GREAT-BRITAIN, &c.

The death of His late Majesty has been the means of uniting more closely every member of the Royal family. The present King, since he came to the Throne, has entertained at his table at the same time, with the utmost cordiality and affection—the Queen, the Duke of Cumberland, the Duke of Sussex, the Duke of Cambridge, the Duke of Gloucester, Prince Leopold, Princess Elizabeth, Landgravine of Hesse Homberg, Princess Mary, Duchess of Gloucester, and Princess Sophia. During the whole of the government of the Prince Regent, and the reign of his Majesty George IV. these personages were never invited to dinner together.

The King, it is said, has commanded his Private Secretary to procure for his inspection a list of the clerks in the several departments of the Treasury, with the amount of their salaries, their age, and period of service, and a statement of their property or income derivable from other sources than their official situation.—The object of the latter part of the inquiry is probably to enable his Majesty, where reductions are called for, to select those for discharge who are capable of maintaining themselves without Government assistance, and not, as has been too commonly the custom, those who are wholly dependent upon it, and who, in consequence, have less influence than their more prosperous colleagues.

Major-General the Hon. Patrick Stuart has been appointed commander of the forces in Scotland, in the room of Lieutenant-General Sir R. W. O'Callaghan, K. C. B.

Secrets of the Funds.—The comparative firmness of the English Funds, throughout the recent agitations, and the fall of the French Funds, are in part attributed to two very large sales in the latter, and purchases in the former,—the one of £300,000 on account of Charles the Tenth, and the other of £500,000 on account of the King of Sardinia. Does his Sardinian Majesty also meditate a visit to England?

The Customs revenue of the Port of Liverpool for the last quarter, exceeds that of the corresponding period of the last year by upwards of £800,000.

Chronometers.—At the annual trial of chronometers at the Royal Observatory, Greenwich, the prize of £167, was awarded to John Carter, for the steady and uniform rate of the chronometer which he exhibited; its mean error for twelve months being only one second, nine hundreth parts of a second. Mr. Carter has obtained the prize for two years successively. The variation of his instrument on the previous year, was 79-100 of a second.

In an article in the last Quarterly Review, on "the Decline of Science in England," the writer remarks that "he has not any hesitation in saying, that within the last 15 years not a single discovery or invention of prominent interest has been made in our Colleges, and that there is not a man in all the eight Universities of Great Britain who is at present known to be engaged in any train of original research."

New Canals in Russia.—Three most important works of this kind are at present executing; the 'Canal of the Windawa,' which will unite that stream with the Niemen; another canal which will unite the Vistula; and a third which will form a junction between the Volga and the Moskwa. The whole of the three were commenced in 1825, and will be shortly thrown open for navigation.—*Atheneum.*

Davis's Straits Fishery.—A late number of the London Morning Herald contains the following further particulars of the disasters attending the fisheries of Davis's Straits.

The number of ships this season was ninety-one, eighteen of which have been totally lost, many damaged besides; and the whole fleet having scarcely captured as many whales as would make up four good cargoes. It appears that the ships had proceeded from the S. W. ice (where the fishing had been very bad) along the east side of Baffin's bay to cross the Straits in the parallel of Melville Bay, which has been their usual practice since the year 1819, when Captains Ross and Parry first led the way; and it has generally happened that the ships which were fortunate enough to get first through the barrier found plenty of whales, and got well fished. This season, however, from the prevalence of S. W. winds the ships got beset in the ice, between the latitude of 73 and 75, where they remained from the 10th of June to the 10th of September, and, during this interval the scenes of damage and destruction which took place baffle all description.

Four of the crew of the Princess of Wales were lost on the 5th of June, while tracking the ship along the ice; and two of the crew of the Lætitia died in the end of August, while dragging a boat on the ice, in search of a ship. The St. Andrew, Reid, of Aberdeen, has brought 11 of the crew of the Ville de Dieppe.

The greater part of the ships was near Cape Scarle when the James, Captain Hogg, of Peterhead, left the fishing ground on the 25th of September, and arrived at Peterhead on the 9th instant; we believe the passage made by Captain Hogg is almost without a parallel, having been performed in 14 days.—*Aberdeen Journal.*

Alexander Kidd, one of the seamen of the Achilles, who arrived in Dundee a few days ago, gives the following particulars of the loss of that vessel and several others. The Achilles had an unfavorable passage from Britain; but no alarming consequences were anticipated so late as the 24th of June. About ten o'clock that evening she was in safety. Although the wind was blowing strongly from the south west by south, accompanied with drift and hail, the ice amongst which she was beset remained firm; a sudden and violent irruption took place about one o'clock on the following morning, and the Achilles, the Baffin, the Rattler, of Lieth, and a French ship, the Ville de Dieppe, which were in company, were rendered complete wrecks. The Eliza, Swan, of Montrose, was severely stove. The crews remained by the vessels, in hope of saving their provisions and clothes: but this was found to be impracticable; and as a last resource, the Achilles and Ville de Dieppe were set fire to. In consequence of this, the after part of the hold of the French vessel, which contained the provisions, was entered, and a considerable quantity of bread, beef, pork, brandy and wine, was secured. The crews of the Achilles and the French ship were taken on board the St. Andrew, of Aberdeen, and kindly treated by Capt. Reid. The number of hands on board the St. Andrew now amounted to 150, and, as the provisions were insufficient for so many, the majority of the shipwrecked crews resolved to proceed to some vessels which were perceived about 12 miles distant. Provisions were served out to them, and what clothes they had saved were put into the boats, which were dragged along the ice. The journey occupied about 16 or 17 days, during which the seamen were subject to the greatest privations by the inclemency of the weather, and some of the boats were destroyed which contained the few articles they had previously saved. On the 13th or 14th of July they reached their destination, and were kindly and hospitably received by Capt. Stevenson of the Horn. There were at one time nine boats' crews on board that vessel, but a number of them were afterwards transferred to others. Our informant came by the James of Peterhead. No act of insubordination could be laid to the charge of the ship-wrecked crews, but one man on board the Horn fell a victim to intemperance.—*Dundee Courier.*

IRELAND.

The Lord Lieutenant of Ireland.—The citizens of Cork having presented an address to the Lord Lieutenant, on Saturday, His Grace was pleased in reply, to use the following very remarkable, and we must add, very agreeable language, to all ranks and classes of his Majesty's subjects in Ireland:—"The sentiments of affection for the people of Ireland, which I have from time to time expressed, are the genuine sentiments of my heart—I can have no reason to flatter or deceive—and certainly, so far as rests with myself, I can affirm, that in the selection of any man for office within my patronage, I have never enquired—what is his creed? what is his birth? what is his rank?—but simply, what is his capacity to serve the public?

Outrages of the Military at Armagh.—The following particulars have been furnished by a Correspondent:—

"On the night of Monday the 4th, about 8 o'clock, some six or seven soldiers of the 87th regiment, (a party of which is stationed in Armagh,) commenced yelling and shouting for 'bloody Orangemen,' the 'face of a Protestant,' &c. They however met with no opposition. They overtook a drayman of Mr. Johnson, of Lurgan, who was driving his cart quietly along Barrack-street, when they asked him was he a 'Garyowen boy?' The man seemed at a loss to understand what they meant; when, for the purpose of *enlightening* him no doubt, they commenced with their bludgeons and gave him such a beating that he had to be carried into a house. The horse met a similar fate, (that is, he was unmercifully beaten,) for his ignorance of the Irish *shibboleth.* The soldiers continued in this way parading up and down Scotch street to the terror of the inhabitants, and knocking down every one who would not say he belonged to a certain class. The Police at length interfered, but, after a short struggle, they were obliged to fly for their lives; some of them were disarmed and dangerously wounded. After thus defeating the Police, the soldiers shouted 'Five pounds for the face of a Peeler!' They continued thus, supported occasionally by a few ragamuffins from Barrack street, until they came in front of the gaol, where two of the turnkeys were waiting to receive any prisoners that might be delivered to them by the Police. The *gallant* soldiers forthwith attacked these two individuals and gave them dreadful usage: one of them named Willes, it is said, is so seriously injured that his life is in great danger. Mr. Turner, the Governor, having come out to save his turnkeys, the *night guard* from the Barrack (which is situate a short distance from the gaol) came running up with *fixed bayonets*, made a charge at the Governor through the railing in front of the gaol, and inflicted two stabs on Mr. Turner's neck, which, I am informed, had the effect of nearly putting an end to the existence of that respectable public officer."

These unprovoked and desperate outrages have excited, as well they may, an indignant feeling among all ranks of people in Armagh and its vicinity. They formed also a subject of enquiry, before a full Bench of Magistrates, in the County Court-house, on Thursday last. The following Magistrates were present on the occasion:—The Earl of Caledon, Sir James M. Stronge, Bart. Rev. Messrs. James Jones and James S. Blacker, Acheson St. George, William Olpherts, Thomas K. Evans, Thomas K. Armstrong, and Henry Leslie Prentice, Esqrs. After an investigation, which continued from twelve o'clock until five in the afternoon, the Magistrates retired for the purpose of drawing up a report of the case, which, it was understood, was to be forwarded to the Lord Lieutenant.—*Belfast paper.*

UNITED STATES.

THE MESSAGE.

Extracts from the President's Message to Congress, delivered to both Houses, at Washington, on Tuesday, December 9:

Fellow Citizens of the Senate and House of Representatives.

The pleasure I have in congratulating you on the return to your Constitutional duties is much heightened by the satisfaction which the condition of our beloved country at this period justly inspires. The benificent Author of all good has granted to us, during the present year, health, peace, and plenty, and numerous causes for joy in the wonderful success which attends the progress of our free institutions.

With a population unparalleled in its increase, and possessing a character which combines the hardihood of enterprise with the considerateness of wisdom, we see in every section of our happy country a steady improvement in the means of social intercourse, and correspondent effects upon the genius and laws of our extended Republic.

The apparent exceptions to the harmony of the prospect are to be referred rather to inevitable diversities in the various interests which enter into the composition of so extensive a whole, than to any want of attachment to the Union—interests whose collision serve only, in the end, to foster the spirit of conciliation and patriotism, so essential to the preservation of that union which, I most devoutly hope, is destined to prove imperishable.

In the midst of these blessings, we have recently witnessed changes in the condition of other nations, which may in their consequences, call for the utmost vigilance, wisdom, and unanimity in our councils, and the exercise of all the moderation and patriotism of our people.

The important modifications of their government, effected with so much courage and wisdom by the people of France, afford a happy presage of their future course, and has naturally elicited from the kindred feelings of this nation the spontaneous and universal burst of applause in which you have participated. In congratulating you my fellow-citizens, upon an event so auspicious to the dearest interests of mankind, I do no more than respond to the voice of my country, without transcending, in the slightest degree, that salutary maxim of the illustrious Washington, which enjoins an abstinence from all interference with the internal affairs of other nations. From a people exercising, in the most unlimited degree, the right of self-government, and enjoying, as derived from this proud characteristic, under the favor of heaven, much of the happiness with which they are blessed; a people who can point in triumph to their free institutions, and challenge comparison with the fruits they bear, as well as with the moderation, intelligence, and energy, with which they are administered, from such a people, the deepest sympathy was to be expected in a struggle for the sacred principles of liberty, conducted in a spirit every way worthy of the cause, and crowned by an heroic moderation which has disarmed revolution of its terrors. Notwithstanding the strong assurances which the man whom we so sincerely love and justly admire has given to the world of the high character of the present King of the French, and which, if sustained to the end, will secure to him the proud appellation of Patriot King, it is not in his success, but in that of the great principle which has borne him to the throne—the paramount authority of the public will,—that the American people rejoice.

I am happy to inform you that the anticipations which were indulged at the date of my last communication on the subject of our foreign affairs, have been fully realized in several important particulars.

An arrangement has been effected with Great Britain, in relation to the trade between the United States and her West-India and North American Colonies, which has settled a question that has for years afforded matter for contention and almost uninterrupted discussion, and has been the subject of no less than six negotiations, in a manner which promises results highly favourable to the parties.

The abstract right of Great Britain to monopolize the trade with her colonies, or to exclude us from a participation therein, has never been denied by the United States. But we have contended, and with reason, that if, at any time, Great-Britain may desire the productions of this country, as necessary to her Colonies, they must be received upon principles of just reciprocity; and further, that it is making an invidious and unfriendly distinction, to open her colonial ports to the vessels of other nations, and close them against those of the United States.

Antecedently to 1794, a portion of our productions was admitted into the Colonial Islands of Great Britain, by particular concessions, limited to the term of one year, but renewed from year to year. In the transportation of these productions, however, our vessels were not allowed to engage; this being a privilege reserved to British shipping, by which alone our produce could be taken to the Islands, and theirs brought to us in return. From Newfoundland and her continental possessions, all our productions, as well as our vessels, were excluded, with occasional relaxations, by which, in seasons of distress, the former were admitted in British bottoms.

By the treaty of 1794, she offered to concede to us, for a limited time, the right of carrying to her West India possessions, in our vessels not exceeding 70 tons burden, and upon the same terms with British vessels, any productions of the United States which British vessels might import therefrom. But this privilege was coupled with conditions which are supposed to have led to its rejection by the Senate; that is, that American vessels should land their return cargoes in the United States only, and, moreover, that they should, during the continuance of the privilege, be precluded from carrying molasses, sugar, coffee, cocoa, or cotton, either from those islands, or from the United States, to any other part of the world. Great Britain readily consented to expunge this article from the treaty; and subsequent attempts to arrange the terms of the trade, either by treaty stipulations or concerted legislation, having failed, it has been successively suspended and allowed, according to the varying legislation of the parties.

The following are the prominent points which have, in late years, separated the two Governments. Besides a restriction whereby all importations into her colonies in American vessels are confined to our own products carried hence, a restriction to which it does not appear that we have ever objected, a leading object on the part of Great Britain has been to prevent us from becoming the carriers of British West India commodities to any other country than our own. On the part of the United States it has been contended, 1st, that the subject should be regulated by treaty stipulations, in preference to separate legislation: 2d, that our productions, when imported into the colonies in question, should not be subject to higher duties than the productions of the mother country, or of her other colonial possessions; And, 3d, that our vessels should be allowed to participate in the circuitous trade between the United States and different parts of the British dominions.

The first point, after having been, for a long time strenuously insisted upon by Great-Britain, was given up by the Act of Parliament of July, 1825; all vessels suffered to trade with the colonies being permitted to clear from thence with any articles which British vessels might export, and to proceed to any part of the world, Great Britain and her dependencies alone excepted. On our part, each of the above points had, in succession, been explicitly abandoned in negotiations, preceding that of which the result is now announced.

This arrangement secures to the United States every advantage asked by them, and which the state of the negotiation allowed us to insist upon. The trade will be placed upon a footing decidedly more favourable to this country than any on which it ever stood; and our commerce and navigation will enjoy, in the Colonial Ports of Great Britain, every privilege allowed to other nations.

That the prosperity of the country, so far as it depends on this trade, will be greatly promoted by the new arrangement, there can be no doubt. Independently of the more obvious advantages of an open and direct intercourse; its establishment will be attended with other consequences of a higher value. That which has been carried on since the mutual interdict under all the expense and inconvenience unavoidably incident to it, would have been insupportably onerous had it not been, in a great degree, lightened by concerted evasions in the mode of making the transhipments at what are called the neutral ports. These indirections are inconsistent with the dignity of nations that have so many motives, not only to cherish feelings of mutual friendship, but to maintain such relations as will stimulate their respective citizens and subjects to efforts on direct, open, and honourable competition only, and preserve them from the influence of seductive and vitiating circumstances.

When your preliminary interposition was asked at the close of the last session, a copy of the instructions under which Mr. M'Lane has acted, together with the communications which had at that time passed between him and the British government was laid before you. Although there has not been any thing in the acts of the two governments which requires secrecy, it was thought most proper, in the then state of the negotiation, to make that communication a confidential one. So soon, however, as the evidence of execution on the part of Great-Britain is received, the whole matter shall be laid before you, when it will be seen that the apprehension which appears to have suggested one of the provisions of the act passed at your last session, that the restoration of the trade in question might be connected with other subjects, and was sought to be obtained at the sacrifice of the public interest in other particulars, was wholly unfounded; and that the change which has lately taken place in the views of the British government has been induced by considerations as honourable to both parties as, I trust, the result will prove beneficial.

This desirable result was, it will be seen, greatly promoted by the liberal and confiding provisions of the Act of Congress of the last session, by which our ports were, upon the acception and annunciation by the President of the required assurance on the part of Great Britain, forthwith opened to her vessels, before the arrangement could be carried into effect on her part; pursuing, in this act of prospective legislation, a similar course to that adopted by Great-Britain, in abolishing, by her act of Parliament, in 1825, a restriction then existing, and permitting our vessels to clear from the Colonies, on their return voyages, for any foreign country whatever, before British vessels had been relieved from the restriction imposed by our law, of returning directly from the U. States to the Colonies—a restriction which she required and expected we should abolish. Upon each occasion, a limited and temporary advantage has been given to the opposite party, but an advantage of no importance in comparison with the restoration of mutual confidence and good feelings, and the ultimate establishment of the trade upon fair principles. It gives me unfeigned pleasure to assure you that this negotiation has been, throughout, characterised by the most frank and friendly spirit on the part of Great Britain, and concluded in a manner strongly indicative of a sincere desire to cultivate the best relations with the United States. To reciprocate this disposition to the fullest extent of my ability, is a duty which I shall deem it a privilege to discharge.

Although the result is, itself, the best commentary on the services rendered to his country by our Minister at the Court of St. James, it would be doing violence to my feelings were I to dismiss the subject without expressing the very high sense I entertain of the talent and exertions which have been displayed by him on the occasion.

The injury to the commerce of the U. States resulting from the exclusion of our vessels from the Black Sea, and the previous footing of mere sufferance upon which even the limited trade enjoyed by us with Turkey has hitherto been placed, have, for a long time, been a source of much solicitude to this Government, and several endeavours have been made to obtain a better state of things. Sensible of the importance of the object, I felt it my duty to leave no proper means unemployed to acquire for our flag the same privileges that are enjoyed by the principal powers of Europe. Commissioners were, consequently, appointed, to open a negotiation with the Sublime Porte. Not long after the member of the commission who went directly from the United States had sailed, the account of the treaty of Adrianople, by which one of the objects in view was supposed to be secured, reached this country. The Black Sea was understood to be opened to us. Under the supposition that this was the case, the additional facilities to be derived from the establishment of commercial regulations with the Porte were deemed of sufficient importance to require a prosecution of the negotiation as originally contemplated. It was therefore persevered in, and resulted in a treaty, which will, forthwith be laid before the Senate.

By its provisions, a free passage is secured, without limitation of time, to the vessels of the United States, to and from the Black Sea, including the navigation thereof; and our trade with Turkey is placed on the footing of the most favored nations. The latter is an arrangement wholly independent of the treaty of Adrianople; and the former derives much value, not only from the increased security which, under any circumstances, it would give to the right in question, but from the fact, ascertained in the course of the negotiation, that, by the construction put upon the treaty by Turkey, the article relating to the passage of the Bosphorus is confined to nations having treaties with the Porte. The most friendly feelings appear to be entertained by the Sultan, and an enlightened disposition is evinced by him to foster the intercourse between the two countries by the most liberal arrangements. This disposition it will be our duty and interest to cherish.

Our relations with Russia are of the most stable character. Respect for that empire, and confidence in its friendship towards the United States, have been so long entertained on our part, and so carefully cherished by the present Emperor and his illustrious predecessor, as to have become incorporated with the public sentiment of the United States. No means will be left unemployed on my part to promote these salutary feelings, and those improvements of which the commercial intercourse between the two countries is susceptible, and which have derived increased importance from our treaty with the sublime Porte.

I sincerely regret to inform you that our Minister lately commissioned to that Court, on whose distinguished talents and great experience in public affairs I place great reliance, has been compelled by extreme indisposition to exercise a privilege, which, in consideration of the extent to which his constitution had been impaired in the public service, was committed to his discretion, of leaving temporarily his post for the advantage of a more genial climate.

If, as it is to be hoped, the improvement of his health will be such as to justify him in doing so, he will repair to St. Petersburgh, and resume the discharge of his official duties. I have received the most satisfactory assurance that in the mean time, the public interests in that quarter will be preserved from prejudice, by the intercourse which he will continue, through the Secretary of Legation, with the Russian Cabinet.

You are apprized, although the fact has not yet been officially announced to the House of Representatives, that a Treaty was, in the month of March last, concluded between the U. States and Denmark, by which $650,000 are secured to our citizens as an indemnity for spoliations upon their commerce in the years 1808, 1809, 1810, and 1811. This treaty was sanctioned by the Senate at the close of its last session, and it now becomes the duty of Congress to pass the necessary laws for the organization of the Board of Commissioners to distribute the indemnity amongst the claimants. It is an agreeable circumstance in this adjustment, that its terms are in conformity with the previously ascertained views of the claimants themselves; thus removing all pretence for a future agitation of the subject in any form.

The negotiations in regard to such points in our foreign relations as remain to be adjusted, have been actively prosecuted during the recess. Material advances have been made, which are of a character to promise favourable results. Our country, by the blessing of God, is not in a situation to invite aggression; and it will be our fault if she ever becomes so. Sincerely desirous to cultivate the most liberal and friendly relations with all; ever ready to fulfil our engagements with scrupulous fidelity; limiting our demands upon others to mere justice; holding ourselves ever ready to do unto them as we would wish to be done by; and avoiding even the appearance of undue partiality to any nation, it appears to me impossible that a simple and sincere application of our principles to our foreign relations, can fail to place them ultimately upon the footing on which it is our wish they should rest.

Of the points referred to, the most prominent are our claims upon France for spoliations upon our commerce: similar claims upon Spain, together with embarrassments in the commercial intercourse between the two countries, which ought to be removed; the conclusion of the treaty of commerce and navigation with Mexico, which has been so long in suspense, as well as the final settlement of limits between ourselves and that republic; and, finally, the arbitrament of the question between the United States and Great Britain in regard to the North-eastern boundary.

The negotiation with France has been conducted by our minister with zeal and ability, and in all respects, to my entire satisfaction. Although the prospect of a favourable termination was occasionally dimmed by counter pretensions, to which the United States could not assent, he yet had strong hopes of being able to arrive at a satisfactory settlement with the late Government. The negotiation has been renewed with the present authorities; and, sensible of the general and lively confidence of our citizens in the justice and magnanimity of regenerated France, I regret the more not to have it in my power, yet, to announce the result so confidently anticipated. No ground, however, inconsistent with this expectation, has been taken; and I do not allow myself to doubt that justice will soon be done to us. The amount of the claims, the length of time they have remained unsatisfied, and their uncontrovertible justice, make an earnest prosecution of them by this government an urgent duty. The illegality of the seizures and confiscations out of which they have arisen is not disputed; and whatever distinctions may have been heretofore set up with regard to the liability of the existing government, it is quite clear that such considerations cannot now be interposed.

The commercial intercourse between the two countries is susceptible of highly advantageous improvements; but the sense of this injury has had, and must continue to have, a very unfavourable influence upon them. From its satisfactory adjustment, not only a firm and cordial friendship, but a progressive developement of their relations, may be expected. It is, therefore, my earnest hope that this old and vexatious subject of difference may be speedily removed.

I feel that my confidence in our appeal to the motives which should govern a just and magnanimous nation, is alike warranted by the character of the French people, and by the high voucher we possess for the enlarged views and pure integrity of the monarch who now presides over her councils; and nothing shall be wanting on my part to meet any manifestation of the spirit we anticipate in one of corresponding frankness and liberality.

The subjects of difference with Spain have been brought to the view of that Government, by our Minister there, with much force and propriety; and the strongest assurances have been received of their early and favourable consideration.

The steps which remained to place the matter in controversy between Great Britain and the U. States fairly before the arbitrator, have all been taken in the same liberal and friendly spirit which characterized those before announced. Recent events have doubtless served to delay the decision, but our Minister at the Court of the distinguished arbitrator has been assured that it will be made within the time contemplated by the treaty.

I am particularly gratified in being able to state that a decidedly favorable, and, as I hope, lasting change, has been effected with our relations in the neighbouring republic of Mexico. The unfortunate and unfounded suspicions in regard to our disposition, which it became my painful duty to advert to on a former occasion, have been, I believe, entirely removed; and the government of Mexico has been made to understand the real character of the wishes and views of this in regard to that country. The consequence is, the establishment of friendship and mutual confidence. Such are the assurances which I have received, and I see no cause to doubt their sincerity.

I had reason to expect the conclusion of a commercial treaty with Mexico in season for communication on the present occasion. Circumstances which are not explained, but which, I am persuaded, are not the result of an indisposition on her part to enter into it, have produced the delay.

There was reason to fear, in the course of the last summer, that the harmony of our relations might be disturbed by the acts of certain claimants, under Mexican grants, of territory which has hitherto been under our jurisdiction. The co-operation of the representative of Mexico near this government, was asked on the occasion, and was readily afforded. Instructions and advice have been given to the Governor of Arkansas, and the officers in command in the adjoining Mexican state, by which, it is hoped, the quiet of that frontier will be preserved, until a final settlement of the dividing line shall have removed all ground of controversy.

The exchange of ratifications of the treaty concluded with Austria has not yet taken place. The delay has been occasioned by the non arrival of the ratification of that Government within the time prescribed by the treaty. Renewed authority has been asked for by the representative of Austria; and in the mean time, the rapidly increasing trade and navigation between the two countries have been placed upon the most liberal footing of our navigation acts.

Several alleged depredations have been recently committed on our commerce by the national vessels of Portugal.—They have been made the subject of immediate remonstrance and reclamation. I am not yet possessed of sufficient information to express definitive opinion of their character, but expect soon to receive it. No proper means shall be omitted to obtain for our citizens all the redress to which they may appear to be entitled.

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I refer you to the report of the Secretary of the Navy for a highly satisfactory account of the manner in which the concerns of that Department have been conducted during the present year.—Our position in relation to all the most powerful nations of the earth, and the present condition of Europe, admonish us to cherish this arm of our national defence with peculiar care. Separated by wide seas from all those Governments whose power we might have reason to dread, we have nothing to apprehend from attempts at conquest. It is chiefly attacks upon our commerce, and harrassing inroads upon our coast, against which we have to guard. A respectable naval force, always afloat, with an accumulation of the means to give it a rapid extension in case of need, furnishes the power by which all such aggressions may be prevented or repelled. The attention of the Government has, therefore, been recently directed more to preserving the public vessels already built, and providing materials to be placed in depot for further use, than to increase their number. With the aid of Congress, in a few years, the government will be prepared in case of emergency, to put afloat a powerful navy of new ships, almost as soon as old ones could be repaired. * * *

According to the estimates of the Treasury Department, the receipts in the treasury during the present year will amount to twenty-four millions one hundred and sixty-one thousand and eighteen dollars, which will exceed about three hundred thousand dollars the estimate presented in the last annual report of the Secretary of the Treasury. The total expenditure during the year, exclusive of public debt, is estimated at thirteen millions seven hundred and forty-two thousand three hundred and eleven dollars; and the payment on account of public debt for the same period will have been eleven millions three hundred and fifty-four thousand six hundred and thirty dollars; leaving a balance in the treasury on the 1st day of January, 1831, of four millions eight hundred and nineteen thousand seven hundred and eighty-one dollars.

Piracy and Murder.—The New York papers contain an account of the arrest of four men, who called themselves Charles Gibbs, Robert Dawes, John Brownrigg and Thomas Williams, a colored man, survivors of the crew of the brig Vineyard, of Boston, Capt. Thornton, bound from New Orleans to Philadelphia, for having murdered the Captain and mate of the brig, robbed her of $50,000 in Mexican dollars, and set her on fire. Brownrigg and Dawes voluntarily disclosed the circumstance of the transaction, and exculpate themselves on the ground of having taken part with the murderers from fear of their own lives.

According to their account, a plan was formed when they had been five days at sea, by Gibbs, Church, Atwell, and the black man who was steward, to take possession of the vessel, and proposed to Talbot, Dawes, and Brownrigg to join them, threatening to kill them if they said a word. They did not all agree, and it was put off. But on the night of Nov. 23d, when Dawes was at the helm, and the mate in the cabin, and Brownrigg up in the rigging attending to his duties, the steward knocked down the captain by a blow over the head with a pump brake, and with the assistance of Gibbs threw him overboard.—Atwell and Church stood at the companion way with clubs, and as the mate was coming up, they knocked him over the head, and afterwards with the help of Gibbs, seized him in the cabin, dragged him upon deck, and threw him overboard. His name was William Roberts.—The captain's name was William Thornton.

Gibbs and Atwell then examined the papers and cargo. There were ten kegs of money in Mexican dollars belonging to Stephen Girard, part of which they counted and found there were $5,040 in each keg. They divided the money equally among the crew, took it out of the kegs and put it in small boxes and bags. They also divided the captain's clothes and money. Gibbs took charge of the vessel as Captain, and they sailed on until Sunday, Nov. 28, when being fifteen miles S. S. E. of Southampton light they got out both boats, and put half the money in each. They then scuttled the vesssel, and set her on fire.

The four men arrested were in the long boat; Atwell, Church, and Talbott in the jolly boat. When they came to the bar the boat struck, and in the long boat they threw overboard a trunk of clothes, and all the money except about $5000. The jolly boat foundered, and the three men were heard by the others crying out, and seen clinging to the masts. The other four went on shore at Barren Island, burried the money in the sand, and went to the house of one Johnson, where they passed the night. Johnson the next day carried them off the Island to Gravesend, were they hired a man named Leonard to carry them to Brooklyn. Before they were ready to set out, Brownrigg told Leonard that they were murderers, and Dawes said it was true. Gibbs offered a hundred dollars to be carried to Brooklyn, and the blackman attempted to run away. But they were soon taken into custody, and examined before the magistrates.

It is stated that upwards of $50,000 was insured on the Vineyard and cargo at different offices in New-York.—*Boston D. Adv.*

The Piracy.—In addition to the above, we learn that the jolly boat, in which some of the mutineers on board the Vineyard embarked, and in which they were lost, is undoubtedly the same with that picked up two miles from Coney Island beach on Tuesday. There were some articles of wearing apparel found in the boat, together with two belts, one made of canvass and the other of flannel, similar to those found on the other men, in which there were concealed $409. The exact sum found on the prisoners, and in their baggage, was $2453.

The N. Y. American says, "suspicions are still entertained that the three men in the jolly boat, may, notwithstanding appearances, have got safe to land. The boat came ashore, in a right position, and not as if she had been upset. The money left in her, which was sewed in belts, in the hurry of terror and guilt, may have been overlooked. At any rate, great vigilance and unceasing efforts to detect these culprits, if alive, can do no harm. Atwell, a colored man named Church, and Jim Talbot, were in the jolly boat.

The N. Y. Journal of Commerce says: "Atwell, who is supposed to be lost, was a young man of very respectable connexions, from Massachusetts. Two of his brothers are editors of newspapers in that State, and one is engaged in mercantile pursuits in this city. He has also a mother living." The four in custody are to be tried in February next.—*Boston Traveller.*

Imprisonment for Debt.—This subject is beginning to awaken public sentiment in several of the states, and has, in one or two instances, resulted in abolishing the laws authorizing imprisonment of debtors. Every philantrophist feels an interest in whatever tends to ameliorate the condition of man; and will be free to express, that it is only to guard against concealment and fraud that an excuse can be found for imprisonment on civil process, that a surrendery of property is all that should ever be required.—The following case of disinterested generosity, is from the London Morning Herald of the 23d ult. If the author should ever visit this country, he may readily find plenty of objects for a similar exhibition of philanthropy:— *Boston Palladium.*

The liberal, we might say noble act of a Russian Prince, recorded in our paper of yesterday, who, on visiting the debtor's ward of Clerkenwell prison, expressed himself so shocked to find 15 or 16 men confined there for debts under 40s. each, that he instantly drew a check for the amount, and procured their immediate discharge, conveys at once a useful lesson to, and a somewhat severe satire upon, the want of humanity among certain of the wealthy of our country, to whom the situation of those persons, and of others similarly situated, cannot be unknown. As long as the present system of imprisonment for debt—especially for sums such as these—is allowed to disgrace our criminal code (for part of criminal code this punishment for misfortune certainly is,) surely those who had the means might use them, as this kind hearted noble foreigner has done, to alleviate wretchedness, and shame the Legislature iinto a repeal of this cruel stigma upon our laws.

Colombia.—We have to-day copious translations from our Carthagena papers by the Waterloo. Colombia has been considered one of the most promising of the new Republics, and yet it is lamentable to see the state of disorganization to which she is reduced. At the date of these accounts, there existed actually four independent governments within the territory which a little more than a year since, constituted the Republic of Colombia. 1. Venezuela. 2. The Republic of the Centre, having its seat of government at Bogota. 3. The Department of the Isthmus, or Panama. 4. The South, including the departments of Guayaquei, Assuay and Equador. The prospect is at present, that the three last will shortly be united under the government of the Liberator. Venezuela is more likely to continue permanently separate, though we should not be surprised to hear of a reaction even there, in favor of Bolivar. There is no knowing beforehand what are the wishes of the people, surrounded as they are by Paez's bayonets, and trembling lest they should meet the fate of their countrymen who for only *a suspicion* of being *friendly* to *Bolivar*, are already excluded from the Republic.—*N. Y. Journal of Commerce.*

Hostilities on a small scale.—A letter from Rio Janeiro Sept. 25, gives the particulars of a *spree* of a brace of French Midshipmen, which has caused some excitement among the people. It appears that the Middies in question went on shore, for the purpose of gunning. They went about shooting over a gentleman's plantation, until they were ordered off, lest they should kill some of the negroes. The cock-sparrows refused to go—whereupon the planter ordered the negroes to surround them and give them a beating. This job was soon done, and the Middies went on board. But they returned soon afterwards to the shore, with forty men, surrounded the planters house, took him on board the ship, and give him thirty lashes with the "*Cat.*" The Emperor called a council to deliberate on the offence, and a demand was made upon the French Admiral to deliver the offenders up for trial. The Admiral has refused this demand, upon the ground that such is the excitement of the people, there would be no safety for the offenders on shore; but it was proposed that they should be tried upon neutral ground—that is, on board a British ship. Meantime the people are very turbulent, and it is rumoured that the French