IN THE SUPREME COURT.

EASTERN DISTRICT.

the case of DAVID LEECH AND OTHERS *vs.* THE CANAL COMMISSIONERS OF PENNSYLVANIA. *the Canal Commissioners make the following return to the Writ of Mandamus which has been served upon them by the Honorable the Supreme Court of the Commonwealth of Pennsylvania:*

CONTINUED.

The following table, exhibiting the prices of freights in the years 1840, '41, '42, and '43 shows the great fluctuations which invariably occurred under the old method of transportations, and the reduction which has been brought about by the introduction of section boats transported over the Railroads on State trucks:

Rates of Freight between Philadelphia and Pittsburgh for the years 1840, '41 '42, '43.

ARTICLES.	Opening of Canals. 1840.	On 15th May, 1840	22d of May, 1840.	6th to 20th June, 1840	Opening of Canals. 1841.	April, 1841.	May, 1841.	15th June, 1841.	From 15th April to end of season.	Opening of Canals. 1842.	From 15th June to end of season.	From 15th April to 15th June, 1842.	From 15th June to end of season.	On 31st of May, 1843.	Month 60
Dry Goods per 100 lbs.	$2 25	$1 50	$1 00	$1 00	$1 50	$2 00	$2 00	$0	$1 50	$1 50	$1 50	$1 50	$1 50	$0	$0
Hardware " "	2 00	1 40	1 00	1 00	1 50	2 14	2 00	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50
Groceries " "	1 75	1 10	75	75	1 00	1 62	1 75	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50
Glassware " "	1 75	1 10	75	75	1 00	1 62	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50
Marble slab,	1 75	1 12½	1 00	1 00	1 50	2 14	2 00	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50
Furniture, Hair, Carriages,	3 25	2 50	1 75	1 75	2 50	3 25	3 00	2 50	2 50	2 50	2 50	2 50	2 50	2 50	2 50
Tobacco, Bacon and Lard,	75	62	50	50	75	1 00	1 00	75	75	75	75	75	75	75	75
Dry Skins,	75	62	50	50	75	1 00	1 00	75	75	75	75	75	75	75	75
Feathers,	1 00	1 00	75	75	1 00	1 25	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Peltry,	1 00	1 00	75	75	1 00	1 25	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Furs,	1 00	1 00	75	75	1 00	1 25	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00

From the 7th April to 31st May, inclusive, there were 161 portable boats cleared at the Pittsburgh office, the tonnage of which amounts to 8,626 646 lbs. More than double this amount could have been shipped, if boats could have been procured — But the extraordinary efforts that were made to prevent the introduction of a system of competition, had an influence in preventing a sufficient number of section boats from being built to take eastward the immense amount of western products which had accumulated at Pittsburgh.

The State trucks, for the conveyance of section boats over the Allegheny Portage Railroad, have been in operation only thirty-seven days up to the 1st June, inst, during which time three thousand four hundred and forty-two tons of produce were transported eastward; and on which the State has received, in tolls, $5,909 10, being within a fraction of one-fourth of the entire receipts. The collector at the Johnstown office reports, that during this thirty-seven days, there has been an increase of revenues over former years at his office on products passing eastward, during the same period, of $11,046 13, and that this is manifestly the result of the introduction of the competive or truck system.

Thus it will be seen, that notwithstanding the navigation opened a month earlier last year than it did this, yet the receipts for Toll at Johnstown, on western products passing eastward over the Portage Railroad, are within a few dollars of being double, for the same period, what they were up to the 1st June last year.

From the foregoing, it is very clear that business and revenues are increasing greatly upon our public works; and, in the opinion of the Canal Commissioners, this increase is ascribable entirely to the competition which has been brought upon our improvements by the facilities afforded to individual enterprize, by the use of trucks upon the railroads.

But the Canal Commissioners contend, that if these allegations of the Relators be true, the resolutions imposing the tolls complained of, are fully sustained by all the laws conferring upon the Board the power to fix rates of tolls.

The second section of the Act of the 1st July, 1842, (pamph. laws, p. 303,) expressly invests the commissioners with full power to adopt such rules and regulations, and to establish such *rates and charges for the use of said trucks, as they* may deem *just* and *equitable*. It is a discretionary power vested by the Legislature in the Canal Commissioners. The charges for the use of the trucks are to be such as the Board may deem just and equitable. If the law conferring this power be constitutional, then is the action of the Board under it, even admitting the allegations of the Relators to be true, both constitutional and within the letter and intention of the law. The Legislature very wisely foresaw that the fluctuations of trade, and of the prices of freights on the seaboard, and the uncertainty of the permanency of the rates of toll on rival routes, would render it impossible for that body, with a proper regard to the public interests, to retain the power of fixing the rates of tolls on the canals and railroads of the Commonwealth. They saw that it was not only proper, but necessary, that that power should be devolved upon that department of the Government, having particular charge of the public works, and which, from being constantly in session, could observe the fluctuations of trade, the change of coastwise freight, and the rates of toll on rival routes, and which would thereby be the better qualified to guard the interests of the Commonwealth, by fixing such rates of toll as would bring the largest amount of revenue into the Treasury, and at the same time ensure to the people of Pennsylvania the enjoyment of all the advantages legitimately anticipated from a great public enterprize.

For these reasons, the Legislature invested the Canal Commissioners with the power to impose such tolls as they might deem just and equitable. They have exercised that power, and have established rates of toll, which in the exercise of their best judgement, and of the discretion with which they have been invested, *they deem just, reasonable*, and *equitable*. In so doing, they have acted in strict conformity to the law. If they erred in their judgment, the Legislature, and not this court, is the proper tribunal to which the Relators should apply for a redress of grievances, by an application for a repeal of the laws giving the Canal Commissioners a discretionary power over the subject, and for the establishment by the Legislature, of a fixed rate of tolls. If the Legislature has the power (which no one will deny) to make a discrimination in the rates of tolls charged on different articles, the Canal Commissioners have the same power, under the authority conferred upon them. If they had made such a discrimination in the instances complained of by the Relators, they would have been supported both by law and universal usage. If it were necessary, we could refer the court to the toll lists of numerous works of internal improvement, where the policy of discriminating tolls has been adopted—where dissimilar articles, but of the same value, pay different rates of toll; or where the tolls on articles of different values are not in exact proportion to those values.— We need not, however, go further than to the business of the Relators, in search of an example.— These Relators are now engaged in the transportation of passengers over the canals and railroads of Pennsylvania, at a much less rate of toll than is paid on the passengers carried by the regular passenger lines (see Revised Rates of Toll—1843 —) And yet, they are the first to complain of what they allege to be a discrimination. Again: It has always been the policy of governments — a policy as sound as it is salutary—to give encouragement to such improvements as would tend to increase the general welfare of the people, or to add to the public revenues. The adoption of the system of transportation by section boats, it is believed, will have this effect. If, therefore, the Commissioners had made the discrimination, as is alleged by the Relators, they would have been acting in accordance with this great general principle, and at the same time keeping themselves within the limits of the law.

CONTRACT for CARRYING PASSENGERS.

The Relators ask the Court to command the Canal Commissioners to annul the contract entered into with Wilson & Cameron, for carrying passengers over the Columbia and Philadelphia Railroad, for the following reasons:

1. That the contract is in violation of law.

2. That the Canal Commissioners, in violation of law, advanced the rates of toll on passengers on said road, from one to two cents per mile, when carried in other cars than those of Wilson and Cameron.

3. That orders have been issued to the officers of the road, to attach the passenger cars of other persons or companies, to the burthen instead of the passenger trains.

4. That the said contract secures to the said Wilson & Cameron, the monopoly of carrying passengers over the said road.

The Canal Commissioners deny the position thus assumed by the Relators.

1. The contract with Wilson & Cameron is not in violation of law. The public works of Pennsylvania were commenced for the avowed purpose of making them an important source of revenue to the State, and an advantage to the people at large. They are not, as the Relators appear to assume, intended to confer a pecuniary advantage on the individual owners of the cars on the lines. (See preamble to act Mar. 1st, 1825, pamphlet laws pag. 248—Canal laws p 2.) The people of Pennsylvania are yearly taxed to pay for these improvements, and it is the duty of the Canal Commissioners to assess that branch of the revenue, which will produce the largest amount of revenue at the lowest rate of toll, to the persons who are the transporters. The contract was entered into with this view, and the result has justified the expectations of the Board. The carrying of passengers in boats has become in the old settled countries a thing of the past. Individuals who enjoyed the monopoly, have been compelled to relinquish a large portion of their revenue, since the Commencement of the Canal Commissioners failed in every effort to reduce the charges of these carriers. Among means entered into for that purpose were disregarded the interests of the proprietors, or their agents found it to their pecuniary advantage. The consequence was, that travelers were drawn to other routes, and even before our more southern rival became formidable, the travel had so much decreased by the exorbitant charges, that one line of boats sufficed to perform the business which had previously given employment to two. The Canal Commissioners had thus the evidence before them, that under the existing arrangements, the state would lose the revenue previously derived from the travel upon her works, and that the taxes upon the people would be previously increased. Under these circumstances, the public exigencies, the public interests, and the spirit, if not the very letter of the laws justified a resort to some other method to prevent an entire loss of revenue derived from passengers. Accordingly, notice was publicly given, inviting proposals for the transportation of passengers over the Columbia and Philadelphia Railroad. 15 proposals were received. Wilson & Cameron were, in the opinion of the Canal Commissioners, the lowest and the best bidders, and the contract was given to them. Not one of the Relators, so far as it appears from the bids, offered to take the contract on as favorable terms to the Commonwealth. By this contract the Commonwealth has derived a larger revenue from passengers, carried over the road this year, than she did for the corresponding period last year, while the fare on passengers has been materially reduced.

The contract with Wilson & Cameron went into operation on the first of January, 1843. The books of the Collectors at Philadelphia and Columbia, show that the travel ing over the Philadelphia and Columbia Railroad, from the 1st of January to the 1st of June, 1843, has decreased 268,729 miles, as compared with the corresponding period of the year 1842—and that, notwithstanding this large decrease (occasioned principally by the lateness of the opening navigation on the canal this year,) the revenue derived by the Commonwealth, for travel on this road by the contract system, exceeds that of the corresponding period of 1842—whilst the fare between Philadelphia and Pittsburgh has been reduced from $11 and $ 2 to $9 on each passenger—and on those carried between certain points on the road in a corresponding ratio.

The Court will thus perceive, that under this contract the greatest good of the greatest number has been conefully consulted—that the Commonwealth or the people are benefited by the arrangement—and that no individual has been deprived of the enjoyment of any vested right. The contract was thrown open to fair competition. It is a mere change in the rules and regulations which the board is authorized by law to adopt—but it is likewise a change which gives the Commonwealth a larger revenue, and to the traveling public a less rate of fare than when the transportation was in the hands of what was notoriously known to have been a monopoly.

There is nothing in the act of the 15th of April, 1843 to which the Relators refer, which discountenances the contract. It is a contract entered into on the express purpose that to aid the payment of the debts contracted for the construction of the public works, and at the same time enable the people to enjoy the advantages of those works at a less charge than they had been previously subjected to. An amendment to the contract would be in opposition to the spirit of the Constitution and the laws of the land. It would be taking money from the almost exhausted coffers of the state, and placing it in the pockets of a few individuals. It would remove the salutary regulations which advance the interests of the commonwealth and protect the people from the grasping avarice of a monyed monopoly. It would in effect, be declaring that the public works were constructed for the exclusive benefit of a few transporters, and that the State, or the mass of her citizens, had no right to encroach upon their exclusive privileges. We contend that the contract is legal, and that it is sustained by the spirit of all laws passed upon the subject of revenues from the public works.

2 The advance in the rates of tolls complained of by the Relators, is not in violation of law. The whole matter of the imposition of the tolls is left to the discretion of the Board of Canal Commissioners. By the 6 h section of the Act of the 8th of April, 1831 (Canal laws, p 115) the Board are empowered to make such rules and regulations not inconsistent with the laws of the state, in respect to the form &c., of locomotive engines, &c, the weighing, &c. *and the collection of toll, as they may judge reasonable.* Wilson & Cameron pay the rates imposed in the resolution referred to by the Relators, except on a certain description of passenger, to secure the transportation of which over the road, and to prevent them from taking other channels of communication, the contractors are under bonds to carry at a very low rate, which rate is stipulated in the contract. This exception was demanded by the public interests, and is not in contravention of law. The public coffers are benefitted by it—the people travel cheaper in consequence of its adoption, and the rights of no individual are invaded by its existence.

3. It is not known to the Board that any orders were given to the officers of the road, to attach passenger cars of other persons or companies than Wilson & Cameron to the burthen instead of the passenger trains No such orders are in force, nor have any regular passenger cars of any one of the Relators, entitled, under the rules of the Board, to be attached to the regular passenger trains, been so treated. But the Board prescribe the manner how, when, where, and to what, trains individual cars shall be attached to the locomotive engines of the state. The economy, the policy, the usefulness, and exercise of this power. The power is not derived by implication. It is expressly conferred upon the Board by the 7th section of the act of the 8th April, just referred to, but more particularly by the act of the 15th of April, 1834. (Canal laws, p 118.)

4. The contract does not secure to Wilson & Cameron the monopoly of carrying passengers over the road. It is true that their contract includes all the regular passenger travel—or, in other words, the Commonwealth is bound to remunerate them, in consequence of the low rate of fare, at which they are obliged to carry a certain description of passengers, for all passengers carried over the road in regular passenger cars There is no rule or resolution of the Board, which prohibits other persons from engaging in the business of transporting passengers, provided, they pay the tolls prescribed in the toll list. Each one of the Relators is now engaged in carrying emigrant passengers over the road, with the privilege of attaching their cars to one of the passenger trains. Wilson & Cameron are therefore not secured in a monopoly. It is, however, true, that the rates of toll on a certain description of passengers would be lower on those carried in Wilson & Cameron's cars than in those of other individuals. But this exception enures to the benefit of the Commonwealth—it was adopted as the only mode to protect the traveling community from imposition, and to secure to the public works of Pennsylvania their legitimate share of the public travel which was rapidly being diverted to other channels, by the grasping propensities of the monopoly which had possession of this portion of the road previous to the contract.

This is a contest between the interests of the public at large and the interest of a very few private individuals. The contract was entered into from public necessity, induced by the public exigencies. It was in the pale of the law, and notwithstanding all the clamor, it is doubtful if it be not a deed done by the good citizen of the state. It increases the public resources, and lessens the taxes of the people. It gives to the public coffers a revenue arising solely from the people's property. It is emphatically a benefit to every citizen of the Commonwealth. The Canal Commissioners have not exceeded their powers in making this contract.

For the reasons already given, the Canal Commissioners contend that the rates of toll imposed for the use of the trucks are authorized by law, and ought not to be interfered by the Court—and that the contract made and entered into with Wilson & Cameron is legal, and ought to be sustained.

In conclusion, your respondents respectfully aver that they on a mature consideration of the exercise of their sound discretion, which is given to them by law, do decline to obey the mandate of the writ of Mandamus, so far as it has been disclosed.

JOHN B. BUTLER,
Prest. of Board of Com.

June 24, 1843.

From the New York Journal of Commerce

Latest from Mexico.

By the brig Petersburgh, Capt. Larkin, we have Vera Cruz papers to the 4th instant, and City of Mexico, to the 29th ultimo.

The Petersburgh brings $22,303 in specie and 190 doubloons.

The news of the conclusion of hostilities in Yucatan had not reached Mexico.— There was an evident apprehension that the expedition would prove a failure.

A spirited discussion was going on in the Mexican capital, on a question of an arrangement with Texas on the plan of a qualified independence on the part of the latter, with a provincial Legislature, &c., agreeably to the propositions conveyed to Texas for consideration by Judge Robinson, one of the Texan prisoners, who was released for the purpose. The Siglo and Estandarte are earnest for a pacific agreement, while the Diara del Gobierno, Cirepusculo, and other papers, are furious for war. The dispute is carried on with great bitterness.

The disturbances in Michoacan had been terminated for the present, by the capture of the ringleaders.

MEMCO, May 27th.—By letters from various departments, and even by official communication, the supreme government is apprised that the seditious of this capital, by means of handbills and letters, are diffusing revolutionary sentiments among men like minded with themselves, who unfortunately are not wanting in some places.

Loan to the United States.—The proposals for a loan, pursuant to the recent notice of the Secretary of the Treasury, were opened last night after the arrival of the mails. The number of competitors was great, and a much larger amount was offered than that required. The highest was $102 37½ for $100 of five per cent. stock. Another was made at $101 55.— The residue were taken at $101,01 by several institutions and individuals, but chiefly by John Ward & Co., of New York, with an option to convert a portion of the amount into four per cent. stock at an equivalent rate.

This evidence of the high credit of the Government is very gratifying, and affords a pleasing contrast to the state of things, which existed wit in eighteen months when a six per cent. stock was with difficulty negotiated at a discount of two and a half per cent. Our gratification is enhanced by the consideration that the *whole seven millions* has been taken by our capitalists, without aid from those residing abroad. The latter will discover sooner or later, that any efforts to coerce this Government into measures which it has no authority to adopt, if any shall have been or shall be made, will be fruitless.— *Madisonian.*

Sacrilege.—The Catholic Church at Newcastle, Me., was entered by some scoundrels, a few nights since, and utensils, &c., of considerable value destroyed. A beautiful baptismal vase, presented to the society by Bishop Cheverreaux, was destroyed.

FOR PRESIDENT,
JAMES BUCHANAN,
Subject to the decision of a National Convention.

DAILY MORNING POST.

JAS. PHILLIPS & WM. H. SMITH, EDITORS AND PROPRIETORS

MONDAY, JULY 3, 1843.

See First Page.

That most impudent and reckless of all papers, the Gazette, has the boldness to deny that it is the constant defamer of Irishmen—the contemner of their efforts to obtain freedom, and the religious persecutor of a large number of them. But even with these false professions on its lips, the cloven foot shows out from beneath the hypocritical garb its editor has donned; and he publishes from the Boston Atlas, an attack on the Repealers and Robert Tyler, which for bitterness and bestiality, could not be outdone by an English Tory journal.

Whatever Robert Tyler may be to others, he is held by the Repealers of the United States in high estimation. As a politician he may be denounced, because of his connection with his father, who has come in for quite his full share of abuse. As an author, he has been criticised without mercy, if not without justice—but as a Repealer, his course has met the warm commendation of every man who has a heart to feel for the wrongs of an oppressed and down trodden people. How, then, will they like to hear their ardent champion, termed the '*half witted* object of fulsome eulogy' How will they like to be told that 'Repeal' is a political Lobby-horse, mounted for 'home effect,' by the leaders of a certain party.— How will they relish the taunts thrown out against the Boston Pilot and other newspapers which are advocating Repeal, and the sneering tone of defiance, in which they are asked to publish O'Connell's speech?— How will the friends of Irish liberty like to be told that the editors of their organs in this country, are 'hypocritical pretenders.'

The Gazette publishes with approval the insulting article containing all these billingsgate epithets, and yet has the impudence to pretend that it is not hostile to Ireland, and the monstrous presumption to attempt to lessen their confidence in those who are favorable to her cause.

A Hallucination.

The coons are flattering themselves that there will be a warm and angry struggle in the democratic party for the Presidential nomination, and that in our dissensions they may again be able to get the Government into their hands. Never were men more mistaken, than the coons who place any hope on such a contingency. The nomination will, no doubt, be warmly sought by the friends of the several distinguished men who have been named in the democratic party for the office, but whoever may be selected by the National Convention, on him the whole democracy of the country will rally with the best of feeling.

All that have been spoken of are eminently qualified, and are deserving of the utmost confidence of the people. No one entertains a doubt but either of them will rigidly maintain the great principles of the democratic party, and although the local preferences of some will be disappointed, that will not deter them from giving a hearty support to the nominee of the Convention. We believe that all the candidates regard the nomination in the liberal light that has been expressed by Mr. Buchanan, and with such a feeling of deference to the will of the people, the Federalists have no grounds to hope that any schism will take place in the democratic party regarding the Presidential nomination.

Pardoned.—An order was received in New Orleans on the 15th inst., directed to A. Sidney Robertson, U. S. Marshal, from the President, announcing the pardon and directing the release of Raphael Casanova, under sentence of three years imprisonment in the parish prison and a fine of $1000, and imprisonment till the fine be paid, for introducing and selling a slave in contravention of the laws of Louisiana.—Casanova was imprisoned about two years since. He has been set at liberty.

The Chicago (Ill.) Receiver.—The late Receiver at Chicago, Illinois, Mr. Prescott, has recently been tried before the U. S. Circuit Court at Springfield. He was charged with having embezzled some 10 or $12,000 of public monies. The trial commenced on the 15th inst. and the examination of witnesses was continued until the following noon. In the afternoon Judge M'Lean charged the jury—(the case having been submitted to them without argument;) and the jury decided the prisoner not guilty, without leaving their seats.

An Empty Jail.—The prison of Montgomery county is without a tenant. The people of Montgomery must be a moral, orderly community. We think it is an unprecedented circumstance that in a county containing a population of more than fifty thousand, not one should be confined in prison. We wish we could say, *half as much* for Allegheny.

The Next Congress.—Elections have already been held in ten States, for members of the next House of Representatives. The remaining States hold their elections as follows:

Louisiana, first Monday in July.	4
North Carolina, first Monday in August,	9
Alabama, first Monday in August,	7
Mississippi, first Monday in August,	4
Kentucky, first Monday in August,	10
Indiana, first Monday in August,	10
Illinois, first Monday in August,	7
Tennessee, first Thursday in August,	11
Vermont, first Tuesday in September,	4
Maine, second Tuesday in September,	7
Maryland, first Monday in October,	6
Michigan, first Monday in October,	3
New Jersey, second Tuesday in Oct.,	5
Pennsylvania, second Tuesday in Oct.,	24
Ohio, second Tuesday in October,	21
Rhode Island, undetermined,	2
	134.

Rescued from Slavery.—The Charleston (S C.) Mercury of the 22d says: "Private information having come to certain gentlemen in this city which led them to believe that a colored woman exposed here for sale, was in truth a free person, and the same that was abducted a year ago, a cautious and active investigation was instituted, which resulted in establishing the truth of these suspicions beyond doubt, and she was on Wednesday evening sent back to her friends. The man who brought her here, has, we understand, made himself invisible from the first.— The name of the colored woman is Mary Loudon.

Repeal Meeting in Philadelphia.—On Monday evening a boisterous meeting of the Repealers was held in Philadelphia, in which the course of Mr O'Connell was fully and freely discussed. The meeting adopted the following resolution, which was offered as a substitute for a report of the committee appointed to deliberate upon the subject:—

Whereas, certain documents have appeared in several of our city papers, from Ireland, purporting to be a reply to the anti-slavery society of Pennsylvania, signed James Haughton, chairman, and a speech said to have been delivered by Daniel O'Connell, relative to slavery in this country, and

Whereas, the Constitution of both countries recognize the right of thought, and the privilege of expressing it, we hold ourselves in no wise accountable, nor in any way connected with the expressions of Daniel O'Connell, or any other person, on any subject apart from the Repeal of the Union between Great Britain and Ireland, as is expressed fully in our Constitution; and in the following resolution, adopted by the National Repeal Convention of the Friends of Ireland, held in this city, on the anniversary of the birth of the immortal Washington, 22d of February, 1842; and which is declaratory of the views now entertained by us, to wit:—

Resolved, That the only subject of the Repeal Convention of the United States is to aid, by moral means, the peaceable efforts of the people of Ireland to regain their ancient legislative independence; and that they have no design or desire to interfere, either by action or opinion, in any matter of religion, politics or abolition, connected with the social condition or governmental institutions of this country.

Another Race.—Fashion, Blue Dick, and Register, will have a contest over the Mount Vernon Course, at Alexandria, on the 5th day of October next, for a joint stake of $2500. Four mile heats.

It is stated in the last number of the Mississippian, that the precise amount of the defalcation of R S Graves is about $14,000, subject to a deduction of $4,000, for the purchase of furniture for the executive mansion.

School Warrants.—The State Treasurer has published an advertisement in the Harrisburgh papers, stating that owing to the cancellation of the relief issues at the State Treasury, the School Warrants issued for 1844, can only be paid by the respective County Treasurers, wherever they may be in possession of state funds.

Gov. Dorr.—It is expected (says the New York Plebeian) that this gentleman will return to Providence in a few days to resume the practice of law. He has no intention of disturbing the existing authorities of the State, and if they molest him they will pursue a course calculated only to hurt themselves and aid the liberal party in that State.

Fires.—The Louisville Kentuckian says in that city a very destructive fire occurred on the morning of the 25th ult. It commenced in the frame warehouse between 3d and 4th and Main and Water streets, and soon levelling them, extended to the brick warehouses on Pearl street, lately occupied by Kennedy, Smiths & Co. The destruction of hemp and bale rope and bagging was very great. In one of the cellars were stowed 327 hhds. Sugar, but its fate is not known. If destroyed, the loss will exceed $50,000.

Three hundred and seventy-five hands are engaged in fitting out the Raritan frigate at the Philadelphia Navy Yard.

War Movements.—The London Spectator of the 3d says:—"Very vigorous efforts have been made to send more forces to Ireland. The Cyclops steamer, lying dismantled at Woolwich, was hastily commissioned on Sunday morning, made ready for sea in 36 hours, and sailed with the Woolwich division of royal marines; proceeding to take up at Sheerness, a detachement of marines from Chatham. The steam frigate Alban, with stores and ammunition, sailed for Ireland on Monday.— The Rhadamanthus steamer arrived at Portsmouth on Tuesday; and embarked a party of sixty gunners, with four 6 pounders, and two howitzers, sailing immediately for Dublin. A detachment of marines was put under orders for embarkation. It is said that Rear Admiral Bowles will hoist his flag in the Malabar (74) at Plymouth and proceed to Cork. The second dragoon guards at Hulme, in Lancashire, marched for Liverpool and Ireland on Monday."

The corner stone of a new Baptist Church was laid in Washington, D. C., on the 28th ult. It was laid with much ceremony in the presence of a large concourse of citizens and the Grand Lodge of the Independent Order of Odd Fellows. An address was delivered by the Rev. Mr Miller.

Death of Dr. Hagan—The Natchez Free Trader pays the following merited tribute to the memory of this warm-hearted Irishman and much esteemed and talented man.

'In the death of this distinguished gentlemen the State has sustained a great loss. He was decidedly a friend of the people, and ever ready to expose corruption in every shape, he spared neither political friend or foe, when found arrayed against the people and their rights. Like most of his countrymen, he possessed an ardent temperament, and this, as an editor, frequently led him to the use of virulent language in the conduct of his paper— and to this cause probably may be traced his premature death. As a citizen, he was without blemish, being punctilious in the discharge of all his duties to his fellowmen, and with a hand always open to the calls of charity. May his departed spirit find in another and better world, that peace and rest which was denied to it in this.

The Cincinnatians are in great distress about "who cut that chicken?"

REVERE.

3 feet 3 inches water in the channel.

All Boats marked thus (*) are provided with Evans's Safety Guard.

Reported by SHARLE & MITCHET, General S. B Agents, Water-street, Late Custom House office, Peterson's Building.

ARRIVED.

Mingo Chief, Devinney, Wheeling
*Columbiana, Murdock, Wheeling
North Queen, McLean, Wheeling
Moxahala, Parkinson, Elizabeth
Orpheus, Dilce, Ship Yard
*Jas Ross, Canace, do
Pinta, Vandergriff Sunfish
*Clipper, Crooks Cincinnati
Belmont, Poe, Wheeling
*Cecilia, Clark, Wabash,
*Alps, Todd, Cincinnati
Visiter, ——, Hanging Rock

DEPARTED.

*Eveline, Jack, Cincinnati
Moxahala, Parkinson, Elizabeth.
*Montgomery, Bennet, Cincinnati.
Mingo Chief, Devinney, Wheeling
*Columbiana Murdock, Wheeling
North Queen, McLean, Wheeling
*Bridgewater, Clark, Wheeling
Vigilant, Rene, Cincinnati,
West Point, Grace, Cincinnati
Herschel, Allen, laid up
Alpine, Cockburn, laid up
Moxahala, Parkinson, Elizabeth
Visiter, ——, Hanging Rock
Pinta, Vandergriff, Sunfish