THE CHRONICLE.

CAMBRIDGE—MD.

SATURDAY MORNING, October 29, 1842.

AMERICAN CREDIT ABROAD.—The New York Tribune says—

Mr. Robinson, the U. S. Loan Agent, came home in the Britania. He says that nobody would even talk about the loan. Private letters state that all moneyed men would frown upon any attempt to take a loan from this country until something is done in relation to the repudiating States.

Among the passengers in the Britannia, at Boston from Liverpool, was Mr. Mr. BOHRER, concert-master and first violencellist to the King of Wirtemberg, and, the Boston Daily Advertiser adds, unquestionably the most celebrated performer on the violencello in Europe.

MR. WEBSTER.—The New York Express of Saturday afternoon says.

MR. WEBSTER, we understand, will be in this city a week from to-day. The dinner, if he accepts the invitation extended to him, will be given early the following week. It is presumed he will accept. It is supposed Mr. Webster will resign his place in the Cabinet at an early day after his return to Washington. It is rumored, too, that he will accept of a mission to England.

A Negro hung for Fun—A late number of the Tennessee Review states "that the grand jury of Campbell county, Tenn. has found a true bill against George Smith, John H. Todd, Loftin Duke, James Pearce, and Leroy Brown, for the murder of a slave belonging to John Miller. They had all got into a drunken spree, and under the influence of liquor, enticed the negro into a loft, hung him *for fun*, intending to cut him down in a moment or two before life should be extinct. Their drunken frolic was carried too far—the negro died, and a similar death, or a long and painful imprisonment, awaits the perpetrators of the act. Like many other frolics of the same kind, it costs dear in the end."

NEW COUNTERFEIT.—We were on Saturday shown a counterfeit note on the Bank of Baltimore, of the denomination of $2, so well executed as to deceive the most wary—indeed several of them were taken in at some of the banks, and even in the Bank of Baltimore, if our information be correct. The one before us is letter C, No. 2068, payable to J. T. Smith or bearer, and dated on 22d March, 1842. We are not well enough acquainted with the genuine note to point out the marks of difference. The public should be careful how they receive any note of that denomination. The best judges have been deceived in this.—*Balt. Sun.*

The magnificent country retreat, on the banks of the river Delaware, about twelve miles above the city, known as "ANDALUSIA," is advertised, in a Doylestown paper, by the Sheriff of Bucks County, to be sold on the 4th day of November next; comprising between ninety and a hundred acres of land, green houses, graperies, &c. &c.—*Phila. Eve. Journal.*

[This is Nicholas Biddle's property.]

Arrest of Joe Smith—An extra from the Quincy (Illinois) Whig, dated 8th inst. says: We understand the Governor has received information that Joe Smith is in custody at Carthage, and that he is to be brought before Judge Douglass, who is there holding court, on a writ of *habeas corpus*, for the purpose of trying the validity of the Governor's writ of arrest. From the course things are taking, it is not improbable that the same farce played off two years ago, in which the same parties were interested, will be reacted again in the present instance.

Indusirial Enterprise.—Among the articles exhited at the Fair of the American Institute is a piece of Morocco and a pair of Ladies' Shoes, whose brief history speaks volumes for the perfection to which our home manufactures have been brought by the aids of science and the native ingenuity of our mechanics. Mr. BURBANK of the firm of Wm. Burbank & Co., 15 Jacob street, killed two goats on the morning of the 18th inst. at 1 o'clock. The skins of the goats passed through the various processes of beaming, liming, tanning, shaving and finishing, into Morocco, and the work was completed by 10 o'clock A. M. a space of 9 hours. The usual time occupied in manufacturing the article is from 30 to 60 days—and this work was done exclusively by one man.—The Morocco when finished was brought from the factory of Messrs. Burbank & Co., at Gowanus to 409 Broadway, a distance of 5 miles, where a pair of Shoes were made from one of the skins, and placed in the Fair before half-past 1 o'clock. The curious in such matters can see the Morocco and the Shoes in the Saloon at Niblo's, near the main entrance.—This is one of the many improvements in manufactures growing out of a due encouragement to home productions.—*N. Y. Tribune.*

The New York Tribune of Monday says:—"The Hon. JOHN C. SPENCER, Secretary of War, came down to New York on Sunday from Albany, on his return to Washington. It is understood that he has formally renounced the Whig party, and has written a letter to a Western friend, which is to be published at the season most calculated to render it effective, denouncing Mr. Clay and the Whig measures, a Protective Tariff excepted."

The New York Express of Monday evening says:

Mr. Spencer, we learn, has written a letter against Mr. Clay and his friends. We are impatient to see what he can say against either.

The New York Union of Monday has the following:

We shall publish to morrow a letter from the Hon. John C. Spencer, in reply to a communication from a number of the friends of the administration of President Tyler, asking an explanation of the course of the administration, and an exposition of its policy. It will be read with great interest.

From the Baltimore American.

The annexed communication from an intelligent correspondent, who has given close attention to the subject of the debt of Maryland and its financial resources, will be read with interest. It shows that the condition of things in regard to the State debt is not so bad, by a great deal, as many persons have been led to suppose, and that there is good reason to hope for better things in reference to the resuscitation and maintainance of the State's credit:

To the Editors of the American:

GENTLEMEN: The following is an accurate statement of the debt of Maryland. I furnish it, because a publication in Bicknell's Reporter, copied into the Clipper, is calculated to mislead. It states, without explanation, the public debt to be $15,214,761 49.—The debt really is as follows:

Currency debt	$6,347,211 67
Outstanding Sterling debt, *paying interest*,	5,690,666 66
	$12.037,878 33

The interest on the currency debt varies from three to six per cent. and the whole amount of interest paid on it is $344,256 74

The interest on the Sterling debt is 5 per cent., or 5 1-2, allowing cost of remittance, 313,386 66

Total annual interest now payable $657,642 40

Of this interest there is due—

1. On account of the Chesapeak and Ohio Canal, which paid nothing in 1841,	$409,788 33
2. On account of the Baltimore & Susquehanna Rail Road, which paid $7000 in 1841,	116,421 59
3. On account of the Tide Water Canal which paid nothing in 1841,	55,000 00
4. On account of the Baltimore & Ohio Rail Road, which paid $85,407 21 in 1841 to the State,	49,800 00
5. On account of the Annapolis & Elkridge Rail Road, which paid nothing in 1841,	9,562 00
6. On account of the Eastern Shore Rail Road, which paid nothing, and never will,	4,826 62

The above is very nearly accurate. Some difference may exist in items 1, 5 and 6, because part of the funds obtained for No. 1, were in fact used by 5 and 6; but in the main the result is sufficiently accurate.

No note is taken of the $3,175,000 of Sterling bonds which are held by the Baltimore and Ohio Rail Road Company, because these create no demand on the Treasury now, and cause no taxes.

The balance of the debt, not enumerated above, is for other than objects of internal improvement.

Maryland then has an outstanding debt of $12,-037,878 33. But she has a sinking fund of $1,137,-786 72, which is so much in reduction of the debt; so that in fact $10,900,091.61 would at this day pay off the public debt of Maryland at par—excepting arrears of interest.

Maryland's arrears, on the 1st of December next, will not be far, on one side or the other, of $900,000—*perhaps* $950,000.

The State has Bank and Miscellaneous Stocks whose par value is $1,553,966.66—including the stock in the main stem and Washington branch of the Baltimore and Ohio Rail Road, and excluding the Susquehanna Rail Road and Chesapeake and Ohio Canal. All the stocks composing the above amount are productive.

The assessments in the State are yet incomplete.—But $195,000,000 is a fair estimate of the valuations under the Tax law of 1840—'41. On this 25 cents in the hundred dollars give $487,500. Thus far the first year's tax has produced about $230,000.

Next year, leaving $287,000 of the tax in arrear, and supposing the tax to produce only $400,000—adding thereto the probable income from the Baltimore and Ohio Rail Road, say $100,000—then, if the Tide Water Canal pays its interest $55,000; and the Susquehanna Railroad only half the interest paid by the State on its account, say $58,210, then there will be enough to pay all but about $45,000 of the interest above set down as due on the public debt, exclusive of arrears—and it is quite possible that regular collections might supply this deficiency.

If the Susquehanna Railroad could pay the whole of the interest, which the State is bound for, on its account, the present taxes would probably be sufficient to enable the State to meet its obligations; for that would give a revenue, according to the above estimates, of upwards of $671,000.

With regard to the arrears, the sale of the State's stocks would materially reduce if not extinguish them—or, they might be funded.

But, as it is not probable that the Susquehanna rail road can pay in 1843, *all* the above interest—as the Tide Water Canal *may* perhaps fail to pay all—and as Collections, notwithstanding the large margin left, may not equal the foregoing estimate—some addition to the present tax may be necessary to put the State on its old standing.

Nothing is here said of the Chesapeake and Ohio Canal, and the $7,325,000 which the State has in it. If any thing comes from that quarter, it will be so much gained. And, one of these days, something may come. Nothing is said of current expenses, because the current revenue is equivalent to them.

The purpose of the foregoing, gentlemen, is to shew that Maryland is not inextricably involved—that she can pay, without much increase of effort. That she has the *will* to pay, the last elections proved,—and "where there is a will there is a way." L.

THE SUB-MARINE BATTERY.—The following interesting account of the successful experiment made in the harbor of New York on Tuesday afternoon with Colt's Sub-marine Battery, is copied from the Tribune of Wednesday:

THE GRAND EXPLOSION.—We have rarely seen more imposing spectacles than that expected yesterday at the Battery. The third experiment of Mr. COLT with his Sub-marine Battery was advertised to be performed in connection with the Exhibition of the American Institue, at 4 o'clock, and before 3, thousands were wending their way toward Castle Garden. At half past three, the whole vicinity presented a most animated and interesting scene. Castle Garden was crowded to its utmost limits—admission fifty cents, the pier north of the Battery were thickly filled; the vessels for a long way up the river with their rigging were crowded with clusters of human beings, the Battery, as far as the eye could see around it, and far back from its outer edge, was black with the dense multitude; tree tops were filled; the roofs of houses and all the prominent places near were covered; the North Carolina, which lay, with her broadside to the shore, a little to the north of the Garden, was completely crowded and her rigging filled, and, at a distance of about one-eighth of a mile from the Battery, and in a direct line between the Garden and the north end of Bedlow's Island, swung a large unrigged vessel of nearly 300 tons with a heavy hull & two masts capped by effigies; while around her were playing hundreds of boats, steamers, sloops, skiffs, &c. filled to the utmost with men, women and children of all ages and conditions.

At a quarter before four a gun from the North Carolina gave note of preparation. The surrounding craft began to remove to a little distance from the vessel, a small boat went out to make necessary arrangements, and both the North Carolina and the unrigged ship swung round their broadsides towards the Garden. Every thing was now quiet, and the great multitude were hushed in expectation. The sun shone not brightly enough to dazzle the sight, and all gazed with fixed intentness on the ship.

At a little after four, a signal gun sounded from the Carolina, another quickly followed, and with the explosion of the third, the great hulk seemed lifted by its waist from the water, by some unseen power, the bow and stern sunk heavily, and the whole was envoloped by a huge pile of dense mist, some two hundred feet in diameter, and about eighty high, through which now and then were seen pieces of timber, of which even the shape could not be guessed. In about a minute the whole settled down, and a large circle, covering the spot where the ship had stood, was strewed thickly over with fragments of the doomed vessel—the largest piece being a slight portion of the hull attached to the mainmast.

Never have we seen a more completely successful experiment. The explosion was attended with a very slight noise—completely silenced by the superior sound of the gun fired at the same instant. The boats which had surrounded the vessel now rushed in to inspect her wreck; and scores of life preservers, life settees, life buoys, life boats, &c. &c. which had been put on board, were picked up. A fine brass band in the Garden stuck up 'Hail Columbia,' and the great throng with a tremendous shout began to disperse. We have no doubt that at least 40,000 persons looked upon this experiment. The Secretary of War with Adj. Gen. JONES witnessed it from the North Carolina. No man, after seeing such an experiment as this, can doubt the ability of this Battery to scatter in fragments over the water a vessel of any size; the only question with any one is how the engine can be placed under the ship without the knowledge of those on board. There are many ways in which this *might* be done; but which of them Mr. COLT employs he chooses to keep to himself.

The Express adds—

One of Francis' life boats was attached to the vessel, and blown 50 feet into the air among the broken fragments of the wreck, which came down without the least injury. This ought to satisfy all of the utility of the boat. As soon as she fell she was boarded and rowed around the North Carolina 74, with the bottom and side open. She can be seen at the Fair.

An Appetite.—The Boston Medical Journal makes mention of a pauper from England named Charles Mullen, who has been for some time in the Boston Work house, and whose appetite almost ruined that excellent establishment. He has been re shipped for England—out of fear, we presume, that he would cause a famine here. The Journal says.

"He could not be satisfied with eating; he has devoured six pounds of bread, and washed it down repeatedly, with four quarts of water, chocolate or coffee—taking either, indifferently, or as they were given to him. Raw carrotts, apples, meat, and in fact any thing on which he could lay his hands, he devoured with ravenous avidity. A pan of bread was habitually placed by his bed, on retiring, and whenever he awoke in the night, he lunched enormously, and with unabated satisfaction, at the expense of the city. A case of bulimia, thus strongly marked, has not been recognized by medical gentlemen in this part of the country for a long time."

THE STOCKTON GUN.—It is generally known that the gallant and intelligent Captain STOCKTON, of the U. S. Navy,—to whom the Government has judiciously confided the plan of construction of the war steamer now going up in the Navy Yard at Philadelphia,—has for some time past devoted his attention to the invention of a cannon of greater power, certainty and destructive qualities than those now ordinarily in use.—It appears that experiments were made with it last week, which are thus noticed in the Philadelphia Evening Journal:

The Stockton Gun.—We learn that the experiments made at Sandy Hook, last week, with the "Stockton Gun," were of the most extraordinary and successful character. We should be gratified were we permitted to detail the particulars of the results of the experiments that were made by Captain Stockton at the above named place.

We have often heard it stated, that Captain Stockton would make the vessel that is now building at the Navy Yard, under his direction, invincible. We are now fully satisfied he will do so.

This magnificent gun, combining as it does, the power of Fulton's Torpedo, and the certainty of execution of the Kentucky rifle, will be the wonder of the age. There will not be a possibility of escape from its destructive power, either for ships or crews. Its combined accuracy of aim, and amazing force of power, will render it irresistible. It is an engine capable of such vast destruction, that it must literally annihilate naval warfare in future.

The same paper has the following paragraph:

The stem and stern post of the steamer Princeton, was this day raised at the Navy Yard—present, Captain Stockton, Commandents Engle, McKean, Lieuts. Thompson and Pennington, and a number of gentlemen, amongst them were Messrs. Thompson of New Jersey, and Edwards of Delaware county.

This steamer is propelled by the Errickson propeller—her model is not of the ordinary class—she is one of the experimental steamers now building. On stepping the stern post, it is usual to place a coin under the step of the keel, which was done by Capt. S. placing a ten dollar gold coin, "heads up," as he said. This gentleman does nothing in a small way.

A FORMIDABLE SEA-DOG.—A correspondent of the Montreal Herald, writing from Washington, gives the following account of a marine monster now in process of construction at the Washington navy yard:

As an item of news I might tell you of the steamship of war Union, Captain Hunter, now lying at the Washington navy yard. If accounts of her be true she might be more appropriately called *The Unique*, for she is the only one of her kind. Her tonnage is near 1200, and she is propelled by a horizontal wheel submerged some 15 feet below the surface. This wheel is protected by a sort of false bottom, so that it may be considered altogether within the boat. Her armament is, I think, eight 68 pounders for solid or hollow shot, and her speed is to be 12 miles per hour. Her bow is exceedingly sharp and is built pigeon-breasted so as to cause an enemy's balls *aller a fleur* at any but a large angle, and it is said that even in this case her powers of resistance are uncommonly great.

The particular purpose she is intended to serve is to meet broadside on, and cut an enemy's ship in two, and this favor, it is supposed, she can effect for any marine edifice now afloat. After the concussion she is to back her engines and retire for another attack on her second enemy, or to allow her boats to pick up the surviving crew of her vanquished foe; and what is more astonishing than all is that her enginery is so constructed as suddenly to shift its place, without detriment or derangement. This last precaution is obviously necessary to her effectiveness for the purpose intended. She is in short represented as a sort of steam marine battering ram, or Roman beaked trireme, with the modern advantages of the steam engines and Paixhan gun. Such is briefly the literal description given of this vessel; whether she will answer the expectations formed of her, cannot of course now be told, but she will be ready for sea by the first of December.

NATIONAL INSTITUTE.

DEPARTMENT OF STATE,
Washington, October 8, 1842.

SIR: I have the pleasure herewith to send you a communication from the Imperial Academy of Sciences at St. Petersburg, which M. de BODISCO, the Minister Plenipotentiary of the Emperor of Russia at Washington, has been so kind as to be the means of transmitting: together with a translation of his very obliging note, which accompanied the communication, and specifies its contents.

I have taken occasion to express to M. de BODISCO the satisfaction which the Department has, in receiving and giving its proper destination to the valuable packet.

I have the honor to be, your obedint servant,
FLETCHER WEBSTER,
Acting Secretary of State.

To FRANCIS MARKOE, Jr. Esq.
Cor. Sec. of the National Institute.

[TRANSLATION.]
WASHINGTON, October 6, 1842.

To the SECRETARY OF STATE:

The Imperial Academy of Sciences having been informed by the Vice Chancellor that a National Institute for scientific purposes had been established at Washington, has authorised me to present on its behalf to this Institution a complete set of the last series of the Memoirs of the Academy, with the Memoirs of Foreign Savans, and also the journals published by the Academy under the title of the Scientific Bulletin and Collection of Transactions, and Memoirs. which contribute information as to the Empire of Russia.

I am at the same time authorised to announce that the Academy will have pleasure in continuing the transmission of its labors as they shall be printed.

I have also to request, sir, that you will have the kindness to communicate to the National Institute these friendly sentiments of the Academy of Sciences at St. Petersburg, and to transmit to it this first communication, which I have just received, and which consists of twenty-one numbers.

Have the kindness, sir, to assure the National Institute that it will always be agreeable to me to be the means of communicating its scientific reports to the Imperial Academy.

Accept, sir, the expressions of my high consideration.

A. DE BODISCO.

LATER FROM ENGLAND.—The packet ship Independence, at New York from Liverpool, sailed on Sunday the 25th of September.

The most important news is the account of the great fire at Liverpool. The amount of cotton destroyed is estimated at 37,474 bales. Capt. Nye reports that it was set down at 60,000 bales when he left. The loss in Cotton alone exceeds the whole amount of damage by the great fire in 1802, which was estimated at £323,000. As the fire occurred on the 23d, and the Independence left on the 25th, there was hardly time for the Liverpool Cotton market to be affected, and yet holders, as will be seen by the report were asking already 1-8 advance.

LIVERPOOL, Friday Morning.

Most Extensive Fire.—A fire, the most extensive and destructive that has occurred in this town for many years past, broke out about 8 o'clock this morning in a paint manufactory and oil warehouse in Paisely street, which is a small street leading from Great Howard street to Bath street. It is surrounded by warehouses and sheds used for bonded goods, and filled with produce to the top. From the inflammable nature of the materials, and a stiff breeze from the N. W. blowing at the time, the fire spread with inconceivable rapidity, extending up to the front of Great Howard street, and across Formby street, and up to Neptune street, covering an extent of two acres of ground. Up to half past nine o'clock, fifteen warehouses of the first class, most of them five stories high, and about the same number of bonded sheds, of similar dimensions, had been burnt, and the fire was still unchecked, being greatly favored by the blowing. We regret to state that the dreadful occurrence has been attended with several casualties and the loss of some lives. One of the most active of the fire brigade perished by the falling of the gable-end of a warehouse, which, with all the burning mass it contained, fell outward into Formby street, and buried him beneath the burning mass. At the same time many persons working in the sheds on the opposite side of the street, were greviously injured by the falling of the front wall of the warehouse opposite. Several of them were speedily got out and carried to the hospital; two of them we believe, are in a hopeless state.

Collision at Sea.—The Boston Daily Advertiser remarks that one of those occurrences which strike terror into the heart of the wayfarer upon the ocean, befel the ship Sarah Parker of that port, on her passage from Singapore to New York. A letter from a passenger on board states that on the 13th ult, in latitude 14 18 N. at night, it being very dark and stormy, the ship and brig unknown, and, until the moment of contact, unseen, came together with a tremendous crash, staving the starboard bow of the ship, carrying away her bowsprit, cutwater, breast hooks, the best bower anchor, and every thing from the rail to the lower wale, below the water line, and from the heel of the bowsprit to the fore swifter. Twelve timbers were stove in from the upper deck to below the wales, and the deck ripped up. In this trying emergency Capt. Codman evinced the greatest self-possession, and to his energency and good management is to be attributed in a great measure the preservation of the ship. In half an hour after the accident it became light enough to see, when the brig was not visible, and it is feared she went down. The cries of those on board the brig were belelved to be in a foreign language.

The following is an extract from the letter of Capt. Codman to his owners:

"The collision took place on the 13th September, in lat. 14 17 N. lon. 49 02 W. during the night, in one of those tremendous squalls which happen in the variables. The ship was going about 10 knots, and the darkness was so great that I could not see the brig at the instant of striking, though I had been looking to leeward but an instant before, and was then standing by the main rigging, and all the watch at stations, to clew down the fore and main topsails if necessary. I had already clewed down the mizen topsails, the squall being very violent from W. by S. and the ship steering NN W. The brig must have been going very rapidly also. She showed no light, and I think, that had not the rain made it so Egyptian dark, they might have seen ours, which is constantly burning in the night, and shines from the deck house windows. Poor fellows! they must have sunk, as they were seen very near by, about 20 minutes after, and at daylight nothing could be seen, although we lay by, and it became nearly calm soon after losing sight of her. I could render no assistance, as we had to strain every nerve to keep afloat, which we only accomplished by the quiet and at the same time energetic, behavior of the men, who kept their stations, and obeyed my orders with as little confusion as if we if we were practising evolutions for amusement, and after getting clear worked well and quick.—Much credit is due to the chief officer and carpenter (in fact they are both carpenters) for their indefatigable exertions in repairing, as well as to all hands, for in 36 hours we had eighteen new timbers in, and three streaks planked up and chimed, and made some sail on our course with a light breeze. It was however a long time before the ship was safe from bad weather, as every beam, timber, knee, breast hook and deck plank forward of the fore swifter was stove."

CORRECT DECISION.—The American gives the decision at large of Judge *Ellis Lewis*, of Williamsport; Pa. in a case which recently came before him. The facts of the case were as follows:

A young lady of 17, brought up in the Presbyterian doctrine, had become convinced by the preaching of a Baptist clergyman, and desired to be received into the Baptist Church by immersion. To this her father was inexorably opposed, as she had been baptised in the Presbyterian Church—probably when an infant. The father forbade the Baptist clergyman to administer the rite, threatening him with personal injury if he did—and at one time declaring that he would shoot him. The clergyman, however, conceiving his duty toward the girl to be of higher authority than the prohibition of the father, did receive her into the church by immersion, without her father's knowledge.

When he heard of it, the father was very much incensed and followed the clergyman through the street, uttering such threats as induced the latter to apply to the County Court for an order requiring the father to give security for preserving the peace, &c.

The court decided that the father should give the necessary bonds to keep the peace, and that

the reverend clergyman sh
the application.

We have read with great
given by Judge Lewis for th
never examined a more abl
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parents and children, and a
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Judge Lewis affords anoth
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We like to record instance
by the exertion of their own
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They afford bright examples
shewing what can be done,
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Clipper.

The following paragraph is
of the London News:—

"In the course of Tuesday
Reece introduced to the conf
shua Soule, D. D., one of
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as representative of the Gen
ference in America, together
companion, the Rev. Thoma
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the conference as well as for
spoke at some length, thankin
the affectionate welcome wh
and giving a general statis
Methodist Episcopal Church
and also of their domestic an
tions. The conference was
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TEXAS AND MEXICO.
ed article from the *New Orlean*
which we presume to be well i
movements and views of our E

TEXAS AND MEXICO.—By t
all we learn that the mediatio
has been offered by this Govern
bringing about a reconciliation
Mexico. It appears that Mr. W
of the President, has addressed
ican Minister at Austin, enclosi
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Thompson at Mexico, directin
the name of the American G
that it may be deemed to compe
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the result of the negotiation w
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This, though not officially
comes in such a shape that enti
Webster is represented to say to
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and Mexico, and disclaims all
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a renewal of hostilities between
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commerce, the uncertainty of th
dissimilarity of the people, and
the two countries, are all urged
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The New Orleans Picayune o
some additional items of Texan

Capt. Caldwell of the Santa F
brush with Wall and his troops
of San Antonio, east of the r
Mexicans surrounded Caldwell a
numbered about 100. The br
much about Mexican treachery
He and his party fought his way
killed 100 Mexicans, wounded 10
a man themselves.

A company of 50 men from L
ing to reinforce Capt. Caldwell's
off by the Mexicans, and 40 of th
ers and 3 escaped.

It was currently reported th
burned by the Mexicans, though
if such be the fact.

We are pained to learn that
young Van Ness, who, with our
dall, had suffered all the punishm
of a Mexican captivity, was ma
Mexicans at San Antonio, wher
justing the affairs of a deceased
with another man whose name
taken by order of Gen. Wall and

Seizure.—The New York Jo
states that some French goods
ton by one of the Royal Mail St
seized there, on the ground th
cannot bring to this country a
those which are of the growth
Great Britain.

U. S. SENATOR.—WILLIA
Montpelier, has been elected b
of Vermont a Senator of the Un
next six years. Horace Everet
mer where his competitors amon

A car load of goods on the B
Railroad, was burnt on Thursday
posed to have originated from th
matches.

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