Prince Albert and the English.

If all accounts be true, Prince Albert is not content to be a mere cypher in England. Being the husband of Victoria and the father of royal children are not enough for him. He is ambitious of playing his part in politics; and the present is too stirring and portentous a time to be suffered to slip by without his doing something to make him a name, or, at least, to show that he has some influence in public affairs. We accordingly hear of his being an intriguant with his uncle, Leopold, of Belgium, and with other members of the Coburg family, to prevent the active interference of England in the far-famed Eastern question. And the intrigues of these personages have already been attended with considerable success. A British fleet, in derogation of its ancient spirit, and in contempt of its most cherished traditions, swung quietly at its moorings, while a squadron of an old and faithful ally was uttery destroyed by a superior force of the enemy, almost within cannon sound.

Prince Albert may be accused unjustly. He may not have lent himself to the accomplishment of the schemes of Nicholas and his absolutest brethren; but, one thing is certain: with the people of England nearly unanimous in favor of Turkey, and with the nobility and aristocracy divided, somebody, having the ear of the Queen and her ministry, must be friendly to Russia, or else they would not have been guilty of such criminal indifference to British honor and British faith; and no one is so likely to be that person as Prince Albert. It has even been alleged, how truthfully we cannot say, that Victoria herself wrote a letter to Lord de Redcliff, commanding him to allow no actual collision between the allied squadron and the Russian armaments. It must be some potent voice that can persuade Victoria to act contrary to the express will of her people.

The middle classes of England ill brook the advent of foreigners into their political arena. They may, and do, yield to state reasons in having a Brunswicker or a Coburger on or near the throne; but, it is with the understanding that the representatives of these houses meddle as little as possible with politics.

Popular as Victoria justly is for her many womanly qualities, her seat will be an uncomfortable one if she listens to a foreigner, even though he be her husband, instead of acquiescing in the will of the nation.

An establishment for the manufacturing of Cotton Seed Oil has been started at New Orleans by Messrs. Wilbur and Co. It is proclaimed as an undeniable fact, that the enormous sum of more than $38,000,000 are annually lost to cotton planters, and those who will be employed in the manufacture of the essential articles, oil, soaps, &c., which results from the waste of the heretofore refuse cotton seed, provided the cotton crop amounts to 3,000,000 of bales.

From an article in the New Orleans Delta we learn that this oil can be applied to many useful purposes; and the Baltimore Daily Times predicts that it will soon become a source of large revenue to the South. From these papers we learn that the soap made from cotton oil is in all respects equal to any, whether imported or of domestic production. It makes good lather, softens the skin, and is good to shave with. As a dietic, it is said to be equal to the far-famed olive oil of Italy. Eaten with salad or rice, it has, to all intents and purposes, the same flavor and taste as are given by the best production of Plaignol, Avigdor, or Sue. It burns as well as the best sperm or lard oil, and a very superior article of candles can be manufactered from it. Such are the flattering accounts before us of specimens already manufactured.

It is further stated that at the thirty-fourth annual exhibition of the American Institute, held at New York last October, a silver medal was awarded to Mr. Wilbur on account of the cotton oil. Also at the Crystal Palace in New York, this cotton oil was used upon some of the most valuable and highly finished steam engines there exhibited; and for the purposes for which it was employed it far surpassed all other oils ever tried, particularly for its not gumming or drying. Similar opinions have been expressed by competent engineers of railroads. It sells readily for one dollar per gallon at New Orleans, and would command one dollar twenty-five or more in New York.—[Nashville Whig.

Great Western Railway from Niagara to Detroit.—The first sod was turned upon this line of improvement in March, 1852, and on Tuesday, January 16th, 1854, two months less than two years, the first passenger train from the suspension bridge at Niagara river, to Windsor, Canada West, opposite the city of Detroit, ran over the length of the line, which is 229 miles, the eastern sections of which, for more than 100 miles, are characterized by the heaviest and most expensive grades. After leaving London, the grades are for the most part easy and the lines direct, 54 miles being entirely straight.

The Niagara Ship Canal.—We see that surveys are being made for this work, independent of the routes surveyed in 1835 by Capt. Williams, for the General Government. One of the Engineers engaged in the survey, writes that a survey is now being made commencing about half a mile below Tonawanda village, at Niagara river, near the foot of White's Island, and then follows the low land to the head of the Gulf, near the west part of the village of Lockport.

He says this line "we hope to be able to show, will be the best route for a ship Canal from river to lake, and when completed, no doubt, the public will be informed of the particulars in the case."—[Oswego Journal.

A Curious Fact.—The National Intelligencer, in remarking on the fact of the gradual change of the character of the United States Senate, from a mere privy council of the President to a decided deliberative body, says, that in the first session of the first Congress, President Washington came personally into the Senate, when they were engaged in executive session, and made his nominations himself. He took the Vice President's seat, and frequently addressed the Senate on the Executive business they had before them, and often exercised an influence and almost a control, that would be considered highly improper in our days. The practice, however, did not long continue.

The legislature of Rhode Island is now in session. They "set" several times in a year, but never longer at any one time than three or four days.

Foot-Rot in Sheep.—There has been much said lately of the foot-rot in sheep, and as I have had it in my flock and effected a cure by a very simple method, I will state it for the benefit of your readers:

I put salt between the hoofs, and rubbed them together until they were quite chafed, and then put plenty of salt between the hoofs, and the cure was certain. I have told some of my friends, and they have tried it with the same success.—[W. Morgan, in Wool Grower.

Remark.—This is just what might be expected; any application by which the diseased part can be cleansed and a healthy circulation restored, will effect a cure, where the animal is not too far gone.—[Eds.

Indian Meal Dough Nuts.—A tea cup and a half of boiling milk poured on two tea cups of Indian meal. When it is cold, add two tea cups of wheat flour, one tea cup of butter, one and a half of sugar, one of yeast, and two eggs, with a table spoonful of cinnamon or grated nutmeg. If not sufficiently stiff add equal proportions of wheat and Indian meal. Let it rise till very light. Roll it about an inch thick, and cut into small diamond shaped cakes, and boil them in lard.—[Southern Agriculturist.

Make Your own Candles.—Take two pounds of alum for every ten pounds of tallow, dissolve it in water before the tallow is put in, and then melt the tallow in the alum water, with frequent stirring. This will clarify and harden the tallow so as to make a most beautiful article, either for summer or winter use, almost as good as sperm.

The Tribune says it is settled that the Crystal Palace in New York is to be a "permanent institution."

Census of Toledo.

The returns of the census taken on the 1st inst., show the following result:

	Jan. 1, 1853.	Jan. 1, 1854.
1st Ward,	1575	1939
2d Ward,	1619	2117
3d Ward,	1548	1797
4th Ward,	1670	2644
Total,	6412	8497

This is a gain of 32½ per cent. in twelve months. June 1, 1850, the population of the city was 3870. Gain in 3 years 7 months, 4627, or 119½ per cent.

No other city on the Lakes has had so rapid a growth as this, since the last federal census, though all the most prominent ones have grown beyond all former precedent.—Cleveland and Ohio City have together increased from 23,406 to 41,211—a gain of 76 per cent. Cleveland alone has increased from 17,041 to 31,219—equal to 83½ per cent. Detroit (we have not the precise returns by us) has added about 65 per cent. to its population, and Chicago 102½. It is but justice, however, as between the two cities last named, to state that Chicago has in the mean time annexed a portion of contiguous territory, with considerable population, while in thy suberbs of Detroit, in what properly belongs to the city, are some 3000 people not taken into the account of the city census. Taking these 3000 into account, its growth has probably been proportionately more rapid—perhaps equal to 75 per cent.

It is proper to state that the census of Toledo has been taken a month later than that of Chicago, and two months later than that of Detroit and Cleveland; but the advantage in this is in their favor. In a town so large a proportion of whose business is commercial, the close of navigation always drives to the country for employment a proportion of its laboring population, and particularly if, as is now the case here, public works in the immediate vicinity create an active demand for their labor. But taking the additional time into account will vary the general result but a trifle. The growth of Toledo will still appear to have been some 13 per cent. in advance of that of Chicago. This is giving Chicago the benefit of the population annexed since 1850.

But not only has Toledo grown more rapidly than any of the other Lake cities since 1850, but its increase has been much faster than that of any of them at the same period of their growth. From 1840 to 1850, Chicago, commencing with a population of 4179, had a growth equal to a duplication once in a little over 3½ years. Detroit, numbering 2222 in 1830, doubled its population during the next decade equal to once in 4¾ years, and from 1840 to 1850, once in 9 years. St. Louis, commencing with 4598 in 1820, only grew to 5852 in 1830, and from then to 1840 increased equal to a duplication once in 7 years. Cleveland, with 6071 inhabitants in 1840, doubled in the next ten years equal to once in about 6½ years. Buffalo, with a population of 2095 in 1820, doubled twice in ten years. We have no census of Milwaukie from the year 1840, when it numbered 1700, to 1850, when it had reached 20,061, but commencing with its small basis at the former period, its growth was a little less rapid than that of Toledo since 1850, being equal to a duplication in about 2 years 10½ months. That of Toledo has been equivalent to a duplication every 2½ years, and there is more reason for believing now that in 2½ years more it will number 17,000 people, than there was for expecting three years ago the growth we have already witnessed.

Before those 2½ years have expired, we shall be receiving other benefits from railroads, besides those connected with their passenger and freight traffic. Hitherto neither of our railroads have had either their manufacturing or their repair shops at this place, though here was where the business of the roads required their location. Chicago, and Cleveland, and Detroit, have reaped large benefits from railroad manufactures, and so will Toledo after the present year. The location here of the principal machine shops of either of the new roads building to this point, will be equivalent to adding 1500 to our population, and we know of no interest to induce any one of these companies to put their shops at an inconvenient point.

The census taken does not include the village on the opposite side of the river, which, though properly belonging to the city, is not included within the present corporate limits.—[Toledo Republican.

We are informed that a gentleman from Elmira, N. Y., has purchased a tract of land on Swan Creek, near the crossing of the plank road with the Northern Indiana and E. & K. railroads, upon which he is to erect an extensive foundry and car wheel manufactory. As Swan Creek is navigable to this point, the location is an admirable one, not only from its connection with railroad lines, and the easy access to the town by the plank road, but from the convenience of receiving materials and shipping manufactures by water.

The colored population of Toledo, as shown by the recent census, is 150.

Dwellings seem to be going up at this season almost as rapidly as during the warmer seasons. Ice houses, too, are being erected in various parts of the city, and a much larger quantity of this summer luxury is being laid in this winter than ever before. The larger portion of it is probably destined for a southern market. The ice trade of this place with Cincinnati and other cities south of us, is already by no means insignificant, and will increase very rapidly, as this article is every day coming into more general use, and will soon be esteemed an almost indispensable necessity in southern as well as northern households, during the summer season.

The vicinity of the upper locks will become, on the opening of navigation in the spring, one of the busiest portions of the city. Except the door and sash factory, it was almost a wilderness a year ago,—since then the weigh lock has been constructed. Field's expensive buildings connected with his car manufactory, have gone up, a spacious pail and tub factory has been pushed forward to completion with an energy that augurs well for those engaged in that enterprize, and quite a number of comfortable dwellings for the accommodation of workmen in these manufactories are now being constructed.—[Toledo Republican.

Young Grimes.

Old Grimes is dead, that good old man,
We ne'er shall see him more;
But he has left a son, who bears
The name that Old Grimes bore.

He wears a coat of latest cut,
His hat is new and gay;
He cannot bear to see distress,
So turns from it away.

His pants are gaiters, fitting snug
O'er patent leather shoes;
His hair is by a barber curled,
He smokes cigars, and chews.

A chain of massive gold is borne
Above the flashy vest;
His clothes are better every day,
Than were Old Grimes's best,

In Fashion's court he constant walks,
Where he delight doth shed;
His hands are white and very soft,
But softer is his head.

He's six feet tall, no post more straight,
His teeth are pearly white;
In habits he is sometimes loose,
And sometimes very tight.

His manners are of sweetest grace,
His voice of softest tone,
His diamond pin's the very one
That Old Grimes used to own.

A dickey tall adorns his face,
His neck a scarf of blue;
He sometimes goes to church for change,
And sleeps in Grimes's pew.

He sports the fastest "crab" in town,
Is always quick to bet;
He never knows who's President,
But swears for Jackson yet.

He has drank wines of every port,
And liquors cold and hot;
Young Grimes, in short, is just the sort
Of man Old Grimes was not.

STRAYED, on the 30th of April last, from the Big Island, Maumee river, nearly opposite Perrysburg, A SMALL SORREL MARE, five years old, about thirteen hands high, with flowing tail, and a white stripe in her forehead. Any person returning the mare, or giving information where she may be found, to Mr. B. F. Hollister, Perrysburg, or to J. P. CLARK, Detroit, will be liberally rewarded.
Detroit, Dec. 1st, 1853.—47tf