

"CHLOROPHORM." A late Liverpool paper has the following notice of experiments made with the new agent...

The New Agent for Producing Insensibility to Pain.—In pursuance of an invitation given by Hugh Neill, Esq., the Surgeon of the Eye and Ear Infirmary in this town, several gentlemen, eminent in the medical profession, attended on Tuesday last at the Ophthalmic Institution, to witness some operations for squinting, upon patients while under the influence of "chloroform," a new agent, said to produce complete unconsciousness, more easily and more efficiently than sulphuric ether...

Among the medical gentlemen present at the Ophthalmic Institution, on Tuesday, were Dr. Furney, Dr. Sutherland, the talented editor of The Health of Town's Journal, Dr. Inalch, Mr. Wallie, Mr. Higginson, Mr. Bigg, Mr. Dr. Hunter Robinson, of Birkenhead, author of a pamphlet on the sanitary state of that township, and many gentlemen connected with the hospitals and dispensaries of Liverpool. Mr. Neill, previous to operating upon either of the patients, gave a short history of the discovery of ether as an agent to produce insensibility to pain, and lastly, of "chloroform," as a more pleasant and satisfactory substitute. In the course of his remarks he noticed curious facts of the chloric ether having been first used, and recommended to Professor Simpson by Dr. Forster, and also having been also recommended to the same gentleman by Mr. Waldie, chemist of the Liverpool Apothecaries' Company, who pointed out to the Professor the advantages to be derived from its use.

The patient selected on this occasion were four young females, the only blenish to whose round and handsome faces was that they had each rounder than "an interesting cast of the eye"—in fact that they squinted very badly. The operation whereby this affliction can be totally remedied is necessarily a painful one, though happily of very short duration, or it would, perhaps, be unobscured by any person acted upon in the natural state.

The chloroform was administered in the three first cases, through the medium of a handkerchief, held up to the nasal organ and operated, as has been done by other agents to produce insensibility to pain, and lastly, of "chloroform," as a more pleasant and satisfactory substitute. In the course of his remarks he noticed curious facts of the chloric ether having been first used, and recommended to Professor Simpson by Dr. Forster, and also having been also recommended to the same gentleman by Mr. Waldie, chemist of the Liverpool Apothecaries' Company, who pointed out to the Professor the advantages to be derived from its use.

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Table with 2 columns: Commodity and Price. Includes items like Meal, other flour, wheat, per bushel; Molasses, per cwt.; Rice, per cwt.; Sugar, refined, per lb.; Tea, per lb.; Coffee, per lb.; etc.

Table with 2 columns: Commodity and Price. Includes items like Flour, per barrel; Corn, per bushel; Meat, salted, per 100 lbs.; Fish, dried or salted, per 100 lbs.; etc.

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Table with 2 columns: Commodity and Price. Includes items like Beans, per bushel; etc.

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some sales were made at a decline of 1/4 cent, but later in the day the market recovered, and the day closed with a good enquiry at about the ruling prices of the preceding day.

The market still remains inactive, the sales since our last mentioning to be 150 hds. Sugar—the demand has been good throughout the week, and the total sales amount to 3,500 hds.

NEW ORLEANS—week preceding Jan. 27. The sales of the week sum up 33,700 bales, taken principally for Spain, the Continent and the North, at prices ranging from 51 for ord., to 73 cts for fair.

NEW YORK—week preceding Jan. 27. The market for the week has been quiet, and the sales since our last mentioning to be 150 hds. Sugar—the demand has been good throughout the week, and the total sales amount to 3,500 hds.

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TO OWNERS AND MASTERS OF VESSELS. In order to facilitate and improve the mode of Communication at Sea, by Ships of War with each other, and with vessels of the Revenue, Marine and Merchant service, the Signals patented by the undersigned have been adopted by the Government as the standard code of the United States:

The following are the advantages to be derived from their use: 1. Vessels meeting at sea in any part of the world, if provided with one of our Flags and Signal Books, may as long as they are in sight of each other, without altering their course, communicate any intelligence, either their names, from what port they sailed, what passage they have had, what vessels they left in port, or that preceded them; particulars relative to vessels they have fallen in with, if in want of stores, provisions, assistance, or information; their latitude and longitude; casualties or any observations they have made during their voyage.

It is highly important to owners that their vessels be provided with these Signals in the event of their being under convoy of Government, or in company of other vessels. Testimonials from officers of the Navy, Revenue, Marine, &c., in favor of the system, can be had free of charge at our office, where we are prepared to furnish Signals and give an information in regard to the business.

From the Semaphore Signal Book, page 18, of Instructions. 1572—Que.—Where are you bound? (See page 49.) 11,470—Ans.—Rio Janeiro. (See page 291.)

PICKLES, JELLIES, PRESERVES, & C. THE subscriber would respectfully announce to the public that he has on hand a large stock and general assortment of PICKLES and PRESERVES, which he can sell, wholesale or retail, fifty percent lower than they can be purchased any where in the United States.

FALL ARRANGEMENT. DAILY LINE TO THE SOUTH. (SUNDAYS EXCEPTED.) CARRYING THE GREAT CENTRAL U. STATES MAIL.

SCHEDULE: Leave Spear's Wharf, Baltimore, DAILY, (except Sundays) at 4 o'clock, P. M., by the well known route, viz: Chesapeake Bay, City Point, Petersburg, Weldon, Wilmington, to Charleston, S. C., without stop to sleep to Weldon.

Also, connecting with the Sea Road and Roanoke Rail Road to Garysville and Franklin; thence by Steamer Fox to Edenton, Plymouth, Newbern and Washington, N. C. Return with same connection. Returning, leaves Norfolk at 3, and Portsmouth at 4 o'clock, P. M., daily, (except Sundays), and arrive in Baltimore in time for the several routes going North, East, South and West.

NEW YORK STATE CANALS. We have compiled from the records in the Canal Department, the following table, which shows the aggregate amount received from Tolls, Fines and Penalties on the several Canals in the State, during the years 1846 and 1847.

Table with 2 columns: Year and Amount. Shows tolls and penalties for 1846 and 1847.

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