

From the Indiana Journal.

#### RAILROADS, TURNPIRES, AND CANALS.

GENTLEMEN—I had not any intention of saying anything about the comparative advantages of Canals and Rail-roads, until I saw the article of "One of the People," to which I have heretofore made some allusion. For I am an advocate for both kinds of improvement, and do not wish to cast a straw in the way of either, where the one proposed is likely to be the most expedient and profitable on the route proposed to be improved: nor do I like to see other men meddling in such cases merely because the proposed work is not likely to run immediately through or by their possessions, as may be the case of One of the People in the present instance. Therefore, his offering to make a formidable resistance to the construction of a Rail-road where one is much needed, and where a Canal cannot be had, is, I think, a reasonable apology for my giving a compendium of a chapter on the Comparative advantages of Canals and Rail-roads.

"The proper construction of Canals where the amount of transportation is large, is this: width 40 feet—depth of water 5 feet—locks 100 feet long by 11 feet wide—boats to carry 70 tons, with two horses. Where the business is small: width 25 or 30 feet—depth 4 or 4½ feet—locks 80 feet long by 8 feet wide—boats to carry 30 tons, with one horse.

The passengers on a Rail-road, at a toll of one cent each per mile, will generally more than pay the repairs, while on Canals they would probably fall short of paying. \* \* \* The expense of attendance on Canals, will exceed that on Rail-ways, unless there be stationary engines on the latter. \* \* \*

#### TABLES

Showing total cost of Transportation and Toll per mile, exclusive of loading, unloading, and profit, &c.

Tons per year.	ON CANALS.	ON R. R.	ON T'P'KS.
At 50,000 tons	3.09	1.67	18.00
At 10,000 tons	10.58	2.44	20.00
At 5,000 tons	19.94	3.88	22.00
At 1,000 tons	94.52	11.00	85.00

This table is exhibited to show the reader, and Mr. One of the People in particular, the great disparity in the costs of transportation on Rail-roads and Turnpike-roads; but the difference in cost of making such roads cannot at this time be given. I would here observe, however, that the cost of Turnpike-roads far exceeds that of Rail-roads, as may be seen from the following quotation and calculation: "On a double Rail-way for horses, the iron costing less than 1000 dollars per mile,—35 dollars per year will be sufficient for renewals; and the wood costing under 600 dollars per mile, 75 dollars per year will be enough—total 110 dollars, which would be paid by 37 passengers per day; or 19 per day, if it be a single Rail-way: Thus we see the calculation that passengers will pay repairs is moderate." Note.—"The number of passengers that arrived at Louisville, Ky., in one week this year, (1830) was 1780." From this quotation we may infer that 2000 dollars would now convert the Cumberland road into a double track Rail-way. What will it cost to McAdamsize it? Allowing one perch of stone and gravel at 3 dollars to each foot, it will cost the enormous sum of 15,840 dollars per mile! And allowing it to take only half that quantity of stone and gravel at the same price, and it cannot be done with less, nor for less, and we still have the sum of 7,920 dollars, a sum sufficient to make a first rate Rail-road along side of it, and were the two roads now in complete operation, we see, according to the foregoing table, that the cost of transportation on the Rail-road would vary from one-seventh to one-tenth of what it would on the National Road. How then can One of the People, or any other gentleman of learning try to disparage the construction of Rail-roads, and argue in favor of Turnpike-roads? I will now proceed with my extracts: "I have endeavored to make the calculations as favorable as possible for Canals. I have estimated the expense of broad Canals 5 feet deep, at an average of 18,000 dollars per mile. But the New York Canals, only 4 feet deep, cost upwards of 20,000 dollars; and the Pennsylvania Canals of 428 miles, of which but 60 miles are 5 feet deep, cost, on the average, 23,080 dollars per mile. I have estimated narrow canals at 12,000, which is below their usual cost. I have allowed 70 tons to a two horse boat, on a Canal, and two men and a boy to be sufficient to navigate.—The load is larger and the hands fewer, than is usual in practice. I have supposed the toll on passengers to pay the repairs of both Rail-roads and Canals; but Canals can hardly have passengers after the introduction of Rail-roads while most Rail-roads will have more than enough to pay their repairs. \* \* \* But there are various other considerations connected with the subject. Rail-roads may be used at least 11 months in the year; Canals in a northern climate, not more than 5 months. The hands are employed on Canals when their services are wanted elsewhere, and they are unemployed when there is no other work to be had. The business of Canals must be limited, from the inconvenience of conveying goods to the Canal, and unloading and reloading, to be carried a few miles upon it.—But as branch Rail-roads can be constructed at any price down to 600 dollars per mile, branches will be run to every village contiguous to the line, and goods will come in on those lines, and proceed without obstruction on the main line, increasing the convenience and profit of the improvement.

Carrriages for burthen may travel on Rail-roads enough for the conveyance of passengers also, and the receipts for passengers will enable a reduction of the charges for freight; but on canals separate boats must be employed for passengers, and the speed still slow, while the power exerted by the horses will much exceed that on the rail-road, owing to the great increase of resistance from the water when ever speed is accelerated. For this reason, passengers can be carried on a Rail-road cheaper than in steamboats. The celerity of transportation is a great object in many cases. This can be effected on Rail-roads, but not on Canals, certainly another important object. Canals are very liable to interruption from branches in the banks, or giving way in aqueducts, &c. News was received in one day this season (1830) of the stoppage of three lines in Pennsylvania, viz: the Schuylkill, the Susquehanna, and the Alleghany. But Rail-roads will rarely be interrupted, as in case of any accident to one track, the carriages can turn on the other track and pass the imperfect place.

A further advantage of Rail-roads is in the accommodation they will afford to farmers for the transportation of lime, plaster of Paris, or other manure for fertilizing their land. These articles by branch roads can be advantageously conveyed to every neighborhood. They will accommodate large cities, and the surrounding country, by conveying fresh milk, butter, vegetables, and fruits from a great distance in a few hours. They will accommodate towns and villages on the sites generally chosen, namely, those which are high and healthy, and will furnish inducements to establish towns in such places, in preference to those which are low and unwholesome. It requires a number of years to complete a Canal and get it in order, the owners losing the interest of their capital during this time; but a Rail-way of considerable length may be completed in a single year. From all these considerations, there can be but little doubt, that although Canals may be found preferable in some cases, yet in four out of five a Rail-way will be preferred.

The experiment of Rail-ways has been pretty fairly tested by several years' experience on the Stockton and Darlington Rail-way in England: the stock has greatly risen. The passengers and the trade on the line have increased four-fold; and the impression made on the public mind is such, that while no one thinks of making Canals, Rail-ways

would be made in many sections of the country where they must encounter the competition of Canals already established, were it not that the government will not grant charters."—*Earl on Rail-roads*, p. 67.

I must confess that I have done this chapter great injustice, but its great length precludes it from being published at length in a newspaper. I must also confess that I have pre-judged One of the People for being a Canal man, and have anticipated his subject; the object to which he intended his arguments to lead in the future development of his knowledge and wisdom on the subject of involving the State in debt, &c., which arguments I should now like to see. If One of the People, or any one else, wish to see any thing more from me on the subject, he can be accommodated. JACK.

From the Indianapolis Democrat.

MR. VAN BUREN. Some of the opposition prints are getting over their dread of military chieftains, since they have hoisted the Harrison banner, and enquire, with much assurance, "where was Mr. Van Buren during the late war?" The following extracts from the Address of the Republican members of the New-York Legislature to their constituents, dated March 19th, 1813, written and signed by Martin Van Buren, will show that he was not idle during that eventful period—and that, notwithstanding he saw but little actual service in the tented field, he is entitled to almost as much credit as Gen. Harrison, who had a Johnson, a Croghan, and other brave officers always at hand to achieve his victories, and on whose merits his friends now wish to make him President of the U. States. But the sentiments of Mr. Van Buren will speak for themselves. The following is his language in 1813:

"Fellow-citizens: Your country is at war, and great is her enemy. Indulge us in a brief examination in the causes which have led to it: and here we see from the necessity of an address, it must be—ye yet hope it will be found sufficient to convince every honest man of the HIGH JUSTICE AND INDISPENSABLE NECESSITY OF THE ATTITUDE WHICH OUR GOVERNMENT HAS TAKEN, OF THE SACRED DUTY OF EVERY FREE AMERICAN TO SUPPORT IT IN THAT ATTITUDE, AND OF THE FARRUCIOUS VIEWS OF THOSE WHO REFUSE TO DO SO.

"To cap the climax of her iniquity; to fill up the measure of our wrongs; she resolved to persist in another measure, surpassed by none in flagrant enormity—a measure, which of itself, was adequate cause of war—a measure which had excited the liveliest solicitude, and received the unremitting attention of every administration of our government, from the time of Washington to the present day; the wicked, the odious and detestable practice of impressing American seamen into her service; of entombling our sons within the walls of her ships of war, compelling them to waste their lives, and spill their blood in the service of a foreign government—a practice which subjected every American tar, to the violence and petty tyranny of a British midshipman, and many of them to a life of the most galling servitude—a practice which never can be submitted to by a nation professing claims to freedom, which never can be acquiesced in by government without resigning the great altar of our safety, the reciprocity of disobedience and protection between the rulers and the ruled.

Under such accumulated circumstances of insult and of injury, we ask again, what was your government to do? We put the question to "the faction which misrepresents the Government to the people, and the people to the government: traduces one half the nation to exalt the other—and by keeping up dissension and division, wishes to become the proud arbiter of the fortune and fate of America,"—not to them but to every sound head and honest heart in the nation it is that we put the question. What was your government to do? Was she to abandon her rights and to abandon the rights which you and your fathers fought and bled? Was she to early to cover her nation which had sought to struggle in our infancy, and which she never ceased to retain our approach to manhood? No; we will not for a moment doubt that every man who is in truth and fact an American, will say that WAR, AND WAR ALONE, was our only refuge from national degradation,—our only course to national prosperity.

But to crown this picture of folly and mischief, they approach you under a garb which at once excites their contempt for your understanding, and their want of confidence in your patriotism; under a garb which should receive the most distinct marks of your detestation; they are "FRIENDS OF PEACE!" While our enemies are waging against us a cruel and bloody war, they cry "peace!" While our western wilds are whitening with the bones of our murdered women and children—while their blood is yet trickling down the walls of their former habitations—while the Indian war whoop and the British dagger and the Indian tomahawk suspended over the heads of our citizens—at such a time when the soul of every man who has sensibility to feel his country's wrongs, and spirit to defend her rights, should be in arms—it is that they cry "peace!" While the brave American tar, the intrepid defender of our rights, and the defender of our national character, is present boast and future honor of our land, impressed by force into a service he detests, which compels a brother to imbrue his hands in a brother's blood—while he is yet "tossing on the surface of the ocean, and mingling his groans with those tempests less savage than his persecutors that wails from a returnless distance from his family and his home," it is at such a period, when there is no peace, when there is no repose, when without exciting our indignation, that our feelings are insulted, the public arm paralyzed, and the public ear stunned, by the dastardly and incessant cry of "peace!" What, fellow-citizens, must be the opinion they entertain of you? Can any man be so stupid as not to perceive that it is an appeal to your fears, to your avarice, and to all the baser passions which actuate the human heart? That it is approaching you in the manner in which those puny politicians, who are about you, and thicken the political atmosphere, say you are accessible, through your fears and your pockets? Can any American citizen be so profligate as not to scorn indignantly the base libel upon his character?

Suffer yourselves not to be deceived by the pretence, that because Great Britain has been forced by her subjects to make a qualified repeal of her orders, our government ought to abandon her ground. That ground was taken to resist two great and crying grievances, the destruction of our commerce, and the IMPRISONMENT OF OUR SEAMEN. The latter is the most important, in proportion as we prefer the liberty and lives of our citizens to their property. Distrust, therefore, the man who could advise your government at any time, and more especially at this time, when your brave sailors are exciting the admiration, and forcing the respect of an astonished world, when their deeds of heroic valor make old ocean smile at the humiliation of the ancient tyrant; at such a time, we say again, mark the man who would countenance government in commuting OUR SAILORS' RIGHTS FOR THE SAFETY OF OUR MERCHANTS' GOODS.

The wars of Europe are waged by monarchs, to gratify their individual ambition, their individual avarice, and to satiate their insatiable ambition. Ours is in defence of rights which must be defended, or our glory as a nation will be extinguished; the sun of our greatness will set forever. As well might it have been said during the revolution, that war should not be waged, because wars had desolated Europe. The same rights you then fought to obtain, you must now fight to preserve; the contest is the same now as it was then, and the feelings which then agitated the public mind, which on the one hand supported, and on the other sought to destroy, the liberties of the country, will be seen and felt in the conduct of the men of this day.

In connection with the above we have an article at hand, from the Dayton Dem. Herald, which asks some plain questions in relation to one of the favorite candidates of the National Intelligencer and other leading whig presses at the east, and of the Indiana Journal, as the organ of the opposition, in Indiana. The editor asks:

Where was DANIEL WEBSTER during the late war? He was in Congress of the United States, voting against and using all his influence to prevent Congress from voting supplies for our gallant little army; yes, he would have denied them the necessities of life and the munitions of war, had he been able to overcome by his plausible sophistry, the solid sense and genuine patriotism of the democratic members of that body. American seamen were impressed into the service of Great Britain, a nation which they had every reason to despise; compelled to "imbrue their hands in a brother's blood," and to fight against a cause, and a people, dear to them as their own heart's blood; and yet, we find Mr. Webster, on the 7th of January, 1814, one of the darkest periods of the war, after our gallant little Navy had covered itself with glory, voting against an appropriation for defraying the expenses of the Navy? On the 10th, against a proposition more effectually to detect and punish TRAITORS

and SPIES!—On the fourteenth January, he voted against a bill making provisions to fill the ranks of the army. On the 23d, he voted in a majority of seven against a bill authorizing the enlistment of troops for five years or during the war! On the 25th, against a bill enforcing the non importation law! On the 8th of February he voted against a bill to raise five regiments of militia! On the 23d March, same year, he voted against the bill to call forth the militia to execute the laws of the Union, and repel invasion! On the 21 December, same year, he voted against the sitting of the Hartford Convention, he voted against a bill to provide additional revenue for defraying the expenses of the Government, and maintaining the public credit? On the 10th of the same month, he voted to postpone indefinitely a bill authorizing the President of the United States to call upon the several States and Territories for their respective quotas of militia to defend the frontiers against invasion; and on the 13th, he voted against the same bill. On the 10th of the same month, he voted against a bill to provide additional revenue for Government, and maintaining the public credit; also, he voted against an appropriation to rebuild the Capitol of the United States and the public offices, after they had been destroyed by the ruthless hand of the enemy."

When our country was bleeding at every pore from the scourge of the savage on the Northwestern frontier, and from the pillaging and burnings of the British on our seaboard—when every patriot felt anxious to increase and strengthen for defence our gallant little Navy, a bill was sent back from the Senate, to increase the appropriations for this last purpose—and which proposition was at once supported by every patriot who desired a fortunate issue to the bloody struggle then raging.

HOUSE OF REPRESENTATIVES.

FRIDAY JANUARY 7, 1814.

"The said amendments were then again read at the Clerk's table, when the first was concurred in. And on the question being taken to concur in the second, which is as follows: *Resolved, That the expenses of the Navy of the United States, for the year 1814, the sum of one million of dollars.*"

It passed in the affirmative—yeas 99, nays 50. Among those who voted in the negative, is DANIEL WEBSTER.

DANIEL WEBSTER, approved of the treasonable designs of the Hartford Convention; he was the mouth-piece of that body of traitors in Congress, and there gave utterance to their opinions and views, in opposition to the just war in which the country was then engaged with Great Britain.

Explosion of a coal mine—one hundred lives lost. In announcing the dreadful catastrophe in the Nua's Field, (England,) in the last Courant, it was not expected that a still more awful occurrence in this neighborhood, and one it is feared has been ten-fold more destructive of human life, would have to be recorded this week. Thursday, about half past two o'clock in the afternoon, one of those dreadful explosions which have been so lamentably frequent in the mining districts, took place at one of Mr. Russell's collieries, at Wellsand, known by the name of the Church Pit or Russell's Old Wellsand, by which it is feared 25 men and 75 boys have lost their lives.

The number of working people employed in this colliery is about 220. The hewers commence working early in the morning, and having finished getting the coal, it is left to be brought to the bottom of the shaft by the younger men and boys during the day, which is the reason why so great a proportion of boys were in the pit when the accident took place. As every individual who was down at the time of the explosion remains there still, it is not known, nor as all have probably perished, it is likely to be explained, by what means it was occasioned—similar accidents have generally been produced by incautiously removing the gusset from the safety lamps, and it is supposed in this instance to have originated in the same way, though every precaution was taken to prevent its removal. The colliery was viewed in the morning by Mr. Atkinson and his son, underwriters, and it was by them considered perfectly safe and secure in every respect, there not being the least indication of any escape of gas, and at the time there were four men and deputies down who had been accustomed to work in the pits for upwards of 30 years. These are among the sufferers.

From the Boston Post.

"OF NO PARTY." The last thing which should be made a subject of boasting, is, that one is of no party. It follows, that if you are of no party, you have no political opinions; for if you have the latter they must incline you to one side or the other, in regard to the political measures of the day. If you are of no party, you are a political drone, destitute of all patriotic zeal, and perfectly willing that your country should be improving or degenerating, without lifting your finger to aid what you might believe to be the cause of truth, liberty or justice; or you are a mean-souled being, fearful lest by avowing your principles you might, by forfeiting the favor of a few, lose a small part of your pecuniary gains. It is true, that you are as liable as any other man to enlist on the side of error, through a mistake of judgment; but whatever principle you have actually adopted, it is your moral duty to endeavor to promulgate—whatever measures you do actually believe to be beneficial to the community, it is your moral duty to promote by your untiring endeavors. In vain will you plead as an excuse for your negligence, that you have not formed your political opinions. If you have arrived at the age of manhood, without having formed your mind upon all the general principles of government and politics, you are a fool or an ignorant, and deserve to be deprived of your birthright of liberty—and if you continue in such ignorance, no thanks will be due to yourself if you do not become a slave. By joining no party, therefore, you either tacitly acknowledge your ignorance of political matters, which is disgraceful to you as a citizen of a republic, or your utter want of interest in the welfare of the nation, which is disgraceful to you as a moral being. Never boast of your indifference in regard to politics; as well might you boast of your indifference in regard to morals, or in regard to the welfare of your neighbor. There may be certain measures of both parties which you approve and condemn; but it is your duty to join with that party the majority of whose principles are calculated, in your opinion, to promote the interest of the nation.

SOUTHERN ASPECTS.—The universal and intense excitement in the slave States, created by the efforts of the Northern Abolitionists and the consequences which would seem to have followed them, appears to be increasing in violence and in determination. Loud calls are made upon the people of the North to come forward and show their devotion to the Union and their regard for the safety of the South by putting down the Abolitionists, putting a stop to their discussions, and restraining the issue of their publications. We believe this demand is made without due consideration. We infer that the people of the South do not wish us to attempt the silencing of the abolition batteries by snasion and argument, since they have ere this emphatically deprecated such a course; and, as to legal proceedings, we know no law which could reach them, and no constitutional power to erect one, save and except those of the renowned Judge Lynch of energetic memory, whose code is only at intervals acknowledged in this region. They must understand our situation better. There are Southern as well as Northern fanatics; and we do most thoroughly believe that, by following the dictates of the former, we should inevitably throw the political supremacy of the North into

the hands of the latter. Thus far, almost every step which has been taken for their subversion has but added to their zeal and their numbers; and the passage of a law abridging the freedom of the press under any pretext would but serve to drive thousands into their ranks, and after all it could never be enforced.

It will be seen by the subjoined extract that the abolition papers have been taken from the Charleston Post-Office and publicly burnt in the streets. Even those who approve the act must admit that there is great danger in the principle here established.

We cannot see the alleged connexion between the Anti-Slavery efforts in this city and the diabolical attempt at insurrection in Mississippi. The prime movers here are fanatics—the plotters of the negro revolt were villains of the deepest dye. These are misguided but sincere—it is this that renders them formidable; but the instigators of midnight murder in Mississippi were not only reckless but depraved, and acting with no other aim than the gratification of their own detestable passions. New Yorker.

CHARLESTON, July 31. Destruction of the incendiary pamphlet. Such was the excitement in our city caused by the arrival of incendiary pamphlets and papers which almost monopolized the United States Mail on Wednesday, that a crowd of two or three hundred citizens assembled that night, for the purpose of seizing and destroying them. These citizens were met by Lieut. Brown of the City Guard near the Exchange and persuaded to disperse; but it not being generally known that measures were in concert between the Postmaster and many of our leading citizens, to call the attention of the authorities at Washington to the subject, a few gentlemen afterward broke open the Post-office, seized the bags containing the Abolition tracts, and made a public bonfire of the whole last evening.

We regret this act as premature. It would have been time enough to act, after we had learned that the Federal Government would not interfere stop to the Post-office being used as a means of annoyance and injury to those who are taxed for its support. We would fain believe that the laws are strong enough to protect us in our rights.—When they fail to do so, it will be time enough to show that at all hazards, we will take care of ourselves. We think, too, it would have been better had the pamphlets been allowed to reach their destination to put the whole Southern community on their guard—by presenting ocular proof of the movements of the Fanatics, especially as each bundle was to be accompanied by circulars from the South Carolina Association.

We believe that those who broke open the Post-Office have erred, but none can blame their feelings or motives, which have the sympathy of the entire community. Mercury.

"What in the name of nature," said an old farmer the other day, "what in Cain is the reason that every democratic candidate for the Presidency is always blackguarded about these here niggers?" "Oh, that's all plain enough," said his neighbor. "Would you mark a white sheep with charcoal?" "No." "Well, how would you mark a white one?" "Black, of course." "Just so. That's the very reason why the Federalists always put a black mark on our candidates; because their characters are so pure that chalk wouldn't show."

"Oh, yes, and now I see why they have marked their own party White—because they are the real old fashioned black cockeders." "Right, Roger, right."—[*Anglican Rep.*]

From Lamartine's Travels in the East.

THE BEDOUIN ARAB AND HIS MARE. The Bedouins are fond of relating their stories after supper. Here is one which the Amer told us; it displays their extreme attachment to their horses, and pride in their good qualities:

A man of his tribe, named Giabal, had a mare of great reputation—Hassan Pacha, then Vizier of Damas, made him repeatedly imaginable offers, but in vain, to part with her. A Bedouin loves his horse as his wife. The Pacha employed threats, with no better success; when another Bedouin, named Giabar, asked what he would give him, should he bring him the much admired animal. "I will fill thy barley sack with gold," answered Hassan, who was offended at not having succeeded; and the affair making some noise, Giabar secured his mare at night, by placing an iron ring around her foot, from which a chain passed into his tent, and was fastened to a stake driven in the ground, under the felt which served himself and wife for a bed. At midnight, Giabar penetrated, creeping into the tent, and sliding between Giabal and his wife, removed gently first the one, then the other. The husband believing himself shoved by his wife, and the woman by her husband, each gave way; Giabar, with a knife well sharpened, then made a hole in the felt, drew out the stake, detached the mare, mounted her, and taking Giabal's lance, touched him lightly with it, saying, "It is I, Giabar, who have stolen your favorite—I give you warning." He set off, Giabal rushed from this tent, called his horsemen, and he being mounted on a mare of his brother's they pursued Giabar four hours. The brother's mare of the same blood with that of Giabal, though inferior in excellence. They distanced all the other horsemen, and Giabal was on the point of overtaking the fugitive, when he called out to him—"Pinch her right ear and give a blow with the stirrup!" Giabar did so, and shot away like lightning. The pursuit was useless; and the other Bedouins reproached Giabar for being himself the cause of the loss of his mare. "I would rather," he replied, "lose her than sully her reputation. Should I let it be said among the tribe, would Ali, that another mare has outdone mine? I have yet at least the satisfaction of saying, that no other could overtake her."

\*Each Bedouin, accustoms his horse to a sign, which makes him put forth his strength. He only uses it in the most pressing need, and never reveals the secret even to his son.

From the Baltimore American, Aug. 11.

Riot Continued. The excitement in reference to the persons connected with the affairs of the Bank of Maryland was manifested to a still greater extent on Sunday night.

At eight o'clock the house of Reverdy Johnson, in Monument Square, was attacked and entered, the furniture thrown into the street and burnt, the interior of the house demolished, and the front partly torn down.

A short time before eleven o'clock, the house of John B. Morris, in South street, was attacked, the furniture thrown into the street and burnt, and the interior demolished.

About the same hour an attack was about to be made on the newly erected dwelling of Hugh McDeldery, in north Calvert street, but it is said that a representation that the property was yet in the hands and at the risk of the contractor, induced the party to retire.

The residence of Jesse Hunt, Mayor of the city

was next visited, and the furniture thrown into the street and burnt.

The house of captain Bentzinger was also assailed. The store of captain Willey in Franklin street was about to undergo a similar visitation, but the representation by Mr. Lynch that the property was his and not captain W's, was the means of its preservation. The house of Dr. Hintz was assailed; but his lady making her appearance and declaring that the property was her own, she having received it from her father's estate—they listened to her appeal and departed without doing any injury. These citizens were active in supporting the civil authorities on Saturday night.

A little before day-break on yesterday morning the residence of Evan T. Eliott, in Pratt street, was attacked, and the furniture thrown into the street and burnt.

In all these cases the assailants carried on their proceedings without hindrance or any attempt at it.

There was a meeting of citizens at the Exchange yesterday morning, at which General Samuel Smith presided. An adjournment to the Park took place, where addresses were delivered by Gen. Smith, Mr. Preston, Mr. Bruneau and Gen. J. Spear Smith. A motion was then made and carried, to form the citizens of the respective wards into classes, and they were directed to meet in the afternoon in their several wards.

Monday afternoon, six o'clock.—There has been a general shutting up of stores and places of business, in conformity with a resolution passed by the committee of citizens.

A requisition has been addressed by the civil authorities to General Smith, stating their inability to preserve the public peace, and asking him for military aid to enable them to do so. An order has accordingly been issued by General Smith, Commander of the Third Division of Maryland Militia calling out the Division for the service aforesaid, to assemble at the City Hall, where arms would be furnished to them. Numbers of citizens are now answering the requisition, and receiving arms.

Ten o'clock, P. M.—Corps of citizens, well armed, are occupying different points of the city, and thus far every thing is quiet.

THE NEW COUNTRY. The country bordering on Rock River is attracting the particular attention of emigrants, and well they will be compensated for any examination they may bestow upon it. In all the properties which can render any lands valuable for agricultural and mechanical purposes, it is unsurpassed. Three years ago it contained from its source to the rock village opposite Rock Island, but one white family. Its banks are now adorned with many fine farms and a numerous population. A splendid mill is about to go into operation near the mouth of a stream that empties into it about thirty miles above Dixon's. This will be able to supply the country below, and adjacent to the river, with whatever lumber may be required for building. Within the last winter a town has been surveyed and laid off at Dixon's ferry, and another at Buffalo grove, twelve miles distant. Without doubt the borders of Rock River are destined to be the richest as they are already the most beautiful parts of Illinois.—*Gallena (Ill.) Gazette.*

Lynch Law in Connecticut.—"Capt. Rock, and the 'White Boys' in the 'Land of Steady Habits.'"—Some few weeks ago, at Norwalk, Connecticut, an anonymous letter was addressed to one of the citizens of the place, informing him that some timber belonging to him, that lay on his wharf, was in the way and "must be removed." The owner paid no attention to the letter, thinking it was a hoax. The next night the timber was gone. Another gentleman said that he was not afraid of such threats, but to his surprise the next morning, his timber was also gone. A few days afterwards, a letter was addressed to the Town officers, stating that the Old House was a nuisance to the place, and "must be removed." This was thought nothing of, but the next night, the house was removed, and the fragments thereof carefully piled up on the opposite side of the street. The gang, who have in this manner taken the law into their own hands, sign their communications "Lieut. Andrew." The affair has made quite an excitement in the peaceable little town, especially among the old women, who think the world is coming to an end. But no one dares to make it public, and the editorial corps for once, are completely muzzled, as the gang has given it out, that they will demolish the first press that dares to put the subject in type. We therefore do this service in their behalf. N. Y. Star.

Editors of papers to the east of this place, with whom we exchange, might confer a benefit on such Journeymen Bricklayers as may be out of employ in their respective neighborhoods, by calling their attention to the advertisement for mechanics of that description which appears in another column. Brickmakers are also much wanted; and indeed, such is the scarcity of building materials of every description in this vicinity, that several public spirited citizens have been obliged to defer building until next spring, hoping that, by that period, their wants in this particular will be better supplied. Wabash Courier, Aug. 13.

Exiled Poles.—A London paper says there is a rumor very prevalent, that the Emperor of Russia has given permission to the exiled Poles to enter into the service of Don Carlos; in which case they will receive a pardon, and after the contest is over, will have permission to return again to their native soil.—*Boston Statesman.*

Rev. E. K. Avery.—A New York paper states that this individual is now with his father in the western part of this State, and that he preaches once a week to very crowded houses, without any symptoms of disturbance.

Smokers look out!—We regret to see symptoms of a general warfare on cigars—we warn the anties to beware; smokers will resist any foreign "interference" in their domestic concerns, to the last whiff!

Fore-sight!—Ten thousand coffins were recently received in New Orleans by a flat boat from Cincinnati.

The seventh wonder.—A correspondent of the Nashville Banner is of opinion that "brandy is a very strong drink, containing a large proportion of alcohol."

The New Yorkers are flush about these days—an estate was sold in that city on Wednesday, for \$371,000, cash.

The large dividends lately declared by the different Banking and Insurance Companies of New Orleans, indicate a healthy state of money matters. One Insurance Company declared a half yearly dividend of 25 per cent; and another of 17. The lowest declared by any bank was 4, the highest 6.

The crops of cotton, corn and wheat in North Carolina, promise to be very abundant.

The U. S. Branch Bank in New York, has received orders not to enlarge its discounts farther.

Vinegar and salt rose fifty per cent yesterday—the whig committee of public safety having bought up all they could find. There was no change in the price of water, as the handle of the town pump is chairman of the committee. Boston Post.