materials, procured for the gradual improvement of the navy, I refer to their report, marked L.

Much has been done in advancing the works and improvements hitherto authorized at the different navy yards, except, at that of Pensacola. The works and improvement for which appropriations have been made at that yard, have been delayed until a permanent plan for the same, after a due examination of a board appointed for that purpose, could be adopted.

Since my last annual report, the following vessels have been employed in the Mediterranean: the frigate Constitution, United States and Potomac; the sloop of war, John Adams, and the schooner Shark: the ship of the line Delaware having been withdrawn from that squadron, and the frigate United States added to it, within the present year.

The frigate Potomac having been employed on that station for upwards of two years, has been ordered home, with instructions to run down the coast of Africa, and visit the settlements at Cape Mesdrado, Cape Palma, and Brassa Cove; thence to proceed to Rio de Janeiro, and after communicating with the commander of our squadron to return to Norfolk.

In the West Indies, the frigate Constellation the sloops of war Vandalia, St. Louis, Concord, Warren, Boston, Natchez, and the schooner Grampus, have been actively employed. The Warren sailed for that station the latter part of December last, and has returned within a few days to Norfolk for repairs; and when there shall be completed, she will rejoin the squadron.

The Concord sailed from Portsmouth, N. H. the 26th of February last. The Boston on the 10th of July last, from Boston. The Natchez from New York on the 4th of August, and the schooner Grampus on the 10th of April last. All these vessels except the Warren, are now on that station.

The brig Porpoise has been employed in conveying the Commissioners appointed under a resolution of the Senate, directing an examination of the harbors south of the Chesapeak bay, with a view to their fitness for the purpose of a navy yard. She is daily expected at Norfolk, after which it is intended that she shall sail as soon as conveniently may be, to join the West India squadron.

On the coast of Brazil, the sloops of war Erie and Ontario have been employed. The Ontario returned to the United States in June last, has been undergoing repairs at Norfolk, and she is reported to be in readiness for a crew.

The brig Dolphin sailed in September last from New York, with instructions to proceed the coast of Africa, and visit the settlements at Gamoia, Bissau, Nunez, Cape Mesurado, Bassa Cove, and Cape Palmas: thence to proceed to Rio de Janeiro, to form a part of the Brazilian squadron.

In the Pacific, the frigate Bradywine, the sloop Vincennes, and the schooner Boxer, have been employed. The sloop Vincennes, which previously to my last report was ordered to return to the United States, by way of the East Indies, arrived at Norfolk on the 6th of June last. The frigate Brandywine has been ordered home, and she is probably on her way at this time; her place will be supplied by the ship of the line North Carolina, now under sailing orders.

In the East Indies, the sloop Peacock and schooner Enterprise have been engaged in protecting as well as extending our commerce. They are now on their return to the United States, with orders to visit the settlements of the American Colonization Society on the coast of Africa, near Cape Palms, Bassa Cove and Monrovia.

Our squadrons at sea and on foreign stations have afforded to our commerce all the aid and protection that their means would permit.

It was believed that our commerce in the Gulf of Mexico, and in the West Indians, would be more exposed than in any other quarter. To meet the apprehended danger, an unusually large force has been placed at the disposal of Commodore Dallas, the commander of the west India Station. In addition to the vessels already stated as forming his squadron, three revenue cutters and three steamboats have been placed under his command—and he has been charged with the complicated duties of protecting our commerce, of preventing the importation of slaves into Texas or the U. States and of co-operating with officers of the Army and Militia, in prosecuting the war against the Creek and Seminole Indians; in the performance of all which duties, his squadron has rendered the most essential service to the country.

In maintaining so large a force on the West India station, which ought to be still increased it has not been in the power of this Department to send to other stations the number of vessels which the safety of our commerce required, and serious apprehensions have been justly entertained, that our merchants might sustain heavy losses from the want of an adequate force on the Pacific and Brazilian station especially on the latter. Although these apprehensions have not been realized, yet duty regard to the interests of commerce, and the honor of our country, requires at a more respectable force should be sent to those stations, as soon as practicable. There is no serious difficulty in sending out such a force, but that arising from the want of seamen, and this difficulty will be in some degree obviated on the arrival of the vessels now on their return to the U. States.

When, at the commencement of the last and preceeding sessions of Congress, it was recommended that a considerable addition should be made to the number of our ships in commission to meet the exigencies of the rapidly increasing commerce of our country, it was perceived that, should the measure be adopted, as it has been, by the liberal appropriations of Congress, it would be necessary to adopt, at the same time, measures for increasing the number of our seamen. The most obvious means of accomplishing this object, was the one recommended, of enlisting into the service of our Navy boys over the age of thirteen, and under the age of eighteen, until they shall arrive at the age of twenty-one years. A bill for this purpose has been before the Senate for the last two sessions, which it is confidently hoped, will become a law during the approaching session of Congress. In the meantime, as a larger number of seamen is required for the merchant service than usual, and as there is at present actually in the naval service of the United States, one-fifth more seamen than were employed three years ago, and a greater number than has been employed at any time within the last fifteen years, some difficulty most necessary exist in recruiting seamen required for immediate service.

The terms of service of the seamen on the Pacific and Brazilian stations, are about to expire. Those on the Pacific station have been ordered home, but will not probably arrive, before the middle of January next. In the mean time, the North Carolina is ordered to that station, requiring, immediately, a large number of seamen and Captain John B. Nicolson has been selected to sail in the razee Independence, to relieve the commander on the coast of Brazil, who, when relieved will return with the seamen belonging to his station. The Independence will require a large number of seamen to complete her crew. Besides it is important that each of these ships should be attended by one or two smaller vessels; but this is impracticable in the present state of the service.

It will be easily perceived, therefore, that the force wanted for the protection of commerce, exceeds the means of supply which this Department can immediately bring into operation. When, therefore, on the 13th of May last, it was provided by an amendment to the general naval appropriation bill, that the President of the United States should be authorised to send out a surveying and exploring expedition to the Pacific ocean and South Seas, I considered it impracticable to fit out this expedition in a manner to meet the views of Congress, under eight or nine months, without a serious injury to other branches of the naval service.

The only insurmountable difficulty, however, in my opinion, was the recruiting the requisite number of seamen in three or four months, without intertering with arrangements already made for sending ships to the Pacific and Brazilian stations, and for sending an additional force to the West Indies.

As, however, it was your earnest wish that the intentions of Congress, in authorising this measure, should be carried into effect with the least possible delay, and that the expedition should be fitted out upon the extensive and liberal scale which the indications of public opinion seemed to require; and as the officer, Captain Thomas ap Catesby Jones, selected for the command of the expedition, gave assurances that the difficulty of obtaining seemen could be obviated, by giving him power to have them recruited under his immediate superintendance, and for this particular service, it was determined to make an extraordinary effort to accomplish these objects.

Every facility consistent with the rules and regulations of the Navy, was afforded Captain Jones for recruiting seamen in the manner he proposed, and measures were immediately adopted to have one frigate of the second class, one store ship, two barks, and one schooner, all which he considered as indispensably necessary to the success of the enterprise, prepared without delay. The frigate and storeship, which were on the stocks when this measure was adopted, have been finished and equiped, and are now receiving their crews; and the other three vessels have been entirely built and equiped for sea. The whole have been finished in the most substantial manner, and adapted to the particular service for which they are destined. These vessels will sail to Norfolk to complete their crews, take in their stories, and to await further orders.

To prevent any delay that might arise from the want of mathematicel, astronomical, and philosophical instruments, books, maps, charts, &c. required for the expedition, Lieut Wilkes of the Navy was sent to Europe, and sailed from New York on the 8th of August last, to make the necessary purchases, in which he has been successful as to the greater part of the articles wanted. For some instruments, however, he has been under the necessity of waiting until they can be manufactured. His return is expected about the middle of this month.

It is believed that every proper exertion has been made to recruit men for this service, but without the anticipated success; no more than about two hundred, according to the returns received, being as yet recruited; and as Captain Jones requires five hundred and eighteen petty officers, seamen, ordinary seamen, boys and marines together, with eighty five officers for his squadron, [illegible] sails before the expedition can be ready for sea.

Recruiting seamen for particular service may be attended with great inconvenience, and should not be adopted but upon the most urgent occasion, such as that of the exploring expedition was ordered to be. It the exigencies of the Government should require of such recruits service different from that for which they were enlisted, discontent, and even mutiny, may be apprehended. Besides, this mode of recruiting cannot but interfere with the recruiting for the general service; and, in the present case, the order to recruit for the exploring expedition, has made it necessary to adopt the same mode of recruiting for crews of the vessels about to sail for the Pacific and Brazilian stations.

Recruiting for three distinct objects of service at the same time, while the usual recruiting for the general service is continued, cannot but retard the whole, and compel us to keep in receiving vessels a much larger number of recruits, constantly disposed to desert, than would be required if recruited for the general service alone.

Although the number of recruits is small for any one of these objects, yet, in the aggregate, the number is quite as great as should be expected, when we consider the unusually great number of seamen now in the naval service of the U. States, and the great demand for them in the merchant service.

Although the return of the public vessels now ordered to the U. States, will, to a considerable extent, furnish men for service, yet sending out so large a force as that required for the exploring expedition, to be detained for the term of three years, cannot but be felt as a serious inconvenience, in fitting out the number of vessels wanted for the immediate protection of commerce.

As it has been evident, for the last three months, that this exploring squadron could not be ready for sea before the commencement of the approaching session of Congress, nor indeed until a late period of the session, I have not yet attempted to organize a scientific corps for the expedition. But from inquiries made, I am happy to say, that in most of the departments of science, we have gentlemen ready and willing to embark in this enterprise, whose labors will reflect honor upon themselves and upon the country.

From several learned and philosophical societies as well as from distinguished individuals, I have received the most ample and satisfactory communications; embracing all the various subjects which it will be necessary to give in charge to the gentlemen who are to conduct the scientific researches, which form the most important objects of the expedition. These communications, so promptly and liberally furnished, are in the highest degree creditable to their authors.

The scientific corps may be organized as soon as accommodations can be afforded them in the vessels of the exploring squadron, and those vessels may leave their place of rendezvous at any season of the year when prepared for sea.

Under the acts concerning naval pensions and the Navy Pension Fund, there are, of

Widow Pensioners	158
Invalid Pensioners	308
Total	466

The annual amount to pay widows is $34,185
" " to pay invalids, is 23 824
$58,000

The nominal value of stocks of every description belonging to the fund is $1,143,6384; of which $641,690 is, by direction of Congress, vested in the stock of the United States Bank; and until the law which directs such investment shall be repealed or altered, this Department will have no authority to withdraw the money, or make any different investment of it. If permitted to continue in United States Bank stock, it is very probable that many months will elapse before any income can be derived from this part of the capital, and, in the meantime, the pension fund may sustain a loss by the necessity of selling other stocks to meet the necessary disbursements.

Of widows on the pension list, eighty-nine have been paid from the day of their husbands, deaths, repectively; and sixty-nine have been paid only from the 30th day of June, 1834, as required by the act of Congress of that date.

Under the Privateer Pension Fund, the number of pensioners is 35.

The annual amount to be paid $2,766
them is 4 The amount of stock (Maryland five per cent.) belonging to the fund, is $2,667 05.

From this statement it is evident that legislative provision must be made for the payment of these pensioners when the fund shall be exhausted, which will probably occur before the first of January, 1838.

I would, therefore, respectfully auggest the propriety of making a permanent provision for the payment of these pensions, which by law are granted "during disability or during life."

Of the Navy Hospital Fund, the balaace on the 1st of October, 1835, was	$52,878 79
Payments to the fund the 1st of October, 1835, to the 1st of Oct. 1836,	25,340 73
	$78,219 52
Disbursements during the same period,	2,502 10
Balance on the 1st of Oct. 1836,	$75,717 36

The necessary disbursements of the fund, it will be seen, bear but a small proportion to the amount of its receipts; and I therefore repeat a recommendation heretofore offered, that provision be made by law for investing this surplus, in some safe stock, for the benefit of the fund. The documents hereunto annexed, and numbered, O No. 1, to O No. 5, P No. 1, to P. No. 4, and Q, furnish all the information respecting those funds required by the 3d section of the act of Congress of the 19th of June, 1832

I must beg leave to repeat, what I have heretofore stated, that, under the act of June 30th. 1834, the widows of officers, seamen, and marines who have died in the naval service since the 1st of January, 1824; or who may die in the said service by reason of disease contracted, or by casualties, by drowning, or otherwises or if injurie received while in the line of duty, are entitled to pensions equal to half the ament of the pay to which their husbands respectively were entitled at the time of their deaths.

The act of the third of March, 1835 "to regulate the pay of the Navy of the United States," and which increased the pay of many of the officers, in silent as to pensions. A dificulty arises in ascertaining the proper amount of pens on to be allowed to the widows of naval officers, where pay has been increased by this act.

The pay of a captain in command of a squadron on a foreign, station was increased to four thousand dollars a year; when on other duty to three thousand five hundred dollars and when off duty, to two thousand five hundred dollars. A corresponding increase of pay is made to other officers.

In the case, for instance, of a captain dying when in command of a foreign station, a question arises whether his widow shall receive a pension to the amount of six hundred dollars a year, to which she would be entitled if the act increasing the pay had not passed; or whether she shall receive the half of the amount to which her husband was entitled as commander on a foreign station, as a captain on other duty, or as a captain off duty. Like difficulties occur with respect to the widows of other officers.

The necessity of an explanatory act, to obviate these difficulties, was respectfully suggested. The subject received the attention of both Houses of Congress but no final action was had upon it. The question remaining unsettled, creates much embarrassment in this Department.

That the widow of a captain that for years has commanded on foreign stations, but has returned to his country, and not on duty at the time of his death, shall receive but little more than half the pension she would be entitle to had her husband died a few weeks or days sooner, is evidently unjust. Nor is it just that the widows of captains who died of wounds received in battle or otherwise in the late war, should receive pensions of but a little more than half what might be awarded to the widow of captains dying since the third of March 1835.

The rank of the officer, it is respectfully suggested, should regulate the amount of pension to the widow, ratnor than the accidental circumstance of service at the time of his death.

In my last annual report, I stated that previously to the passing of the act of the 30th of June, 1834, for the better organization of the United States Marine Corps, double rations had been allowed to the commandant of the corps, and to the officers of the same commanding at the navy yards at Portsmouth, Boston, New York, Philadelphia, Washington, Norfolk, and Pensacola; and to the senior marine officers in the squadrons in the Mediteranean, the West Indies, the Brazilian coast, and the Pacific ocean, all receiving the sanction of Congress by their appropriations. By this act, the officers of the Marine Corps are to receive the same pay, emoluments, and allowances as are given to officers of similar grades in the infantry of the Army.

The act of the 16th of March, 1802, fixing the military peace establishment of the United States, authorizes allowances to the commanding officers of each separate post of such additional number of rations as the President of the United States shall from time to time direct.

These provisions of this last act were continued by an act of the 3d of March, 1815, fixing military peace establishment.

The paymaster of the Marine Corps made payments for double rations to officers heretofore receiving the same, from the first of July, to the 30th of September, 1834; but the accounting officers of the Treasury did not think proper to allow the same, inasmuch as the commands of these officers have never been designated as separate stations, agreeably to the rule prescribed for the army.

This is a case of difficulty, which, it is respectfully suggested, requires legislative interposition. This subject received the favorable consideration, but not final action, of Congress at their last session. It is confidently hoped that the claims of this corps will receive the early attention which their necessities require, and to which they are entitled by their merits—merits which are much strengthened by their patriotic conduct, in volunteering their services in a campaign against the Creek Indians, in which they have distinguished themselves by their zeal in the duties assigned to them. As, however, they have been attached to the Army while on this campaign, their merits will more appropriately receive the notice of the War, than of the Navy Department.

In obedience to the resolutions of the House of Representatives of the 3d of March last, requiring a course of experiments to be instituted, for the purpose of ascertaining the efficiency, and testing the safety, of the medium of light guns of the Navy, and of comparing their effects with the guns for which they were proposed to substituted, a board of Commissioners has been appointed, consisting of Commodore Charles Morris, Commodore Daniel T. Patterson, Commodore Thomas ap Catesby Jones Captain William B. Shubrick, and Captain Lawrence Kearney, to make the course of experiments required. Several officers have been detailed to co-operate with them, and very extensive preparations have been made near Old Point Comfort, to have the experiments made, in the most complete and satisfactory manner. As soon as the proper experiments can be made the results will be reported to the House of Representatives.

By your directions, given under a resolution of the Senate of the United States of the 24th of May last, that the Executive be requested to cause to be made the necessary examinations and surveys of the several harbors south of the mouth of the Chesapeake bay, and a report of the comparative facilities and advantages of the same, for the establishment of a navy yard, a board has been constituted, consisting of Commodore M. T. Woolsey, Captain Alexander Claxton, and Master Commandant E. R Shubrick, who were sent out in the brig Porpoise, under the command of Lieut. William Ramsay, to make the required examinations and surveys. After having made these examinations and surveys, the commissioners have returned to New York. Their report will, as soon as received be communicated, as required by the resolution.

By your directions, also, a board has been constituted, consisting of Commodore Charles Stewart, Commodore Alex. J. Dallas, and Captain W. C. Bolton, aided by a competent engineer, to examine the navy yard at Pensacola, and to prepare plans for the improvement of the same. These commissioners have completed their examinations and plans, the result of which will be submitted to you in a separate report for your consideration and approval.

Under the act of the 30th of June, 1834, authorising the Secretary of Navy to make experiments for the safety of the steam-engine and appropriating five thousand dollars for that purpose, the memorial of John P. C. Salomon, presenting a plan of a steam boiler, composed of inverted arches, which he has invented, and which he considers as superior to the common cylindercal boiler, was referred to me by the House of Representatives.

On the assurance of Mr. Salamon, that the sum of four hundred dollars would be amply sufficient for making all the experiments necessary for testing the value of his alleged improvement, I directed that sum to be expended in making and preparing two boilers under his immediate superintendence. One a common cylindrical boiler, the other upon his plan of inverted arches. Experiments were made upon these boilers in February last, near the eastern front of the Capitol, in the presence of a large number of the members of Congress and others, but without any satisfactory results.

Mr. Salomon requested me to make further experiments upon these boilers, which I declined, but permitted him to have the use of the boilers, for making such experiments as he might think proper, so that, if there is any value in his alleged improvement, he has the means of showing it at the public expense.

The sum of $519,75 was heretofore expended under this act in testing Mr. Phillips's supposed improvement in steam-boilers, as stated in my last report; which, added to the sum expended on Mr. Salmon's improvement, amounts to $919,75, leaving an unexpended balance of the appropriation of $2,080,-25.

By the statement marked W, hereto annexed, it will appear that of the appropriations heretofore made for the suppression of the slave trade, there remains in the Treasury a balance of $11,413 58

The necessary references to papers and documents connected with this report, will be found in a schedule hereunto annexed.

All which is respectfully submitted.

MAHLON DICKERSON.

From the National Intelligencer.

DISASTROUS CONFLAGRATION.

THE GENERAL POST-OFFICE AND PATENT OFFICE IN ASHES.

It is with no ordinary regret that we perform the duty of announcing the destruction, by fire, of the Building in the central part of this city, which has for many years been occupied by the General Post-Office, the Patent Office, and the City Post-Office, with an important part of the contents of those buildings, including the entire contents of the two latter.

This calamity, great as it is, has long been feared by those old residents of Washington who knew the combustible matter of the building, (the floors being all of wood, and some of them not even counter-sealed) and the custom of stowing fuel, not only coal but wood, in the vaults underneath the first floor. The calamity has come at last, and affords the second demonstration, within four years, of the utter absurdity and improvidence of the structures to which the archives, records, and Government accounts have been hitherto for the most part confided.

The first alarm of fire was given by Mr Crown, a Messenger, who usually sleeps in the room connected with the City Post Office (the Post master's own room.) The clerks had been at work, assorting the Mails, until half past two o'clock, when one of the persons belonging to the Office (Mr. Lansdale) passed out of the East door, and along the whole front of the building, without discovering any thing to give rise to a suspicion of danger. Not long after three o'clock Mr. Crown was roused from a light slumber by the smell of smoke.—Opening the door of the City Post Office, he perceived a dense smoke, without any visible appearance of fire. He gave the alarm instantly, first rousing Mr. Cox, one of the Clerks, who slept in a back room adjoining the Post Office, and who, coming out of the door of his room, passed along the whole of the long room with difficulty, through the smoke, hearing the fire crackling, but being able to see nothing. The watchmen in the body of the building, some distance from the City Post-Office, had perceived nothing of the smoke, until they, also, were alarmed by Mr. Crown.

The hour of the night when all this took place being one at which the whole world is buried in the deepest sleep, it was found almost impossible to spread the alarm of fire. One of the church bells began to wring, but the ringer, not seeing any flame, ceased ringing almost as soon as he began, and it was a full half hour before the alarm bells wirranged, and more than time before an engine or a bucket of water could be commanded. As it was, the fire had its own way, and was at last seen in the vault or cellar immediately under the delivery window of the City Post-Office; followed shortly afterwards by flames from the windows of the latter, and, within five minutes afterwards, by flames from the roof, the fire having crept up along the staircases or partitions to the top of the building before it broke out below.

From the moment of the flames bursting out from the lower windows, it was obvious that all hope of saving the building was in vain. In little more than an hour the whole interior of the building and its contents were destroyed.

The books of the General Post Office were all, or nearly all, saved, exertions having been made for their safety from nearly the first moment of the alarm; but a mass of papers &c. belonging to the Office were destroyed. Not any thing was saved from the Patent Office or the Post-Office, the volume of the smoke preventing any body from penetrating the latter; so as to save any thing.

As to the origin of the fire, it is impossible to say any thing, for nothing seems to be known of it, except that it was a cellar or vault, in which pine wood and coal were stowed, all which were probably in a state of ignition before the fire disclosed itself to the eye. We the more willingly forbear any conjecture as to the cause of the fire, since both Houses of Congress have taken steps, through committees, investigate it, and in one House with powers to send for persons and papers.

Most fortunately, the night was calm and comparatively serene, or the destruction of private property would have been inevitable and great. Had it occurred on the night previous when the wind blew almost a hurricane, several squares of valuable buildings must have been destroyed. The means of the city for extinguishing fires are wholly inadequate to the value of the property at stake, and sources for the supply of water for the engines are limited in their extent, as well as precarious. We trust that the lesson we have just received will not be lost on those who have it in their power to apply the remedy.

Of all the amount of loss of papers and property sustained by this disaster, that which is most to be regretted (because irreparable) is that of the whole of the great repository of models of machines in the Patent Office. The mouldering ashes now only remain of that collected evidence of the penetration, ingenuity, and enterprise which peculiarly distinguish the descendants of Europe in the Western World.

THE CITY POST-OFFICE

We have mentioned in the preceding article the destruction of all the contents of the City Post Office. All the mails of the night and morning (including letters received by other Mails for distribution by those Mails) except the Warrenton (Va.) and Port Tobacco (Md) Mails had been sent off before the fire occurred. All the Mails received the preceding evening and in the night for delivery at this place were destroyed, including, of course, all the letters for Members of Congress, different Officers of the Government (and Editors.) The transmission of Mails from this place will not, we understand, be for a moment interrupted by this catastrophe.

EASTON, MD.

TUESDAY, DECEMBER, 20 1836.

It must be a proud satisfaction to every true friend of the administration to know that Mr. Van Buren has been supported and elected by the great Democratic party of the country extending from Maine to Louisiana from the Atlantic to the "far west." He is not the President of a faction, or of one particular section of the country, but the President of the whole nation, and to the acts of his administration do we look with every confidence to see carried out the principal leading measures that have won for Jackson's administration the applause and support of his countrymen. We believe the country will find in Mr. Van Buren an able successor of our present venerable Chief Magistrate, and from the known support which he has given him in many of his trying undertakings, he will not when he is placed in the same situation be found recreant to any of those principles which he once advocated with his superior talents, and which have proven so very acceptable to the great body of the American people.

It appears that Col Johnson will not receive the required number of electoral votes should that of Michigan be rejected, to elect him to the Vice Presidency. Virginia and we believe Alabama did not vote for him with Mr. Van Buren those States preferring Mr Smith of Alabama. But there cannot remain a doubt upon the mind of any individual of his election by the United States Senate, to which he will be returned with as many electoral votes nearly as all his opponents put together. The Senate does not vote by States in this case; it only requires a majority to make the choice.

ELECTION NEWS.

From the Wilmington Gazette.

VIRGINIA has given her electoral vote to Martin Van Buren, for President and a Mr Smith of Alabama, for Vice President—This will cause an election of Vice President by the Senate. Richard M. Johnson will certainly be elected. Judge R. E Parker, of Clarke county, has been chosen by the Legislature a Senator of the United States, to supply the vacancy occasioned by the resignation of Mr. Leigh. The vote was for Judge Parker, (Republican,) 78 for John Tyler, (Whig,) 23; for John M. Patton, 15 votes.

MISSISSIPPI.—The State Rights Banner, a Whig paper, published at the Capital under date of the 24th ult. states that Mississippi has gone for Mr. Van Buren by a majority of about 300 votes.

MAINE—Judah Danah (Republican) has been appointed by the Executive of Maine, in the recess of the Legislature, to be a Senator of the United States, to fill the vacancy occasioned by the resignation of Mr. Shepley.

From the Baltimore Republican.

REFORM.—The last Easton Whig contains an adress from John B. Thomas and Enoch George, two of the Senatorial Electors, to the people of Queen Anne's county, on the subject of a reform in the constitution of the state, and explantory of the course pursued by them at first refusing to join the twenty-one in the formation of a Senate, unless they would agree to a compromise, and in afterwards joining them, for the purpose of choosing a Senate, without such condition. The views given by them upon the subject of reform are cogent, powerful, and such as must, we think, be perfectly convincing to persons in their own part of the state, who have been opposed to the measure, of its propriety and reasonablen ess in every point of view. They notice the proclamation of Governor Veasey, and the address of Judge Earle in terms of merited severity, and with such biting sarcasm, as must cause them to feel ashamed of their conduct, if they have not lost all sense of shame; and they give such an explanation of the motives which actuated them in joining the twenty one, as proves that they were actuated by a desire to do what was right in the matter, although we must say that, in our opinion, they come to a very incorrect conclusion, and adopted every improper course. We shall endeavour to embrace an early opportunity of laying the whole address before our readers, that they may see and read it for themselves, and form, respecting it, their own opinions.

(COMMUNICATED FOR THE WHIG.)

MR. SHERWOOD:—The subject of rotation in office has been so voluminously and clearly discussed, and that such able heads, that it is almost totally unnecessary for me at this time to say a word upon the subject, not being able to originate any new principle, or cast any additional light upon it. I shall therefore hardly contend for the praise of industry in recapilutating, whilst I am denied that of originality. Offices were never created as sinecures, (except that of Eastern Shore Treasury) were never made to give employment to men, abstract from their utility and necessity. It was found necessary in order that the machinery of government might move on, to have public agents, by whom the functions of State, or the body politic might be conducted, for the public good, and general welfare; and that these functionaries should at all times be amenible to the people for the faithful performance of their sacred trusts. It never was intended by the spirit of our institutions, that these offices should descend in regular succession (as has been the case) from one member of a family to another If this be not literally true in all instances, it is equivalent to the same, as the officers of appointed by an irresponsible head, (I mean to the people) and that too for life. If this then be the fact, which no one in truth can deny; let me ask, is it not a system incompatible with the genius of our land? Is it not averse to the spirit of the day? Does not the political advancement of the American people, with ambitious pride require and call for a different state of things. What, shall men hold life estates in office, whilst the people ask for just and equal distribution. God forbid it, my countrymen forbid it. Go on with this present odious system and an awful precipice awaits you. Allied bands of fatlings are arrayed against you of every caste. Hungry insolvents are feasting upon your marrow already, and ere long will destroy your vitals, But I do not despair, the people have it in their own hands, and virtue enough to accomplish reform; and when they becomemore thoroughly acquainted with the intimate connextion, and see how much their liberty and prospects depend upon their action, they will rise and unite in their giant-like strength, in pulling down the tottering walls of the present consitution, and completing the overthrow of federal usurpation and corruption. There is one feature of reform, which I have not as yet hinted at. I allude to the increased delegation, from the City of Baltimore &c. Baltimore is a large and populous city, and daily increasing in business, wealth, and population; consequently the duties of a representative are more onrous and difficul than formerly. The small counties on the Eastern and Western Shore, with one fiftieth part of the population have an equal number of delegates, and would have under the present constitution, if their population were reduced to a mere handful. Now the great beauty of our government is to give representation according to population, and can we as republicans deny this maxim, and (placing ourselves in their situation refuse it Baltimore. The present house of delegates of Maryland from some hints thrown out by the warlike message, will perhaps make some steps towards reform. They will elect the Governor by the people and give Baltimore an increase number of delegates perhaps. But this will not do. It will not come up to the standard of political advancement. Conventional reform is the only remedy that will meet the crisis, a thorough and radical change must be accomplished, and this too may be brought about by the Legislature peacibly if they chosea ndwithout violence.

Why so much horrow manifesteded at the idea of Conventional reform? Are not the people capable of forming a new constitution? Are they not to be trusted with their own guaranteed political rights. The great secret of a this is, that in bringing about a convention, you attack the hot bed of Toryism, you strip the crowned junto of their spoiles, and expose their blue right notions, to the glare of republican eves: Hence they cling with pallid nail and contracted muscle to their old federal ship, and will do so, until they are swallowed up in the great ocean of democracy. Have not other States held conventions to change and modify their constitutions. Has not Virginia, Democratic Virginia reformed her constitution to meet the spirit of the age, and wants of her citizens? And notwithstanding all this; death and destruction, are breathed forth against every one who shall raise his voice in favor of reform. Well be it so. The spirit is abroad in the land, and what the present ascendants will not grant in peace and

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