such surety, or co-surety, had been alive, and his or her consent obtained, according to the letter of the third section of the act of the fourteenth of July, eighteen hundred and thirty-two.

Sec. 4. *And be it further enacted*, That the Secretary of the Treasury shall be authorized to cause satisfaction to be entered upon all judgments against such insolvents as have heretofore been, or may, hereafter be, relieved under the provisions of the acts which this act is intended to revive and amend; or under any other and former act of Congress for the relief of persons imprisoned for debts due to the United States. *Provided*, The District Judge of the district in which such judgments are on record, shall certify that he is satisfied that the debtor is possessed entitled to no property liable to be applied to the satisfaction of said judgments, and that the interest of the government does not require that such judgments should remain unsatisfied. In every case of application for such certificate to a judge at his chambers, ten days' notice shall be given to the District Attorney for the District, when the application is made.

A STEVENSON,
Speaker of the House of Representatives.
M. VAN BUREN,
Vice President of the United States, and President of the Senate.

Approved, June 7, 1834.
ANDREW JACKSON.

FROM FRANCE.—The packet ship Havre, at New York, brings Paris dates to the 6th and Havre to the 7th May.

The Courier translates from the *Journal du Havre* the following statement of the unfortunate event which is said to have occurred at Toulon, in the firing of a salute by one of our frigates.

Havre May 7.—We receive from Toulon under date of the 1st instant, the account of so extraordinary a circumstance, that notwithstanding the positive terms in which it is stated, we dare not give publicity to it without expressing our doubts of its truth.

The following is the language in which the event is related to us by a person who was on the spot. But we again repeat, the affair appears to us so inexplicable, that we advise our readers to withhold their belief from it as we do, until more ample information.

TOULON, 1st May, 1834.

A tragic event has occurred on the anniversary of St. Philip. I have already informed you that there were two American frigates in the roads of Toulon, the Constellation and the United States. The latter, which arrived her three days ago, in saluting our vessels in the roads, fired with ball on the Suffren ship of the line, and killed or wounded seven men.

It was on the midway salute One ball entered a port hole of the Suffren, broke the camboose of the first cook at the moment he was distributing provisions, cut one sailor in two, mortally wounded two more, and wounded in a greater or less degree four others. One of the sailors died immediately; another, whose abdomen was partly carried away, expired in the hospital a few hours afterwards; a third, whose thigh is brokeen, will be operated upon this day.

The commander of the Suffren was on shore when this unfortunate event occured. He hastened on board with Admiral Massieu de Clerval, commanding the Roadstead. A [illegible] and Midshipman from the American French Admiral, to tender him [illegible] which were rather badly received by our sailors in sight of the dead bodies of their comrades Another bullet from the frigate struck another of our vessels in quarantine. The redoubt on the large tower has also been injured. There must have been many of the guns loaded with ball—nine have been counted which have done some damage or other.

Some parties were on shore, which were immediately compelled to put off for fear of collision between our sailors and the Americans. The pinace station has been reinforced by a piquet of gendarmerie and troops of the line, to avoid all further disasters. The Consul M. Truchet, accompanied them on board in person, to avoid all disturbance.

The editor of the Journal du Havre, from which we copy the above, again cautions the public from placing full faith on all the details. He justly observes that it is impossible to believe, that in firing a salute, a number of guns should be loaded with ball by mistake.

From the Fort Wayne Sentinel.

An affair of honour.—A duel, or as it is more correctly termed, an *affair of honor*, took place on Saturday evening last, between Capt. Lang, late of the U. S. army, and Mr. Rufus Osborne, acitizen of this place, in consequence of the former's having applied the epithet of "boot black" to the latter. This insult was too gross to be passed over by Mr. Osborne and as he was too infirm to receive the satisfaction for which his soul panted, in any other way, he resolved to challenge the valiant captain to meet him in mortal combat, with pistols: consoling himself with the patriotic reflection, that if he fell, his death would save the country from any further expense, and, on the other hand, if the God of Battles should decree that the life of the captain should be sacrificed to the manes of his departed honor, it would be but a "small loss." The ground selected for the affray was on the bank of the St. Mary's River, in the rear of Donevan's Hotel; the parties were placed back to back, and by agreement were to step four paces, and then wheel and fire; but so eager was Mr. O. to avenge his wrongs, that at the second step he wheeled and fired.

The captain, who is an old soldier, having seen service under Gen. Wayne, when this was a military post, of course could not be afraid of the smell of powder, but in his eagerness to return the fire, he placed his finger on the guard of his pistol, and though he pulled with all his might, he could not get it to go off, he says he felt his adversary's ball graze his shin, and saw it strike the ground near his feet. The seconds now prepared the pistols for another shot, while the principals wiped off the perspiration which stood in large drops on their blanched visages. This time Mr. O. got hold of the guard instead of the trigger, and his pistol would not go off; the captain snapped his pistol, the percussion cap of which exploded with a slight report, and he anxiously watched to see his adversary fall, feeling confident that he had shot him through the heart. Mr. O. acknowledged that it was a narrow escape, as he heard the ball whistle close past his ears. The seconds now interfered, declaring that enough had been done to satisfy the injured honor of Mr. Osborne, and that both had behaved like gentlemen and displayed as much courage as is usual on such occasions. It may perhaps be as well to state that the seconds very prudently omitted to put any ball into the pistols.

It is said that the older Baring has retired from business with SAVINGS to the amount of $40,000,000. A snug sum!

We understand that the celebrated Bishop of Charleston, the Rev. Dr. England, has been appointed a Cardinal by the Pope. He is the first Irishman that ever attained that dignity. —Northern Whig.

AN ADSTRACT OF THE REPORTS MADE BY THE COMMITTEE APPOINTED TO INVESTIGATE THE CONDITION OF THE POST OFFICE DEPARTMENT.

We have placed the views of the committee on the most material points of investigation, as reported by the majority and minority, in juxta position, that our readers may examine for themselves, each report, and judge of the credit to be given to those documents. The different branches of the Committee after saying that they first directed their attention to the financial condition of the department go on to speak of it respectively, as follows:

Views of the majority.

By those, it appears that the department is largely insolvent, and that since some time in the year 1832 the Postmaster General has, without warrant of law, borrowed from the banks large sums of money on interest for the purpose of sustaining it. The interest account, exhibited herewith, shows that some of those loans were made during the last session of Congress, & within a short time after the date of the annual report of the Postmaster General, which states that there is an available surplus fund on hand of $202,811 40, and which contains no intimation of any probable deficit present or future. It is also worthy of remark that his last annual report is wholly silent on the subject of these loans. But the Postmaster General has, since the commencement of this investigation, represented to your committee that aid from the Treasury is necessary to enable him to carry on the operations of the deparment, and he has stated that $450,000 is the smallest sum that will serve that purpose.

The sums borrowed and overdrawn on banks to the 11th April, 1834, and then existing as a debt against the department, are stated by the officers to be. - - - $488,600

And they state the amount due to constractors on the 1st of April, 1834 at - - -	635,000
Making the aggegate of its debts	$1,123,600
They also state that there was on the 11th April, 1834; a balance of deposites in banks in favor of the department of	$37,000 95 3-4
Of this there was deposited in banks which have failed	5,455 07
Leaving to the credit account, funds in bank, April 11th, 1834, available,	$31,545 88 3-4

They also reported, as a conjectural estimate, that there was due from postmasters for postages accruing prior to January 1st, 1834, $300,000

The books from which this estimate was drawn have been examined by the committee, and the result of that examination leaves no doubt that the amount of this credit is greatly exaggerated.

It appears that the receipts of the department for the last quarter of the year 1833, according to the best estimate that can be formed, (the books and accounts not having been made up as they should have been,) amounted to $467,449

That there was deposited by several postmasters in banks, during said quarter, for the use of the department	332,904
Leaving an appearent balance outstanding in the hands of postmasters, of	$134,545

But it is understood that considerable sums were received from postmasters, exclusive of the deposites in banks, which is estimated to during the last quarter of 1833, to $[illegible]. Which sum, resulting from the several data to which we have access, is fixed upon as the nearest, approximation to the truth, attainable within the limited time, which it was in our power to devote to this part of the investigation. We believe, however, that any person acquainted with the books, and the course of business of the department, and whose attention was exclusively devoted to the subject, could, in a little time, estimate the amount of debts due to the department with a very near approach to accuracy; and that the officers of the department can, at any time within a few days, make an abstract statement of its fiscal concerns at the termination of any quarter, sufficiently accurate for the ordinary purposes of general information or legislation.

The officers of the department, also, estimated the amount due from postmasters for postages, accruing within the 1st quarter of the year, 1834, at $500,000

Your committee examined, as far as practicable, the data upon which this estimate was made and they have reason to believe that this sum is also much above the true amount.

It is estimated by the chief clerk of the department, that the nett receipts for postages in the first quarter of 1834, will amount to $520,000

Your committee have ascertained that there was deposited in banks for the use of the department within that quarter, and prior to the 1st day of April,	$314,704
Which will leave, of the receipts of that quarter, in the hands of postmasters, on that day	$205,704

A considerable portion of this sum, probably was received by the department in drafts on postmasters, but to what amount your committee have no means of ascertaining. They therefore take the above sum as the amount due for that quarter on the 1st of April, 1834.

This estimate of the sums due and outstanding, will still appear large, if we compare it with the amount of similar claims under a former administration; at a time, too, when the department was not involved in debt, and had no particular reasons to press its collections with peculiar urgency. It appears by the first report of the present Postmaster General, made on the 24th of November, 1829, that, on the 1st day of July of that year, the whole amount due and outstanding, in the hands of postmasters and others, was $94. 400 21; and we can see no good reason why the amount of balances should have been suffered to rise to $289,429, much less to the enormous sum of $500,000, as is estimated by the chief clerk, especially at a time when the department is insolvent, and borrowing from banks, and overdrawing its deposites daily, and even descending to ask the credit of individuals to sustain it in its most necessary functions.

But, admitting the sum estimated by your committee to be due from postmasters, the credits of the department will stand thus:

Amount of available debts for postages accruing within the 1st day of Jan.	$83,725
Do. do. for postages accruing in the quarter ending the 1st day of April, 1834,	205,704
Funds deposited in solvent banks,	31,546
Making the aggregate of credits considered available,	320,975

The amount of debts due on that day, as stated by the officers of the department, was $1,123,600

Balance against the department on final settlement of all its accounts, would be $803,625

The above estimate due by the department, is taken entirely upon the credit of the officers of the bureaux to which the superintendence of those accounts properly belong. They profess to have given them with all practicable accuracy, and your committee, having no particular reason to doubt their correctness, have not gone into an investigation with a view to test them.

Views of the minority.

The first and leading point which attracted attention, was its financial condition. The report of the Postmaster General, of November 30th, 1832, showed an expenditure, for the year ending 30th of June, of that year, exceeding the amount of revenue for the same period, by $7,330 18. It also showed an increase, in the amount of mail transportation, within the same period, at the rate of 8,156,392 miles, equal to upwards of a million of miles, more than half of the whole annual transportation of the mail in 1829. It also showed a surplus of available funds, at the disposal of the department, to the amount of $202,811 40. The report of the Postmaster General of November 30th, 1833, showed that the expenses for transportation of the mail, prior to the 1st July, 1829, had been $64,248 76 more than had been reported; and, that the expenses for the same object from the first July, 1829, to the 1st July, 1832, had been $141,407 31, making together an expense of $205,656 07 beyond the amount which had been reported to the latter period. This exceeded the sum reported as a surplus on that day, and left an actual deficit, on the 1st of July, 1832, of $2,844 67 beyond the whole amount of available funds, including all postages which had accrued prior to that day. The same report showed an increase in the transportation of the mail, within the year ending the 30th June, 1833, at the annual rate of 3,229,464 miles; and an excess of expenditure beyond the revenue of the department, to the amount of $195,208 40. The report also exhibited the annual expense of transportation to be, at the time of making the report, $2,033,289 42, and the incidental expenses of the department, about $90,000, making together the aggregate expense, for the year which will end the 30th June, 1834, $2,122,289 42, while the nett proceeds of postages, for the year ending the 30th June, 1833, was but $1,790,254 65. This excess of expense must necessarily have continued to the close of the year 1833, from which period the retrenchments were to commence; which the Postmaster General stated in his report to have been directed. Taking the report for a basis on which to raise the calculation, and the expenses of the department will have been, from July 1st, 1833, to December 31, 1833. $1,061,614 71

The nett proceeds of postages for the same period, as nearly as can be ascertained,	941,368 61
Leaving a deficit for the half year, ending 31st December, 1833 of	$120,276 10
Add to this the deficit existing July 1, 1833,	195,208 40
And the total deficit on the 1st January, 1834, would be,	$316,454 50

The retrenchments which were to take effect from the 1st of January, of the current year, ought to have reduced this deficit below the sum of $300,000 by the 1st of April. The condition of the Department appears to have been at that time, as nearly as we can ascertain,

Due to Contractors, as per document No, 2, for services prior to January 1st 1834,	$190,000 00
Ditto, from Jan. 1st, to April 1st, 1834,	445,000 00
Total to April 1st, 1834,	$635,000 00
Due to Banks for loans and over drafts, 11th April, 1834,	451,599 48
Total amount due,	$1,086,599 48
Due to the department, on 1st April, from Postmasters and available, To Jan. 1st, 1834, $300,000; From Jan. 1st, to April 1ts, 1834 500,000	$800,000 00
Balance against the department to April 1st 1334,	$286,599 48
To this must be added, the interest, payable to the 1st of May, 1834, as per Document No. 3; amounting to	5,510 00
And the whole deficit is,	$292,109 48

In the above estimate of $300,000, due to the department on the 1st of April, last, of postages which accrued prior to the 1st of January, there is no possibility of testing its accuracy by any other estimate; because it is not an estimate of the postages that accrued from the 1st of October, to the 31st of December. 1833, the greater portion of which had been collected before the 1st of April, but it embraces all the remaining balances due to the department on the 1st of April, of all the postages which had accrued from the beginning of the government, so far as they are believed to be available. It must be obvious, therefore, that no correct estimate can be made of their amount, without going over every account, many thousands in number striking the balance of each, and adding these balances together. This we have not done, and the labor which it would require is so great as to render it impracticable at this time.

It is also proper to observe, that of the $500,000, estimated as the proceeds of the quarter ending on the 31st of March, 1834, a part had been paid over by deposites to the credit of the department before the termination of that quarter; but so far as they had been thus paid over they had been applied to the payment of claims against the department; so that if their payment in part lessened the amount due to the department, their application lessened in the same degree, the amount due from the department

Views of the majority.

In order to account for the increase of expense in the transportation of the mail, the Postmaster General has, in his several annual reports, presented us an enormous increase also of mail transportation. In his report accompanying the President's message of December, 1832, he states that the annual transportation of the mail on the 1st of July, 1829 was 13,700,000 miles; and in that accompanying the President's message at the commencement of the present session of Congress, he states, that on the 1st day of July, 1833, it was 26,854,485 miles, making an increase of transportation from the 1st of July, 1829, to the 1st of July 1834, of 13,154,485 miles.

From the knowledge which your committee possessed of the general situation and business of the department at those periods, it appeared to them that the statement carried the stamp of improbability upon its very face. They therefore, for the purpose of ascertaining as nearly as possible the state of the matter, called on the officers of the department for the particular data on which they had founded their estimates, and asked also for the original papers showing the calculations; but they were told that those papers were all destroyed. Your committee having subpœnaed Doctor Bradley to attend before them, and give evidence, placed in his hands the advertisements for mail contracts, and the book containing the statement of extra allowances, and gave directions that he should be furnished with all such information from the department as would enable him to make a full and fair estimate; and they instructed him to make out and report to them, under oath, a true statement of the amount of transportation, in miles, at the periods above mentioned. After he had proceeded very far with his estimates, and was nearly ready to make his report, your committee was informed, through their chairman, that the calculations from which the report of transportation for 1832, was made out, had been found, and that a copy could be furnished. It was accordingly done, but came too late for your committee to compare it with the actual routes, and with the advertisements and books of the department. And it contains nothing of itself to enable us to determine on its correctness. It stands, therefore, on precisely the same ground with that of the annual reports above mentioned, and requires the same evidence to sustain it.

The report of Doctor Bradley, in whose diligence, integrity, and knowledge of the subject we have the fullest reliance, is hereto attached, verified by his oath. It shows that the transportations of the mail on the 1st of July, 1829, just after the department came under the superintendence of the present Postmaster General, was 15,209,039 miles, being 1,509,039 miles more than it is stated in the anual report above referred to; and that the transportation on the 1st of July, 1833, was 21,156,844, instead of 26,854,485, being 5,697,651 miles less than the Postmaster General has reported it.

Thus, by underrating the amount of transportation at the time he came into office, and exaggerating it since that time, the Postmaster General has fallen into an error, as to the amount which he has increased the transportation of the mail, of no less than 7,206,690 miles.

Your committee not having performed personally the labor of this part of the examination, cannot vouch for the accuracy of the above estimates, but they believe them to be nearly correct; and if they err, that the error will be found to be approaching too near, rather than in departing too widely from, the statements in the official reports of the department.

POST OFFICE DEPARTMENT.

The Reports of the majority and of the minority of the Committee of the Senate, on the condition of this department is before our readers. Its embarrassment and mismanagement are admitted. The question is, who is to blame?—Our knowledge of the department, enables us to speak with some confidence. Mr. Van Buren had scarcely seated himself at Washington in 1829, before he made arrangements to control the patronage of the department. It was organized with this view; and to secure a control over the postmasters and contractors, Mr. Hobbie and Col. Gardner, both from New York and under his control, were placed, one in the office of appointments, and the other in the pay department. To Mr. Brown was al- [illegible] management of the post routes, &c. The contracts being made by the Postmaster General and his two deputies, Messrs. Hobbie and Gardner. It was soon ascertained that Mr. Brown was as zealously devoted to the interests of Col. R. M. Johnson as Messrs. Hobbie and Gardner were to those of Mr. Van Buren, and the Pastmaster General himself being the personal and political friend of the "Hero of the Thames." The contractors, mnch the most efficient political corps of the department, were playing between the two interests. This rivalry led to a competition between the rival factions, who bid for the influence of mail contractors, and paid for "extra services" in the shape of "extra allowances," and good contracts. This state of things was soon understood and improved upon by the contractors. They would first press Mr. Brown for the *benefit* of Col Johnson. If they succeeded there, well. If they failed they urged upon the Kitchen Cabinet, of which Col. Gardner was an appendage, the interests of Mr. Van Buren. If Brown objected that the funds of the department would not authorize the *extra allowances.*" Gardner was appealed to, and he certified a surplus of two hundred and fifty thousand dollars—and strange as it may appear, he continued to certify a surplus after he was compelled to borrow money to meet current expenditures. The department thus became insolvent.

In the mean time, it was ascertained that the patronage of the department was seated in the office of appointments, which controls the postmasters; and in the office of mail contracts, which regulates the contractors; and with a view to dispose of Mr. Brown's interference with the political arrangements of the party, he was transferred to the pay department, and the appointments and contracts divided between Mr. Van Buren's two agents, Gardner and Hobbie. Mr. Brown is a man of business, and he soon ascertained the insolvency of the department, and insisted upon a curtailment of its expenditures. Gardner was "horrified," and exclaimed, "it is impossible!" Even he, however, is now compelled to admit that it was a sad reality.

It will thus be seen that the whole has grown out of a corrupt system of favoritism, introduced for the purpose of acting on the Presidential election; that the extent of the allowances are attributable to the rival interests, stimulating each other, and the incapacity of Gardner which kept all persons in ignorance of the true condition of the funds of the department.

Major Barry has acted upon the information given him by his subordinates, placed in the department for the purpose of controlling its patronage for the benefit of the candidate of the Regency. We cannot well imagine a condition in which an honorable and sensitive mind can be placed, which is more painful than that which has fallen to the lot of Mr. Barry. He has been made to bear the responsibility of other men's acts.

We are gratified to find that there is a disposition to do him justice in this respect; that the real authors of this corruption, which has no parallel but in the Indian Department, will not be permitted to propitiate public opinion, by offering him up as a victim.

The remarks of Judge Bibb, upon this subject, will arrest the attention of the public, and do honor to the head and heart of that faithful and consistent private friend and public servant.

Views of the majority.

They find that, on the 1st July, 1825, there was a surplus fund of $283,089 00

That on the 1st July, 1829, the surplus fund was, according to the statement of the former Postmaster General,	289,140 17
But according to the statement of the present Postmaster General, it was reduced to	230,489 00
Which, for the purpose of the present estimate merely, your committee assume to be correct. And on this supposition, the available funds of the department were diminished in four years	52,600 00
The receipts for postages during that four years, was	6,167,519 00
And the expenditures for the four years	6,220,119 00

The amount of funds sunk by the department since it came under the superintendence of the present Postmaster General, beyond the amount of its receipts, is

1st. The sum on hand, according to his statement on the 1st of July, 1829,	$230,489
Amount of debts on the 1st of April, 1834, over and above its available funds;	803,625
Aggregate,	$1,034 114
Four-fifths of that sum supposed to have been expended in the four first years of the present Postmaster General,	$827,271
And the aggregate revenues of the department for those four years, was	$8,731,032
Making the aggregate expenditures for the last named four years	$9,558,303
Excess of expenditures over the preceding four years,	$3,338,184

Within that time some new mail routes were established, and some improvements were made in previously existing routes, but all these bear a very small proportion to the increase of expenditures.

Views of the minority.

88. On these new routes no revenue of any considerable amount could be expected for some time, especially for the first one or two years.

The allowances for these extra services (all taken together,) appear to be quite within the bounds of moderation when compared with the amount of additional services rendered; and taken in connexion with the expense of establishing the new mail routes, required by the law of 1832, and the loss of revenue occasioned by the extension of the franking privilege to members of Congress, throughout the year, and the circumstance of the expenses in 1829, being much greater than the revenues of the department, the present deficit is full accounted for. These extra services were designed for no other end than the benefit of the community. At the earnest solicitation of many citizens, urged in most cases by members of Congress, and others high in public confidence, the facilities were granted by the postmaster General, and have been enjoyed by the community. In his great desire to satisfy the wishes of every section of the country, and to render the department as extensively useful as possible, he has gone too far, because he has exceeded the moneyed means of his department. But he appears, for the reasons assigned in his report, which has been communicated to the Senate, have been unapprised of the exact conditior of the financial concerns of the department, till the deficiences actually appeared. He then made the investigation, which resulted in disclosing the cause, and applied the corrective with as much promptness as the public interest would admit.

The last report of the late Postmaster General showed that the expenditures for the year ending the 1st of July, 1828, exceeded the revenues of the department upwards of $25,000, Between that time and the following March, when he left the department, had the contracts been made for the new routes established by the law of 1828, involving a very considerable increase of expense. The present Postmaster General took charge of the department in April 1829, and his first report showed that the expenses of the department for the year ending July 1st, 1829, were nearly $75,000 more than all its revenues for the same period.—Thus it appears that the course of administering the department which produced the deficit in its means, began as early as 1827, or the commencement of 1828, and has continued from that period to the close of the last year.

The late Postmaster General in his last report, November, 1828 stated, that on the 1st July 1823, the annual transportation of the mail was

In Stages	4,489,744	miles
On Horseback	5,511,496	"
That there had been added from that time to July 1, 1828, In Stages	1,949,849	"
On Horseback	1,658;950	"
This made the annual transportation of the mail on 1st July, 1828	13,610,039	miles.

The Committee procured a list of all the post routes as they were in operation on the 1st of July, 1832, with the length of each, the manner of performance, and the frequency with which the mails were then transported [Document No. 5,] from which it appears that the annual transportation of the mail on the 1st of July, 1832 was, 23,632, 330 miles; and that the increase to that period from the 1st of July 1828 was, 10,022,291 miles, exclusive of the additional extent occasioned by the under estimate hereafter pointed out. The report of 1832, made the whole amount of the annual transportation to be 23,635,021 miles, which is 7,309 miles less than the result of the calculation now made: This mode of ascertaining the amount of the annual transportation, was deemed less liable to error, than any that could be resorted to. Besides, a further security for its correctness is furnished by the fact, that the length of each route is given, and the number of times the mail is transported thereon; so that any error contained in it, may be easily detected. The fact of a discrepancy between the report of 1832 and the calculation now made to the small amount of 7,309 miles in so many millions, affords strong evidence of its general accuracy, and especially when it is considered, that the calculation now made and exhibited exceeds the amount then reported. The idea that the report of 1832, from any motive, placed the annual transportation of the mail beyond the true amount, is disproved by the fact, that it falls short of it by a calculation now made, from the most unerring data that can be obtained.

A WARNING.—This morning, a young lad of ten or twelve years of age, was tried by the Court of Common Pleas. He was convicted of disfiguring the wall in the entry in the Methodist Meeting House, by writing obscene and libelous words thereon, and sentenced to 30 days imprisonment in the House of Correction This should be a warning to careless lads, who often, unthinkingly, commit such offences—and should teach them to shudder at being engaged in any misdemeanor which will bring disgrace upon themselves, and carry pain and anguish to the bosoms of their parents. Let every boy who reads this take warning.

New Bedford Gazette.

WOODSTOCK, (Va.) June 7.

Hail Storm.—This place and neighborhood were visited by a hail storm, on Wednesday afternoon last, which has left melancholy traces of its ravages in the prostration of trees and fences, the destruction of rye and other growing crops, and the breaking of thousands of panes of glass. In many places whole fields of rye have been literally cut to pieces, or so much injured as not to be worth the trouble of cutting Most of the hail was as large a hulled walnut, and many were picked up which measured from five to six inches in circumference. The storm approached from the north-west, and almost every window facing in that direction, which was unprotected by shutters, was more or less damaged. The destruction of window glass, indeed, has been immense, so much so, that there is not enough to be had in the country, by one-fourth, to replace what has been broken

Sentinel.

From the Journal of Commerce.

MONEY MATTERS.—There appears to be more confidence in the money market within a few days, and we find the opinion prevalent among the best informed merchants, that the pecuniary affairs of the country are likely to be somewhat more stable than they have been. So far as the United states Bank is concerned, it appears to be understood that the Directors do not consider any further curtailment necessary at present, either here or elsewhere, and that it is their intention to maintain their loans where they now are, unless the condition of the money market should be such that they can be reduced without inconvenience to the community.

We learn that a very serious riot has taken place amongst the Irish labourers on the Washington Rail Road, which has already resulted in the loss of several lives, and the severe injury of a considerable number of the persons implicated.

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