From the National Intelligencer.

THE ADMINISTRATION AND THE PACIFIC ROAD.

We brought to the notice of our readers in our number of Saturday last an editorial article of the Washington *Union* defending the constitutional power of the Government to construct a Railroad to the Pacific ocean. It was a remarkable article, to be found in the columns of that journal, and, regarding it as evidently speaking for the Executive, we read it with as much pleasure aa surprise. The arguments were not new to us; we had heard them in former times repeated from year to year by the great champion of Internal Improvements, the illustrious CLAY, with all the power of his peerless eloquence, and especially in his great speech in the House of Representatives in 1817–18, and we could not suppress the gratification we felt at seeing them substantially reproduced as Democratic arguments in support of a great national measure. As we shall have occasion perhaps to recur to the article of the *Union*, we place it in our columns for the benefit of our readers and for the convenience of future reference.

THE PACIFIC RAILROAD.

From the Washington "Union," of July 29.

The public mind has been directed for several years with increasing interest towards the gigantic proposition to connect the Atlantic and Pacific oceans by means of a contiguous railroad. This tendency has received a fresh impulse from the favor with which the enterprise was adverted to by two members of the Cabinet on the late visit of the President to New York.—These indications of Executive favor have called out comments from the press in the different quarters of the country, from which we are able to form some idea of the condition of the public mind on the question. Our observatons have brought us to the conclusion that, whilst there is a respectable minority opposed to the enterprise as a government measure, there is a decided majority ready to sanction the general proposition of a Pacific railroad, but that this majority is so well divided as to details that it can scarcely be said with any degree of certainty that there is a majority for any specific route of a Pacific railroad.

Whilst we have been the advocates of the proposed enterprise ever since Whitney brought the subject before the country, we are constrained to admit that the obstacles in the way of its early consummation are so numerous and so serious in their character that we indulge no very sanguine hopes of seeing it carried into successful execution for many years to come. If the proposition could be received and acted upon free from the embarrassments of collateral political and geographical considerations, its intrinsic importance would command for it such a concentration of public sentiment as would ensure its prompt adoption and its early accomplishment. But in our judgment it would be impossible to conceive a great national project which would not be surrounded with fewer embarrassing incidental issues than this of connecting the Atlantic with the Pacific States by railroads.—Without regarding its attainment as impracticable, we think that a glance at some of the obstacles in the way may be profitably considered by those of its friends whose convictions of its vast importance have made them sanguine of its success within a reasonably short time.

It is a safe and sound rule that whenever Congress is looked to for aid in any enterprise the first consideration should have regard to its conformity with constitutional power. There are politicians, and they are not a few in number or deficient in ability, who meet the proposition at the threshold with a denial of its constitutionality.—Those who have arrived at this conclusion are actuated by fixed convictions, based upon settled principles of constitutional construction, to which they adhere with rigid tenacity, and from which they can never be reasonably expected to depart.—We set them down as fixed opponents, upon whom no process of reasoning that may hereafter be adopted can make an impression. We think they err in making a wrong application of sound principles.—Without professing ourselves to be either peculiarly strict or latudinous constructionists, and with a frank admission that we do not profess to conprehend, with the exactness of scientific definition, the meaning of these antagonistic terms, we have been content to form our opinion on the question upon what we consider the natural common-sense mode of construing the Constitution—the mode by which we suppose the intention of the Constitution is to be most certainly reached. Upon this rule of construction we are satisfied that Congress has exactly the same power to appropriate the public revenue towards the construction of a railroad to the Pacific that it has to build fortifications to protect our Pacific territory from invasion or aggression. We arrive at this conclusion upon the conviction that our possessions on the Pacific will be unsafe, and liable to be wrested from us, either by foreign invasion or by domestic revolution, without the means of transporting speedily to the Pacific the necessary military material, both of men and munitions, to protect our territory and preserve the Union in its full strength. In other words, we regard the Pacific railroad as necessary for our defence as a Government; and that the power of the Government to provide for its defence in this mode is as clear and certain as it is to provide for the erection of fortifications to protect the city of San Francisco.

The constitutionality of the proposition, in our opinion, is not to be worked out upon any refined hair-splitting distinctions as to express and implied powers, but it stands fully vindicated upon the plain power of self-defence, in obedience to the obligation to protect the several States, applied to the equally plain facts that a railroad connexon with the Pacific is necessary for our common defence, and that such connexion cannot be secured witout aid from the Government. The Constitution authorizes Congress to raise revenue for the common defence: it guaranties to every State protection against invasion or insurrection. Armies, navies, and fortifications are the more obvious means by which these obligations of the Federal Government are to be satisfied; but it does not follow that they are the only legitimate and constitutional means. California is entitled to the protection of the Federal arm to secure her against danger from without and within. How is this protection to be provided? Can it be done effectually by stationing large armies and erecting fortifications on the Pacific coast? That may be possible; and so it might be possible to increase our navy to such an extent as to protect her from aggressions from abroad; but looking at the actual condition of the State, its location on the seaboard, the inadequacy of its population to repel a foreign invasion, its immense distance from the militia of the other States, and the character of the intervening country, we cannot suppose that any one would deny that a railroad would furnish a more certain and reliable means of protection and defence than the standing army, navy, and fortifications all combined. Indeed, we do not see how we can give to all the circumstances their full consideration without being forced to the conclusion that a railroad to the Pacific furnishes the only perfect fortification to California. Let us not forget, whilst our Federal Government is bound to protect the just rights of every citizen in any quarter of the globe, and to this end may lawfully command the entire military and naval power of the Government, so also does the obligation to protect the States attach to every square foot of territory of every State; and under this broad national obligation California can rightfully demand effectual protection.—Congress may answer this demand by standing armies, or stationed naval force, or by fortifications, or by all combined, if they are necessary; and upon exactly the same principle a railroad may be resorted to, either singly or in combination with one or all of the other modes of defence, if necessary for the end to be accomplished. The power, then, to give the proper aid exists in Congress, if a railroad to the Pacific is necessary for the common defence and for the protection of California; and it is necessary, unless it can be shown that some other means of defence and protection may be equally effectual. We have stated the circumstances which convince us that the army, navy, and fortifications are less effectual, and we can conceive of no other means unless we are prepared to rely on securing the benefits of a railroad through Mexican territory, in connexion with water transportation as a means of common defence and protection to our Pacific possessions; but this suggestion could hardly deserve a moment's consideration as a permanent reliance for defence and protection. Our mind, therefore, reposes confidently on the conviction that there is no constitutional obstacle in the way of an appropriation by Congress; and, in reaching this conclusion, we feel perfectly satisfied that we are standing firmly upon the principles of constitutional construction laid down by the "straightest sect" of Democracy.

It is not to be overlooked that upon any route proposed for the railroad the great difficulty in the way of its completion is to be found in the passage of its main trunk through territory not yet erected into States. So far as its passage through States is concerned, it is scarcely necessary to say that no question of constitutional power would be allowed to embarrass the enterprise, as those States would at once, and gladly, remove all difficulty growing out of their claim to exclusive jurisdiction. In that view the question of constitutional power becomes still less embarrassing, upon the doctrine which has been maintained by the most eminent of the State rights statesmen as to the full power of the Federal Government to construct roads in our Territories. It is, as we understand, upon considerations of this character that the constitutionality of the Pacific railroad, as a measure of defence and protection, is maintained by both the distinguished members of the Cabinet above referred to, and especially by the Secretary of War.

In considering this proposition we cannot well overestimate the weight of those circumstances in the actual condition of our possessions on the Pacific which strongly invite foreign aggression. It cannot be supposed that our population on the western slope of the Rocky Mountains is insensible to this danger, and that they are not fully alive to the claims which they have under the Constitution to ample protection. We should betray an inexcusable ignorance of human nature not to know that the neglect of the Government to provide the means of protection which their situation requires may result in a feeling of disaffection and alienation which might seriously endanger the continued harmony and integrity of the Confederacy. These considerations are of moment in determining the facts on which the constitutional exercise of the powers of the Government must depend.—We are satisfied that they are well calculated to fix the conclusiveness of the position on which we rest the constitutionality of the proposition for Government aid to the Pacific railroad.

CHESAPEAKE AND OHIO CANAL MEETING.—A meeting of the citizens of Cumberland (Md.) was held on the 23d ultimo relative to the alleged mismanagement of the canal, and the necessity of its officers residing either in Cumberland or along the line of the canal, declaring that all the interruption this year is attributable to the slothfulness and negligence of its officers." The preamble to the resolutions, after detailing the losses to the company and to the transporters, says:

"During all this trying crisis in the affairs of the company, neither the President of the company, who receives $2,500 annually for his services, nor any member of the Board, has been known to visit the scene of difficulty on the line of canal, or make any suggestion or give any order in relation to it; nor did the chief superintendent, though early notified, get himself on the ground, where his presence and direction and counsel (if worth any thing at all) were pre-emintly needed, for at least *one whole week* after the entire suspension of navigation; nor has he, during the whole month of suspension, visited the work more than twice, and then only remained for a day or two at a time, and although there has been all the season and still is an abundant supply of water in the river at dam No. 5 to have fully supplied three canals, if the dam had been properly gravelled and cared for in time, yet the whole oversight and direction of this important point on the line of canal has been totally neglected; or what amounts to the same thing, it has been left entirely to the care of a drunken superintendant and his drunken boss."

The canal was, however, on Friday last again in navigable order, after a suspension of five weeks. The Miners' Journal says that no fault rests on the chief engineer, but on the President and Directors, who neglect to furnish him the means to keep the work in order.—*Balt. American.*

[Correspondence of the Baltimore Patriot.]

WASHINGTON, July 31, 1853.

Although there has been an abundance of rain hereabouts for several days past, yet the weather remains hot, sultry, and *perspiringly disagreeable.* Nevertheless the office-seekers and political wire-workers are pouring into the city in such strong force that one can scarcely keep count of them. They give neverceasing trouble and uneasiness to the President and his Cabinet ministers, neither one of whom finds himself, just now, reposing on a bed of roses.

The official orgon, the Union, too, is in a very unquiet state of mind. It is shockingly disturbed that the Democracy of the great State of New York will not harmonize, but will go on quarrelling and dividing and splitting asunder worse than ever. It is greatly perplexed that the Whigs of Kentucky, Tennessee, and Georgia are waking up, shaking off their drowsiness, and resolving upon another national triumph, provided the Whigs of all the other States will also wake up and co-operate with them.—Another cause for the uneasiness of the official organ's mind is to be found, no doubt, in the "fixed fact" that a new, powerful and brilliant Democratic daily paper is soon to be started in this city by Beverly Tucker, Esq., backed by at least one millionaire.

In this state of things, relative to the present and the future of modern democracy, it may not be out of place to here give a rumor which I have heard several times repeated on the street, to wit: that Mr. John C. Rives, late of the firm of Blair & Rives, who is known and famed for being a very shrewd political prognosticator, has declared his firm conviction that the Whigs will elect the next President of the United States. If the rumor is not correct, Mr. Rives will be quite willing to say so. If it be correct, it goes to show that the man who bet and won his thousands of dollars on Polk's beating Clay in 1844, but who would not bet a dollar that Cass would beat Taylor in 1848, has his eyes open in regard to the result of the Presidential election in 1856!

The National Intelligencer, as you have doubtless perceived with pleasure, is down, very sweet and complimentary, upon the Union for its adoption and advocacy, and also for the adoption and advocacy by the President and his Cabinet, of the good old whig principles that the general Government may and ought to carry on measures of internal improvement of such vast national importance as the proposed railroad to the Pacific. Evidently better times are coming when a Democratic Administration and its official organ openly and boldly take up, as their own, and advocate, a leading, a cardinal, a long-cherished measure of the Whig party.

I have observed, of late, in several newspapers, charges or insinuations, against the official character of the Hon. Thomas Butler King, whilst he was collector of the port of San Francisco. Allow me to declare my unshaken belief that there is not one particle of truth in any of those charges or insinuations. Mr. King is now in Europe. He has bitter enemies, as what great and good man has not, and they have taken advantage of his absence to slander and malign his character. Mr. King, in the benevolence of his great Whig heart, aided, as I happened to know, certain proffered Whigs to go to California and get established there in the newspaper business. They got restive and ambitious, and turned to be the enemies of their benefactor.—They came to Washington and slandered Mr. King to the President and Secretary of the Treasury, whilst Mr. King was still performing his duties as collector in California. At length Mr. King resigned his post and came to Washington, and met and refuted all the charges against him. His slanderers, for the time being, held their peace. But so soon as they learned that he had landed on the shores of Europe, they renewed their attacks upon him. "Cease, vipers, you bite a file." POTOMAC.

IMPORTANT ARREST OF COUNTERFEITERS—FORTY THOUSAND DOLLARS OF COUNTERFEIT MONEY DISCOVERED.—The Cincinnati Gazette of Wednesday gives the following particulars of the arrest of an extensive gang of counterfeiters near that city:

For some time past suspicions have been entertained by the police that a gang of counterfeiters were at work somewhere in the vicinity of the city, in the manufacture, on a large scale, of counterfeit money, and on Tuesday afternoon, 18 of the police force proceeded down to the house where the counterfeiters were supposed to be assembled, and arrested the following: Samuel D. Towner and Milton Parker, of Cincinnati; Lewis Dollman, of Indiana, an escaped convict from the Jeffersonville Penitentiary, Indiana, where he had been confined for counterfeiting, and for whose arrest a reward of $300 has been offered; Jos. Bean, also of Indiana; William McGeary, late a resident of Cleveland; and Quincey Hurschey, a large contractor on the Ohio and Mississippi railway.

After the arrests had been made, the premises were carefully searched. In the dwelling was found a box containing five gold watches, and from twenty to thirty gold rings. In the chicken coop, something like forty thousand dollars in counterfeit notes of the Ohio State stock, Miami Valley bank of Dayton, and the Fairfield county bank, were discovered, nearly all signed, cut, and done up in thousand dollar packages, ready for distribution. The money was concealed in a bag, half filled with charcoal. A mail bag padlock, of the post office department, was also discovered in the dwelling. The stables attached to the premises were found to have been converted into a workshop for these counterfeiters, and dies, tools, a galvanic battery, stamps, moulds, metal, end pieces, vignetts, figures, letters, engraving tools, and all the other apparatus needed for the business of counterfeiting, were also discovered and taken possession of by the police. A composition for the manufacture of base money, together with a quantity of crucibles, were also discovered and seized by the officers.

After searching the privy vault and cistern, the officers took possession of whatever promised to throw light upon the nefarious business chests, boxes, bureaus, table drawers, and every other conceivable places of concealment, were searched, but without revealing the depository of the counterfeit plates. Even the floors were removed in the hope of discovering their hiding place, but in vain. The parties arrested were all committed for examination.

EASTON GAZETTE.

EASTON, Md.

SATURDAY MORNING, AUGUST 6, 1853.

☞ WM. THOMSON S. E. corner of Baltimore & Calvert Streets, Baltimore, is our authorized Agent for receiving Advertisements and Subscriptions for the "GAZETTE"

☞ V. B. PALMER is our only authorized Agent to receive advertisements and subscriptions for the "EASTON GAZETTE," in the cities of New York, and Philadelphia.

ATTENTION,

WHIGS OF TALBOT.

THE WHIGS of Talbot County are respectfully requested and notified to assemble in County Meeting at the Court House, on *TUESDAY, the 16th of August*, at 2 o'clock P. M. to select three delegates to represent the county in the approaching Whig Convention which assembles at Cambridge, on *Wednesday, the 24th of August*, to nominate a Whig Congressional Candidate for the district now composed of Worcester, Somerset, Dorchester, Caroline, Talbot and Queen Anne Counties. Punctual attendance is desirable.

SAM: HAMBLETON, *Chairman*
Whig Central Committee
for Talbot County.

july 30

THE Democrats of Caroline county have elected Messrs. Edgar Plummer, J. H. Tarr and Ennals Hubbard, delegates to the State Convention.

WE learn from the Cambridge Chronicle that James H. Smyth, Esq., of this town, was admitted as an Attorney, in the circuit court for that county, at its late session.

THE Whigs of Worcester county have appointed Teagle Townsend, G. W. P. Smith, Geo. W. Leonard and George E. Bowen, delegates to the State Convention which meets in Baltimore on the 1st of September.

MARYLAND AGRICULTURAL FAIR AND CATTLE SHOW.—Charles B. Calvert, Esq., President of the Society has advertised that the sixth Annual Cattle Show and Agricultural and Horticultural Exhibition of the Maryland State Agricultural Society will be held at the grounds of the Society in Baltimore city, on Tuesday, Wednesday, Thursday and Friday, the 25th, 26th, 27th and 28th of October next.

RAIN.—Our county, and the surrounding country, as far as heard from, were visited on Wednesday last, by a freshet and fall of rain, unequalled for years past. Most of the bridges in every direction have been swept away, and many of the Mill-dams. Among them, we regret to state, that our worthy and enterprising friend, Jacob C. Wright has had his new mill-dam and fixtures carried away. He had just repaired them thoroughly, and has our warm sympathy for his losses. We learn that in Caroline county, most of the mill-dams have also, been swept away.

MARYLAND ELECTION—OFFICERS TO BE ELECTED.—At the election to be held in Maryland, on the first Wednesday of November, the following officers are to be chosen: Governor, Comptroller of the Treasury, Commissioner of Lotteries, two Commissioners of Public Works, six Members of Congress, State Senators from eleven counties, Members of the House of Delegates, County Commissioners, Sheriffs, Surveyors, Justices of the Peace, Constables, and Supervisors of roads. The Governor is to be elected for the term of four years, and at the time of election must be a resident of the district, which is composed of St. Mary's Charles, Prince George's Anne Arundel and Howard counties and Baltimore city. The Commissioners of Public Works are also to be elected for the term of four years—one by Baltimore city, and the other by the Western District, composed of Harford, Baltimore, Carroll, Frederick, Washington and Allegany counties. All other officers, Senators excepted, are to be chosen for the term of two years.

HOUSE DESTROYED BY LIGHTNING.—We are sorry to learn that during the thunder storm of Tuesday last, the dwelling house of Edward Bryan, Esq., living in Piney Neck, was struck by lightning, which set it on fire and caused its entire destruction, together with all the furniture, &c. Those who were in the house at the time were so stunned that it was with great difficulty they escaped with their lives from the burning ruins. We have not heard the extent of the loss, but it is no doubt considerable.

Only a few days ago the same gentleman lost a valuable negro man, who was accidentally drowned in Wye River.—*Centreville Sentinel.*

OUTRAGE.—Last evening between 7 and 8 o'clock, as two brothers named Thomas and William Dudley were quietly passing along Fayette street, between Holliday and Gay streets, they were set upon and beaten in an outrageous manner by a gang of young men, for no cause whatever. Four of them named John Bosley, Joshua Reed, John R. James, and Wm. C. Merritt, were arrested by officers Hays, White, Summers and Zellers. Justice Kemp committed Reed and Bosley for court, and released Merritt and James on peace securities.—*Clipper.*

FATAL MISTAKE.—Two men in Illinois, near Lacon, stole a bottle of rum, as they supposed; they both drank of it in such haste that its pungency and deadly power were not discovered until too late to avert the evil. It turned out to be nitric acid, procured for the purpose of galvanizing.—But a moment elapsed before they fell to the earth, overwhelmed with the most intense and excruciating pain and death soon ensued.

LOUISVILLE, Aug. 1.

Kentucky Election.—The following returns of the Congressional election in this State have been received:

In this city, which forms a part of the 7th Congressional District, Mr. Preston, the whig candidate for Congress, has 1250 majority, and is undoubtedly chosen. Wolfe, whig, is elected to the Senate.

In the Ashland District, Mr. Breckenridge, democrat, is re-elected by a handsome majority.

In the 5th District the vote is very close between Hill, whig, and Stone, democrat, and the result is doubtful. Stone was elected in 1851, by 363 majority.

LOUISVILLE, Aug. 3d.—Linn Boyd, Democrat, is electectd to Congress by 1500 majority. He had 2892 majority in 1851.—John C. Breckenridge's majority in the 8th District is 580. He had 530 majority in 1851.

The following members are definitely ascertained to be elected:

1st Dist., Linn Boyd, Dem.
3d " Presley Ewing, Whig.
7th " Wm. Preston, Whig.
8th " John C. Breckenridge, Dem.
9th " Leander M. Cox, Whig (gain.)
10th " George B. Hodge, Whig (gain.)

The 2nd, 4th, 5th and 6th Districts remain to be heard from, which were represented in the last Congress by 3 Whigs and 1 Democrat.

Second Despatch.—The result in the 10th district between Hodge and Stanton is not yet settled, and to-day the probabilities are in favor of the latter. The official returns can alone determine the contest.

ST. LOUIS, August 3.

Missouri Election.—An election was held in this State on Monday, for two members of Congress in the 3d and 7th districts, and for local officers. The result, as far as ascertained, is as follows: In the 3d district, Claiborne F. Jackson, anti-Benton democrat, the author of the famous "Jackson resolutions" which were adopted by the Missouri Legislature in 1850, has been chosen to Congress. In the 7th district, Samuel Carothers, Whig, who was defeated by Mr. Benton, last year, is elected. Edward Bates, whig, has been chosen Judge of the Land Court.

SHOCKING TRAGEDY AT OBERLIN, OHIO.—Last Wednesday evening a most revolting murder was committed about three miles east of Oberlin, Ohio. The facts are as follows:—A man named Fullman, it is alleged, had slandered a Miss Barber and another young lady. The brother of Miss Barber and a Mr. Lovell, the lover of the other slandered girl, took the matter up.—On Wednesday, in the morning, they went to Fullman's to talk the matter over. He repulsed them with fearful threats, and became desperately enraged. They left him and returned to their work. After supper one of the parties proposed that they take their rifles and go over to Fullman's house and frighten him. Acting in accordance with the proposal, they took their guns (a rifle and and a shot-gun) and started. On arriving they found Fullman and his wife in a field raking hay. Lovell advanced to him and said:—"Well, I've come to have it out!" Fullman seized a pitchfork and made a desperate plunge at him—his wife clinging to him, shrieking and endeavoring to prevent his striking Lovell. He succeeded in wounding him in three places with the fork. Enraged beyond control at this, Lovell fired his piece, missing F., and lodging the contents in his wife's head, wounding her dangerously, perhaps mortally. He then handed the empty gun to Barber to reload, took the loaded gun and started for home, Fullman following him with his pitchfork. After going some distance, Lovell turned round, exclaiming, "D—n me if I don't shoot you, anyhow!" He fired, and Fullman being but two feet from him received the whole charge in his side, tearing him in a horrible manner, and killing him instantly. He leaves a family of three children. The murderers were immediately arrested.

PHILADELPHIA, August 3.

Fatal Railroad Accident—Ten Persons Killed and Many Wounded.—A sad and lamentable accident occurred about 7 o'clock last evening on the Belvidere and Delaware Railroad. Whilst the train, consisting of ten cars, with probably two hundred laborers aboard, was nearing the Bull's Head Station, a cow suddenly jumped on the track, which threw the locomotive and first five cars off, some of which were completely overturned, whilst others were jammed up into a heap and broken to pieces.

Unfortunately ten of the passengers, all laborers, whose homes have not been ascertained, were killed instantly, being bruised and wounded in a terrible manner, whilst many others were wounded, some ten or fifteen it is feared mortally, and others very seriously. The scene was a most painful one. It was impossible to prevent the accident, as the cow jumped so suddenly upon the track that the locomotive could not be checked.

The names of the killed are Matthew Malone, Michael Caveny, John Irvin, Patrick Coffin, Jeremiah Lany, John Doughan, Michael McGetrick, Bartholemew Shehan, Thomas Moran, and Michael Dalton.

BOSTON, July 30.

The British War Steamer Medea at Boston—Desperate Encounter with River Thieves—The British war steamer Medea, from Halifax July 28th, arrived at this port this morning. It is supposed she brings despatches in regard to the fishery question.

A desperate encounter took place last night between the New Harbor police and two river thieves, who had been boarding and robbing vessels at this port disguised in masks, and sometimes using chloroform.—The robbers were seen leaving a vessel in a boat, and were pursued and captured.—They fired five times upon their pursuers, who returned the compliment. Upon them was found a large amount of property, stolen from the brig Martha Wilder. The captain was put to sleep with chloroform, and his pantaloons robbed of $375.

The mortality of Boston for the week ending to-day has been 110. Bowel complaints have carried off the largest number.

ARKANSAS U. S. SENATOR.—The Governor of Arkansas has appointed the Hon. Robert W. Johnson a senator in Congress to fill the vacancy occasioned by the resignation of Hon. Solon Borland, appointed Minister to Central America. Col. Johnson was recently a member of the House of Representatives.

A severe storm swept over Bucks county, Pa., on Monday night, the 25th ult., flooding Tohickon, Pine Run, North, Branch, and Tinicum creeks higher than they were known before for many years, and doing a large amount of damage. The Delaware Division of the Pennsylvania Canal was broken in some few places, and navigation suspended, but the injury was expected to be repaired by yesterday, when the water would be immediately let in and navigation resumed. Along the creeks, bridges were carried off, swine drowned, and much injury was done to crops, fences, etc. This same storm caused a freshet in the river Schuylkill, which rose eight feet perpendicularly, in consequence of which our recent supplies of hydrant water have been unusually muddy. Along the Towamenan creek, in Montgomery, a great deal of fence was borne off.

THE PARIS COSPIRACY AT THE OPERA COMIQUE, where the Emperor Napoleon so narrowly escaped with his life, is said to have been a Bourbon Legitimist plot, having its ramifications in all the principal cities of France. The Legitimist sign or emblems had been widely distributed, and an immediate outbreak was prepared in the departments of the Drome and the Bouches du Rhone. According to the plot, the Emperor and Empress were to have been fired upon simultaneously by all the men arrested at the opera, who were to cry at the same time as a signel, "Vive l'Empereur." Fourteen arrests were made there, and these were afterwards followed by one hundred and fifty-three others. The trial of the affair will, perhaps, be brought before the Court of Peers.

GREAT EXCITEMENT.—*Attempt to Murder.*—A few days since, a German entered Esqr. Hessenmueller's office, and after sitting some ten minutes drew a double barrel pistol and said, "Now I will shoot you," and fired, the ball passing through Mr. H.'s vest and coat, directly opposite the heart. Mr. H. sprang up before he discharged the second barrel, and threw his chair at the assassin, hitting him in the face, and knocking him down. In the act of falling, the second shot was fired with no other effect than severely scorching the face of Mr. H. who immediately seized and disarmed his assailant. No cause can be assigned by Mr. H. for this strange conduct of his countryman and acquaintance, who now lies in jail till an opportunity shall be afforded him to "answer for himself."—*Buffalo Commercial.*

THE DEAD ALIVE.—A little girl about ten years of age, the daughter of one of our most esteemed citizens, was taken sick a few days ago, and on Monday evening to the poignant grief of her parents apparently died. The usual preparations were made, the room darkened, and the body enclosed in a shroud, with the intention of burying it yesterday afternoon. But on yesterday morning the apparently dead girl revived, and terribly frightened at the situation in which she found herself, with cries alarmed the household. She is since doing well.—*Norfolk News.*

EXTRA PAY TO OFFICERS AND SEAMEN.—The recent decision of Attorney General Cushing relative to the construction of the law granting extra pay to those engaged in the naval service on the Pacific coast of California and Mexico, during the Mexican war, it is said, gives the extra compensation to all officers and sailors, also on the Pacific station during that period. The Pacific station extends from Cape Horn up. Upwards of two millions of dollars will probably be disbursed under this construction. This action is similar to that adopted by the late administration.—*Clipper.*

NEW DESIGNS FOR SILVER COINAGE.—The director of the U. S. Mint, at Philadelphia, has issued a circular inviting the cooperation of artists, engravers and others, in furnishing new designs for the silver coinage of the United States. Each person is left free to exercise his judgment and skill. An impartial examination will be made of the designs which may be furnished, and for those three which shall appear best fitted to the object in view, a competent and liberal remuneration will be made.—*Sun.*

STATUE OF WASHINGTON.—The President has just completed a contract with Clark Mills, Esq., for the erection, in Washington city, of a colossal bronze equestrian statue of Washington, according to the terms of the act of last Congress. The statue is to be similar in style to that of Andrew Jackson by the same artist. The contract is for $50,000—that being the limit of the appropriation—$20,000 to be paid during the progress of the work, and the remaining $30,000 at its completion.

HORRIBLE.—A man named Isaac Cox, residing in Sassafras Neck, Cecil county, attempted to whip his wife, on Wednesday last, his son, a lad some 12 years old, interfered to protect his mother, when he was seized by the inhuman father who, with a large knife, cut his throat from ear to ear, causing the death of the lad in a few minutes. The wretch has been arrested and committed to Elkton jail.—*Kent News.*

A COSTLY MAN.—Bonaparte by his wars was the means, as is estimated, of destroying a million of lives. Probably his wars cost a billion of dollars. Keeping him a prisoner on the Island of St. Helena cost the British government a million of pounds sterling. He died and was buried, and in 1840 his remains were taken to France, at a cost of $1,000,000.

TWENTY-SEVEN of the most respectable Merchants, residents in Maryland, Virginia and North Carolina, say of STABLER'S ANODYNE CHERRY EXPECTORANT and of STABLER'S DIARRHŒA CORDIAL, "that from our own experience and that of our customers, we confidently recommend them *Pro Bono Publico.* We have never known any remedies used for the diseases for which they are prescribed, to be so efficient, and to give such entire satisfaction to all." See advertisement in another colnmn.

PRICES CURRENT,

BALTIMORE, August 3.

GRAIN.—About 8,000 bushels Wheat offered, and mostly sold at 112a116c. for good to prime red, and 115a119c. for ordinary to good white.—Also, small sales of choice for family flour at 120c. Sales of about 7,000 bushel of Corn at 61a62c. for white, and yellow 67c. Sales of Md. Oats at 38a39c. Va. 38a40 cents.

©Maryland State Archives, msa_sc2940_scm12401-0569.jpg