

of administering oaths under this bill, would be most onerous and take up much time. That time was the time of the public. He was also unwilling that the fees should be paid by the public, for so that was a proposition, which in substance went, so far to reduce the price of the public lands. They had propositions enough for giving away the public lands. Every day brought forth propositions, that although he would not charge such to be the intention of the movers, that he could not characterize in any other way than propositions for robbing the public of the produce, that ought to arise to them from the sales of the public lands. It was time for the members from those States, who could not participate in the benefits of this system—who sought not to derive any benefit from the plunder of the public lands, to join in strong opposition to them henceforth. The public domains were surely, as much the property of his constituents as those of other Honorable members. They were the property of the whole Union and should not be wasted. He had no objection that the oath should be administered, but he thought it was only fair to require the Registers and Receivers to administer them gratuitously. After some further debate, the question on the amendment offered by Mr. LANE was taken and carried: the same was ordered to be engrossed, in order to its being read a third time to-morrow. The balance of the day was consumed in discussing the bill for the equalization of the pay of the Naval officers.

The committee on public buildings in the Senate, yesterday, reported a bill to authorize the sale of the Governor's Circle. It requires the Commissioners appointed to superintend the State House to fix a minimum price on the property, below which it shall not sell; requires two months notice to be given in each of the newspapers in Indianapolis; and directs the property to be sold on the same terms upon which lots have been heretofore sold.

The joint resolution of the Senate, authorizing a change in the plan of completing the State House, as suggested by the Commissioners—which joint resolution failed on the question of its passage some days ago—was, on Saturday, re-considered, and passed by a considerable majority.

Mr. Thompson of Perry, who was confined to his room for several days of last week, again took his seat in the Senate yesterday morning.

A bill was yesterday reported in the House of Representatives, by Mr. Bennett, from the select committee to which a resolution on that subject was referred, authorizing the Canal Fund Commissioners to contract a loan of \$300,000, on a pledge of the three per cent. fund for the term of thirty years, but may be redeemed in whole or in part after the expiration of twenty years. It appropriates the sum of \$4,040 to each organized county to be applied to the improvement of important roads; and sets apart the sum of \$25,000 for the unorganized territory, to be loaned out by the Treasurer of State, and applied from time to time, under the direction of the General Assembly, to the improvement of roads in that territory. The bill was twice read, and made the special order of the day for Friday next.

It will be seen by our minutes of proceedings that the resolution proposed sometime ago by Mr. Crume, providing for the organization of Probate Circuit Courts for the transaction of probate business, was not adopted; and we infer, from all that has taken place, that there will be no change during the present session in the manner of doing probate business. It is still believed that a majority of the House are not satisfied with the present mode, but that majority being divided between the plan of giving the business to the Circuit Courts, and the plan of establishing Probate Circuits, will in all probability, leave the matter as it now stands.

It is supposed that late this evening (Jan. 5) a bill providing for the commencement of an *ad valorem* system of taxation will be reported. It was announced at noon that such would probably be the case.

We understand that the select committee of thirteen, appointed some days ago to report a bill providing for a loan of \$1,500,000 and for the expenditure of it upon works of internal improvement in this state, are likely to agree upon a bill, and that it will soon be reported. *Ind. Jour., Jan. 6.*

A passenger from New Orleans has politely furnished us with the Louisiana Advertiser of Dec. 9th, from which we copy the annexed intelligence:—

"By the arrival of the schooner *Martha* Capt. McClenahan, from Matamoras, we are informed that the British government, through the medium of its Minister at Mexico, had made proposals to the Mexican government for the investment of Calveston Bay as a naval depot. They state there is no good harbour for the repairing of their men-of-war on the coast of Mexico; and offer as an equivalent, the expulsion of the Americans from that part of Texas immediately bordering on the Bay. Mr. Butler, our Minister, it is said, has made the most energetic remonstrance against this procedure, alleging its proximity to the United States, and the natural dangerous consequences that would result to our commerce in case of war with our common enemy, were events well known and duly appreciated by the Americans, and would never be sanctioned by his government.—He has no objection to their investing a port on the southern extremity of Mexico, and concludes by pledging the honor of the nation for their support and protection, in case the British government were inclined to proceed to coercive measures. The Mexican government had, by the last advice, made no reply; but their partiality for the English, and their hatred to the Texonians, connected with their intestine feuds and the depreciated state of their resources, would, it is generally believed, act as an inducement to their acquiescence. The English have great influence in Mexico, and all communications from their Ambassador promptly responded to, while those from the American Minister have been known to lie over for months before an answer could be obtained. These are facts well known; and that Americans are badly treated throughout Mexico, is also unapparently too true."

To draw the cities of New-York and Boston close together, books have been opened for subscriptions to make a rail road on Long Island, to extend from Brooklyn to Greenport, 86 miles, thence by steamboat to Stonington, Conn. 25 miles, thence to Boston 89 miles, by rail roads—whole distance 199 miles, time 114 hours. It is estimated that the Long Island rail road, constructed in the best manner, will cost \$1,557,000.

A new Name. A printer at Michigan City, Ia. has issued proposals for publishing a newspaper, to be called "E PLURIBUS UNUM." After all, the conceit of the Hoosier is not so bad.

Ohio Telegraph.

## COUNTY EXPOSE.

The following is an account of the Expenditures and Receipts of the county of Dearborn, commencing 7th of Nov. 1833 and ending the 6th day of November, 1834.

### EXPENDITURES.

For this sum paid Associate Judges	\$84 00
Commissioners	88 00
Constables	50 00
Sheriff's Extra services	70 00
Clerk's Extra services	70 00
Sheriff and others' Fire Wood and repairs for Court House	12 75
Books and Stationary for Clerk's Office	31 50
Seminary and to School Commissioners	50 50
Viewers of State Roads, Chain Carriers and Surveyors	122 93
Assessors of taxable Property	156 00
Appraisers of town lots	3 00
Recorder restoring lost Records, Books and Office rent	48 50
Office rent to Clerk	25 00
Jury's Fees	261 00
Paid for guarding Jail	18 00
Irons for prisoners and repairs for Jail, Wood, &c. &c.	18 87
Judgment against the county	402 51
Costs in said suit	102 37
Attorneys for prosecuting suit against Coman, late Collector of Dearborn county, 1833	75 00
Attorney prosecuting motion for county	2 00
Boarding prisoners in Jail	63 30
Coroners and Juries of Inquest	45 75
Printing advertisements, &c.	9 00
Wolfscaps	2 00
Support of poor	665 31
Error in settlement with the Collector, 1833	80 00
Interest on borrowed money for Asylum	10 94
Sheriff for ballot box, wood and serving notice on delinquent Collector, 1833	3 45
Delinquencies and over charges in land Tax and personal property, 1834	258 78
Percentage to Collectors, 1834	193 73
	\$3024 41

### RECEIPTS.

Amount of Duplicate, 1834, including Ferries	\$3175 89
Delinquencies in 1833	46 52
Juries Fees collected and to be collected	72 00
Assessed and collected by collectors, and paid to Treasurer	53 06
By Tax on Stores	321 49
By Tax on Groceries	331 50
By Tax on Taverns	85 50
By Tax on Shows and Peddling	10 00
Additional Tax on ferries, not in Duplicate	15 50
	\$4111 46
Judgment against collector for 1832, and his securities in favor of County	2355 40
	\$6466 86
	\$3412 44

Attest—JAMES DILL, Clerk,

WILLIAM CONAWAY, President.

**Great Tobacco Factory in Mexico.** About a mile to the west of the city (says a Mexican Correspondent of the Albany Daily Advertiser) is the great manufactory of Cigars and Tobacco warehouses, which is a government monopoly, producing a revenue of about six millions of dollars per annum; from five to six thousand persons are employed here in making cigars, the greater portion of whom also reside within the walls. The buildings are of brick, two stories high, covering an area of six square acres, and well supplied with water by a branch running from the aqueduct of Chapultepec, the national Estanquillo or store for the sale of cigars by wholesale is in nearly the centre of the city, to which from the manufactory 300 mules are constantly conveying the cigars packed in bundles of one thousand, or in large boxes holding fifty thousand, 4 or 6 of these large boxes are not at all an uncommon purchase by retailers in the different parts of the city and neighboring villages; while the Estanquillos of the other extensive cities in the Republic, often send their orders for 2 or 300 boxes, making a full cargo for a set of Arrerios. Such is the universal love of the cigar that it is far more thought of and a greater luxury than the daily food. On the northern side of the Alameda terminates one of the aqueducts, that runs from Chapultepec near 12 miles long, built of stone and brick on arches, some of them sufficiently spacious and high for the carriages to pass under; the other and grand aqueduct taking its rise near Huehuetoca, at the springs of Santa Fe, is 37 miles long and built of similar materials, at parts elevated to the height of 25 yards above the ground, and at others sunk as many beneath the earth, according to the hill or vale over or through which it may pass; these two aqueducts supply the whole city with water, having no natural springs within its bounds of water fit for drinking or domestic purposes, affording a source of employment for hundreds of the poorer classes, conveying and selling the same at 3 cents for two gallons, in those parts of the city distant from the fountains which are chiefly in the Plaza and main streets.

**Ministers Pay.** The great officers of State in England, are well compensated for their labors. Of the House of Commons, the Speaker is the high functionary. His emoluments do not vary much from £8,000 sterling per annum; also £1,000 extra, called equipment money. Immediately on his election, he receives two thousand ounces of plate, two hogsheds of claret wine, £100 to buy stationary, besides a superb residence, rent free. First Lord of the Treasury receives £5,000; Chancellor of the Exchequer, £5,000; Lord Chancellor, £14,000; President of the Council, £2,000; Lord Privy Seal, £2,000; Secretary of State Home Department, £5,000; Secretary of State, Foreign Department, £5,000; Secretary of State, Colonial Department, £5,000; First Lord of the Admiralty, £4,500; President of the Board of Control, £3,500; Postmaster General, £2,500; Chancellor of the Duchy of Lancaster, £3,563; Paymaster of the Forces, £2,000; Chief Secretary of State for Ireland, £5,500. These officers constitute the King's Cabinet. The contrast between the salaries of the English and corresponding officers of the Government of the United States, is very striking.

### Scientific Tracts.

**One thing at a time.** A young man came up to me, (says Colonel Crockett), and asked my consent to give him my daughter. I was just at that moment engaged in a battle with a wolf and a catamount. Hold on a moment, says I, and let me despatch these fellows, and then I'll attend to you— one thing at a time is my motto. After I got through that job, said I, now young man, I will attend to you. What is your wish? He repeated his question, which I was too much engaged to listen to at first. Yes, said I, go ahead!

**Covering Wheat Fields with Straw.** Several farmers have spoken to us of the great advantages of covering wheat fields with straw, after the grain is sowed, and ploughed or harrowed in as usual, but before it comes up, the straw is scattered evenly over the ground to the depth of two or three inches. This treatment is particularly favorable to late sown wheat, protecting it against heavy frosts, and the cold winds which often occur in the spring. We doubt if any better appropriation can be made of the great piles of straw on many farms in this district.

Genevieve Farmer.

**Honor and Honesty.** We were shown this morning, a letter received yesterday by a gentleman in this city, from another at New York covering a draft and bank check, for \$500 interest on a debt, of which the debtor was informed the following facts: Twenty six years ago, Mr. C—a respectable merchant in this city, failed, owing, amongst other debts, \$1000 to Mr. R—. The debts were compounded for \$200, and the debtor discharged. Mr. C—removed to New York, recommenced business, and has been prosperous. From time to time, as he could spare the amount, he voluntarily sent his old friend R— sums of one and two hundred dollars, until the whole debt was paid, and the \$500 now received, is called in the letter, "fifty per cent of the interest!" Such instances of irrepressible honesty are rare, and therefore worthy of record.

Boston Transcript.

**A Fruitful Season.** The season has been fruitful in England and France in a domestic way. The wife of a wheelwright at Durham, had a daughter and 21 days after a son—all doing well. Susan Wheaton, of Earlsbeaton remarkable for having had twins several times, was confined with three boys—all well. Mrs. Howler of Hapdenham, had twins; her husband, aged 77, was for the first time the father of a living child. Mrs. Thompson of Bredington quay, presented her husband with three boys, who were named Abraham, Isaac, and Jacob. The wife of a retired soldier at Besancon, was delivered of four male children well formed and likely to live.

**Important From South Carolina.** We hear with the most heart-felt satisfaction, from the Sea of Government of this State, that a complete reconciliation has taken place between the two parties in the Legislature, heretofore designated as the Union party and State Rights party. The test-oath, which has become a part of the Constitution, has been so explained, by those who have passed it, as to divest it of the exceptional character given to it by construction. The Opposition then waved their intention to resist it. The bills proposed by the majority (to enforce the test act) familiarly called the Treason Bill and Judiciary Bill, a pacification having been made, of course by board.

On the day of this pacification, and immediately after it came on the election of Gov. of the State. GEORGE McDUFFIE, was elected, and received the UNANIMOUS VOTE OF THE UNION PARTY as well as of the STATE RIGHTS PARTY. Who is there that does not rejoice in this restoration of concord in one of the great families of our Republic? For ourselves, it is a long time since we heard of any thing which has given us as much pleasure.

Nat. Intelligencer.

**Mississippi and Atlantic Rail Road.** The Memphis Gazette, of the 13th ult., states that Maj. Guion, who was appointed by the General Government to assist Col. Long in searching out and surveying the best practicable route for the location of the great Mississippi and Atlantic rail-road, beginning at Memphis, or some other point on the Mississippi, and having Charleston, probably, as its southern destination, had returned to Memphis, after having completed a superficial survey of the intermediate country between that place and Savannah, Georgia. The expedition has resulted in a conviction, on the part of Major Guion, of the entire practicability of the road, the surface presenting fewer obstacles to the location of a rail-road, than any country of the same extent that he has heretofore seen.

**Reform.** From a late number of Niles' Register, it appears that the members of the Maryland House of Delegates allow each other to wear their Hats or Caps during the setting of their body. But the "sovereign people" who occupy the galleries of the House are required to keep their heads uncovered.

This is only another evidence of the improving spirit of the age. The Master now pulls off his hat and tucks it under his arm, when he comes in to the august presence of his Servant. "Old things are done away and behold! all things have become new."

Watchman.

**Report of the Canal Commissioners.** The Annual Report of the Canal Commissioners was made to both branches of the Legislature on Wednesday last, read, and ordered to be printed. We shall endeavor to give it a place in the Journal before long. The report is long, and we have not had an opportunity to examine it so as to give any thing like an abstract of its contents, but will merely give a few items which may afford some interest to the public. It appears that during the last year upwards of 36 miles of the Wabash and Erie Canal were put under contract, the whole of which, according to contract, is to be completed by the 10th of October next; and it is the opinion of the Commissioners, from the progress already made, that the contractors will be enabled to meet their engagements. The greater part of the line put under contract in 1832 has been completed. The estimated cost of that part of the line put under contract during the last season (36 miles and 384 chains) is \$12,030 96 per mile, making the aggregate sum of \$438,904 50. The length of the canal completed and that which is under contract is nearly 70 miles, which, when finished, it is estimated will cost about \$655,000. It is estimated that the 21 or 22 miles from Fort Wayne to the Ohio State line, not yet located, will cost about \$10,000 per mile, say \$220,000 in the whole. From section 122 to Logansport, 15 miles, which has been carefully surveyed and estimated, will cost \$136,000; and from Logansport on the north side of the Wabash to the termination above Tippecanoe the cost is estimated at \$373,300. It is estimated that the additional cost of taking the canal from Logansport on the north side of the Wabash to Ballard's bluff, thence across to the south side, and thence to New Market on the south side opposite the termination above the mouth of the Tippecanoe, will be \$15,593; that the additional cost of taking it on the north side to Georgetown, thence across the Wabash, and thence to New Market will be \$48,153; and that the additional cost of crossing the Wabash to Logansport and proceeding down the south side to New Market will be \$67,523. We understand the Commissioners as giving the opinion that if the canal were finally to terminate at the mouth of the Tippecanoe, it would be advisable to continue it on the north side of the Wabash; but in case of its extension, which they recommend, and which we believe is almost universally expected to take place, we would infer that it is deemed advisable to cross the Wabash at Logansport, at Georgetown, or at Ballard's bluff. The Commissioners remark upon the advantages of crossing the river at each of these points but give no preference. The manner of crossing at Logansport and Georgetown will be with aqueducts, and at Ballard's bluff in the pool of a dam. The Commissioners recommend the appointment of three persons, selected from places remote from the canal line, to constitute a board for the assessment of damages.

Accompanying the Report of the Commissioners is a very interesting and satisfactory report of Messrs. Williams and Gooding, Engineers, containing an account of their surveys and estimates of the contemplated canal from Nettle creek, down the White Water valley, to the Ohio river. They speak in flattering terms of the practicability of the work and of its great importance to a considerable portion of our state. The whole distance, from the mouth of Nettle creek to Lawrenceburgh, appears to be 70 miles, and the average cost per mile \$14,908—making the aggregate cost \$1,142,136. The amount of stock is 491 feet, which, of course, constitutes a large portion of the expenditure.

Indiana Journal, Jan. 2.

### From the Miami of the Lake.

We have just learned that our fellow citizens, Messrs. Hollister, Kellogg and Wheeler, have purchased a new and well constructed steam boat, which they intend fitting up for the navigation of the Upper Maumee. This boat is to be finished this winter and to be ready to proceed up the river on its opening early in the spring, and it will ply between the head of the rapids and Fort Wayne during the summer. This arrangement, in conjunction with the establishment of a line of stages between this place and the head of the rapids, will not only be of infinite service to the travelling community, but will on all hands, be of great use to the whole of the country bordering upon the beautiful valley of the Maumee. It will render the route by this river, by far the easiest and best to the Upper Indiana and Illinois, as it will supply the only link heretofore wanting in the line of communication between Lake Erie and that country.

This country has heretofore suffered much for the want of what this steam boat and line of stages will supply—an easy and sure communication with the country bordering on the Upper Wabash and Maumee rivers, and if we are not mistaken in our calculations, the increase of the travel upon this route will be sufficient amply to reward the enterprising projectors of this improvement, as well as to add greatly to the accommodation of travellers to, and residents in the fertile and beautiful countries to which it will open an avenue of communication.

Besides, we are happy that this work is to be performed by the people of Perryburgh, and it may well be called a proud day for this village, when through the enterprise of its inhabitants the whole of the beautiful country bordering for a hundred miles upon this river shall be enlivened with the sound of the passing steam boat, and when the peal of the merry boat horn shall catch an echo from the romantic bluffs and magnificent bottoms which are the pride and ornament of the placid and noble stream. And it will be a happy day in those pleasant villages which already look brightly out upon the flowing river when the noisy puff of the escaping steam shall be heard for the first time reverberating from the neighboring woods, and we can already, in imagination, realize the general rush of the inhabitants to the shore to view the first steam boat that ever navigated the Upper Maumee.

### THE BANKS OF THE MISSISSIPPI.

A correspondent of the Natchez Courier furnishes an interesting description of a passage up the Mississippi in a steam boat; from which we make the following extract:

"Ellis's Cliffs," which present the wildest and most romantic scenery upon the Mississippi below St. Louis, are now in sight. They rise proudly from the river, and, compared with the tame features of the country, are invested with the dignity of mountains. They exhibit a white perpendicular face of the river, and are about one hundred and fifty feet in height. Gold and silver ore have been lately found in quantities in the strata of the cliffs; but not in sufficient purity and quantity to induce the proprietors to work them. Here are discovered the first stones, which are small pebbles of recent formation, that are seen on ascending the river. The surrounding country, which is nearly level with the summit of the cliffs, recedes pleasantly undulating from the river, rich with highly cultivated plantations, and ornamented with the elegant residence of the planters. It is said that few countries in the world possess a more beautiful, diversified surface, or more pleasantly distributed into hills and valleys. Here is the scene of the elegantly written tale, entitled the "Fawns Leap," which appeared in one of the annuals. In the vicinity also of this romantic spot, Chateaubriand has laid some of the scenes of his wild and splendid fiction, "Attila."

We are now within twenty miles of Natchez. The river here is very circuitous, making the distance much greater than by land. The shores here continue to exhibit the peculiarly gloomy and inhospitable features, which, with the exception of

occasionally a high bluff, plantation, or village, they present nearly to the mouth of the Ohio.

The loud and startling report of a cannon in the mouth of the boat, making her stagger and tremble through every joint, is the signal that our port is in sight.

A pile of gray and white cliffs, with here and there a church steeple, and a rock elevated above its summit, and a light-house hanging on the verge. At the foot of the bluffs are long straggling lines of wooden buildings, principally stores and store houses—while the levee is fringed with flat boats and steamers, while above all, tower majestically the masts of two or three ships. The whole prospect from the deck presents a scene of commercial life and bustle. But this is not Natchez. The city proper is built upon the summit level, the tops of whose buildings and trees can be seen from the boat, rising higher than the cliff. The ascent from the lower town, or as it is better designated, "under the hill," is by an excavated road, of tolerably easy ascent. The whole appearance of the place, from the deck, is highly romantic. On our left, opposite to Natchez, is Vidalia, in Louisiana, a pleasant village of a few houses, built on one street parallel with the river. Here, in a grove about the town, is the "Field of Honor," where gentlemen from Mississippi occasionally exchange leaden cards, all in the way of friendship.

On our right, a few hundred yards below Natchez, crowning a noble eminence, stands the ruins of Fort Roanoke, celebrated in the early history of this country. Its garrison, early in the last century, were massacred by the Natchez tribe, to a single man, who escaped by leaping from the precipice.—Here, and founded upon this incident, is laid the very interesting tale, entitled "St. Andrew's Eve," in one of the Atlantic Souvenirs. Here, also, is the principal scene of the thrilling and elegantly told tale of Chateaubriand. The position of the Fort, in a military point of view, commanding, as it does, a great extent of river and country, is well chosen. Beyond the Fort, a peep at rich woods, green hills, and tasteful country seats, is agreeably refreshing to the eye, so long accustomed to gaze upon melancholy forests, and dead flats, covered with cane brakes. Indeed, the mournful character of the forests along the Mississippi, are calculated to fill the mind with gloom. The long black moss, well known in the North, as "the Carolina Moss," hangs in immense fringes from every limb, frequently enveloping the whole tree in its sombre garb. The forests, thus enveloped, present a fearful and gloomy, yet majestic appearance. As the traveller gazes upon them, his imagination partakes of their funeral character, and the mind is ready to ascend to the strong and highly poetical remark of a gentleman on board, who observed that "it would seem that the Deity was dead, and nature had clothed herself in mourning."

As to the treaty-making power, the French charter has not been altered at any time. According to the true intent and interpretation of that instrument, it is vested without exception in the monarch. Treaties of indemnity and subsidy have been concluded by the three kings since the Restoration, and though some of them were very onerous, the Chambers ratified them all, without questioning the obligation. Our negotiations with Louis Philippe were pursued on the ground that he could conclusively make treaties of whatever description. Our Minister was never apprized, our Government could not suppose, that the assent of the Chamber was deemed essential to the validity of an arrangement. On the contrary, the faith of the French State and Nation was to be considered so duly pledged; and the previous conduct of the Chamber in relation to similar treaties, warranted an assurance that it would acquiesce.

The British House of Commons has never refused to ratify treaties the most obnoxious to party and to popular clamor. It is certain that the King of France considered himself as the sole agent of the Charter and France, in the negotiation with Mr. Rives. Our negotiator and the President could not but view him in the same light. What he did was binding on his principals, according to the plenary and exclusive power which he possesses. If he abused his power, this became a question between him and the other branches of the Government, or him and the People; but did not touch the obligation to fulfil stipulations which he was competent to make.

National Gazette.

We find the following paragraph in the Baltimore Republican of the 23d ult. If true, the wigs may cease their wailings—Louis Philippe loves money too well to permit the appropriation to be rejected again by the French Chambers:

**Our Claims on France.** I believe few persons in this country are aware, that at this moment, Louis Philippe, is the real owner of at least one third of the claims on France. General Bernard was the agent employed to purchase them up, and was sent to this country immediately after the treaty. This is the cause of the Chambers refusing to make appropriations, and so soon as the President's Message reaches Paris, the French Government will be no longer able to keep the secret, and I should not be astonished to see the indignation of the People burst forth in another Revolution.

The news from France will be found highly interesting. The new Ministry had scarcely been organized before its dissolution took place on a point connected with American affairs. It seems that one of the ministers, while a member of the Chamber of Deputies, had opposed the passage of the appropriation for paying the indemnity to our merchants, and objected to bringing a subject forward in his ministerial capacity which he had voted against as a deputy. This movement indicates, we think, the determination of Louis Philippe to press the appropriation at the present session of the Chambers, and we have no doubt that his inclination to accomplish a final settlement of the question will be increased by a perusal of the President's message.

Lou. Adv.

The subject of prohibiting the circulation of small notes, by law, has been recommended by the Governors of New York, New Jersey, Pennsylvania, Ohio, and Georgia, respectively. These States are all Democratic; from which circumstance, the presumption arises, that the free circulation of small bank paper, is found, in general, to be injurious to the interests of the body of the People, who, wherever they are completely in power, desire its prohibition. One thing is certain—we can never realize a gold currency until this is done.

Trenton Emporium.

The Steamboat Senator sunk last Sunday just above this place. A quantity of her cargo was caught floating in the river by some of our citizens. We have not learned the extent of her loss, or whether she was insured.

The steamers Champlain and Charleston were lately snagged near St. Louis, and immediately sunk.

New Albany Gaz., Jan. 2.