four hundred,—being, I believe, the largest statute book ever made in this State. A large number of bills still remained unacted upon for want of time to read and engross them.

Their legislation has been upon the whole such as must yield gratification to the friends of State faith—though it is most deeply to be regretted, that the resolutions for the resumption of the payments of interest on the State debt, which eventually passed the House by a vote so flattering, should have received a quietus in the Senate; as also the resolution for providing means to liquidate the arrears.

The passage of these resolutions was all that was necessary to complete the restoration of the State's faith and credit,—and though their rejection has resulted from motives of prudence, yet it appears that in a matter of the kind, where the sole responsibility rests with the House,—requiring only the *concurrence* of the Senate, where the House are from their charge over the fiscal concerns of the State necessarily the best judges of the ability of the State to sustain herself in the step proposed to be taken, that the Senate might safely have deferred their opinion to the House. We hope, however, that all has been done for the best. That there is possibility of failure, there can be no doubt—yet we believe the opinion was universal, that failure was improbable. There ought to be no doubt. Resumption,—success,—should be looked upon as a matter of course. All that is needed, is determination—and had the State committed herself, we are clearly convinced, that even the possibility of failure would be gone. The people would fulfil their repledged faith.

The resolutions were rejected by a vote of 8 to 9.

Mr. Charles, a member of the Senate from Caroline county, resigned his seat last night. He had, I believe, four years yet to serve.

The Speaker of the House delivered a really beautiful valedictory last night. I had intended furnishing you with a sketch,—but an order of the House was adopted, requesting a copy for insertion in their journal,—and as it will be published from his own pen, I defer.

The bill to reduce the number of Justices in Baltimore city, and for other purposes, you will perceive by a letter, sent by another channel, failed in the Senate.

From the Annapolis Republican.

The last days of this session have presented less confusion,—it has seemed less like a *breaking up* of the Legislature than we ever remember to have noticed. To those accustomed to pass time in the House it must have been striking, that the business has progressed with the same order and regularity as in the earlier stage of the session. There is but little hurry of business;—all things are as duly considered, and as deliberately acted upon as though days instead of hours remained. We have not to look far for the cause. It proceeds from the strict enforcement of the rules of the House. The Speaker has never in a single instance allowed a bill, order, resolution or anything else, to assume a place not belonging to it, and the consequence

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