NATIONAL INTELLIGENCER.

OUR EUROPEAN CORRESPONDENCE.

Not having for the last four months been presented with any Letters from our European Correspondent, our readers very naturally inquire whether our engagement with him has terminated; and, if not, why there has been so long an intermission of his correspondence. To these inquiries we reply, generally, that there has been no interruption of the engagement on our part: that, as we are informed by private letters from our respected correspondent, his time has been so engrossed by public duties as to prevent him from devoting his attention to his correspondence as assiduously as was his wont: but that he has from day to day proposed to resume and continue his literary labors. We think it quite probable, unless he shall come to the conclusion that such labor is incompatible with the duties of his present position, that we shall hear from him, in regular continuation of his correspondence, by the next steam-packet.

Meanwhile, we have received from him by late arrivals of packet ships the two following short Letters, which, though not of late date, being from his familiar hand, will be welcome to our readers.

PARIS, FEBRUARY 8, 1845.

As the packet at Havre appointed to sail this day may be delayed until to-morrow, I send you enclosed a selection of recent French paragraphs of some interest. The proceedings of our Chambers and of the British Parliament are likely to be remarkable and important. At the opening of our session a severe struggle between the Cabinet and the Opposition was waged through several afternoons: it was the direct, proclaimed support of the King, that saved the former. This even would scarcely have proved sufficient if the Opposition had been less heterogeneous and various in doctrine and purpose, to say nothing of a want of parliamentary and aggressive skill. There is no positive majority in the Chamber of Deputies: the fate of Mr. GUIZOT is therefore always more or less doubtful. On Tuesday evening last we went to the Tuileries to witness a splendid assemblage of "rank and beauty," and a theatrical performance before the Court. The whole Royal family were present: LOUIS PHILIPPE steps with as much vigor and bears as healthy a countenance as he did six or seven years ago. His sons are likewise in excellent condition. Our carnival is just over: we had the usual excessive general dissipation, the absurd parades and pageants. Paris has not been more crowded, brilliant, gay, luxurious, at any former season. The weather is now bright and sharp: the winter is considered at an end. Our journals are half filled with versions of the debates in the British Parliament: their comments are as diversified in spirit and purport as the five or six political parties who distract the public judgment. The French press has become quite favorable to the United States; even the Conservative (Journal des Debats included) now preach that your alliance is the true external hope and strength of France.

PARIS, FEBRUARY 18, 1845.

As the New York packet, to sail to-morrow from Havre, *may* reach her destination before the Liverpool steamer of the 4th proximo, I send you some of the latest French paragraphs of any interest. We have experienced a spell of severe cold, and more snow has fallen within the few days than I had witnessed in this country. The roads in the south are formidably obstructed; a thaw, however, has begun, and will soon remove all impediments, whether to social intercourse here or travel in the provinces. Our political world is held in suspense until the battle for the Ministerial bench, *to* be fought in the Chamber of Deputies, shall be concluded. A member of the Chamber, connected with the heads of three branches of the Opposition, informed me yesterday that he had just come from a conference with them, with the impression common to all, of the great probability of a victory for the Cabinet by a majority of some twenty-five or thirty. The Pritchard case brought Mr. GUIZOT into extreme danger, although an impartial observer can think that he managed the case with more success or less condescension than my Lord ABERDEEN. All journals of this day give a French version and exposition of the diplomatic correspondence on the Right of Search Commission. It was generally believed, as soon as the names of the Commissioners, Doctor LUSHINGTON and the Duke DE BROGLIE—both old crusaders and prime zealots in the cause of Abolition—were announced, that the affair was rather a scheme for the advancement of the cause than a serious enterprise in regard to the question of search. Few persons doubt that the whole business was arranged between the Cabinets during the visit of LOUIS PHILIPPE to Windsor Castle. Our Opposition ridicule their Ministry, and accuse Mr. GUIZOT of an attempt to impose on the world, inasmuch as Lord ABERDEEN declares, in his note to Lord COWLEY, that he has seen no plan proposed which could be safely adopted as a substitute for the Right of Search; and then adds: "It appears essential that whatever substitute be 'proposed, *if any be found*, should be considered 'in the first instance only as an experiment, but by 'which the operations of the treaties in this respect 'would necessarily be suspended until its success 'or failure had been made manifest." Our Chambers will not brook the idea of a resumption of the treaties. Lord ABERDEEN requires as Commissioners "men well known for their attachment to the great cause of freedom and humanity;" and Mr. GUIZOT, in his letter to the French Envoy in London, observes: "The Commission, which will 'sit in London will, I suppose, consist of men well 'known by their sincere sympathy for the cause of 'the suppression of slavery, (*la cause de la répres-'sion de l'esclavage.*)" In the English translation *slave trade* is substituted for *slavery*. We know what Lord ABERDEEN means by "the great cause of freedom and humanity." Mr. GUIZOT uses the word.

RAILROAD ACCIDENT.—A fatal accident occurred on the 23d ultimo on the Philadelphia and Baltimore Railroad, near Gunpowder river, an account of which we have not yet seen noticed in any of the papers. It appears that two young Germans, twin brothers, had been partaking too freely of ardent spirits; and on their way home, being much intoxicated, they laid themselves down, one on the railroad track, and the other very near it, and fell asleep. In this position they remained perfectly unconscious until the locomotive came along and picked up the one who had been sleeping upon the track, with one of the hooks attached to the cow-catcher, dragging him a considerable distance over the ground before the engine could be stopped, and so lacerating his body that he was taken up and carried to the Gunpowder river, where he died in about an hour. The other brother, it appears, had not been discovered, and slept so soundly that he was perfectly unaware of what had happened to his unfortunate companion. The cars passed on, leaving one of the twins sleeping the sleep of intoxication, and taking with them the other, who had been aroused only from the same inebriated stupor to sleep the sleep of death, and be separated forever on earth from one so closely united to him by the ties of consanguinity. When the other brother awoke in the morning he proceeded to search for his twin companion, and was astonished by finding portions of his clothes scattered along the railroad track, where they had been torn off by coming in contact with the railing ends of the sleepers, &c., against which the body had been forced with great violence. He subsequently ascertained where the corpse of his brother was to be found, where he proceeded and took charge of it for interment. This must have been not only a sore bereavement to the surviving twin, but teaches a melancholy lesson upon the evils of intemperance. Every attention was paid to the wounded man by the conductor of the train. He procured physicians and ordered the kindest treatment, but all proved unavailing. No blame whatever can be attached to those having the locomotive in charge.—*Baltimore Patriot.*

A FAITHFUL PUBLIC SERVANT.

A true Whig, as well as a right honest man, is WILLIS GREEN, of Kentucky; and it gives us great pleasure, for this and other reasons, to place before our readers the subjoined correspondence, in which the Whigs of Washington have done credit to themselves in doing justice to the political and personal merits of that worthy gentleman. We endorse with great cheerfulness all that the Clay Club have said of the value of the services rendered, in the late canvass, by Mr. GREEN, to that party whose success he most conscientiously believed would redound to the interests of this people, to the solidity of this Union, and to the glory of this country. We add, as the result of our intercourse with Mr. GREEN during the past year, much the greater part of which he spent in our city, that, in our opinion, in the qualities of sagacity, of pure patriotism, and firmness of heart, he is not surpassed by any man with whom we have chanced to be brought into intimate association. The reply of Mr. GREEN, indeed, itself strikingly illustrates this view of his character.

WASHINGTON, MARCH 5, 1845.

SIR: In conformity with a resolution of the Clay Club of this city, we beg leave to tender you a Public Dinner at such time as may suit your convenience. Whilst it is true that this demonstration of respect might be justly referred to our strong appreciation of your private worth, yet we feel assured that in your patriotic services to the Whig party and the country will be recognised reasons for it, extending far beyond the sphere of your personal friendships. The late political contest, fraught with various issues, fearfully momentous in their present and future effects, enkindled in the ranks of the Whig party a glowing intensity of zeal, and it is therefore but natural that gratitude, quickened by a sense of unmerited defeat, should be warmly felt and promptly manifested towards those who were foremost in the struggle. Upon you mainly devolved the responsible duty of disseminating in printed form from the seat of Government the principles of our party, and also of vindicating the claims of its illustrious leader. In the faithful performance of these duties the Whig citizens of this community felt an all-pervading interest, yielding to none in an unwavering devotion to the principles and person of HENRY CLAY, whose career they have witnessed with feelings of national pride, from its infancy, so rich in promise, to its manhood, so radiant with honors.

To the laborious fidelity with which you discharged this trust, notwithstanding ill health and slanderous abuse, every Whig in this community can bear unqualified testimony. In the future contests which the Whig party, under its allegiance to the Constitution, must and will wage in the maintenance of its principles, it will be well content with similar devotion and sacrifice.

Hoping that it may be agreeable to you to accept this invitation, we remain yours, with the highest respect,

JOSEPH H. BRADLEY,
WALTER LENOX,
ROBERT FARNHAM,
R. S. PATTERSON,
JOSEPH BRYAN,
JOHN T. TOWERS,
SYLVANUS HOLMES,
JAMES F. HALIDAY,
J. S. HENSHAW,
L. HARBAUGH,
R. C. WASHINGTON,
W. THOMPSON.

Hon. WILLIS GREEN.

CITY OF WASHINGTON, MARCH 23, 1845.

GENTLEMEN: I have the honor to acknowledge the receipt of your letter of the 5th instant, inviting me, in the name and behalf of the "Clay Club of Washington," to partake of a Public Dinner "at such time as may suit my convenience." For this evidence of the good will and esteem of those who desire to be classed among the best and truest of the Whig party, I am truly grateful; and you may be assured that I shall always hold it in the most lively remembrance. With many of those you represent I am on terms of intimate friendship, and all of them are known to me politically—for we belong to a common brotherhood, and have battled in a common cause. This kind invitation, therefore, for which I doubt not I am mainly indebted to their personal regard, is most flattering to my feelings, and I can only regret that it is not possible for me to give it my acceptance. The bad state of my health during the greater part of the late session of Congress, and an entire neglect of my private affairs, consequent upon this and a long absence from home, render it necessary for me to return to Kentucky at as early a day as it is practicable. Under these circumstances I am sure my Whig friends of Washington will readily release me from all obligation to meet them as they propose, especially as they know that, differently situated, I should be most happy to yield to their wishes.

You are right, gentlemen, in your estimate of the magnitude and importance of the principles which were involved in the late contest. They were, indeed, deep and momentous in their bearing on the great interests of the country; and, had the canvass been honorably and fairly conducted—had our opponents held the same political opinions in every section of the Union, instead of being for a protective tariff, or against it, and for or against the annexation of Texas as public sentiment in the North or in the South seemed to justify; had they not, I say, pursued this course of double-dealing and deception, Whig principles would now be in the ascendant, and the Whig party rejoicing in its triumph. But the fact that we have been defeated should not dishearten us. We have work before us, and it must be done. No true Whig should give up in despair, or flag in spirits, but, bating not a jot of heart or hope, all should be ready at a moment's warning to follow or to lead where duty points the way. The Whig party is not, as its enemies suppose, disbanded, and it never will be, so long as truth is worth contending for, or justice abides with the American people. It stands now where it has ever stood—upon the broad platform of the Constitution, and, gathering strength from defeat, it will fight on, and fight forever, if need be, until success shall crown its efforts. It is armed in a holy cause, and sooner or later it must triumph, for in such a cause "there is no such word as fail."

Of our gallant leader, of HIM who has almost worn himself out in the service of his country, you are well qualified to speak; for to none is HENRY CLAY better or more favorably known than to the citizens of this metropolis. Here is the theatre of his worth and usefulness; here his glory has been achieved; and here his proudest triumphs have been won! This people have known him at different periods of his life, as a Representative in Congress, as Secretary of State, and as a Senator of the United States; and in each capacity, I venture to speak for them, they found him, as he has always been, firm, reliable, and patriotic. To his disinterestedness of purpose and of conduct; to his unwavering integrity; to his anxious solicitude for the welfare of the whole country, and to the purity of his public and private character, you, gentlemen, and your fellow-citizens generally, can bear ample testimony.

That such a man, with so many claims upon the gratitude of his countrymen, should be struck down, in his old age, is indeed a melancholy reflection; but we, who have stood faithfully by him through all the vicissitudes of fortune, have this to console us: that defeat does not lessen his greatness, and that the Presidential office, high as it is, could not increase the measure of his fame. No man has ever excited more enthusiasm among the people, or had more true and devoted friends—friends who are as true to him now as in the brightest days of his prosperity; friends who love him with all the fervor of the heart's affections; friends who, when the storm grew wilder, and the battle raged hotter, were the more eager to place themselves between him and danger. And hereafter, when the Whigs of the Union do battle for those great principles of which he is "the embodiment," the recollection of his sacrifices and sufferings in their behalf will give them strength and energy in the contest; and the name of HENRY CLAY, enshrined in their hearts, will be echoed in their shouts of triumph.

In conclusion, gentlemen, for the honorable mention which you have been pleased to make of my services in the Presidential canvass, and the complimentary terms of your letter of invitation, I beg you to accept my most sincere acknowledgments.

With sentiments of high regard for each of you, personally and politically, I am your friend and obedient servant,

WILLIS GREEN.

To Messrs. J. H. BRADLEY, W. LENOX, ROBT. FARNHAM, R. S. PATTERSON, J. L. HENSHAW, JOS. BRYAN, SYLVANUS HOLMES, J. T. TOWERS, J. F. HALIDAY, L. HARBAUGH, R. C. WASHINGTON, and W. THOMPSON, Esqs. Committee, &c.

INTRODUCTION OF AMERICAN INDIAN CORN INTO ENGLAND DUTY FREE.

There was an error in the paragraph copied into our paper of Tuesday, in stating that the letter on this subject, which has attracted no little notice, addressed to Lord ASHBURTON, commending the subject to his attention and approval, was published in the *London* Albion. It appeared in the *New York* Albion lately, in the agricultural department of that paper, established for and put under the editorship of Mr. SKINNER, our late Assistant Postmaster General.

Some of the supposed difficulties to be apprehended in the way of a measure that seems to promise mutual benefit to the two countries are thus met by Mr. SKINNER. The extract is worthy of a place in our columns, if only for what is said of the simple domestic habits of General WASHINGTON on the point of his *table bread:*

"This, we agree with the writer, while it would open a vent and a market to America for her most redundant grain and staple, would prove a great blessing to the laboring people of Great Britain; needless would it be to add, that kindly, indeed, must be the influence of a measure attended by such results on the feelings and intercourse of both nations.

"Those who object that the free introduction of Indian corn would materially impair the consumption of English wheat flour, should bear in mind that wheat forms no part of the diet of the laboring classes; and others, who suppose that it would be impossible to dissipate the prejudice which would naturally resist the introduction of an aliment with which the people are altogether unacquainted, ought to remember, in contradiction to any such hypothesis, how slow, and almost by forced marches, was the progress of turnip and potato culture and consumption in England; while the latter root now constitutes from *three to four-fifths of the entire food* of the people of Ireland—the entire crop being of the estimated value of from 60 to 70,000,000 of dollars. Let, then, the British people be supplied with Indian corn as cheaply as it might now be furnished from America, if admitted free of duty, and it is not reasonably to be doubted but that it would soon be as freely consumed there as in the United States; where, with as little compulsion or inducement as could possibly exist in any country, it makes its appearance in so many forms, more especially in the Middle and Southern States, not only at the tables of the most opulent, but in the humblest cabin of white or black laborers. We have repeatedly seen and enjoyed it, in half a dozen various and palatable shapes and forms, at the breakfast tables of the best housekeepers, and the best bred people, in Maryland and Virginia; in the shape and form, for instance, of '*hominy*,' great and small; in '*mush*,' to be eaten most agreeably with rich unskimmed milk; in '*journey cake*,' baked very thin, on boards before the fire, and brought on crisp and hot, to be eaten with butter; in '*egg-pone*,' light and yellow as gold, and, above all, as some say, in '*batter-cakes*,' spongy and porous, and far superior to the boasted buckwheats. There is nothing in fact which admits of a greater variety of culinary modifications and combinations than Indian meal; it mixes readily and cheaply with molasses, with milk, with butter, with lard, and, as the hardy laborer will tell you, with the gravy or '*sop*' of any portion of the hog—body, liver, or lights. For the laboring negro a fourth of a bushel of Indian meal, with two or three pounds of fat middlings, per week, and a herring a day, with the offal of the dairy, is the common and most abundant allowance; and in proof of the remarkable adaptation of this particular portion of his ration to the taste and healthful sustenance of the laboring man, it may be truly added that no change of diet is borne so impatiently, nothing will more certainly excite an insurrectionary spirit on a plantation, as 'giving out' rye or wheat flour, in some places still called English bread, or any other substitute, in place of his *peck of Indian meal. That* with him is a *sine qua non*. Nor is a partiality for it confined by any means to the African race; whites, when once accustomed to the use of it, are little less reluctant to give it up. Hence to have corn bread, in some shape, especially for breakfast and dinner, is a standing household order in a large portion of the United States. We once received a letter from a Maryland-bred Eastern Shore *gentleman*, (and more need not be said,) dated in Florence, describing the delights of the climate and the cheapness of luxurious living; which concluded with the declaration that all its boasted and real enjoyments did not compensate with him for the loss of Maryland oysters and *hominy*; and it happened also within our knowledge that an accomplished officer of the army from the West, stationed on our frontier, applied to a brother officer in the South for an exchange of posts, expressly on the ground that the Yankees would not give him, or did not understand making, *corn bread*. Those who were familiar with the domestic habits of *General Washington* will remember that even on the most stately occasions, at Mount Vernon, nothing could prevail with him to forego his '*ash-cake*' for dinner, made of the dough of Indian meal, placed between cabbage-leaves, and baked in the ashes on the kitchen hearth. All these facts are mentioned to prove that use would not only reconcile the British people to the consumption of Indian corn as a common diet, but would beget with them the same partiality which exists for it where used, and its intrinsic excellence, not necessity or cheapness, recommend it. It would seem to be preposterous to doubt it, while the use of it would not interfere with any grain grown and used there, or likely to be used for the same purpose.

"Moreover, the fluctuation in the quantity and price of potatoes expose the laboring population of Great Britain occasionally to miserable privation, bordering on famine; and then how deplorable the condition of the common people, whose common food and dependence for life itself, is of the cheapest and lowest grade of the earth's productions upon which life can be sustained, with no aliment, even roots in reserve, below it, on which they can fall back in case of scarcity. Finally, there would really appear to be reigning somewhere some extraordinary and baneful influence, when it happens in the order of Providence or Governments that America, bone of the bone and flesh of the flesh of England, is producing in ruinous superfluity the noblest grain of the earth—one of the most nutritious and palatable aliments of human and animal life—amounting as did our crop of Indian corn in 1839 to 377,531,875 bushels—any power or circumstance should forbid the use of it to a laboring population, to whom, after all, their country owes her real wealth at home and her power over the world. But we are at once anticipating, and weakening by anticipation, the force of suggestions on this head, that we would fain have had commended to public notice more worthily and under more favorable auspices, and will only add that the writer could not have chosen to address them to one more loyal to England, more friendly to America, or more respected in all countries than Lord ASHBURTON. It is not to be doubted that, as his Lordship's personal suavity and unassuming deportment equally characterize his distinguished successor, so too will his disposition to harmonise the interests of the two countries, acting on the sentiment, that

"A peace is of the nature of a conquest,
For then both parties nobly are subdued,
And neither party loser."

MACKINAC STRAITS.—A letter from a United States officer in the garrison at Mackinac, of the date of March 2d, gives information that the Straits are wholly free of ice east of the island, so that vessels might anchor in the harbor. To the West, water could be seen within eight miles.

FATAL RENCONTRE.—The Edgefield (S. C.) Advertiser of Thursday says: "It again becomes our painful duty to record another fatal affray, which occurred on Monday last near Dunton's Post Office, about nine miles northwest of this village, between Mr. Charles Price and Mr. Benjamin F. Jones, in which the latter was instantly killed by the discharge of a shot-gun in the hands of Mr. Price. We have understood the cause to be some family difficulties, but we forbear making any remarks, as Mr. Price came directly to this place for the purpose of delivering himself into the hands of the proper authorities, and will be tried by a jury of his countrymen. Price is now in jail. We also learn that a similar occurrence took place near Aiken between a Mr. Buckhalter and a Mr. Taylor, in which the latter was dangerously wounded, and at latest dates was not expected to recover."

FIRE AND LOSS OF LIFE.—The dwelling-house of Mr. MERRILL, near Alexandria Bay, Jefferson county, (N. Y.) was burnt to the ground on Thursday evening, the 20th ultimo, together with its entire contents. But what is most heart-rending, is the loss of two of Mr. Merrill's children, who were asleep in the house, and who were burnt to death. The family were not at home at the time of the disaster.

ANOTHER STEAMBOAT BURNT.—The *Decatur*, bound from New Orleans for the Tennessee river, with a full cargo, was burnt on the Mississippi last week. She caught fire between the wheel-house and wash-house, from sparks of her chimneys during a storm. All efforts to extinguish it proved unavailing. The Mississippi being so high as to overflow its banks, it was impossible to run her close ashore, and the passengers and crew had to wade and swim out with nothing but what they had on. The clerk saved the money belonging to the boat.

MAN-TRAPS.—Over the garden fence of a ladies' seminary, in the neighborhood of London, there is painted in large characters—

"*Man traps set on these premises.*"

A wag, who was passing, chalked beneath the notice—"*Vir Gins.*" Whereupon he was taken before a magistrate by a police officer. Being put upon his defence for thus defacing the wall of a respectable establishment, he argued "that *Vir* was the Latin for *Man*, and *Gin* the English for *Trap*; *ergo*, that *Virgin* was only another word for *Man trap*; though the fact might be that it was a highly inappropriate term, and ought not to be used." The magi were posed, and the man was sent about his business, with a hint to beware lest he should be caught in his own description of trap, as he might expect no mercy if he were.

MARYLAND.

It is due to the Whig Governor and the Whig Members of the General Assembly of the State of MARYLAND that the following powerful defence of their patriotic course at the last Session of the Legislature should be transferred to our columns.

FROM THE MARYLAND REPUBLICAN.

MESSRS. EDITORS: It is with astonishment and regret that I have observed the course of the public press in Baltimore in reference to the financial measures recommended by the Governor and adopted by the Legislature at its late session.

The Governor is accused of having recommended, and the Legislature with having passed, measures *designed* to destroy the prosperity of Baltimore, *for the purpose* of rearing up the District cities, or her commercial rivals.

The bill for the completion of the Chesapeake and Ohio Canal and the Stamp Act are paraded day after day, editorially and otherwise, in the Baltimore papers, as proof of this unpatriotic design on the part of the Executive and Legislative branches of the Government. To remedy these *insufferable* evils resolutions have been proposed in one branch of the City Council that the corporate authorities should refuse to collect the State taxes within the limits of the city, and the people of Baltimore are called on, by communications published in the different papers, to resist the enforcement of the Stamp Act, and to *demand* an extra session of the Legislature to repeal the Canal Bill.

I propose to show that the censure which has been thrown upon the Governor and the Legislature, in reference to both those measures, is unjust, and that the course which is being pursued by the city of Baltimore is destructive of her interests.

First, in relation to the Canal. The Governor, in his inaugural address, stated to the Legislature that the State was paying an annual interest of $400,000 on account of her appropriations to the Canal, and that it was incumbent on the Legislature to consider whether any course could be adopted by which the State would be relieved from this heavy burden. That the time had arrived when the people of the State expected some definite action upon this subject. That it was the duty of the Legislature to decide definitively whether the true interest of the State would be better promoted by completing the Canal to a more western terminus than Dam No. 6, or by suffering it to remain at its present terminus. That if they should think the interest of the State required its further prosecution, that it was manifestly proper that some provision should be made to that end; and if, on the contrary, it should be thought better to establish the present as the western terminus of the Canal, that then some arrangement should be made with the Baltimore and Ohio Railroad Company by which so much trade would be given to the Canal from Dam No. 6 as would pay the interest on the advances of the State to that Company. I think, Messrs. Editors, that I have given the substance of the recommendations of the Governor in reference to the Canal, and I must confess my inability to see the want of patriotism or the evidence of a desire to injure Baltimore which is now attributed to him.

The sole object of the Governor, in his inaugural address, it appears to me, was to recommend such measures as would in his judgment restore the credit of the State, and thereby (as he appeared to suppose) her immediate and permanent prosperity. The appropriations of the State to the Canal are the chief sources of the embarrassment of the State, and I cannot see how with propriety the Governor could have omitted, knowing the financial position of the State, to notice the Canal question, or in what way he could have taken a more proper view of that question. In considering the present opposition of Baltimore to the Canal, it is important to recur to the course hitherto pursued in reference to that work.

You are aware, Messrs. Editors, that at the sessions of the Legislature of 1835 and 1836, when the eight million bill was before the Legislature—three millions for the Canal, three for the Baltimore and Ohio Railroad, and two for other works (known at the time to be unprofitable) designed to secure votes to the bill—that the city of Baltimore was the most efficient advocate of that measure. You know that the eight million bill was passed as a Baltimore measure, and by the overpowering influence from the city of Baltimore brought to bear upon the Legislature. You must recollect that our present Governor was then a member of the Legislature, and was one of the most strenuous opponents of that measure. He predicted the very state of things which now exists. He insisted upon the impolicy of the State engaging in the construction of two works, running for eighty miles side by side. He insisted, if the canal was to be carried to the West, that it should be made a Maryland work, by having its eastern terminus in Maryland; he advocated successfully, as one of the sections of that bill, (see the 8th section of the act of 1835, chap. 395,) a provision that unless it should be first ascertained by an actual survey that the Chesapeake and Ohio Canal could be extended to Baltimore, by the waters of the Monocacy and Patapsco, or by a route diverging from the Chesapeake and Ohio Canal at the mouth of Seneca river, and unless enough should be actually subscribed to make such canal to the city of Baltimore, that the subscriptions on the part of the State to the Chesapeake and Ohio Canal should be void. The Treasurer was expressly prohibited from making the subscriptions to the canal, &c. "until the Maryland Canal Company should, by their President and Directors, have certified to the Treasurer that a sufficient amount had been subscribed to justify the commencement and *ensure the completion* of the canal to Baltimore." Who were the President and Directors of the Maryland Canal Company? They were citizens of Baltimore. How and by whom was this provision, by which Baltimore was made the eastern terminus of the canal, defeated? How and by whom was this State saddled with the subscriptions authorized by the act of 1835, without securing to the State the terminus of the canal at Baltimore?

Three of the prominent citizens of Baltimore subscribed for the entire stock of the Maryland Canal Company (some $3,000,000) without possessing the ability to pay as many cents, and the *President and Directors* of the Maryland Canal Company (*Baltimoreans*) *certified* that they had secured a sufficient subscription to *justify* the commencement and *ensure* the completion of the canal to Baltimore.

Yes, Messrs. Editors, it was as a Baltimore measure, by Baltimore influence, by the votes of her Representatives, by the management (not to say frauds) of some of her citizens, that Maryland has been saddled with this canal debt; and now forsooth the Legislature, the Representatives of the people of the residue of the State, are censured and denounced by the people of that city, because they have, after the lapse of ten years, and when their constituents have been taxed for four years to pay the interest upon the debt forced upon them by Baltimore and her citizens, been endeavoring to relieve the State from a portion of the present taxes, by making the canal pay the interest upon the money so advanced to it. Messrs. Editors, it was as manifest in 1835 as it is now, to every reflecting mind, that if the State made the large advances to the canal without having its terminus in Maryland, that she would be forced either to abandon her entire subscription to the canal, or to throw upon the canal and consequently to the District cities, all the trade necessary to pay the interest on the State's appropriations to the canal. The canal had been completed to Dam No. 6 for some years, and was found to be entirely unprofitable; by completing it, therefore, under the terms of the bill of the last session no loss could accrue; and if the canal should succeed in taking the entire coal trade, it will certainly pay a part if not the whole of the interest on the State's investment in the canal. Inconsistent arguments have been made by the contributors to the Baltimore press. Some suppose that the railroad can successfully compete with the canal, and that the completion of the canal to Cumberland could not consequently yield a revenue to the State. Others suppose that the canal, if completed, will deprive Baltimore of all the trade and build up the District cities as her commercial rivals.

If the first be right, you will at once see, Messrs. Editors, that no one need complain, because both the State and Baltimore will be, after the completion of the canal, just where they were before the meeting of the Legislature. The State now receives nothing; and, if the writers first referred to are right, the State will, when the canal is completed, receive nothing. Baltimore, too, if these gentlemen are right, will be just where she now is: for if the canal, when completed, cannot compete with the railroad, the commerce of Baltimore cannot be injured.

If the latter class be right, then I confess that although the State at large will be released from the payment of a portion of the tax which she now pays, that the city of Baltimore will lose the trade which legitimately belongs to her, and which would have been secured to her by the action of those she is now reviling, and which will have been lost to her by the action of her own representatives and citizens.

Now, Messrs. Editors, I would ask the people of Baltimore themselves to decide, Is it reasonable for them to expect the people of the State, who expect by the completion of the canal to be relieved from taxation, to suffer the canal to remain in its present position? A plain statement of the case is this: The State is now paying $400,000 a year on account of the canal, of which only one-third is paid by Baltimore. The people believe that, by completing the canal, this interest will be paid by the revenues from the work. What is it that Baltimore asks of the State at large? It is, that they should continue to pay annually two-thirds of $400,000 to prevent this supposed injury to the city of Baltimore.

I come now, Messrs. Editors, to the consideration of a still more serious portion of this question. What remedy do our friends of Baltimore propose to adopt? Led on by the writers for the press of the city, who, I may be permitted to say, have shown an utter ignorance of the subject, and by the editors of the press, who, knowing the facts, and some of them individually favorable to the action of the Legislature upon this question, have yet, influenced by public clamor, permitted articles to be published in their papers which I have shown have entirely perverted the facts, and thrown censure in reference to this question upon some on whom they knew it could not properly rest—what do they propose? They propose repudiation. They propose the open resistance of one law regularly passed by the Legislature, and they propose to call a town meeting to *demand* of the Governor, whom they have misrepresented and calumniated, an extra session of the Legislature to repeal a law which he believes right, and the passage of which he urged upon the Legislature. I ask the people of Baltimore to reflect upon the consequences to their city of the ascendency of this doctrine of repudiation. Legislative repudiation may be peaceful; but the open violent resistance by one portion of the State to a law regularly passed by the constitutional authorities cannot be peaceful. If the Executive authority have firmness to discharge his duty, it will be a test of the strength of the Government, in which contest, if the Executive of the State should find the State forces too weak to sustain the Government, it will be his duty to call upon the General Government for the assistance guarantied by the Constitution of the United States to the State Governments when so situated. But suppose the people of Baltimore should be enabled to resist not only the State but also the General Government, what to the interest of Baltimore would be the result of such an inglorious victory? What would be the principles established by success in such a contest? The people of the city of Baltimore would have as the result of their victory the *proud satisfaction* of knowing that they had established the inadequacy of their own Government, and that the public debt of the State, contracted through Baltimore influence and by the vote of her representatives, was to remain unpaid.

Let it not be said by those who advocate the resistance of any law constitutionally passed, that they are opposed to repudiation.

If the people of Baltimore are permitted to resist the stamp law, or any other law, the people of Alleghany or of Frederick might with equal right claim to nullify the law by which the Baltimore and Ohio Railroad Company are authorized to have their road to pass through those counties. They would have the same plea and the same justification; for with the same truth they believe that the passage of the road through the limits of these counties is injurious to their interests.

Now, Baltimore commences the work of resistance to the law, and refuses to obey some one law of the last session, because of its supposed injurious bearing upon her interests. The people of Cumberland, equally excited and equally impressed with the belief that the railroad is detrimental to their interests, assume the right which is exercised by Baltimore of disregarding the law, and they pull up a mile or more of the road, so as to prevent all communication with their city. Could Baltimore complain? And may not such a course be naturally expected if Baltimore commences this dangerous doctrine?

But Baltimore has another and deep interest which will be destroyed by her present course. Her citizens own a considerable amount of the State stock, and they hold nearly the whole of the five millions of stock of the city of Baltimore. Both of these stocks are to be made worthless, because no man in his senses will believe that the State can be made to repudiate her debt, and the debt of the city will be regarded as of more validity. The repudiation by the State necessarily draws with it repudiation on the part of the city. But every one who knows the present Executive of the State must know that no law can be successfully resisted unless the Government of the State is subverted, destroyed; and then there will be an end of all rights, both of person and of property.

But, Messrs. Editors, were I a Baltimorean, I would rejoice that this vexed question is at last settled. No one can believe that the State would have quietly submitted to the annual payment of $400,000 on account of the canal, without taking the chances, by completing the canal, to throw off a portion of their burden. If this question had not been settled definitely at the late session, it would have proved a continual source of excitement in our legislative halls, and the same result would have occurred at some period. It is therefore better for Baltimore to meet the consequences at once, than that the matter should be delayed from year to year, with the inevitable certainty of the same ultimate result.

What is the legitimate and only remedy of Baltimore? It is to husband the credit of the State; to be, as she has been, the first to obey all laws necessary for the restoration of that credit. It is, in looking to the magnitude of her interest in the State's credit, to disregard the annoyance to which she may be subjected by any law designed and calculated to restore that credit. Her remedy and true policy is to look to her railroad, if not for the power of competing with the canal for the trade of *Alleghany county*, yet for the more glorious purpose of securing to the city the trade of *the vast West*. Baltimore, with her railroad completed to the Ohio river, may look with entire composure to the monopoly of the trade of Alleghany county by the canal. Baltimore has her greatness, her prosperity, in her own hands. The restoration of the State's credit and the prosperity of Baltimore are correlative terms, and if she suffers the miserable scribblers for a mercenary press to prevail on her to aim a blow at that credit, she will richly deserve the evils which will fall upon her.

I will, Messrs. Editors, if I have leisure, prepare for your next paper my views of the Stamp Act, and show the error into which our friends of Baltimore have fallen, in supposing that this will be an *unequal* or *oppressive* tax.

Yours, &c. MARYLAND.

THE MAGNETIC TELEGRAPH.

OFFICIAL.

POST OFFICE DEPARTMENT, MARCH 29, 1845.

The appropriation of $8,000 to meet the expenses of the Magnetic Telegraph between Washington and Baltimore being placed under the charge and direction of the Postmaster General; and it appearing that, under a previous appropriation embracing the same object, which was made for the purpose of testing the practicability and utility of said telegraph, the Secretary of the Treasury, under the authority conferred by act of Congress, had appointed S. F. B. Morse superintendent, at a salary of $2,000 a year, and two assistants, Messrs. Alfred Vail and Henry J. Rogers, together with keepers of laboratory and inspectors of wires, at a further allowance of at least $3,000 a year: *Ordered*, That said amounts be disbursed out of said appropriations, to wit:

To said S. F. B. Morse, superintendent, at the rate of	$2,000 a year.
To said Alfred Vail, assistant	1,400 do
Do H. J. Rogers, do	1,000 do
Do Two keepers of laboratory and inspectors of wires, at $300 each	600 do

And that the salaries be paid the officers monthly, from the time of their qualification, by the Chief Clerk of the Department, as the clerks are now paid; and that said superintendent and assistants take the oath required by the act of 1825, section 2.

It is further directed that the offices of the said superintendent and assistants be kept in the post offices at Washington and Baltimore; and that the magnetic line be extended from the depot in Baltimore to the post office as early as practicable; and that it be used at its present location until that is effected; that the offices in Baltimore and Washington be kept open for the reception and transmission of despatches from eight o'clock in the morning until ten o'clock A. M.; from one P. M. until three o'clock P. M.; and from five till seven o'clock P. M., each day, Sundays excepted.

For the transmission of each despatch there shall be paid, in advance, at the office from which it is sent, by the applicant, one quarter of one cent for each telegraphic character. Upon the reception of a despatch at either office, it shall be the duty of the officers to have the same translated in a fair handwriting, carefully enveloped and sealed, and the magnetic characters immediately destroyed, and to place the despatch in the hands of the penny-post for delivery, who shall be entitled to receive the same compensation therefor as for the delivery of letters transmitted now by mail.

It is further ordered that the said superintendent and assistants in no case communicate to, or permit to be seen by, any person, the contents of any despatch, except the individual or individuals to whom it may be addressed.

It is further ordered that the expenses attending the extension of the telegraphic line to the post office in Baltimore, as well as all other contingent and incidental expenses, be paid upon a statement of the expenses, and a certificate of the correctness thereof, by the superintendent, upon the order of the Postmaster General.

It is further ordered that the superintendent keep an accurate account of the income, as well as the expenditures, and report the same, at the end of each fiscal quarter, to the Postmaster General, to be applied to the payment of the expenses of the establishment, or so much as may be necessary; and that the superintendent pay the same, under the rules and regulations now applicable to payments by postmasters.

In consideration of the facilities allowed by the railroad company to the superintendent and his assistants in attending to the business of the telegraph, it is further ordered that the free use of the telegraph be conceded to said company for the transmission of communications relating to the business of their road.

C. JOHNSON,
Postmaster General.

IRON TRADE OF PENNSYLVANIA.—The rapid increase of the manufacture of iron in this State may be understood from the report of the Canal Commissioners. Our readers may easily understand the difficulty of getting exact information of the whole production of the State, but when we can exhibit the exact amount which has passed through our public canals, we can have a pretty good idea of the ratio of increase. The quantity of iron of every description shipped on the public works in 1843 was 85,170,119 pounds; in 1844 it was 157,948,580 pounds, being an increase of nearly ninety per cent. in one year; and it is well known that the manufacture has been for the last few months more active than in any previous period, as most of the old furnaces which have been out of blast have been blown in, and the new ones in progress hastened to completion. Many are now projected, and people of capital are looking for such locations as will ensure to them the best chances of permanent profit. Can we doubt, then, that the year 1845 will prove one of great prosperity to the iron interest of Pennsylvania, and the public improvements must sensibly feel the increased trade of coal and iron—the former having paid for toll at various public offices, in 1844, $158,130, and the latter $64,378.—*U. S. Gazette.*

FROM LATE ENGLISH PAPERS
RECEIVED AT THIS OFFICE.

TOBACCO DUTIES.—In the House of Commons, 3d March, Mr. Hawes wished to direct the attention of the Chancellor of the Exchequer to a recommendation which had been made, and to an expectation which was generally entertained that some alteration would be made in the tobacco duties, and to ask if it was the intention of the Government to make any such alteration? The Chancellor of the Exchequer was aware that great anxiety existed on the subject, and was, therefore, much obliged to the honorable gentleman for having put to him the question. He was aware that it had been recommended that a differential duty should be imposed, so as to make a distinction between leaf tobacco and other sorts of tobacco. But he had to state that it was not the intention of the Government to make any alteration at present in the duties on tobacco.

The Admiralty have ordered that, in future, the magazines of all men-of-war steam-vessels shall be fitted with Dell's metallic powder-cases. The facility for stowage has been tried in the magazine of the *Terrible*, at Woolwich, where, for the sake of experiment, seventy of these cases were ranged in a space which would have been fully occupied by forty-five of those of the old construction. The metal being pure tin, it is not liable to corrode; the cartridge is more easily packed in and drawn from the metal case than the old wooden one; and it is calculated that the difference of expense will be covered by its greater durability. Mr. Dell, late of the ordnance department, the inventor of these cases, is also the patentee of a new mode of lighting ship's magazines, which was tried on Thursday last on board the *Terrible*, Rear-Admiral Bowles, having proceeded from the Admiralty to Woolwich, for the purpose of reporting upon its applicability. A miniature light-room, fitted up with strong reflectors, receives one of Palmer's double-wick wax candles, which drops into its position through a chamber from the deck above the magazine. The light is so strong that the smallest print may be read with ease in the farthest end of the magazine. We understand that Rear-Admiral Bowles expressed himself much pleased with this ingenious invention, which is particularly calculated for men-of-war steam-vessels, where the little space it occupies, as compared with the old mode of lighting, is of consequence; but it is equally applicable to line-of-battle ships.—*Herald.*

We have been favored with an inspection of an invention for which a patent has lately been taken out; and, if we may be permitted to judge of it from the opinions of some of our leading scientific men, who have investigated it, and who declare that "they cannot, however astounding its effects, see any error or fallacy in it, or any reason why it should not answer," we must look upon its success as certain.

But what inspires us with even more confidence is, that, while the structure of the new invention is so extremely simple that a child may comprehend it, it does not violate any one law in natural philosophy. Moreover, the inventor (a professional gentleman) is a man of scientific acquirements, well acquainted with Nature's laws, and perfectly aware of the various inventions and causes of their failure, which have of late years been devised for the purpose of superseding steam, whether by condensed air, water power, mechanical contrivances, electricity, &c.

The fundamental principle on which the new engine is founded is precisely similar to that of the hydraulic press, the power of which, every one knows, can only be limited by the strength of the materials of which it is made. But, what has hitherto rendered the power of the hydraulic press inapplicable to the production of motive power is, that just in proportion as the power is gained speed is lost, and *vice versa*. In the present invention, however, unlimited power is gained without the loss of speed, the piston of the large cylinder travelling at each stroke, with the power gained, just the same distance as the piston of the lesser cylinder. This power and this speed, which are in inverse ratio of each other, appear by this most important invention (however paradoxical) actually combined.

We are not at liberty to give the public a more particular account of the nature of this invention than the words of the title of the patent, viz: "The Hydra-Mechanic Apparatus, which, by a combination of hydraulic and mechanical properties on well known scientific principles, is intended to supersede the use of fire and steam in working and propelling all kinds of machinery and engines"—thus effecting an enormous saving, and avoiding the imminent danger arising from the explosive nature of steam."—*London paper.*

The German journals inform us that by a recent census of the population of Russia it is found to be 62,500,000; of these two millions are Tartars (Mahometans) and 182,000 Jews.

LINE ACROSS THE ISTHMUS OF SUEZ.—An extraordinary project for the formation of a railway through the Isthmus of Suez, with a view to the improvement of the communication between the Mediterranean and the Red Sea, has just been broached by Sir William Cornwallis Harris, major of engineers on the Bombay establishment, addressed in a letter to the Chairman and Directors of the East India Company, in which he contends that a railway through that district is perfectly feasible, and to be preferred either to a direct ship canal from the Red Sea to the Mediterranean or a navigable passage from Suez to the Nile. The Major commences his bold proposition by stating that "the line over which the rail must pass, far from being beset with difficulties to the engineer, has been ascertained to present a very favorable profile, and a hard gravelly soil is known to prevail in lieu of the shifting sands of the desert. The construction of a railroad would fully answer the end of accelerating mails and passengers through Egypt. He proposes to construct a class of narrow steam-vessels of about 800 tons burden, suited for freight, and to transport them across the isthmus of Suez upon trucks, by means of locomotive engines of adequate power. The vessels must be built upon the plan that will best serve to counteract any additional strain upon the sides involved by removal from the water, and the cradle-truck upon which each will be placed during the transit must be constructed with the same view. The inaccessible character of the Mediterranean shore lying over against the Sea of Suez, and the general unfitness of all the ports or roadsteads on that coast for vessels of any considerable draught of water, clearly indicate the Nile, about Cairo, as the most eligible point to which the railroad could be carried, in order that the laden steamers may be transferred from one to the other of the divided seas, through an always navigable channel. At the terminus on the Nile, and at the head of the sea of Suez, an inclined plane must be run out, under suitable shelter, to a distance sufficient to admit of the steamers being readily hauled upon the rails. It might be carried into deep water at an inclination of one foot in forty or fifty, and a truck upon wheels sent down it so as to be brought beneath the floating vessel. This truck must be cradle-shaped, and so constructed as to receive the shoulders of the vessel, and thus afford her adequate support when she rides high and dry. By means of a stationary engine, both the vessel and the truck must then be drawn up the incline, so that the first sinking upon the second, will be raised upon the railway along which it is to travel. The locomotive engine required to draw a laden vessel of 800 tons burden across the desert of Suez, need not possess above three times the power of those ordinarily used upon the English railway; and the increased disposable breadth for the machinery will render this power one of easy acquisition. The masts of the vessel must be so constructed as to fold over and lie flat during the transit, in order to prevent any action of the wind upon them; and a moderate width between the rails will then be found sufficient. A station, to admit of vessels on their trucks passing each other midway, must be constructed in the centre of the line, and, as the entire distance of eighty-four miles could be accomplished in six hours, communication between Suez and Cairo might be carried on all the way upon a single line of rails. Although constructed for steam-vessel trucks, these rails could be equally employed for the transit of mails, passengers, heavy baggage, and goods, by the adaptation of locomotive engines possessing only the ordinary power, with a train of carriages and trucks of the requisite breadth. The expense that would attend the construction of such a railroad, with inclined planes, stationary and locomotive engines, carriages and trucks, may be estimated within a million sterling. This sum falls very far short of the lowest estimate that has been given for a ship canal, and it may appear a small sum for so long a line as that in contemplation; but it should be borne in mind that the ground has not to be purchased, that there are neither cuttings nor tunnels to construct—both of which are among the heaviest items of an English railway—and that only one line of rails will be required. In every point of view the advantages are incontestable, of the scheme which renders the isthmus a commercial thoroughfare, without the necessity of shifting the cargoes of the vessels employed. The railroad might be completed in two years; whereas the construction of a canal, supposing it to be within the compass of human exertion, would occupy ten years, and there is another highly important consideration; namely, the entire supercession of quarantine. The rapidity of the transit through Egypt would set aside the necessity for this precaution; and the presence of a single *guardiano* would prove a sufficient guaranty that there had been no dangerous contact during the passage through Egypt. Commercial interests generally cannot fail to be materially promoted by this mode of transporting cargoes across the neck of land which disconnects Europe and Asia, whilst it must proportionably improve the revenues of his highness the Viceroy of Egypt. It is always observed that the operation of a railroad is to treble the traffic upon a new line; and the improved relations with China, as well as the success of a new branch of commerce on the eastern coast of Africa, will both tend to swell the importance of the plan. Let me here also, in passing, revert to the highly important subject of the coal-beds which have been reported to exist within a reasonable distance of the coast of Abyssinia, in a position the most convenient for the supply of the depots both at Aden and Suez. Sailing vessels are so obviously unfitted for the navigation of the Red Sea, that as a further improvement, it would be very desirable to construct all the steamers employed as merchantmen upon such a principle as to do away with the necessity of locomotive engines to bring them across the Isthmus. They might be fitted with propelling screws in lieu of paddle-wheels; in the place of which latter might be substituted railway wheels, so that the vessel on its truck could work its way with its own engines.