For the Sunbury American ADDRESS OF THE COMMITTEE

I pon the Rail Roads from Philadelphia to Brie and Pittsburgh. (Continued.)

The connection of the Sunbury and Eric Rail way at Williamsport, with the Railway towards the centre of the State of New York, is a point of superiority peculiar to the West Branch route. The importance of this junction, to Philadelphia, appears to be but little known; but of this, the Philadelphia "Committee of Seven" have presented us, in their address, with powerful evi dence.

The distance from Elmira, -- seven miles within the boundary of New York,-to Philadelphia, is generally estimated to be about seventy miles less than to the city of New York, by her great railway; and about 200 miles less than by her canal. In Atkinson's Evening Post, of January 22d, 1836, is a map illustrating the route of the Elmira and Williamsport railroad, accompanied by an essay upon its utility. The author is unknown to us, but appears to possess correct information. We extract the following statement of distances, aithough he makes the difference in favor of Philadelphia tess than that generally computed:

miles "From the State line to Elmira. From Elmira to Owego, From Owego to Binghampton, From Binghampton to Tappan, 222 From Tappan to New York, Total, by the N. Y. Railway from the NY.

line, near Elmira, to the city of N. York, 309 Deduct from Elmira to the line. Distance from Elmira to New York, Distances to Philadelphia. From New York State line, near Elmira, to Williamsport,

From Sanbury to Pottsville, From Pottsville to Philadelphia, l'otal distance from New York line, near Elmira, to Philadelphia,

From that line to the New York Railroad

at Elmira.

From Williamsport to Suppury.

Difference in favor of Philadelphia,

Besides, the steeper grades of the New York and Eric railway, and its greater rise and fall, are, probably, equivalent to more than fifty miles of distance. It may, therefor, be confidently asserted that, to passengers and products arriving from Lake Erie at Elmira, the route by Williamsport, Sunbury and Pottsville to Philadelphia, would be decidedly preferable to that to the city of New York.

Let us now turn to the address of the Philadelphia committee, the facts of which, in relation to this subject, are worthy of great regard. Let their statements, which we now quote, determine, whether the commerce passing from Lake Erie, through the State of New York, is of such magnitude as to deserve our competition.

"The opening of the great canal, in New York," says that address, "which in the year 1825, united her metropolis with Lake Erie, diverted to her that trade which had before centered in Philadelphia. This diversion carried with it th riches which have given to New York ber maratime ascendency. From the opening of the Erie canal in 1825 to the year 1841. New York enjoyed this commerce as the fruit of ber enterprise, without competition, except from the turnpikes, and then the lines (by alternate canal and rail way) of Pennsylvania.

"In the year 1841, owing to a hasty, if not im provident grant of a right of way in o the heart of New York, Boston connected herself with Albany, by the Western Railroad. Since that peried, short as it is, Boston has increased in ratio beyond any former period of her history, and New York, curtailed in the monopoly of the western trade, has sensibly declined. That great city will doubtless retrieve, by the New York and Erie railway, a considerable part of the trade which now passes to Boston,-until the comple tion of the Pennsylvania Railroad, which will intercept in its passage, and carry off the largest portion from both !"

How impressive are these facts and this pre diction, to show the superiority of the Sunbury and Erie railroad to the Juniata route! New York has granted to Pennsylvania 'a right of way, into the heart of her state,' to intersect her railway at Elmira, and approach it at Corning,-form a connection with her canals, and drain off her vast commerce before it reaches Albany, to proceed to Boston; but instead of embracing such extraordinary advantages, Pennsylvania shuts ber yes upon this short and certain avenue to the wealth which has enriched New York, and which is now carried off to Boston; and Philadelphia is urged to look only to the lesser objects on her left, and exhaust her wealth and strength upon the Southern Juniata route to Pittsburgh! While the Philosophers of "Athens," and her public prints, and zealous patriots, are putting forth all their wisdom and power to prevent a trickling streamlet from running towards Baltimore, from Pittsburgh, they disregard the mighty current, so easily diverted, flowing from the lakes to New York and Boston! The completion of our rail road by the West Branch, and the arm to Elmira or Corning, would doubtless, "intercept in its passage, and carry off the largest portion from both;"-but that, the Juniata and Stone Mountain route to Pittsburgh, even with another road to Cleveland, would accomplish that object, is a most unreasonable supposition. If Boston is enriched by intercepting passengers and products at Albany, would not Philadelphia be enriched by intercepting them upon her railway at the earlier point of Elmira, and conveying them by a shorter and easier route to Philadelphia?

But a further quotation from that address will afford more ample satisfaction, and it proceeds in these words to prove our position :

"If we observe the effects of this trade upon the cities of New York and Boston, we shall be able to perceive its importance, and calculate its probable influence upon Philadelphia. In the year 1816 the value of real and personal estate in the city of New York, has been carefully ascertained to amount to 82 millions of dollars. In the year 1825, a period of nine years, it had risen no higher than to about 100 millions, being an average increase of only 21 per cent. per annum, But in the latter year, which is the epoch of her communication with Lake Erie, her wealth and population began rapidly to augment. In ten years afterwards her population was nearly donbled, and the value of her real and personal estate had swelled from 100 millions to 218 millions of dollars, being an increase of 11} per cent. per annum! From 1835 to 1841 her aggregate capital continued to advance, notwithstanding the losses incident to a most destructive conflagration, and notwithstanding the great monetary crisis which overwhelmed our own community with effects which were felt over the American Union. The rate of increase, even during this eventful period, made a total average advance in capital of 91 per cent. per annum, from the year 1825. Since the year 1841, when her career was arrested by a connection of the Boston railway with Albany, we have to record her retrogade and decline. Her population has only advanced 11 per cent., and her wealth has been actually diminished 11 per cent. in every year.

"But, in the proportion that New York has receded since 1841, Boston has advanced. In the four years intervening from 1841 to 1845, her population has increased from 93,000 to 115,000 and the value of her real and personal estate, within the same period, from \$98,000,000 to \$135,000,000, being an augmentation of 8 per ct. per annum since the completion of her enterprise. New York and Boston derive annually, from their connection with the lakes, a revenue of many millions of dollars."

Now if Boston is thus triumphant, with a railway of 400 miles, and grades of 80 feet per mile. fed by a canal frozen up by long winters, why should not Philadelphia interpose, and triumph with but 246 miles, and moderate grades, fed by a great railway, open at all seasons of the year ?

The railroad from Elmira to the West Branch and Erie Railroad, at Williamsport, would inevitably receive a large portion of the persons and property passing eastward from Buffalo. Twenty-five miles of the railroad from Williams port have been in daily use for several years, leading through rich deposits of bituminous coa and iron ore, which would be given to New York in exchange for her salt and plaster, forming a most profitable reciprocal trade. Not long since, an engineer surveyed the short space from the northern termination of-that twenty-five miles to the Blossburg rouilroad of forty miles, extending to Corning, and reported its feasibility at a cost of \$10,000 per mile, and a length of only twenty-three miles. Either this line, or that to Elmira, would conduct to the valleys of the West Branch and Schuylkill, much of the immense commerce of New York and Boston, and assure it to Philadelphia.

If Baltimore would profit so largely by attracting a portion of the Pittsburgh trade, as to call up the formidable array against her, let our great city open her right eye, and survey the incalculable benefits she would receive from consummating her right of way into the centre of the State of New York. From Maryland she can obtain nothing by 230 miles of railroad to Pittsburgh. costing 40 or 50 thousand dollars per mile, by the estimate of the engineers ;-from New York she can obtain and exchange immensely, by constructing 50 miles across two intervals, and 40 miles down the West Branch, costing less than 20 thousand per mile. There she will reach substantial and permanent sources of wealth and production, rapidly augmenting, to which the Juniata route is a stranger, and forever must so

"It is estimated," (says the writer already quoted, in Atkinson's Evening Post,) "that 4,000 bushels of salt annually find their way by the valley of the Lycoming to Williamsport, under the most discouraging conditions of transportation. 2,000 tons of bar and pig iron are returned by the same channel, at the cost of \$18 per ton, (for transportation.) Lime would become a fruitful source of revenue. The salt works alone, of that state, would require a large quantity of bituminous coal. By a careful examination, it is estimated that, the products of the country to be sent over the railroad south, [to the West Branch,] will amount annually to above 200,000 tons. while that sent north cannot be less thu 250,000." In 1839, Elmira was stated to employ 15 forges, and to require 171,000 tons of coal, castings, salt, &c. If such was the amount of commerce in 1836 and 1839, how would it be appreciated were a continuous railway constructed to Sunbury-a distance of about 115 miles from Elmira,-of which 25 are completed ?

The subject of this division of our address. this branch of the Erie railway, has appeared of cility in its execution, and so clearly and cogently exhibited by the Philadelphia address that we have given to it greater space than was previously intended.

HUGH BELLAS, EBENEZER GREENOUGH, ALEXANDER JORDAN, EDWARD Y. BRIGHT, GIDEON MARKEL, GEO. C. WELKER, WM. J. MARTIN. July 25, 1846. (To be Continued.)

To DESTROY SKIPPERS IN BACON.-Take a ufficient quantity of alder leaves and beat them in a mortar, adding a little water. Rub the flesh of the meat with the bruised leaves, and where small holes appear pour the juice in them This application will effectually destroy the skippers, and will communicate no bad taste to the meat. This simple remedy is within the reach of every housekeeper, and will cost nothing to try it.



THE AMERICAN.

Salurday, July 25, 1846.

CT PRINTING INE -A fresh supply of superior ummer ink just received, and for sale at Philadelphia prices, for cash.

We are indebted to the Hon. James Pollock, for his speech on the Tariff. Mr. Pollock deserves the thanks of his constituents, for his zeal and ability in support of the tariff.

Mesars. Strohm & McClean will also accept our thanks, for their speeches on the same subject.

THE WEATHER, for the last two weeks, has been of a most unpleasant character. Cool, moist and cloudy, without a whole day of continued sunshine. The consequence is, that much fruit, now ripening, is rotting on the trees. The potatoe crop, we think, will not be as good as expected. The vines are green and flourishing, but not so with the roots. So also with melons. citrons. &c.

DF COAL TRADE. - The Shumokin coal trade, not withstanding the bad order of the rail road, is much better than last year. The operators are now getting down about six hundred tons per

OF SHAMOKIN DAN .- We understand that the anal commissioners intend to raise this dam. For what purpose it is hard to say. It is now higher than necessary, if it was sufficiently tight We can't see how making it higher would make it tighter; but we presume it will be necessary to have some hands on the public works, about election time. The raising of this dam is a piece of useless expense, calculated to do us much injury, and which will not be quietly submitted

OF The last Union Times contains an article highly recommending our friend, Major W. L. Dewart, for Congress in this district. Alexander Jordan, Esq., of this place, has also been favorably recommended from several quarters. With a good and popular tariff man the district may be redeemed, if the party should act har-

A tariff meeting was held at Danville on Wednesday evening last. John Cooper and Edward H. Baldy, Esqrs. were appointed dele gates to proceed to Washington. They left next

THE TARIFF.-There has been no decision on the tariff. All is yet in a state of uncertainty. We do not, however, believe that Mc Kay's bill can pass the Senate without amendment. If so, their will be some difficulty in the House. A compromise may however be effected, and the bill pass without much further trouble. A compromise tariff bill is talked of at Washington, by making a reduction of 25 per ct. on all articles specific or advalorem, under the act of 1842, whereon duties exceeding 30 per ct. are now charged, excepting brandy and spirits. This will reduce the duty on rail road iron from \$25 per ton to \$18 75. On pig iron from \$9 to \$6 75, and on coal from \$1 75 per tou to \$1 314. With this we should be content. Mr. Cameron addressed the Senate on Wednesday last.

MEXICO. - The Mexican government is almost in a state of anarchy. The revolution in favor of Santa Ana is rapidly extending throughout the country. The Californias have already declared themselves independent. Paredes has been elected President, and Gen Bravo Vice President. Paredes has obtained permission to lead the Army against the Americans, but is calling on the army to rally for the salvation of the Republic. In the mean time extravagant rumors are circulated in the newspapers relative to the American forces, whose march upon New Leon and Monterey is said to have commenced without opposition, and the Vera Cruz papers have it that Gen. Taylor is within a day's journey to Tampico. Vera Cruz itself has been almost evacuated, the merchants retiring to Jalapa and Orizaba, with their property. An attack on the castle is said to have been planned by Com. Conner to commence on the 10th July, with the following vessels :- Frigate Cumberland, 50 guns; do. Raritan, 50 do; do. Potomac, 50 do; Corvette John Adams, 20 do ; brig Somers. 10 do; steamer Mississppi, 8 do; Princeton, 7 do. These were at Vera Cruz, when the British steamer Clyde left there, and Capt. Simmons of that vessel reports seeing six other United States vessels of war off the harbor as he came out. The British squadron there consisted of such importance in its consequences, of such fa- the steamer Vesuvius, a ship of 50 guns, another steamer and a brig. The Vesuvius, it is said, was going to Tampico to take on board specie, which the U. S. brig St. Mary's, blockading there, had refused to permit the British Mail Steamers to receive. The St. Mary's opened her fire on Tampico on the 7th June which was answered by two gun boats, and after an action of three hours, the former retired. Alvarado, a place south of Vera Cruz, is blockaded by a U.S. brig, which had captured a trading boat and some men.

> BT THE GREAT BESTAIN has arrived, bringing three days later news from Europe. Nothing of particular interest. Crops appear favorable, and he price of grain has sustained a further decline

LEBIGH COUNTY BANK .- We see that the notes of this Bank are quoted as worthless. It s fortunate that but few have been circulated.

EF SANTA ANA.-It is reported that Santa Cruz, on the 10th mist.

Our Tariff Meeting, in the U. S. Senate.

It will be seen, by the letter of the corres pondent of the Philadelphia Ledger, that the proceedings of the tariff meeting held at the court house in this place, on the 14th inst., have caused some sensation in the Senate. Cen. Cameron, in presenting the proceedings to that body, requested that they be read, after which he made some appropriate remarks, stating among other things that neither Polk, Dallas or Shunk could most fortunate for Pennsylvania that Gen. Cameron was elected to the Senate. We say it with all due respect, and with the fullest confidence in the truth of what we assert, that Pennsylvania has never been more ably and efficiently represented in the U. S. Senate, than by Gen. Cumeron. Nor has she ever had a Senator who has stood up more fearlessly in defence of her interests. The people know how to appreciate his services, and will not soon forget them.

The last Union Times contains an Interesting letter from Col. H C. Eyer, then on a visit to Washington. After describing some of the distinguished men in Congress, he thus speaks of Mr. Dallas, in regard to his vote on the tariff should there be a tie in the Senate :

"Should this prove to be the result, I will not allow myself to suspect for a moment, that Mr. Dallas could possib'y prove false to the flag of good, old Pennsylvania. Himself a Pennsylvanian by birth, and elevated, by the confidence of her sons, to tame and power, surely he would be the last to raise a particidal hand against the State that has thus nursed and nourished him! I cannot beleive it, and will not, until the fact itself shall force conviction on my

BUDDING .- Now is the time for budding or inoculating fruit trees. The process is simple, and very sure. The season will continue until about the middle of August.

SPEECH OF MR. NILES .- We copy from the Ledger the following extract from the speech of Mr. Niles, in the Senate, on Mr. McKay's tariff bill. It was listened to with deep interest. We regret we have not room for the whole:

"He examined the estimates of the Secretary of the Treasury, and compared them with his own calculations, the result of which was that the revenue under this bill would be only \$19,-712.428. The policy of the system-this attempted change-was examined. It was not, he said the result of accident, but of design. It was a blow levelled at the free labor of the country, and for what? He would not say to benefit slave labor! But it levels a blow at the artisan, the mechanic, the laborer, and at the whole of the free labor of the country. Fifteen, or twenty, or thirty per cent. cannot be taken without bringing the manufacturing interest into great peril. It is said that you can press down labor-that it will bear it. Is it the policy then to press down the laboring man, and to see upon how little he can subsist? To see if he can live with one less mea!, one less hat, or

Those nations which have been found engaged in working up the raw materials of the earth, and those only which have risen in strength and power, while those who have been confined to agricultural pursuits have remained nearly stationary. It is the arts which can alone give employment to the entire population of a country. "They have made England and France, and comparatively this country, what

The result of the passage of this act will be characterized as an act of confiscation-and what is it but an act of confiscation? Property has been invested upon the faith of Congress and yet you make a law of pains and penalties, and confiscate this property by overturning a system established by yourselves. He was willing to follow the example of England. They never apply a remedy without finding out that an evil exists; she always acts with a wise regard to the interests of her population. Her object in her recent course is to favor these interests-to reduce the duties on those articles by which she is prevented from carrying on an import trade necessary to her people.

The political aspect and bearing of the mea sure was examined. If it was the duty of the party to which he belonged to support it, it must be shown that it was based on the great principles which that party has recognised. He de-

It has a very strong Southern squint-a terpolitical measure, those from every section of consistent with the views entertained by the party in the different portions of the Union. At the North, the principle of protection was of the domestic industry of the country-it was one of the principles upon which he was elected to the Senate. The present bill is hostile to the interest of the North, and to the acknowshould stand upon its own bottom. But when a Northern tub attempts to stand on a Southern stand very steady.

For himself, he should endeavor to take care of that part of the Democracy of the country whose interests he represented. A central Ana and Gen Almonte left Havana for Vera exponent of the views of the party. He did not shows that the principle of discrimination purely pretend to say that it was important to have for revenue is to be adopted.

such a paper, but it did really seem to him that ! that paper was endeavoring to manufacture public sentiments rather than to express the sentiments of the party. But it was asking rather too much to ask of him, not only to give up the interests of his constituents, but the political principles of the party to which he belonged. He could not do this to aid in carrying out this great measure of the day-a measure which was to stop our onward progress, and carry us have received the vote of Pennsylvania had they | back to the primitive stages of civilization. He avowed themselves opposed to the tariff. It is had raised his voice in opposition to the principles of this bill—he had raised it early—he could not sit still and see the interests of the country prostrated, if he could do any thing to arrest the hand raised against those interests.

Mr. Niles was listened to throughout with great interest. The Senators of both political parties thronged around him, a number of mempers of the other House occupied the sents in the obby, and the galleries were filled from the commencement to the close of his very able detence of Northern interests and the principles of the Northern Democracy."

[Correspondence of the Public Ledger.] FROM WASHINGTON. The Tariff-Debates in the Senate.

WASHINGTON, July 18, 1816.

I notice a great deal of speculation in the newspapers and corespondence from Washington, as to the probable course of certain Senators on the new Tariff Bill. Some, it is stated, have left Washington, and do not intend to returnothers propose leaving before the vote shall have been taken, and others again who have been supposed to be in favor of the bill have privately expressed an intention either to vote against it, or for some important modifications. One paper, I perceive, announces that Mr. Semple has already gone, without intending to return, and another that Mr. Hannegan, having become disgusted with the whole course of proceedings here, was already on his way, to Indiana, Both Mr. Semple and Mr. Hannegan were in their ecate to-day, and so of course the statements in reference to these gentlemen cannot be true. Some Senators on both sides will, no doubt, be absent when the final vote is taken, but it is ascertained that these have "paired off," so that the final result will no be affected one way or the other by the absence of these members. What that result may be, the proceedings and movements in and out of the Senate appear to be daily involving in increased uncertainty.

From the remarks of Mr. Calboun to-day on the Treasury Note Bill, it would seem to be rendered brobable that a distinct bill, levying a duty on tes and coffee, will be introduced before the close of the session, and passed in the Senate, if it shall be found necessary to secure the passage of the bill now before the Senate. But it is very doubtful, judging from the decided vote in the House, on striking those articles from the dutiable list, whether such a bill would pass that body. The debate on the Tariff Bill will not certainly be concluded until near the close of next week, and then, I learn from a rehable source, that Mr. Jarnagin will, under the but, in the mean time, an amendment, intended, it is understood, to meet certain objections to the bill, will be introduced, for which he, and probably both . Mr. Benton and Mr. Haywood will vote. If the amendment be adopted, the bill will probably pass in this shape, and with this amendment be returned to the House, where it is believed that there will be difficulty. The final result, therefore, as I have before stated, is involved in great uncertainty. But the views of Senators on the important measures before Congress, are of far greater interests to the citizens of Pennsylvania than the speculations of a mere looker-on, however reliable may be the authority upon which those speculations are based, and to these I will devote the remainder of this letter. An interesting debate sprung up this morn-

ing, on the presentation by Mr. Cameron of the proceedings of a meeting of the democratic citizens of Northumberland county, Pennsylvania, held at Sunbury, on the 14th inst. against the passage of the new tariff bill. In presenting these proceedings, Mr. Cameron took the occasion to remark, that the panic in Pennsylvania occasioned by the passage of this bill through the House, was no whig panic-it was a pannied that the bill was based on any such princi- ic among the democratic citizens of that commonwealth. The county of Northumberland, out of a vote of 2500, gave a democratic vote of rible squint towards cotton and tobacco. If this 1200. Northampton, too, who was also here by measure is to be forced upon the country as a her representatives to look after this bill, gave a very large democratic majority. Much had the country must judge how far it is based been said here about the rights of the South, upon the principles of the party-how far it in and the rights of Massachusetts. Pennsylvania contends for no privileges. She asks only to be let alone. He requested the reading of the proceedings, that it might be seen what the recognized by the party; they, are the friends democracy of Pennsylvania had to say, and they were accordingly read. They declared that the doctrine of protection to American products and manufactures against Foreign products and manufactures, has received the sanction of all ledged principles of the Northern Democracy. democratic Presidents since the formation of the He was a party man, and was as willing to go government; that Pennsylvania has never givas far as any man, with a safe conscience, for en a vote for any candidate for the Presidency, his party. It was an old adage, that every tub | who did not recognize this principal; that during the late canvass, Mr. Polk, in his letter to Mr. Kane, recognized the principle of a tariff bottom, we might rest assured that it would not for revenue, with discrimination for protection -a fair and just protection to all classes. It was hoped that the principles of that letter would be carried out; but the passage of Mr. McKay's bill through the House had destroyed newspaper had been considered necessary, as an the hope of discrimination for protection, and

There is nothing in the present state of the country to warrant this departure from the declarations of that letter, and the destruction of the interests of Pennsylvania. The thanks of Pennsylvania are presented to the delegation in Congress from the State, with a single exception, for the stand taken against "Robert J. Walker's British tariff" and in favor of American industry, and to Messrs, Sturgeon and Cameron, who are requested to use every effort to defeat the bill. They further express the hope and belief that the Vice President of the United States, the Hon, G. M. Dallas, will stand by Pennsylvania interests in this emergency; and declared their intention, in any future canvass for the Presidency, to give their suffrages for no man whose principles are of doubtful charac-

Mr. Webster made some observations in relation to the closing remarks of Sir Robert Peel in his last sprech. He said that all eyes in England were turned to the action of Congress on the tariff. By a document just presented, it would appear that a contrary blast was coming from Pennsylvania. Mr. W. asked the Senators from Pennsylvania whether Polk, Dallas and the Tariff of 1842 was not on all banners in Pennsylvania, during the electioneering campaign of 1944 1

Mr. Cameron would answer with all frankness. He had attended more than a hundred public meetings during that canvass. At all of them the banners, "Polk, Dallas, Muhlenberg and the Tariff of '42" was displayed, until the lamented death of Mr. Mnblenberg, and then the motto was "Polk, Dallas, Shunk and the Tariff of '42." Neither of these former, he was entisfied, could then have received the vote of Pennsylvania, without the assistance of the lat

ter! The proceedings were referred to the Com mittee on Printing.

The Treasury Note bill from the House was then taken up, and Mr. Niles expressed his in tention to vote against the amendment of Mr. Benton, though he admitted that there was som force in the views expressed by that gentlemar Mr. J. M. Clayton expressed his intention t

ote for the amendment. Mr. Evans expressed his intention to vote t gainst the amendment.

Mr. Miller made a strong speech against th

Mr. Calhoun should vote for the striking or the amendment proposed by the Senator from Missouri.

Mr. Webster should vote against the amend ment. Mr. Benton again addressed the Senate i

support of his amendment.

Some further remarks were made by Mes-Pennypacker, Westcott, Dayton, Cameron, Y lee, Evans, Crittenden, Bagby, and Allen. Ti vote was taken on Mr. Benton's amendmen and it was rejected, 16 to 33. The bill w then read a third time, and passed without

The Tariff bill was taken up, and Mr. Re erdy Johnson addressed the Senate in oppotion thereto. When he had concluded, the Sc ate adjourned. The House disposed of a gre number of private bills, and others not of a ge eral interest.



The steamer Cambria arrived at Boston, J 17, 7 o'clock, P. M., having accomplished voyage from Liverpool in her usual good tim a little over thirteen days. Advices by this rival have been received from Liverpool to 4th inst. London 3d, Paris 1st, Dublin 3d, Ha

We copy the following summary from latest Liverpool and London papers :

Two highly important events have occusince we last addressed our readers. These the passing of the Corn Bill and the resignat of the Ministry.

On the evening of Thursday, June 25th, House of Lords passed the third reading of Corn Bill without a division. At two o'clock the succeeding morning

House of Commons left Sir Robert Peel and Government in a minority of seventy-thre the Irish Coercion Bill.

On Saturday Sir Robert Peel proceeded to Isle of Wight for the purpose of tendering own and his colleagues' resignation to the Qu and on Monday night he made a lengthened e sition of his motives for resigning in the H of Commons. The council now consists of Lord Chancellor, Lord Cottenham: Presi

of the Council, Marquis of Landsdowne; Lo Privy Seal, Earl of Minto; Secretary of Home Department, Sir George Grey; Secre of the Foreign Department, Lord Viscount P erston; Secretary for the Colonies, Earl G First Lord of the Treasury, Lord John Ru Chancellor of the Exchequer, Mr. Charles V Chancellor of the Duchy of Lancaster, Campbell; Paymaster-General, Mr. Maca Woods and Forest, Viscount Morpeth; Pay ter-General, Marquis of Clanricarde; Boa Control, Sir John Hobhouse; Chief Secretar Ireland, Mr. Labouchere; Admiralty, En Auckland.

Not of the Cabinet-Master of the Mint. Hon. R. S. Shell; Secretary at War, Hon. Maule; Attorney General, Sir Thomas W Lord Advocate, Mr. A. Rutherford; Sol General for Scotland, Mr. T. Maitland; Lieutenant of Ireland, Earl of Besborough; mander in Chief, Duke of Wellington; A General of the Ordinance, Marquis of Ang Most of the members belong to the Mell cabinet. The Duke of Wellington rema the head of the army, without a seat in the