The Speaker laid before the House a letter from Mons. A. Scheffer, of Paris, presenting to the acceptance of Congress a full length portrait of General Lafayette, which was laid on the table. The letter is in the following terms:

PARIS, October 19, 1824.

SIR: I send by the ship 'Cadmus,' Captain Francis Allyn, (who has kindly promised to take it on to Washington) a full length portrait of Gen. Lafayette, painted by me, which I pray you to do me the honor to accept, for the Hall of the House of Representatives, over which you preside.

"As the friend and admirer of General Lafayette, and of American Liberty, I feel happy to have it in my power to express, in this way, my grateful feelings for the national honors which the free people of the United States are at this moment bestowing on the friend and companion in arms of your illustrious Washington, on the man who has been so gloriously received by you as the 'Nation's Guest.'

"Accept, sir, with the above testimony of my sentiments, for your country and for my venerable friend, the sincere assurance of my profound respect. "A. SCHEFFER."

To the Hon. the Speaker, of the H. of R. of U. States.

The House then proceeded to the unfinished business of yesterday, which was the consideration of Mr. Brent's resolution in relation to a reference of the claim of the Marquis de Maison Rouge, to certain lands in the state of Louisiana.

The debate on that resolution was resumed by Mr. Gurley, Mr. Taylor, and Mr. Brent; who advocated, and by Mr. Rankin, who opposed the Resolution.

The question being taken upon it, passed in the affirmative.

OCCUPATION OF N. W. COAST.

The engrossed bill "To provide for occupying the Columbia or Oregon river," was read a third time.

Mr. Whipple, with a view to the amendment of the bill, by striking out the third section, moved to recommit it; and accompanied his motion by some remarks on the impolicy of attempting the establishment of a Custom-house, and the organization of a Territory, on the coast of the Pacific.

Mr. Floyd made some explanations in reply, and concluded them by a request, that the gentleman from New Hampshire would oblige him by withdrawing his motion.

Mr. Whipple repeated some of his reasons against the 3d section, but would not refuse the request of the gentleman, and therefore withdrew his motion.

But it was renewed by Mr. Cook, of Illinois, who wished to press upon the House the question whether the establishment of the contemplated post, taking formal and effectual possession of that r gion of country, would not be viewed by England as an infraction of the Treaty of Ghent, by which it was agreed, that, although the country on the Oregon should remain open to both nations during ten years (four of which were yet to come,) the rights of neither to the soil should thereby be prejudiced. The establishment of a territory would, of course, lead to an extinguishment of the Indian title, and a permanent taking possession of the country for our own. This he feared, was leading us into difficulties. He thought it would be better to recommit the bill. Mr. Cook replied to the views yesterday expressed by the gentleman from Kentucky, (Mr. Trimble,) in relation to the operation of the Treaty, into which he went at some length, in confirmation of the view he had above taken.

The question on recommitment was then put, and decided in the negative. And the question then recurring on the final passage of the bill, it was determined in the affirmative—Ayes 113, Noes 57.

So the bill was passed. Its title was altered, at the suggestion of Mr. Floyd, by omitting the words "Columbia or" before the word Oregon, and then the bill was sent to the Senate.

And then the house adjourned to Monday next.

From the Washington City Gazette, Dec. 15

DIFFICULTIES OF OUR SLAVE POPULATION.

A question, as delicate as it is important, has arisen between Great Britain and the United States, or rather between the United States and Great Britain on the one side, and the state of South Carolina on the other. To give our readers a fair view of the matter at issue, it is necessary to call their attention to a fact which is no doubt still fresh in their memories. We allude to the contemplated insurrection of the slaves in Charleston two years ago, which was fortunately discovered in time to prevent the execution of its object, which was the massacre of the white inhabitants and the enfrancisement of the slave population. Several of those who were concerned in the conspiracy for an insurrection were tried and executed, and one or more, we believe were banished. Such was the terror that seized upon the minds of the citizens of Charleston, that they established, at no inconsiderable expense to themselves, an armed patrol, subject to regular military duty every night, to guard against surprise, from any secret combination among the slaves, for a like bloody purpose. The Legislature of South Carolina, convinced that a spirit of insubordination among the blacks and people of color was fomented by freemen of their own complexion, and that these, entering the territories of the state in various guises, but chiefly in the character of mariners or persons employed on board merchantmen, might in fact, be emissaries, sent with the evil design of producing a servile war, which would be fraught with frightful disasters to the white inhabitants, enacted in the month of December, 1822, a law, of which the following is the third section:

"And be it further enacted by the authority aforesaid, That if any vessel shall come into any port or harbour of this state, from any other state or foreign port, having on board any free negroes or persons of color, as cooks, stewards, mariners, or any other employment on board said vessels, such free negroes or persons of color shall be liable to be seized and confined in gaol, until said vessel shall clear out and depart from this state; and that when said vessel is ready to sail, the captain of said vessel shall be bound to carry away the said free negro or person of color, and to pay the expenses of his detention; and in case of his neglect, or refusal so to do, he shall be liable to be indicted, and on conviction thereof, shall be fined in a sum not less than one thousand dollars, and imprisoned not less than two months; and such free negroes or persons of color shall be deemed and taken as slaves, and sold in conformity to the provisions of the act passed on the 20th of December, one thousand eight hundred and twenty, aforesaid."

Against the operation of this section of the law, upon the black and mulatto seamen of G. Britain entering the ports of South Carolina, Mr. Stratford Canning, the British Minsiter at Washington, in a letter to Mr. Secretary Adams, on the 15th of February, 1823, remonstrated. One vessel under the British flag, according to Mr. Canning's representation, had at that time, been subjected to inconvenience; and he expressed his hope that the recurrence of any such "outrage" would be prevented. But another instance of the same kind did occur, as narrated in the subjoined letter of Mr. Petrie, of Liverpool, England, to the British Board of Trade:

(COPY.)

Letter from Mr. Petrie, of Liverpool, to the President of His Majesty's Board of Trade.

LIVERPOOL, Jan. 20, 1824.

Sir: Perhaps my communications should have come through another channel, or his Majesty's ministers may already be informed on the subject; but the certain knowledge of many of the subjects of this country, suffering under a very grievious law in the United States of America, in the particular state of South Carolina, merely from the circumstance of their being coloured, has induced me to trouble you with my correspondence, conceiving that no country shall ever be permitted to treat any of the subjects of Great Britain so hostilely, without the interference of government.

The law is rigorously prosecuted, prohibiting all coloured persons, sailors or others, from coming to that state under the penalties of being imprisoned, corporeally punished, & made slaves of. Being an officer in his majesty's navy, I have known the value of our seamen, and could not help remonstrating against this most oppressive law last month when I was in Charleston, where I carried part of a crew, four in number, of these unfortunate people, in the ship Marmion, from this port; but my remonstrances were of little or no avail, nor could the British Consul, after frequent applications to him by every master in that port belonging to British vessels, obtain any alteration or qualification of the law. The Marmion was not well moored at the wharf, before the officers, who were appointed to put the law in execution, came on board, and forcibly carried one of the four of these men to jail, where he remained during my stay in Charleston; the three others I had previously conveyed on board of a packet on the eve of sailing to New York, where they were likely to obtain a passage more readily to England; but on board this vessel they were apprehended by men who seemed anxious only to get their fees, and thrown into prison, depriving them of the opportunity to comply with the law, which they would have done in a few hours. The release of these unfortunate men from jail, fees, and loss of their service, put me to considerable expense.

You will, no doubt, sir, be better able to judge of the justice of such laws, enacted against a great portion of the subjects of this country, especially by seamen out of this port, than I can, better knowing the commercial relationship between the two countries.

I am, Sir, &c. &c.
[Signed] PETER PETRIE.

The circumstance recited by Mr. Petrie became the subject of another diplomatic note to Mr. Secretary Adams, from the extraordinary charge d'affairs Mr. Addington, who, in the usual lively tone of his official correspondence, "demanded redress and reparation for injuries inflicted on a subject of his majesty, who had the misfortune to fall under the oppressive weight of the statute in question." This demand was made on the 9th April, 1824. The affair was then referred by the President, thro' the Department of State, to Mr. Attorney General Wirt, who, on the 8th May, 1824, gave the following opinion upon the point submitted by Mr. Adams.

Mr. Wirt to Mr. Adams.

Office of the Attorney General of the U. S. May 8th 1824.

SIR:—The third section of the Legislative act of South Carolina, entitled "An act for the better regulation and government of free negroes and persons of colour, and for other purposes," which you submit for my opinion, is in the following words:

"And be it enacted by the authority aforesaid That if any vessel shall come into any port or harbor of this state, from any other state or foreign port, having on board any free negroes or persons of colour, as cooks, stewards, mariners, or in any other employment on board said vessels, such free negroes or persons of colour, shall be liable to be seized and confined in goal until said vessel shall clear out and depart from this state; and that when said vessel is ready to sail, the Captain of the said vessel shall be bound to carry away the said free negroes or persons of colour, and pay the expenses of his detention; and in case of his neglect or refusal so to do, he shall be liable to be indicted, and on conviction thereof, shall be fined in a sum not less than one thousand dollars, and imprisoned not less than two months; and such free negroes or persons of color shall be deemed and taken at absolute slaves, and sold in conformity to the provisions of the act passed on the twentieth day of December, one thousand eight hundred and twenty, aforesaid."

The question you propound for my opinion on this section is, "whether it is compatible with the rights of nations in amity with the United States, or with the national constitution."

By the national constitution, the power of regulating commerce with foreign nations, and among the States, is given to Congress; and this power is, from its nature, exclusive. This power of regulating commerce is the power of prescribing the terms on which the intercourse between foreign nations and the United States, and between the several states of the Union, shall be carried on. Congress has exercised this power; and among these terms there is no requisition that the vessels which are permitted to enter the ports of the several States shall be navigated wholly by white men. All foreign and domestic vessels, complying with the requisition prescribed by Congress, have a right to enter any port of the United States and a right to remain there, unmolested in vessel and crew, for the peaceful purposes of commerce. No state can interdict a vessel which is about to enter her ports, in conformity with the laws of the United States, nor impose any restraint or embarrassment on such vessel, in consequence of her having entered in conformity with those laws. For the regulations of Congress on this subject being both supreme and exclusive, no state can add to them, vary them, or touch the subject in any shape whatever, without the concurrence and sanction of Congress. By the regulations of Congress, vessels navigated by black or colored men, may enter any port of the Union for the purposes of commerce, without any molestation or restraint in consequence of having so entered; but the section of the law of South Carolina which we are considering, declares, that if any vessel shall enter one of her ports, navigated, in whole or in part, by negroes or persons of color, the crew, so far as they are negroes or persons of color, shall be immediately seized and imprisoned at the expense of the captain, with various other contingent and severe penalties, both on the captain and his imprisoned crew. Here is a regulation of commerce, of a highly penal character, by a State superadding new restrictions to those which have been imposed by Congress; and declaring in effect that, what Congress has ordained may be freely and safely done, shall not be done but under heavy penalties. It seems very clear to me, that this section of the law of South Carolina is incompatible with the national constitution, and the laws passed under it, and is therefore void. All nations in amity with the United States have a right to enter the ports of the Union for the purposes of commerce, so long as by the laws of the Union commerce is permitted, and so far as it is permitted; and inasmuch as this section of the law of South Carolina is a restriction upon this commerce, it is incompatible with the rights of all nations which are in amity with the United States.

There is another view of this subject. By the national constitution, the power of making treaties with foreign nations, is given to the general government, and the same constitution declares that the treaties made shall constitute a part of the supreme law of the land. The national government has exercised this power also, of making treaties. We have treaties subsisting with various nations, by which the commerce of such nations with the United States is expressly authorised, without any restriction as to the color of the crews by which it shall be carried on. We have such a treaty with Great Britain, as to which nation this question has arisen. This act of South Carolina forbids, or what is the same thing, punishes what this treaty authorises.

I am of opinion that the section of the law under consideration is void, as being against the constitution, treaties, and laws of the United States, and incompatible with the rights of all nations in amity with the United States.

I have the honor to be, very respectfully your obedient servant,
(Signed) WILLIAM WIRT.

The Hon. John Quincy Adams,
Secretary of State, U. S.

Upon receiving this opinion, Mr. Secretary Adams, by direction of the President, wrote the annexed letter to the Governor, of South Carolina, intimating, as the reader will perceive, the expediency of a repeal of the state law, the 3d section of which had given so much offence to Great Britain:

His Excellency the Governor of S. Carolina, Columbia.

Department of State, Washington, 6th July, 1824.

Sir,—By direction of the President of the United States, I have the honor of enclosing copies of several successive representations received at this Department, from the Representatives of the British government here, relating to the operation of an act of the Legislature of South Carolina—a copy of the opinion of the Attorney General of the United States, upon the Act, is likewise enclosed; and I have it in charge to express the hope of the President, that the inconvenience complained of, will be remedied by the Legislature of the State, of South Carolina itself.

I am with great respect, Sir, your very humble and obedient servant,
JOHN QUINCY ADAMS.

The subject of slavery in the United States is beginning to assume a very serious aspect — Should the independence of St. Domingo or Hayti be recognized, and commercial intercourse between that Island and the United States be once freely estabtished, the subject will become still more embarrassing. We take the liberty of admonishing our countrymen not to trifle with it.

REPORT
OF THE POST MASTER GENERAL.

The Postmaster General to the President of the United States.

POST OFFICE DEPARTMENT, 30th November, 1824.

SIR:—I have the honor to submit to you the following report respecting the transactions of this department.

The expenditures of the department from the 1st April, 1822, to the 1st April, 1823, were, as stated in my report of November last,	$1,169,385 51
The receipts for postage during the same period were,	1,114,345 12
	55,540 39

Leaving an expenditure of fifty-five thousand five hundred and forty dollars and thirty-nine cents more than the current receipts.

The expenditure from the 1st April, 1823, to the 1st April, 1824, were	$1,170,144 63
Receipts for postage during the same time amounted to	1,153,845 72
	16,298 91

Leaving an expenditure, beyond the receipts of sixteen thousand two hundred and ninety eight dollars and ninety one cents.

A comparison of the receipts for postage for the three quarters preceding the 30th of June last, with the corresponding quarters of the previous year, will show a considerable increase of receipts.

Postage received from 1st October, to the 31st December, 1823, amounted to	$277,834 10
In the corresponding quarter of 1822, there was received	261,741 64
	16,091 46

Making an increase for this quarter, of sixteen thousand and ninety one dollars and forty six cents.

Postage received from 1st January, 1824, to the 31st of March, ensuing,	$309,755 69
In the corresponding quarter of the year 1823,	286,144 29
	23,611 40

Making an increase, for this quarter of twenty-three thousand six hundred and eleven dollars and forty cents.

Postage received from 1st of April to the 30th of June, 1824,	$231,275 54
There was received for the corresponding quarter of the year 1823,	288,211 26
	3,064 28

Making an increase, for this quarter, of three thousand and sixty-four dollars and twenty eight cents.

The total increase of receipts for the three quarters specified, is	$42,767 14

The accounts registered for the quarter ending on the 30th of September last, have not been all examined, but it is calculated that the receipts will exceed, by fifteen thousand dollars, the receipts of the corresponding quarter of the previous year, which will make an augmentation of receipts, for the four quarters, of about fifty seven thousand seven hundred and sixty seven dollars.

The total amount of receipts for postage for the three quarters above stated, is	$878,866 33
During the same time the expenditures of the Department, were	868,121 50
	10,744 83

Leaving the sum of ten thousand seven hundred and forty four dollars and eighty three cents, more than the expenditures for the three quarters.

Contracts were made in September, 1823, to transport the mail in the present year, two hundred and thirty five thousand three hundred and seventy eight miles more than it was transported in the year 1823. One hundred and twenty five thousand and thirty four miles of this distance, it will be conveyed in stages. There has also been given, on many routes, within the same time, greater expedition in the conveyance of the mail for which an adequate compensation is paid.

In making the mail contracts in September last, for New England and New York, there was but little reduction of expenditure, but many important accommodations were given, by making provision for an increased transportion of the mail. Under these contracts, the mail will be conveyed two hundred and fifty nine thousand seven hundred and forty miles per annum more than it has ever before been transported, by contract, in the same sections of country.—It will be conveyed in stages, the whole of this distance, except ten thousand five hundred and four miles.

Since the 1st of July, 1823, the transportation of the mail has been increased four hundred and ninety-five thousand one hundred and eighteen miles per annum. Of this distance it will be conveyed in stages three hundred and seventy four thousand two hundred and seventy miles.

This transportation, computed, at the lowest price for which similar service is performed, will amount to the sum of thirty thousand dollars annually. When, to this sum is added the deficiency of receipts to meet the expenditures for the year ending on the 1st April, 1823, and the probable excess of receipts for the present year, above the expenditures, the improvement of the operation of the department will appear.

For the above service,	$30,000 00
Deficiency of receipts to meet the expenditures for the year ending on the 1st April, 1823,	55,540 39
Probable amount of receipts for postage the present year, above the current expenses,	15,000 00
	100,540 39

From this statement, it appears that the condition of the department has been improved, in comparison with the year ending on the first of April, 1823, by a reduction of expenditure and increase of receipts, one hundred thousand five hundred and forty dollars and thirty-nine cents per annum.

The advantages from the arrangement adopted respecting newspaper postage have not been fully developed, but it has been ascertained, that the receipts from that item have been increased at the rate of about twenty-five thousand dollars per annum.

Unremitted exertions have been made to collect the balances due to the department. Within the past year many suits have been brought and judgment obtained. In many cases, where judgment have been obtained on accounts of long standing, the delinquent Postmasters and their surities have been found insolvent, and the costs of suits have been consequently paid by the department. To avoid as far as possible, a useless expenditure of this kind, the Attorney of the United States is now requested, when an account of some years standing is sent him for collection, not to commence suit, if, on inquiry, he shall find the principal and his surety are insolvent. To issue process in such a case, would subject the department to a bill of costs, without answering any valuable object to the public. In a short time, all demands against delinquent Postmasters will be in suit, where there exists any probability that more than the costs can be collected.

The improvement which has been made in the revenue of this department for the past year authorize the opinion that it will be able to meet an increased expenditure, by affording additional mail accommodation on established routes, or by transporting the mail on new routes which Congress may think proper to establish.

Therefore many routes, now in operation, which require greater expenditure than any advantage arising to the public would seem to justify. If these were discontinued, and other routes of more general utility established, the public convenience would be greatly promoted, without adding to the expenditure of the department. A judicious revision of the mail routes, and of the law regulating the Post Office Department, will enable it, in a very short time, not only to send the mail into every populous neighborhood of the Union, but to give every accommodation which may be desirable to the important commercial posts.

The money lately appropriated by Congress to repair so much of the mail route, from Nashville in Tennessee, to New-Orleans, as passes through the Indian country, and which was placed by your direction at the disposition of this department, has been applied, to the object intended, except five hundred and ninety dollars and six cents.

As a small sum of money was to be expended in repairing a road of great length, and as the public interest required that the repairs should be made the whole extent, so as to remove all obstructions to the transportation of the mail, it was deemed important, before the commencement of the work, to ascertain the nature and extent of those obstructions. This was done by the person appointed to make the repairs, and in making them, streams of water which were occasionally rendered impassable to the mail, by high water, were bridged, and swamps, which were also sometimes impassable, were causewayed. The work, it is believed, has been faithfully executed, and at such places on the route as most required it.

After the work was done, the money was paid, on the valuation of two practical men, who were recommended to the department as well qualified for that purpose. They were instructed to examine minutely the manner in which the work had been performed, with a view to its permanency and the object designed, and to report what sum would be a reasonable compensation for it.

The balance of the appropriation which remains unexpended, will be applied in making some additional repairs during the present winter.

I have the honor to be, most respectfully, your obedient servant. JOHN M'LEAN.

The President of the United States.

CONGRESS.

There is something peculiarly awakening to the American mind in contemplating the present meeting of Congress. Freemen clothed for a time in the garb of legislators, but shortly to resume that of private citizens, meet to consult and to decide on questions of great national moment, sent by their friends and neighbours to represent them—to behold their chief magistrate return to private life; and all this change goes on like the march of the seasons, or the revolutions of day and night, without bustle. Are not these high and transcendant rights, by which private men are lifted into law-givers, and law-givers sunk to the level of private men, worthy of all our admiration and homage; worthy to be transmitted down to posterity, pure and unimpared—Yes, they are, and so strong an impression has this spectacle—this American spectacle, made upon the world, that if this Republic were converted into a monarchy to-day, the Holy Alliance would be dissolved on the morrow. They look upon America as the parent of what they are pleased to term treason, disaffection, insubordination to monarchy, and a number of other offences to be found only in the criminal catalogue of Kings. Let the members of Congress keep in memory, that their actions are watched by these crowned heads, and bear themselves with a plain, simple, republican dignity, correspondent to the crisis. [Bal. Amer.

ST. LAWRENCE AND CHAPLAIN CANAL.

The survey of the whole route of this Canal has been recently completed. It is laid out thro' the village of Malone, Potsdam, and Canton.—The soil of the country is well suited for the construction of a Canal, with but little rock excavation, and that confined to the district between Chataugnay and Plattsburg. The principal difficulty in making this canal, is the elevated land along Lake Champlain—but the remainder of the route presents a remarkable smooth surface, and in general character, is a very favorable district for this object. It is stated that in every part of the route there will be at all times, a sufficiency of water. The whole distance is 143 miles.

We are informed, and we give information for the benefit of those interested, that the Board of Engineers are now engaged in examining the various models, plans, &c. which have been presented to the Engineer Department, under notice of the 1st June last, offering a reward of $1,000 for "the best plan, machine, or instrument, calculated to remove the sawyers, planters, and snags in the Mississippi river, so as to render the navigation free and safe." As soon as the decision is known, due notice will be given of the result. [Nat. Journal.

WASHINGTON, December 24.

With promptitude which enhances the value of the Proceeding, the act concerning Gen. LAFAYETTE, which passed the House of Representatives on Wednesday, was taken up, read three several times, and finally PASSED, in the Senate, yesterday, without a dissenting voice. It now only wants the signature of the President, which it is known that it will give him sincere pleasure to affix to this bill, to make it a law. A single voice in the Senate could have prevented the bill's receiving even its second reading yesterday: but, the thing being resolved upon, forms were dispensed with, that the act of national gratitude might be speedily consummated.

FAMILY OF GEN. LAFAYETTE.

General Lafayette has one Son & two Daughters, the son, George Washington Lafayette is now in this country: the daughters are Madame Maubourg, and Madame Lasteynie.

Mrs. Maubourg has three daughters—Mrs. Brigode, Misses Louise and Jenny Maubourg.

Mrs. Lasteynie has three daughters—named Paulina, Melanie and Octavia—and one son, named Jules.

George Washington Lafayette has three daughters, named Natolia, Matilda, and Clementina—and two sons named Oscar, and Edmond.

Mrs. Brigode has two daughters, Georgiana, and Gabriella.

These all reside at the hospitable mansion of La Grange, and, we are informed, are dependent for their support on the limited income of that Farm.

CAMBRIDGE, Dorchester county, Dec. 16, 1824.

Mr. JONAS GREEN,
Sir,

The result of the election of the executive council has just reached me, by which I am apprised that I obtained the very respectable number of four votes. For such an honour I ought to cherish feelings of gratitude greater than ordinary, as it was to me truly unexpected. The members from this county, in conjunction with my friends in the house, withdrew me from the contest, which has my hearty concurrence, as I never intended to oppose Mr. Prideaux; whether I was a candidate or not depended entirely upon the event of his resignation. The morning on which the election took place it was generally determined upon by my friends and understood by others, that I was *not* a candidate, and that their support should be bestowed upon whomever they thought proper. Immediately before the ballot commenced, a gentleman from Montgomery, with whom I have no acquaintance, and without any consultation with the members from this county, put me in nomination, (for what purpose he best can explain,) which caused the votes I received. To prevent any misconception in the public mind, and any injury which might arise to myself from this *unprecedented* affair, I respectfully request you, and other gentlemen who have inserted in their papers the number of votes given to each person at the election of the executive council, to publish a statement explanatory of the votes I received.

I am, very respectfully,
Your obedient serv't.
JNO. R. W. PITT.

A NEW LINE OF STEAM BOATS.

A company in Norfolk, Vir. propose to commence running in the spring, a line of Steam Boats and Stages direct from Philadelphia to that place. The land route is through this State, from Maon's ditch or gut, about six miles from Dover, through that place, Camden, Canterbury, Johnstown, by Dalliner's tavern to Seaford on Nanticoke river, in Sussex. The route from Seaford to Dover has been surveyed and measured, a distance of 39 miles:—the whole distance by land will be about 45 or 46 miles, of as fine and level a road as a bowling green. It is calculated that the trip from Philadelphia to Norfolk can be made by this route in 32 hours, considerably less than half the time employed in going by way of Baltimore. We wish the undertaking all the success its meritorious character deserves. [Del. Watchman.

LOSS OF THE SHIP NESTOR.

The packet ship Nestor, Capt. Pease, which sailed from Liverpool for this port on the 6th of November, went ashore about 3 o'clock on Saturday morning last, off Hempstead, L. I. about 28 miles from Sandy Hook. The passengers and crew, with the letter bag, reached this city yesterday morning. We understand that the ship had bilged and will probably be lost. Her cargo was not as valuable as is usual for the packet to bring. It consisted of 100 tons coal, 100 tons lead, some salt, from five to six hundred packages of merchandize, in the lower hold, the most of which it is feared will be lost. A few packages between decks are saved. [N. Y. Com. Adv.

The present laws of Virginia prohibit the marriage of a man with a former wife's sister, or with a brother's widow. A bill was brought lately into the legislature for the repeal of this restriction. It was rejected. Ayes 87—noes 108.

GENERAL JACKSON'S BIRTH PLACE.

The following is an extract of a letter from General Jackson, dated 18th of August, 1824 "As to the question asked, I with pleasure answer, I was born in South Carolina, at the plantation whereon James Crawford lived, about one mile from the Carolina road, where it crosses the Waxhaw Creek—Was born on the 15th of March in the year 1767, and left the state in the year 1784."

The acting Governor of Louisiana transmits a message of the late Executive of that State to the Legislature now in Session, which was left for communication with him when the latter gentleman retired from his office. The Legislature are congratulated, that they are now exempt from relief laws, paper money, and other similar quackery, and resorting to industry, economy and good crops. The public debt, always insignificant, has been lessened the last year $40,000, and may be easily expunged whenever the Legislature think proper. One fifth of the whole revenue is expended in a school fund—it has been judiciously appropriated, and the good effects are already apparent. In the city of New Orleans the offspring of a great number of strangers overtaken by disease, are better fed and clothed than in any other place in the world bearing an equal population—amongst more than a thousand thus annually fed and clothed, there are not to be found thirty citizens or inhabitants of the State.—Bal. Am.

Extract from Parkinson on Live Stock.

CANINE SAGACITY.

In some parts of Lincolnshire there is a strong large dog, somewhat like a sort which is termed the house dog: some of these dogs are possessed of wonderful sagacity. The shepherd who superintended my flock at Skegness, and had the care of upwards of 4,000 sheep during the summer, in about 40 pastures, had one of this breed; the dog's name was Ball. About twelve o'clock in the day, the shepherd or one of his sons, would say, "Ball, it is time to go to the shepherd;" on which the dog would set off and regularly visit every pasture, to see if there were any sheep over-cast, a circumstance that, from their long wool and broad backs, frequently happens in hot weather.

The dog would, in his round, on some days, have perhaps forty sheep or upwards to help up, which he accomplished by putting his nose under the head, and raising the fore-parts, until the sheep could rise.

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