

Twenty-two Days Later From Europe.
The steamer Hibernia is in at Halifax and Boston, with advices from Liverpool to the 4th instant.

The most important item of intelligence is the vote in the British House of Commons, in favor of the new Corn Law Scheme and Tariff of Sir Robert Peel, by the decided majority of 97.

The Iron Trade was in full vigor, and the iron masters were full of orders. The trade was consequently very brisk.

Cotton up to the arrival of the Packet ship Patrick Henry, had been depressed in price, but the news brought by her being considered of a somewhat hostile character, the prices rallied and the market became firmer.

Provisions and Flour were dull, and the money market, in consequence of the 15 millions of pounds sterling locked up by the railways—was very tight.

The article of Maize or Indian Corn, was becoming very popular among the people.

The French have met with disastrous defeats in Algeria.

Accounts from Berlin state that Mr. Wheaton, the Envoy Extraordinary and Minister Plenipotentiary of the United States, had left the city for London.

Louis Philippe is said to be in favor of referring the Oregon dispute to the arbitration of three English and three American gentlemen—thus carrying out the idea of Mr. Winthrop, of Massachusetts.

The American Minister in London, Mr. McLane, is confined to his house by severe indisposition. He was unable to attend her Majesty's levee on the 11th, but was represented by Mr. Ganevoort Melville, his Secretary of Legation.

GENERAL SUMMARY OF NEWS.

Preparations for War.—Whether or not we are to have war, great preparations are being made for it.—The army is to be increased 10,000 men; the militia are to be in readiness for immediate training; the ordnance corps are to receive an accession of 1,500 men; the royal marines 1500 men; and the land regiments of the line 6000. The increase of the navy will be about 1000 men.

Subscriptions for the distressed Irish have been commenced at Calcutta.

Baron Von Bulow, Minister to the King of Prussia, died at Berlin recently.

In one year, ending 5th Jan., 1846, 229,241 quarters of wheat and wheat flour were imported into England from Canada.

According to the German newspapers, there is now raging in several parts of Russia a violent disease among cattle, similar in every respect to the cholera.

By using two rotary engines in conjunction, one worked by steam from water, and the other by steam from sulphuric acid. Monsieur Tremblay has, it is said, effected a saving of fifty per cent. in fuel, acquired great additional power, and converts salt water into fresh.

A naval officer arrived at Cork on board a merchant vessel from the coast of Africa, reports the safe return of Mr. Jamieson's vessel Ethiopie to Fernando Po., after a successful expedition up the Niger. Dr. King and the master were in perfect health.

Father Mathew has published a letter, accompanied with specimens of bread and "strabout," made from Indian corn. Efforts are now making to introduce this excellent beverage, not only in Ireland, but into the three kingdoms generally, on the plan which marks its use in the United States.

The idea broached by the London Times of the re-establishment of monarchy in Mexico has been received, upon the whole, with favor by the Parisian press.—Even the republican *National* does not denounce it, if it be the pleasure of the Mexicans, but insist upon the full liberty of action being allowed them. It also advises that in any measures the French government may be induced to join in, care be taken that it be not made the dupe of England.

The Catholic Bishop of New York is in Paris, and has been preaching several sermons. The greater part of his auditories has consisted of English and Irish Catholics. The Bishop of Texas is also here, having come to raise money, and obtain priests to accompany him to Texas, to assist in promulgating the faith.—His mission is said to have been as successful as he could possibly wish.

We make the following extract from an able and brilliant speech of Sir Robert Peel, on the subject of the repeal of the corn laws. During the twelve nights' debate, there were one hundred and three speeches, forty-eight of whom advocated free trade, and fifty-five protection. The measure was carried by a majority of 97.

Sir Robert read letters which had been received by the last two mails from Ireland, not from official authorities, but from men from whose statements there could not be the slightest pretence of withholding confidence. The first letter was addressed to himself by Sir David Roche, formerly member for Limerick, dated Carrig, near Limerick, February 11th. Sir David Roche stated that at one time he was disposed to think that the part of the potato crop which appeared sound before Christmas would have continued so; but he had found he was in error—the greater part was now obliged to be given to pigs and cattle, to save the owners from total loss. Sir David added—"No doubt, for six or seven weeks, while the remains of potatoes last, destitution will not be general; but, I pray you, sir, look to it in time." The next letter contained the result of a very minute investigation made by Mr. W. W. Hornsworth, sub-inspector of police, stationed at Stradbally, Queen's county, into the condition of one hundred and ninety families living in that neighborhood. In his inquiries, the officer was accompanied by the Rev. Mr. Emerson, the minister of the parish. The result is thus stated:—Many families whom we visited, and who had planted sufficient for their ordinary wants, including the seed necessary for the ensuing season, have not had a potato of any kind for the last month. ["Observe," exclaimed Sir Robert Peel, "this is in the month of February—five months at least before there can be any supply from the natural bounty of Providence."] Others have lost nearly all; and the few that still remain are totally unfit for human food. In every instance where we saw potatoes in pits in the fields, we had them examined, and with scarcely an exception we found them to be a mass of putrefaction, perfectly disgusting even to look at. The third letter was from Lord Stuart de Decies, the Lord Lieutenant of the County of Waterford. Among other particulars it mentioned this—That in two districts alone of the union in question there are, even at this early period of the year, no less than three hundred persons whose stores of provisions are upon the point of becoming exhausted. Lord Stuart suggested, that much good might be effected in keeping down prices by the establishment of government corn stores, from which grain might be purchased at first cost price. The fourth letter was from Mr. Thomas Dillon, of Chaireveen a resident magistrate; it stated that having gone round his district within the last ten days, he had opportunities not only of hearing but of witnessing the destruction which had been committed, and which was gaining ground rapidly. Mr. Dillon added, that he almost felt confounded at the difficulty that must exist in procuring a sufficiency of good seed for the ensuing crop. Sir Robert next quoted an official return from the highest authority, embracing particulars from every electoral district with the exception of ninety-nine. The facts were—that in four electoral divisions the loss of potatoes has been nearly nine tenths of the whole crop; in ninety-three, between seven tenths and eight tenths; in one hundred and twenty-five, the loss approaches to seven tenths of the whole crop; in sixteen, it approaches to six tenths; in five hundred and ninety-six, nearly one half of the crop is entirely destroyed, and in five hundred and eighty-two divisions, nearly four tenths of the crop is entirely destroyed. Government had acted upon the suggestions made to them; stores of corn should be established to be disposed of at low prices, or given in return for labor.

A Member.—It will be wanted for seed.
Sir Robert Peel.—Yes. To get seed from foreign countries for the ensuing year is next to impossible. An eighth of the whole crop is required for seed; each acre of potatoes requires nearly a ton—three-fourths of a ton, at least—for seed; take the tonnage which it would require to bring in 10,000 tons of potatoes from any part of Europe where potatoes may still abound, it is almost impossible to supply the deficiency. You must look for seed to the accumulation by making savings from the existing crop. It may be necessary for you to form that saving: When the pressure of famine is severe, the immediate want will be forgotten; the danger of next year will be forgotten. The Government must interfere, for the purpose of encouraging the saving in sufficient quantities, in order to secure a supply of seed for next year. How are we to do this? Why, by the substitution, I suppose, of some other articles of provision, to be given under wise regulations, for the purpose of preventing waste, and of getting these seed-potatoes in exchange. I ask you, then, if in May next we had to come down here proposing large votes of public money, and if we were encouraging the clergy of the Established Church, and the clergy of the Roman Catholic persuasion, and telling them—Individual charity in your localities must supply more than the Government can supply; you must give corn in exchange for these potatoes, or for sustenance of human life,—could I have stood here, proposing votes of £200,000 or £300,000, and encouraging the charity of those who had little to dispense in charity, and would it have been tolerated, that at the same moment we should have been retaining a duty of 17s on the introduction of corn?

THE FOREIGN NEWS AND THE HALIFAX EXPRESS.—The foreign news by the Halifax Express reached Boston at three o'clock on Thursday morning. It did not arrive by the Hibernia until nine o'clock, six hours after. The engine on the Worcester railroad which was fired up for the Halifax express proved to be broken, and the only other one which could be used was a heavy freight engine, which was fired up and put in motion a quarter before four. At Allyn's Point two steamboats were in waiting, one to take the news across the Sound to the Long Island railroad, and the other, the Oregon, to run through the Sound to New York.

The Oregon, which was connected with the Halifax Express, run through the Sound against a Northwest wind at the rate of twenty miles an hour. She is a splendid boat, in length 330 feet by 35 feet width of beam, and of 1,000 tons measurement, having berth accommodations for about 600 passengers, without the necessity of cost or extra beds. The propelling power consists of an engine of 1100 horse power, with a 72 inch cylinder, and 11 feet stroke roller.

Running time from Allyn's Point to foot Fulton street, New York, (130 miles,) 5 hours and 43 minutes. Being the quickest trip on record.

WILD FOWLS.—The Elkton Whig states that during the last week the Elk river has been filled with myriads of ducks, and the woods in several sections of the country have been swarming with pigeons. A few days ago, an otter was shot in Big Elk creek, several miles from tide water.



THE AMERICAN.
Saturday, March 28, 1846.

V. B. PALMER, Esq., at his Real Estate and Coal Office, corner of 3d and Chesnut Streets, Philadelphia, is authorized to act as Agent, and receipt for all monies due this office, for subscription or advertising.
Also, at his Office No. 150 Nassau Street, New York.
And S. E. Corner of Baltimore and Calvert sts., Baltimore.

WE are indebted to Dr. Waggeneller, E. Y. Bright, and others of the Legislature, for documents.

ON our first page will be found the conclusion of the article on Homoeopathy. It is an able production and most conclusive in its arguments.

FOREIGN NEWS.—Our readers will find an abstract of the foreign news, in another column. The House of Commons have sustained Sir Robert Peel, in the repeal of the corn laws, by a majority of ninety-seven.

THE roads for this season of the year, are in very good order, but the destruction of the bridges has considerably diminished travelling.

LOSS OF BOATS.—We regret that a number of canal-boats between this place and tide water, that had been prevented reaching home by the ice, in November last, have been swept off by the flood. A number from this place are, we believe, among the missing.

THE Rail Road Bridge was not carried away, as stated by the Miltonian, but afforded us, during the freshet, a means of communication with our friends in the country, a number of whom came to town to witness the flood. Nor was there any imminent danger or loss of life, as has been reported. We, at least, slept soundly, after having removed things out of the cellar, on Saturday night, when the flood was at its highest point. Some few pigs, we believe, had the benefit of a cold water bath, but no deaths have been reported, as far as we can learn.

THE FRESHET.—Since the publication of our last paper, we have received but little additional information respecting the public works. The damages on the West Branch Canal are comparatively trifling. On the North Branch Canal, the damages, though considerable, are much less than was anticipated. On the Susquehanna division, between Northumberland and the Juniata, the damages are not so great as was first supposed. The severest loss is the Mahontango aqueduct. The canal between this place and Selinsgrove, though somewhat washed, will soon be repaired. The mud dam is but little injured. The earth about the lock at the Shamokin Dam, has been washed away, but the lock, we believe, remains uninjured. The destruction of the bridges between this place and Northumberland, is a source of great inconvenience. There are but two spans of each bridge remaining, one at each shore. The old bridge which had for some years past appeared so dangerous, stood the brunt in a manner that surprised all who witnessed the struggle. Notwithstanding the piers had been washed more than two-thirds away, and two spans of the Danville bridge passed under it, raking and crashing its timbers considerably, it resisted the elements of destruction, and did not fall until the piers were almost entirely gone. The Danville bridge, we understand, will be rebuilt without much delay, as they have a large contingent fund on hand. At Cattawissa, there is but one span of the bridge left. Efforts will be made there also to rebuild. The company has, we understand, a sinking fund of about \$4000. The Clark's Ferry bridge lost two spans, and had one injured, out of eleven, the whole number. The piers of the Millou bridge are considerably injured.

THE CANAL TOLLS.—There has been no little complaint in Philadelphia and Pittsburg, on account of the rates of toll established by the Canal Board. Instead of reducing the tolls to invite competition, the board have only made changes in fourteen articles, on eight of which the tolls have been raised. The Philadelphia American says, this policy is the work of the senior members of the board, Messrs. Foster and Hartshorne. These same men have also, in their wisdom, seen fit to discriminate in favor of certain coal regions, at the expense of others. Discriminating duties have been wisely adopted by almost all enlightened governments, to encourage domestic trade and industry, but the policy of discriminating in favor of one section of the state at the expense of another, has been left for the superior sagacity of the majority of the present canal board.

A CONTINUOUS RAIL ROAD TO PHILADELPHIA.—The propriety of making a continuous rail road from Philadelphia to the Susquehanna, is every day becoming more apparent. The damages occasioned by the late freshet would be but little felt by the business community, if the rail road was completed between Shamokin and Pottsville, a distance of about 25 miles, by which a continuous rail road communication would be had between Philadelphia and the Susquehanna at this place. A considerable quantity of lumber has already been hauled from this place to Pottsville, a distance of forty miles, during the past season. The expense of hauling, is about equal to the original cost of the lumber at this place.

Capital vs. Labor—John Snyder and the Tariff of 1842.

Under the above modest caption, emblazoned by bold face letters, our old friend, the Hon. John Snyder, again makes his appearance in a splendor of effusion of several columns, in the last Union Times, in which he has opened the bitter fountains of his heart, to lavish upon us a portion of personal abuse, for presuming to differ from him on the subject of the tariff, and because we dared to express our opinion accordingly. We regret his course as well on account of himself as on account of his old friends, who have hitherto always given him credit for sincerity of purpose and kindness of heart, which, like the broad mantle of charity they supposed, would cover a multitude of sins. We say we sincerely regret that we are compelled to change our opinion, which deprives him of this important shield, since by his own public confessions, he has acknowledged that all his former professions were hollow and insincere. We have no desire in bandy epithets with Mr. Snyder. These are the weapons of the weak and the vile, and are generally used to supply the place of argument. As a man, we have always had a kindly feeling for Mr. Snyder, a fact well known to many before whom we have oft defended him, but we confess, his readiness to suspect all others of improper motives, who may chance to differ with him in opinion, argues anything but goodness of heart.

Mr. Snyder charges us with being actuated by self-interest in our views of the tariff, on account of a few square feet of coal land in Shamokin. We regret to say, that we do not own a foot of coal land in the world, and very little others compared with the broad acres of Mr. Snyder's own possessions. Mr. Snyder says, "good fortune has put some few pence into his pocket." What little worldly gear we possess, (and it is but little,) has been acquired not by any fortuitous circumstances, but by honest industry and economy. But if it were less, we trust a nobler principle has placed us beyond the reach of temptation, and we defy the keenest malice to show that we ever received a penny in any shape, form or contribution, to influence us in our conduct as an editor. Probably no man has more reason to be grateful for our independence, than Mr. Snyder himself. During his late contest with Gen. Greene for a re-nomination to Congress, the "small eliquis about Sunbury," by whom he supposes we are influenced, were anxious that we should give our support to Gen. Greene, and urged us to that course. We, however, refused to do so. Not that we did not believe Gen. Greene to be quite as good a democrat, and a much better tariff man at heart, than Mr. Snyder, but because we thought Mr. Snyder entitled to two terms, and as he had publicly pledged himself to support the same wretched tariff which he now so lustily condemns, we deemed it but fair to give him another chance to regain the confidence of the public, by a thorough reformation of his previous course of conduct, and no man knows better than Mr. Snyder, that we gained nothing in a pecuniary point of view, by the course we adopted.

But we are inclined to make allowances for Mr. Snyder. He has been so long connected as part owner with the Press in his own county, by which he could trumpet forth his own praises, that we do not wonder that he should suspect all others of venality.

A shackled Press is a great injury to any community, and no one has more strenuously advocated the freedom and independence of the press than ourselves. We have therefore always supported the interests, and expressed what we thought the opinions of the people, without regard to the views of political leaders, and this Mr. Snyder knows as well as any man living.

As we purchased and paid for our press, and as no man but ourselves possesses a particle of interest in it, we intend to control it now as we have always done, at our discretion, and for what we may deem for the benefit of the public. This course, we know, is but little calculated to conciliate leaders and political aspirants, and from them we confess we have seldom ever received any thing but ingratitude for favors granted.

But we have further reasons to complain of Mr. Snyder. He has the unhappy faculty of quoting from his brain instead of the records, and makes us say anything his imagination may suggest. We never said, directly or indirectly, that James K. Polk must "come up to the rack, fodder or no fodder," but applied the term to the few members who were opposed to the tariff but who dared not to betray their constituents by voting against it. Neither did we use the term "refractory members" or advocate the protection of "capital" but the protection of our mechanics, manufacturers and laborers, who would be the severest sufferers from the free trade policy of Mr. Snyder, by admitting the labor and products of those in Europe, who work from ten to twenty cents per day, to come into competition with their own well paid labor, and which Mr. Snyder himself strangely enough condemns, in another part of his article, when coming from the New England manufacturers, for whom he appears to have much less sympathy than for the overgrown British capitalists and manufacturers.

We have no reason to doubt the sincerity of Mr. Snyder's present opinions of the tariff, and are willing to give him place in our columns to discuss its merits, in a calm and temperate manner.

Correspondence of the Sunbury American. NUMBER XII.

WASHINGTON, March 16, 1846.

The business in the Senate commenced on Monday, the 9th inst., with a personal explanation from Mr. Colquitt, in relation to an editorial in the Daily Times, formerly Madisonian, more recently the U. S. Journal, published in this city, that has made considerable talk here as well as abroad. The writer denominated Senators as traitors, both to the democratic party and the country, and took the liberty to select Mr. Colquitt as the particular object on whom to spit his envenomed tongue. The article made its appearance on the introduction of Mr. Colquitt's resolutions for the settlement of the Oregon question by compromise instead of arms, as the writer seems to desire. Without any equivocation, the article boldly asserted that the amendment or resolution was the production of a secret caucus held at the British Minister's table. To show the quality of the article that produced the explanation and denial of the charges made by Mr. Colquitt, I will make an extract. The following will give an idea of the spirit of the article:—

"At that particular crisis it did not succeed. They who were pledged to it did not all stand up to their commitment; and, instead of being despatched to the care of the British steamer at Boston, then just ready to embark, an adjournment delayed it to a future day. Since then a more complete understanding has been effected. Caucus meetings have been held; the principle of action laid down; votes counted, and the success of the resolutions, in anticipation of final action, confidently counted on. But, what is more astonishing, and showing how false-hearted some of our American Senators are, while seemingly contending for the interests of their country and the welfare of its people—how traitorous they dare be in secret consultations with our hereditary enemy—all these intrigues to force the Administration into compromise—all these plots to abandon our native soil—these bargains to disgrace the American nation, and of their substance fill the maw of the rapacious British lion, were canvassed arranged at the British Minister's own table within the lapse of a few days, where a meeting, for this specific and express purpose, was had, attended by all the loyal advocates of the British claim who are comprised in the Whig ranks of the Senate, with, as we said above, a few exceptions from the West, of men who could not in their hearts become the plotters of treason against their country."

"On this occasion, disgraceful to the name of Republican, which one party to this dinner table compact assume, the whole strength of the compromise party was counted and assembled—their firmness in the crisis was pledged, and Minister Pakenham, the Representative of the British Government, put in possession of all 'her Majesty's party strength' within the walls of the American Senate."

Mr. Colquitt, in his speech, if the writer was present on the occasion, must have made him wince under his sarcasms and denunciations. Mr. C. said, "that the writer of this article, be he the editor of the paper or not, has no right to complain of me for harshness, when I say that every thought incorporated here could never have been conceived but in a scoundrel's heart—never could have been written by any but a scoundrel's pen," and further said, "I should have passed this by, had I been only assaulted myself, but as it is otherwise—as he has belied the Senate of the United States, I have felt compelled, before the whole country, to brand him as a liar—a wholesale liar; not one word of truth has he uttered in this article; and, therefore, as a liar I brand him, and send him forth with that brand upon his brow."

The House last week was principally engaged upon the harbor and river appropriation bill. After this has been dispensed with, the tug of war on the tariff will, no doubt, commence. As I stated in my last, the reduction of the tariff will not be effected as easy as some suppose. My conviction of this fact has rather increased than lessened any. With the west, it is well known, mainly depends a reduction of duties. Without its support, the south would be battling under a forlorn hope. Should the south come up to the expectations of the west, on their darling object, the Oregon territory, then the reduction of the tariff would be almost a natural consequence. But, should the west find disappointment staring them in the face,—our claim up to 54 deg. 40 min. rejected by the south,—they would not yield that support to a reduction or modification of the tariff, as would have been given under other circumstances. President Polk, I am inclined to believe, in fact I have been impressed with the conviction all along, will not be able to render satisfaction to the west in the settlement of the Oregon difficulty. This may operate upon the tariff, in a manner that will not please the nullifiers of the south. To show that this is not a mere opinion or conjecture of my own, I will make an extract from a paper that sustains the west, in her claims of 54 deg. 40 min., and "nothing shorter," and which confirms my assertions. It is very brief, and in these words:—

"After the South have vindicated their pledges on the Oregon, then they can have some sympathy in the tariff dispute." CROMWELL.

THE SCHUYLKILL CANAL.—The damages to this work by the late flood appears to be very trifling. It may, however, delay the completion of the enlargement and the new locks for two or three weeks. The engineers and the directors are confident of passing boats by the beginning of July next. If this hope be realized, 300,000 tons may be sent forward by the canal this year. The general opinion among colliers, whose judgment is best entitled to confidence, is, that all the coal for the New York and adjacent markets, may be considered saved to the canal, because its boats deliver their cargoes from the mines to that city, (via Raritan Canal,) without transhipment. This is about 400,000 tons, with annual increase. For the more Eastern trade there will be a hard contest. But before it is settled, intelligent men, seeing a regular annual increased consumption of 500,000 tons, predict that both companies will be awakened to the folly of a contest for the whole of a trade, which will eventually choke up both their avenues, and call loudly for a third route.—Philadelphia Ledger.

The Water-Cure Journal.

Edited by Dr. Saxe and published semi-monthly in this City, has gained a wide circulation. In the number for the present week, which the reader may obtain at Graham's we find the following account of the Indian mode of curing fevers, copied from a letter written by William Penn to Dr. Baynard of England.—N. Y. Tribune.

"As I find the Indians upon the continent more incident to fevers than any other distempers, so they rarely fail to cure themselves by great sweating, and immediately plunging themselves into cold water, which they say is the only way not to catch a cold. I once saw an instance of it with divers more in company. Being upon a discovery of the back part of the country, I called upon an Indian of note, whose name was Tenu-noughan, the captain general of the clans of Indians of those parts. I found him ill of a fever, his head and limbs much affected with pain, and at the same time his wife preparing a *bagno* for him. The bagno resembled a large oven, into which he crept by a door on the one side, while she put several hot stones in that small door on the other side thereof, and then fastened the doors as closely from the air as she could. Now while he was sweating in his bagno, his wife (for they disdain no service) was with an ax, cutting her husband a passage into the river, (being the winter of 1683, the great frost, and the ice very thick) in order to the immersing himself after he should come out of the bath. In less than half an hour he was in so great a sweat, that when he came out he was as wet as if he had come out of a river, and the reek or steam of his body so thick that it was hard to discern any body's face that stood near him. In this condition, stark naked, a body cloth only excepted, he ran to the river, which was about twenty paces, and ducked himself twice or thrice therein, and so returned, passing only through his bagno, to mitigate the immediate stroke of the cold, to his own house, perhaps 20 paces farther, and wrapping himself in his woollen mantle, lay down at his length near a long but gentle fire, in the middle of his wigwam or house, turning himself several times till he was dry, and then he rose and fell to eating his dinner, seeming to be as easy and as well in health as at any other time."

"I am well assured that the Indians wash their infants in cold water as soon as born, in all seasons of the year."

Ricknell's Reporter gives the following account of the miraculous escape of the Columbia rail road bridge, at Philadelphia, from destruction by fire:

"It appears that the fire was first discovered at about 9 o'clock, during a heavy gale of wind from the N. W.; and the accident was caused by the sparks of a locomotive being blown between the timbers of the roof, and wood-work near the roof. In a few minutes, the flames set upon by the wind, made rapid progress; but fortunately, a number of men belonging to the Station, immediately repaired to the spot with two locomotives from the Reading Rail Road with their hoses and pipes. By means of this apparatus a supply of water was secured, and soon thrown in abundance on the burning roof. Still the destructive element gained rapidly and the entire bridge being to the leeward, the lurid flames beneath and along the roof, together with the black-rolling clouds of smoke, rendered it almost impossible for men to approach the fire from the side which was most desirable. At this moment, an additional force from the Mount Pleasant Hotel and its vicinity, among which Mr. De Reufre was active, approached from the eastern extremity, but they made the way with difficulty, owing to the hail-storm, sparks and clouds of smoke that were carried through the whole length of the bridge, as through a funnel, by the furious wind. At length, however, they joined the men at the other end; and not more rapidly than luck was it resolved to attempt to cut through the bridge—or at least through the upper work at about the intersection of the first and second arches. This was immediately set about, a so far as the roof and upper timbers were concerned, speedily though but partially accomplished. From the power of the gusts of wind and fire, it was necessarily effected at some feet from the burning materials. This measure saved the bridge, though it must be admitted that the preservation of the structure was almost miraculous."

The Iron Business.

Messrs. Haywood & Snyder, the celebra Machinists of Pottsville, are now engaged in putting up a rolling mill for our enterprising friends Messrs. Reeves & Whitaker, of Phoenixville, the Schuylkill. It is to be of the same size construction as that extensive and beautiful one put up at Danville, by the same machinists, Messrs. Murdoch, Leavitt & Co., which is largest in the United States. It is designed making railroad iron; Messrs. R. & W. have already a very large rolling mill at the place for making assorted bar iron.

At the same workshop they are making engines, blowing machines, &c. for two iron furnaces, to be erected on the banks of the high, for Messrs. Bevan & Humphreys of thly. A very large rolling mill for making road iron is just going into operation in Pottsville, R. I. One at Trenton, N. J., has been finished lately, and one at Norristown, Pa. most extensive preparations are being made every direction to meet the great increase in consumption of iron! It being clear that Britain has enough to do for a long time to supply the home demand.

It is evident that the fortunate spur given this department of our industry, will render making us very shortly independent of England for our supply of iron. The additional demand for our Pennsylvania coal for the manufacture, beyond the regular annual increase of five per cent. is, we apprehend, not far precipitated. When we consider that the Mr. Iron Company at Danville requires 100,000 of coal per annum for that single establishment we get the germ of an idea that may lead to something like the conception of the immensity of fuel which must be promoted the general extension of the iron manufacture that is now taking place.—Phila. Ledger.