



OATS.

From the New-England Farmer. Mr. Editor:—I have been a reader of your paper ever since its commencement, and I now begin to think it is high time for me to make a communication to you, which I believe will be beneficial to my agricultural brethren, and if you attend to the same opinion, you will please to publish it, or such part of it, as you see cause.

The subject which I propose, is that of the more extensive cultivation of Oats. Various are the kinds of oats. The Barley or Scotch oats, so called, I have cultivated, but not with very great success; their weight is generally about 42 lbs per bushel. I have seldom been able to raise more than from 20 to 25 bushels per acre. The black oats I have cultivated; their weight about 36 lbs per bushel, and produce about as many bushels per acre as the Barley or Scotch oats. The greatest objection I have to the Barley or Scotch oats, is, that they must be harvested suddenly after they are fit, in order to prevent waste. The common oats which are raised, I consider preferable. My average crop of late years has been from 40 to 50 bushels per acre, and in one instance 65 bushels per acre.

I make oats principally, and generally speaking, in the line of a rotation of crops. I break up the piece in the fall, or in the spring, if possible, and in the spring cross plough and harrow thoroughly before I sow my grain; then harrow again until the turf is well pulverized; then sow ten bushels of clover seed chaff per acre, and roll it in. As soon as the grain is harvested, and the young clover has received its growth, I plough in. This clover with the stubble, is about equal to a common dressing of compost manure. In the fall plough, in the spring I cross plough, after taking from my compost heap thirty loads per acre, which are carefully spread. The lot then being well harrowed and furrowed is ready for planting, either with corn, potatoes, or turnips. This is my second crop. For my third crop I raise wheat, wheat, peas, flax, oats, &c. and stock the lot down with herds grass and red top, which I believe make the best of hay. Let the lot remain in grass three years. Thus you will observe I till three years, and mow or pasture three years. My first and third crop is principally oats.

I have frequently been told that oats and corn were very improving crops, but I find no difficulty in enriching my land as above stated. Ten years ago my average crop of corn was from 30 to 40 bushels per acre. But in passing over a lot the second time which was managed as above in the summer of 1811, I had the satisfaction of harvesting 96 bushels of corn per acre, and received the Society's premium. My other crops have advanced in about the same proportion.

The inquiry will naturally be made, what I do with my oats? Well, sir, after I have reserved for my stock and for seed, I take the remainder to my mill and manufacture them into flour and meal. It will be understood that the oats are kiln dried, then hulled as clean as rice, then ground, and bolted or sifted, as the case may be. That which I hold it calculated to be mixed with the wheat flour or bread; in which case the oat flour being kiln dried, must be scalded before it is mixed with the wheat flour, otherwise the bread will be too dry. Good oat flour prepared as above, mixed with wheat flour, half and half, will make a light and pleasant bread as good as any other wheat flour, and it will trouble good judges of bread to tell it from clear flour bread. Again, it is excellent to make buttercake, by the Yankees called slippacks. The oat meal is calculated for puddings, and is a substitute for rye meal to mix with corn meal for bread, or with rye meal for bread. In either case the oat meal must be scalded before it is mixed.

Thus, after supplying my family, the remainder is for meal. The oat flour I have generally sold in Boston and New-York to the divvogs. The meal is also purchased by the druggists. I have generally sold them oat flour for from four to five dollars per hundred, and the meal from three fifty to four fifty, which is, by them, retailed as medicine, from twelve to twenty cents per pound.

The meal is frequently bought by foreigners by the barrel or hundred, for family use. The sale of oat meal is at present rather limited; the reason is that very few people in this country save foreigners, are acquainted with the use of it, except for medicine. Foreigners generally prefer oat meal to flour. I really hope a little for our health, and the interest of agriculture, that the time is not far distant, when oat flour or meal will be used in every family for food. Much may be said as to its use for food. It has been a common article for food in Scotland and Ireland for many years. Seldom, if ever, an English, Scotch, or Irish vessel sailed without a supply of oat meal; and I may say it would be well for every commander of an American vessel, in making up his order for ship stores, to include a sufficient quantity of oat meal or flour for his voyage.

As I am one of the homespinn family, and wish for information, I hope these few remarks will draw something from more able writers.

I will, when I have leisure, inform the public, through your paper, more particularly, as to the process of hulling oats and preparing the flour and meal, as well as the construction of the mill, &c. HENRY STEVENS. Barret, Vermont, Feb. 1824.

FEEDING COWS WITH CABBAGES.

When cabbages are given to Milch Cows, the decayed and musty leaves must be taken off, or they will impart a bad taste to the Milk and Butter.

BUTTER.

The juice of carrots, added to cream in Winter, will give the butter made there from, the flavour and appearance of that made in Summer.—[Feeding the cows with carrots is better.]

BOTS.

A table spoonful of unslacked lime, given to Horses, regularly with their water or food, for 5 or 6 days, night and morning, will completely expel the Bots.

POTATOE WATER.

Water in which Potatoes have been boiled, it is said, will protect cabbages, turnips and cisterns, from the ravage of flies and maggots.

IMPROVEMENT OF THE SUSQUEHANNA.

The Philadelphia Sentinel contains an extract of a letter from Hatzburg, dated March 23, which says:—This moment the bill appropriating \$10,000 for the improvement of the Susquehanna river, has finally passed this House having been read and amended by Mr. Todd. An attempt was made by Mr. Todd to amend the amendments by reducing the sum from \$50,000 to \$30,000, which failed. The bill in its present shape restricts the yearly expenditure to 10,000, and confines the appropriation to that part of the river between Columbia & the Maryland line. It also authorizes the commissioners on the part of Maryland to expend such part of the Maryland appropriation as they may deem proper within the state of Pennsylvania.

The Governor has signed the bill to extend the charter of the Philadelphia Bank.

MANUFACTURES.

Mr. Todd, in his speech on the bill for the more effectual protection of the interests of manufactures, stated that the United States paid to foreign nations, for the last two years, the following sums for articles which might be produced at home, viz. For woollen manufactures, \$19,044,014. Cotton do. 14,716,613. Linen do. 6,084,954. Hemp & hemp manufactures, 3,892,262. Iron & iron manufactures, 8,250,695. Lead & lead manufactures, 1,102,341. Glass & earthen ware, 2,351,009.

55 453,951. Average for one year, 29,249,975. The United States imported during the last year, hats, caps, and bonnets, chiefly from Leghorn and Malta, to the amount of 700,000 dollars.

Mr. T. said, that if foreign nations would consent to take out their wares, the consequence of the present system would not be so intolerable, but since they persisted in rejecting every thing of the kind from us, it was necessary that government should protect home manufactures.

DEATH WITH HIS TRIPLE DART.

Montreal, March 21. The wife of a farmer in the parish of St. Eustache, having a kettle of soap upon the fire, in taking it off, one of her children unfortunately fell into it, while she held another in her arms. In despair she threw this last child upon a bed, while she flew to rescue the first from the boiling liquid, and it was already dead. When the mother had recovered a little from the agitation into which she was thrown by this melancholy accident, she returned to the child she had thrown upon the bed, but found it also dead. To add to this misfortune, a third child who had been left in the stable by the father, who ran into the house upon hearing the cries of his wife, was found killed by a horse.

Gazette Canadienne.

THE GREEKS.

Application has been made to the society of Friends in Great Britain for pecuniary relief for the Greeks who fled from Turkish barbarity in the Island of Scio, and are now in great distress for the necessities of life at Trieste and Ancona. A Friend has furnished us with the documents connected with this subject, which contained a detail of circumstances that cannot fail to chill the blood of every person who reads it with horror. Out of more than 100,000 inhabitants who resided upon that most delightful Island, not more than one thousand or twelve thousand remain; the rest have been butchered, or reduced to slavery, or have fled to other places for the preservation of their lives. Forty thousand are computed to have been massacred, and nearly fifty thousand doomed to the most abject, sup degrading servitude; the remainder, supposed to be about twenty thousand, are scattered in different directions, exposed to actual suffering all the miseries of want. A small number of persons in England subscribed £700, sterling; and a highly respectable committee of Friends was appointed to solicit and receive further contributions.

N. Y. Daily Adv.

From the Delaware Gazette.

The following is an easy method of ascertaining the changing and tiding of the moon; and also of eclipses of the sun and moon, for any year past or to come.

It will be necessary to state that 223 lunations, (555 days, 7 hours, equal to 18 years, 11 days, 7 hours, 42 minutes and 31 seconds, is made use of as in the following examples.

1. It is required to find the time of the moon's changing, 223 lunations, or 6585 days, 7 hours, previous to her change this present year, as per Almanac. Change 1823, lmo. 12d, at 3h. 55m. in the morning. Subtract, 18 0 11 7 42 equal to 6565 days, 7h.

Gives 1805 at 1 8 13 Answer. 2d It is required to find the time of the moon's changing, 223 lunations, or 6585 days, 7 hours, from and after the present year, as per Almanac.

1823 lmo. 12d. 3h. 55m. Add 18 0 11 7 42 Gives 1841 1 23 11 37 A.

These two examples may serve for finding the conjunctions, and also the oppositions of the sun and moon, (perhaps) for ages backwards or forwards, and which same rule also serves to find eclipses, either of the sun or moon; and as the conjunctions show when eclipses of the sun, but reckoning will stand thus: In 1805, 1 mo. 1 day, at 8 h. 13 m. in the afternoon, the sun was eclipsed; yet being after sun set, of course was invisible to us.

In 1823, 1 mo. 12 days, 3 h. 55 m. in the morning, the sun was eclipsed; yet being before sun rise, it of course was invisible to us.

In 1841, 1 mo. 23 days, at 11 h. 37 m. in the evening, the sun will again be eclipsed, yet, being near midnight, it will, of course, be invisible to us.

ANOTHER MISSISSIPPI STEAM BOAT LOST.

The Edwardsville Spectator of the first March, says, "The steam-boat James Ross, commanded and partly owned by Captain John Hughes, of Louisville, Ky, was last week sunk in the Mississippi, at St. Louis, by the breaking up of the ice."

From the (Balt.) American.

Hearing that the merchants have been recently charged full postage, according to distance, on letters transported by steam-boats, instead of six cents as on ship letters, heretofore charged without respect to distance, we have enquired the cause of the change, and have been obligingly furnished by Mr. Skinner the Post Master, with a full view of the whole subject, which, being one of considerable interest, we deem it best to lay the information thus obtained before the public, commenting with the following Circular from the

POST-MASTER GENERAL.

General Post-Office, March 4, 1823. The public having made arrangements for transmitting correspondence along the sea coast, as well as through the country, at great expense, found itself a loser on that account, in consequence of the numerous establishments of steam-boats.

To prevent these losses, and to subject all letters and packets, of letters conveyed by steam-boats, to the regular postage, congress, by an act passed on the 30th inst. have established all routes on which those boats pass, as post roads.

You will therefore charge all letters which you receive or send by steam-boats, with postage according to the distance they are conveyed, at the same rates as if sent through the mail by land.

The account of steam boat letters should be kept by itself, and may be kept on the common blanks for ship letters received, merely substituting the word "steam boat" for ship.

It is important, particularly on account of the state of the receipts and expenditures of the department, that the act of Feb. 27, 1815, be duly enforced and carried into effect, (see page 20 and 21 of the post office laws) and I hope you will not fail to prosecute should the law be violated.

RETURN J. MEIGS.

Post Master General. To the Post Master at Baltimore. The act of February 27, 1815, referred to above, is in the following words: "Sec 3. And be it further enacted, That the Post Master General be authorized to have the mail carried in any steam-boat, or other vessel, which shall be used as a packet, in any of the waters of the United States, on such terms and conditions as shall be considered expedient: Provided, That he does not pay more than 3 cents for each letter, and each packet, and more than one half cent for each newspaper, conveyed in such mail."

It shall be the duty of every master or manager of any steam boat, packet or other vessel, which shall pass from one port or place to another port or place in the United States, where a post-office is established, to deliver within 3 hours after his arrival, in the day time, and within two hours after the next sunrise, if the arrival be in the night, all letters and packets addressed to, or destined for such port or place, to the post master there, for which he shall be entitled to receive of such post-master 2 cents for every letter or packet so delivered, unless the same shall be carried or conveyed under a contract with the Post Master General; and if any master or manager of a steam boat, or other vessel, shall fail to deliver any letter or packet, which shall have been brought to him, or shall have been in his care, or within his power, he shall incur a penalty of 30 dollars for every such failure.

Sec 5. And be it further enacted, That every person employed on board any steam boat, or other vessel employed as a packet, shall deliver every letter and packet of letters entrusted to such person, to the master or manager of such steam boat or other vessel, and before the said vessel shall touch at any other port or place; and for every failure, or neglect so to deliver, a penalty of ten dollars shall be incurred for each letter and packet.

Passed February 27, 1815. The clause in the act of congress which establishes all routes on which steam boats pass, as post roads, is dated 3d March, 1823, and is in the following words: "Sec. 3. And be it further enacted, That all waters on which steam boats regularly pass from port to port, shall be considered and established as post roads, subject to the provisions contained in the several acts regulating the post office establishment."

INSTRUCTION IV.

Rating and marking of Letters. Letters which are received to be sent by post, should be marked with the name of the Post office at which they are received, day of the month, and the rate of postage chargeable thereon; or, if the letter is free, with the word free. The name, date and free, may be either written or stamped upon each; it is there but few letters, it will be less trouble to write than to stamp.

2. At offices where there is much business, the work of rating and marking should be performed as fast as the letters are received, and not left to the time of closing the mail, when in the hurry of business many errors might be committed.

3. It may sometimes be difficult to discover whether a letter is single, double or treble—but after a little experience you will generally be able to decide by the feeling, or by holding the letter to the light.

4. The following are the rates of postage on single letters.

Table with 2 columns: Distance (Miles) and Postage Rate. 6 cents if carried not exceeding 30 miles, 10 do if over 30 and not over 80, 12 1/2 do 80 do 150, 18 1/2 do 150 do 400, 25 do 400.

Double letters, or letters composed of two pieces of paper, are to be charged with double the rates.

Triples letters with triple those rates: Packets composed of four or more pieces of paper, and weighing one ounce avoirdupois, quadruple those rates, and in that proportion for all greater weight.

5. Ship Letters received for delivery are chargeable with six cents postage, and if forwarded by post, with the addition of two cents to the ordinary rates of postage. The letters 5h are to be written, or the word Ship stamped upon each ship letter.

6. Rates of Postage on Newspapers. Newspapers carried not over 100 miles, or for any distance within the same state where they are printed, are to be charged with one cent each.

If carried over 100 miles, add out the state where printed, with 1 1/2 cents each. Every article sent in the mail which is not either a newspaper, magazine, or pamphlet, is subject to letter postage, whether

it be a printed or written communication. The words newspaper, magazine, and pamphlet, are to be taken in their common acceptation, that is, a newspaper is a printed paper, giving an account of political and other occurrences, published regularly, if once a week, or oftener, and not published at regular successive times, it must be considered as a handbill, and subject to letter postage. But an extra sheet published by a regular printer of a newspaper, is to be considered as a newspaper.

Magazines and Pamphlets.

These words are to be taken in their common meaning; that is, a magazine is a monthly pamphlet containing articles on science, politics, news, &c. a pamphlet is a small stitched unbound book, consisting of two or more sheets. All kinds of advertisements, printed or written, and all articles sent by mail which do not come within the description of a newspaper, magazine or pamphlet, are to be charged with letter postage.

Table with 2 columns: Distance (Miles) and Postage Rate. Carried not over 50 miles, a sheet, 1 cent. Do over 50 and not over 100, 1 1/2 cents. Do over 100 miles, 2 cents.

ORIGIN OF THE TERM DANDY.

This term which has lately become so common an appellation for that feeble race of doubtful gender, who appear to have originally sprung from something between a staymaker and a man milliner, appears to have arisen from a small miller, struck by King Henry VII. called a Dandy pryt, and hence Bishop Fleetwood observes, this appellation is applied to worthless and contemptible persons.

FOREIGN.

LATE FROM EUROPE.

SUMMARY.

Of foreign intelligence received at New York by the ship Hudson, from Liverpool, bringing London papers to the 26th, Paris to the 24th, Madrid to the 15th and the Southampton Chronicle to the 27th of February.

Contrary to expectation, actual hostilities had not taken place between France & Spain.

The London Courier of the evening of the 26th of February, says:—We received this morning by express, the Paris papers of the day before yesterday, with a full report of the very important debate in the Chamber of Deputies on that day, upon the motion for voting 100,000 for extraordinary expenses. The speech of M. de Villele (for M. de Chateaubriand did not speak though it was generally expected he would) shows that France has determined upon war, and may be expected to order her army to enter Spain forthwith. The news by the 12th of next month (March) an article from Bayonne of the 19th says, "it appears that orders will be issued on the 25th of February to put the troops en echelon along the extreme frontier."

The London Times believes in war between France and Spain, and the dreadful general and awful commotion which it will produce, agitating all parties in England, as to the part which its government will take.

The French ships of war at the different ports were preparing for service with great activity.

A commercial treaty between Great Britain and Spain was finally concluded at Madrid on the 26th of February.

In the sitting of the Cortes of the 15th, it was resolved that the king should repair to Caduzna, and on the 16th, his Majesty with the royal family, was to set out for that place.

The Portuguese Minister has received orders to quit Paris on the French entering Spain. It so, the Portuguese will make common cause.

The Merchants of Bordeaux, have petitioned the Government in favour of the continuance of peace, and, according to private letters from Havre, the dissatisfaction at Marseilles nearly amounts to a revolt.

The Prussian Ambassador had arrived at Bayonne, having narrowly escaped assassination by the De.comesados.

The Duke of San Lorenzo, Spanish Ambassador to Paris, arrived at Dover in the steam packet Dasher, on the 16th Feb. On his landing he was greeted with thrice thrice his three cheers. On his approaching the Capital, his horses were taken from his carriage and drawn to the house of the Spanish Embassy in Portland Place.

Lord Ellenborough, in the house of Peers, observed, that Great Britain was bound to interfere in assisting to save Europe from tyranny.

On Saturday the President of the Council transacted business with the Duke de Angouleme.

At a dinner given at the termination of the Norwich Election, Mr. Canning was in the chair. When he was toasted, he delivered a speech, in which he observed, that he was determined to support the most liberal principles, & he was proud in stating, that the nation was never more able to support them in the event of her being compelled to take up arms.

The French papers of Thursday and Friday, with some private letters of the same date have arrived. In the latter it is stated that the French army will enter Spain on or before the 15th March—30,000 men by Bayonne, & 25,000 by way of Figueras. One or two columns of light troops, supported by "The Faithful," will advance on Urgel or on Quinquenza. It was believed that the Spanish regular troops would all retreat behind the Ebro, with the exception of those in garrison at Barcelona, Lerida and Pampeluna.

Paris, Feb. 24. The Duke of Valentia has taken the service of Major General in place of the Duke of Ragusa. Lieut. Gen. O'Autichamp will command the first division of the Spanish army, under the Duke of Reggio, whose departure will take place immediately. The 56th regt from Verdun has arrived at Metz, the 42d from Havre, will arrive in March. The 6th, 9th and 14th have set out for Bayonne. The Hussars of the Upper Rhine, in garrison at Thionville, are about to depart for the army of Spain. It is said that 3000 seamen have been ordered to be levied at Brest.

Bayonne, Feb. 19. An English frigate has just arrived at St. Sebastian, laden with arms and ammunition for the Liberals.

Portland Gazette.

Annapolis, Thursday, April 10, 1824.

On the night of the 27th ult. Solomon Thompson, was murdered near Charlestown in Montgomery county. A white woman named Cassandra Bassford, and a negro Dick, the property of Mr. Samuel Johnson, have been committed to prison on suspicion of being the authors of the crime.

The Spanish Cortes seem determined to be prepared to meet the French army should it enter Spain. The last address to Spain state, that they had directed an additional army of 30,000 to be raised and sent for service within one month. This addition would make their whole force amount to 124,579 men. They had likewise directed that 150 gun vessels should be provided for the protection of the coast. Gen. Mina had been confirmed in the command of the army of Catalonia, and General Balasteros appointed to the armies of Arragon and Navarre. Count Abisbal has been placed at the head of the army of reserve, which is to assemble in the neighbourhood of Madrid.

MR SUMMERFIELD. The ship six brothers, Captain Mason, arrived at Marseilles, on the 26th January. The Rev. Mr. Summerfield, was a passenger in this vessel.

Since the above was written, we have had the pleasure of reading an interesting letter from our esteemed friend, Mr. Summerfield, dated Marseilles Feb. 7. The following is an extract:—"My health is somewhat better than when I left you; indeed, considering the dampness of a sea atmosphere, and reader, ed still more so by the rain which fell every day, more or less until we entered the Straits of Gibraltar, it is remarkably so. I am now reaping the advantages of my voyage more than I was able to do."

N. Y. Spectator.

LAW DECISION.

The Supreme Court of Vermont has decided in the case of Hugh Peebles vs. Daniel Rogers and others, that on a note payable at a future day with interest annually, the holder was entitled to interest on the interest, upon the same principle as a note payable by instalments from year to year.

They have also recognized the principle that after the note became due, the holder was willing to waive the collection of his interest, when it became due, the rule would not apply, and that the same rule applied to notes payable on demand.

Where payments have been made, and the interest up to the first payment, and if the payment exceed the interest, deduct the excess from the principal, and cast the interest upon the remainder to the time of the second payment. If the payment be less than the interest, place it by itself, and cast on the interest to the time of the next payment, and so on until the payments succeed the interest, and then deduct the excess from the principal and proceed as before.—N. Y. Am.

FROM ST. THOMAS.

Capt. Fowler, of the brig Jane, arrived at New York in 29 days from St. Thomas, states that the day before he sailed information reached St. Thomas that two of the crews of the squadron, in endeavouring to enter Porto Rico, were fired into by the fort, and that Lieut. Cooke, who commanded one of the vessels, was killed.

On referring to the list of officers in the squadron, we find the schooner Fox, commanded by Lieut. Commandant W. H. Cooke, and in looking at the Naval Register we find he is a native of Virginia.

The Editor of the New York Gazette says, we have a long letter from our correspondent at St. Thomas, dated the 13th inst. giving the particulars of the above mentioned occurrence. It appears that the Fox, which Lieut. C. was the commander, was approaching the harbour at the time the other vessels (The Greyhound and Beagle) of the squadron were lying in port. The Governor informed Capt. John Porter, of the Greyhound, that only two would be permitted to be in port at one time, but Capt. C. could not communicate with the approaching schooner in consequence of the heavy surf. When she had come within gun-shot of the vore Castle, two guns with blank cartridges were fired at her, but as the Captain did not think them intended for him, he stood on towards the harbour.

A gun was then fired from the Moro which killed Lieut. Cooke.—The schooner immediately came to anchor among the breakers, and Capt. C.'s body was carried ashore and buried with military honours.

The three schooners then proceeded to the commodore, since which nothing has been heard at St. Thomas from them. Our correspondent informs that he received the above particulars from a gentleman who was an eye witness to the transaction; they may therefore be relied on as correct.

On the receipt of the melancholy news at St. Thomas, the American vessels in port hoisted their colours half mast.

From the Baltimore American.

FROM HAVANA.

The brig Alonzo, Capt. Gold, arrived here on Sunday in 10 days from Havana. Five days prior to her sailing, the brig Alert, late blunt, arrived from N. Orleans.

The night previous to her arrival off the Moro, she was boarded by the pirates; the captain and cook were killed and one man mortally wounded. No American vessel of war being in port at the time, medical assistance was immediately rendered by the British frigate Hyperion, of Lillierport, esq commanding.

Vessels were daily arriving at the Havana which had been plundered off the coast by the pirates, some of which had been entirely unloaded, and their cargoes publicly offered for sale in Matanzas. The pirates continue to infest the coast more than ever.

The Noticioso Mercantil, of the 24th March contains an account of the proceedings of a meeting held at Havana, at which the Captain-General presided. Addressed to the King and Cortes of Spain were adopted, in which the meeting cordially approved of the stand taken by the Spanish government against the contemplated interference of the allied powers in the late concerns of Spain.

FROM ANTIGUA.

The St. John's (Antigua) Register, received at Baltimore by the schr. T. Tennant, in 12 days from that place, contains an account of a French squadron, consisting of a French frigate, and several other vessels, and the detention of a French frigate, by the French Admiral.

PHILADELPHIA APRIL.

Our election has been much agitated in consequence of St. Mary's Church having been forcibly entered yesterday afternoon about half past two o'clock, the party opposed to the former board, Trustees.

On the morning of Tuesday, both parties appeared in front of the Church, the purpose of selecting by acclamation the judges of the election. The friends of Mr. Hogan claiming the majority, the judges selected by them took their stations at the windows in the church, and received the votes of all the qualified voters who presented themselves. The result was the majority of 609 votes was declared in favor of the trustees who supported Mr. Hogan.

The other party did not generally vote in the Church, but retired into the church yard and carried on their election, which they represent themselves as having received 605 votes.

The result was that the party, who two years ago had possession of the church, continued to retain it, until the late election, and employed some police officers to remain in, and take charge of the church, in consequence of declarations made on the ground, in presence of Mayor, that it was the intention of the Mayor to take possession of the church by force of arms on the ensuing Sunday.

Yesterday, at half past two o'clock, a party of men broke open the doors, and made a forcible entry, in defiance of the officers, who were unable to resist a superior force. Two persons were arrested and bound over to the Chief Justice.

Warrants are issued against the principal persons engaged in this unfortunate affair. The Church, at the time of putting up paper to press, (11 o'clock, P. M.) approved by a multitude of citizens, several police officers, and it is expected that some decisive and energetic measures will be taken this day to dispossess the intruders.

The Baltimore American says, in Philadelphia Sentinel of the following: we find a correspondence which has taken place between the counsel of the contending parties, in which it is agreed to settle the disputes by a course of law. The legal remarks "The productions to be stipulated will establish, whether possession or punishment is due to those who, in an ineffectual trial of forcible detainers, have submitted to be put on their trial by law. Great praise justly belongs to the magistrates who persevered till they accomplished a mediation which saved the city from a disgraceful, and probably, a bloody riot."

From a London paper of Jan. 27. BOW-STREET. CRAWLEY vs. CALLAGHAN. Mr. Phelim O'Callaghan appeared before the Magistrate on Saturday, to show why he should not be charged with having stolen Mr. Pat Crawley's mule.

Mr. Pat Crawley, according to his account, is a Scotchman, born of Irish parents, in the "saat market" of Glasgow. They, dying, left him a pedlar's pack, a brown donkey;—and ever since he followed the profession of Autolyous, a frequenter of fairs, wakes, and wassels, and a snapper-up of unconsidered trifles. Laterly, he has travelled, in this manner from the salt market in Glasgow, quite to Penzance, in Cornwall; gathering as he went, and increasing his worldly goods at every village by the way. At Penzance he sold his donkey and bought a mule, and travelling on towards London, he arrived at the house of Mr. Phelim O'Callaghan in Buckeridge street, St. Giles, on the evening of Friday last. Now, Phelim O'Callaghan being his cousin on the mother's side, he thought and his mule would be perfectly safe in his roof; and the more especially as Phelim O'Callaghan expressed great affection for the mule.

So Mr. Pat Crawley put his mule in Phelim O'Callaghan's little stable at the back of his place, tubbed it down, and it up, and then went out to enjoy his pipe with a muchkin of whiskey at the O'Callaghan's corner. At the O'Callaghan's house he found the mule bleating, and the whiskey of the best, and the wife in the house, and so many of his other relations come in to see him, that he remained in his no-doubt, and at the O'Callaghan's, with a black eye and an empty purse—having lost seven good den shillings he did not ken how morning he got up at break of day, and going to saddle his mule, and gang his trap to the town, but the mule was gone, and he knew not where.