

HYMENEAL. Married on Sunday last, (North Side of Severn) by the Rev. Mr. Watkins, Mr. Richard Wren, to Miss Margaret Cromwell, both of this county.

The Patapsco and Potomac are bound in icy fetters, while Severn (including the Harbour of Annapolis) is open for navigation.

APPOINTMENT BY THE PRESIDENT. By and with the advice and consent of the Senate of the United States. THOMAS RANDALL, of Florida, to be Judge of the United States for the District of Middle Florida.

The National Republican Convention has unanimously recommended the Hon. Henry Clay as the most suitable person to be recommended to the people as a candidate for the office of President of the United States.

COURT OF APPEALS, Dec. Term 1831. Thursday, Dec. 8th. Present as yesterday, the Hon. Judge Earle. No. 11. State use of Wilson and Wife, vs. Jamison. This case was argued by Brawner, and Magruder for the Appellants, and C. Dorsey and Stonestreet for the Appellee.

Friday, Dec. 9th. Present as yesterday. The Court affirmed the decree of St. Mary's County Court, in No. 4. Gough and Diney, vs. Thos. F. Ward. No. 12. Edward Sumner, vs. John Barnes. This case was argued by Stonestreet, for the Appellant, and C. Dorsey, for the Appellee.

Monday, Dec. 10. Present as yesterday. The Court affirmed the decree of Charles County Court, in No. 20. Morau ad'r of Morau vs. Hooper, Broome and wife. This case was argued by Stonestreet for the Appellant, and C. Dorsey for the Appellee.

Wednesday, Dec. 12th. Present as yesterday. The Court affirmed the decree of St. Mary's County Court, in No. 4. Gough and Diney, vs. Thos. F. Ward.

Thursday, Dec. 13th. Present as yesterday. The Court affirmed the decree of Charles County Court, in No. 20. Morau ad'r of Morau vs. Hooper, Broome and wife.

Friday, Dec. 14th. Present as yesterday. The Court affirmed the decree of St. Mary's County Court, in No. 4. Gough and Diney, vs. Thos. F. Ward.

Saturday, Dec. 15th. Present as yesterday. The Court affirmed the decree of Charles County Court, in No. 20. Morau ad'r of Morau vs. Hooper, Broome and wife.

Sunday, Dec. 16th. Present as yesterday. The Court affirmed the decree of St. Mary's County Court, in No. 4. Gough and Diney, vs. Thos. F. Ward.

Monday, Dec. 17th. Present as yesterday. The Court affirmed the decree of Charles County Court, in No. 20. Morau ad'r of Morau vs. Hooper, Broome and wife.

Tuesday, Dec. 18th. Present as yesterday. The Court affirmed the decree of St. Mary's County Court, in No. 4. Gough and Diney, vs. Thos. F. Ward.

Wednesday, Dec. 19th. Present as yesterday. The Court affirmed the decree of Charles County Court, in No. 20. Morau ad'r of Morau vs. Hooper, Broome and wife.

Thursday, Dec. 20th. Present as yesterday. The Court affirmed the decree of St. Mary's County Court, in No. 4. Gough and Diney, vs. Thos. F. Ward.

Friday, Dec. 21st. Present as yesterday. The Court affirmed the decree of Charles County Court, in No. 20. Morau ad'r of Morau vs. Hooper, Broome and wife.

We learn from a morning paper, that the ship is insured at two offices in this city for \$7000; was worth \$5000 or \$6000; She had a cargo of rice and cotton; 800 tierces of the former, which will be totally lost. The cotton will probably be saved in a damaged state. The amount we cannot state, as the captain left his papers in the cabin, which is full of water. Part of the rice was insured.

THE SECRET OF THE FIRE-EATER.

From the New York American. Astonishing powers of the animal system in resisting the influence of heat, as well as the wonderful mechanical inventions which have for some time past excited the curiosity and wonder of the old world, are now elicited almost an equal degree of wonder and amazement with us; but when submitted to the penetrating scrutiny of the western hemisphere, are soon divested of their apparent supernatural phenomena, and as soon meet with successful imitations.

The power of the animal frame in bearing with impunity high degrees of temperature, has been the frequent subject of experiments and observation, entertainments, have been given in ovens, where the process of cooking with impunity, while the process of cooking the meals was going on in the more extensive baking establishments on the continent, children, having on wadded shoes, are in the practice of carrying and depositing the loaves of bread in the different parts of the oven.

This power of resisting great degrees of heat, seems to depend upon a law of all substances—viz: that the temperature of living bodies cannot be raised above a definite limit. Certain animal functions—the most important in the causes is, perhaps, the free and copious perspiration that is induced, preserve the body at a certain equilibrium as it regards its temperature, and to prevent the accumulation of heat, water, if confined in a close vessel, may be raised to a red heat; but if the steam or vapour be suffered to escape, its temperature is limited.

The secret of fire eating was made public, it seems, by a servant to one Richardson, an Englishman, who appeared in France about the year 1667, and was the first performer of the kind who ever exhibited in Europe. According to his statements it consists in rubbing the hands and thoroughly washing the mouth, lips, tongue, and other parts that are to touch the fire, with pure spirits of sulphur;—this burns and cauterizes the epidermis, or upper skin, till it becomes as hard as thick leather, and every time the experiment is tried it is easier than before.

In broiling real cutlets, in his mouth, he first laid another very thin slice immediately on his tongue, then the red hot charcoal, and upon that the cutlet, to be broiled, so that the coal could not burn him before it was extinguished, on the under part, by the saliva.

My author further asserts, that any person who is possessed of this secret may safely walk over burning coals, or red-hot ploughshares, (as Queen Emma is said to have done) and strengthens his assertion by the example of blacksmiths and forge-men, many of whom he says acquire such a degree of calosity, by often handling hot substances that they will carry a glowing bar of iron from the furnace to the anvil, in their naked palms without a pain.

A SCENE IN THE WEST. The Arkansas Gazette of the 21st ult. presents what its editor calls a case of "high handed legislation." Some dispute had taken place between him and Mr. Menefee, a member of the Legislature. The latter had attacked the former in a speech upon the floor. The editor retorted in his paper.

One of the most singular celebrations of the Coronation was that of Mr. Tibbets, a party of 60 women, mothers of 832 children, 12 of the dames alone having given birth to 202 of the number!! One of them was the mother of 31 children!!!

DRATH BY LIGHTNING. The schooner Industry, arrived at Provincetown, Mass., on the 22nd instant, lay on board the body of Capt. Thomas C. Wells, of Yarmouth, (late master of the ship Capt. C. was killed on the morning of that day in Barnstable Bay, by lightning, which was standing by the foremast, when it struck and much shattered. The ship struck passed down the mast, to the head of the deck, down one side, burning the deck, and the leg.

had fallen with a crash, the effect of which, during this period of intense anxiety, was the substantial character of the ship, and that would not part until all on board could be rescued. Thank Heaven, the hope was realized. Although the wind had rather increased than diminished, and wave after wave creased than diminished, rolled over the breakers, and with a violence that seemed to force even the timbers from their places, she still kept together, but her sides were breaking in on her larboard and starboard quarters.

The only remaining hope under Providence during this period of intense anxiety, was the substantial character of the ship, and that would not part until all on board could be rescued. Thank Heaven, the hope was realized. Although the wind had rather increased than diminished, and wave after wave creased than diminished, rolled over the breakers, and with a violence that seemed to force even the timbers from their places, she still kept together, but her sides were breaking in on her larboard and starboard quarters.

The situation of the individuals on board at this time was truly awful. The violence of the wind, the darkness of the night, the occasional crashing of spars; the continual sweeping of the sea over the whole length of the ship, and that indescribably moaning sound of the wind as it swept through the ice-bound rigging, can only be appreciated by those who have experienced similar situations. When day-light broke, the reality was indeed realized; the danger could now be conceived; the wreck was truly such a one that with less than the miraculous interposition of a kind Providence, all must inevitably have perished.

At about 10 A. M. the jolly boat was got ready, and a party of seven embarked and made for the land, which fortunately, they reached. It was perilous but equally so to remain on the wreck. In the boat were Captain Wilson, Mr. Childs, passenger, and several of the crew. It is due to Captain Wilson to state, that his whole object in leaving the ship, and I can add, a praiseworthy object, was to hasten to the shore, should the boat succeed in reaching the shore; and to despatch with all possible speed some efficient means to rescue those remaining on the wreck. The conduct of Captain Wilson was throughout every way commendable, and was wrought by a deep sense of the responsibility that devolved upon him during this critical period.

The situation of those remaining on board, became every moment more perilous; the sea was increasingly dashing and severe, and becoming if possible more cold and severe. The only hope that could reasonably be entertained was relief from the city. This state of feeling continued until nearly 2 o'clock P. M. and until nearly hope itself could no longer be sustained. When it is considered how much was suffered under several trying circumstances of the wreck from its commencement, it could hardly be expected that much physical or mental energy could be exercised. As the "last fond glimpse," a sail was soon discovered, bearing down for wreck, from Staten Island. The effect was electric; a moment before almost every one seemed more ready to yield, to fall without a struggle, than make one effort to be saved. The havoc and tumult afloat had been gazed upon with a peculiar apathy. But now every thing appeared to renew life and animation.

At about 3 o'clock P. M. the schooner anchored within three quarters of a mile of the ship, as near as she could possibly venture, among the breakers and shoals. By one of those extraordinary efforts that in trying times can sometimes be accomplished, the long boat was launched at nearly the same time the schooner cast her anchor. In the morning with all assistance on board, it could not be accomplished. Every individual was soon embarked on the boat, and with continued bailing out the water she was enabled to reach the schooner at about 5 o'clock P. M.

To Mr. Neal the mate of the ship, and who was the last to leave the wreck, much is due, for his perseverance, coolness and judgment, during the most hopeless period of this disaster. The schooner, that came to the relief of the shipwrecked, at such a propitious moment, was the Major G. Howard, capt. Sylvia, accompanied by Capt. Seaman of Staten Island; who, with a generous humanity that cannot be too highly appreciated, and under circumstances that would have intimidated many from such an attempt, rescued at their own hazard, a number of their fellow beings from a watery grave. Gratitude for such acts of disinterested humanity and kindness is lasting. Every individual who has thus been rescued from a death which would have been inevitable in a few more hours, but for such benevolent and generous exertions, is deeply impressed with a sense of the obligation they owe to their deliverers.

The individuals rescued from the wreck by the exertions of Captain Sylvia and Seaman are: The Pilot, Mr. Mr. Neal, the Mate of the President, Lieut. John Pickell, U. S. A. Passenger, J. W. Wilkinson, Charleston, S. C. do. J. Lewell, New Brunswick. do. J. Carr, do. The Steward and crew of the crew of the ship.

The passengers and crew were all safely landed at the foot of Roosevelt street wharf in the steamboat Bellona, which was met on her way to the wreck, at 8 o'clock, Monday night.

From the N. Y. Com. Advertiser. WRECK OF THE CHARLESTON PACKET PRESIDENT. The fact that the ship President, from Charleston, which arrived below on Sunday, had gone ashore in the gale on the East Bank, was noted in the shipping intelligence of this paper last evening. The ship has been totally wrecked, as will be seen by the following interesting narrative of the catastrophe, by one who shared in the perils he describes.

WRECK OF SHIP PRESIDENT, CHARLESTON LINE PACKET.—It is always highly satisfactory to record acts that reflect credit upon humanity: But when offices are rendered by which the lives of fellow beings are rescued as it were from death, and under circumstances that might with less virtue and generosity be offered as a palliation, or excuse, for their omission, it is no less due to benevolence and humanity, than accordant with sincere feelings of gratitude, to give to the public the names of those who have thus eminently distinguished themselves, and the attending circumstances under which they acted.

The wreck of the ship President, Captain Wilson, on the east branch of the Roper breakers, on Sunday night, was accompanied with circumstances truly of an appalling and almost hopeless nature. The wind had been, almost blowing violently from the N. W. and although every precaution was used by the pilot (who was taken on board in the afternoon) to get a sure and safe anchorage, the violence of the tempest increased to that degree by three o'clock Monday morning that she drifted with two anchors for some distance, and then first struck. The night was remarkably cold and dark, and the deck, rigged, spars, and sails, were entirely covered with ice. At about 4 o'clock, the water burst through the bottom, and in the space of half an hour, the cabin was filled to the sky lights, and every individual on board (twenty in number) was driven to find safety on deck, and seek protection from the inclemency of the weather under the roof over the stern part of the ship. By this time, the main mast and foremast had been cut away; they

On horseback and in sulks 4,740,344 miles

Making the whole annual transportation equal to 15,468,692 miles

Other improvements are also determined on, in which remote parts of the country are immediately interested among them are, the establishment of a regular steamboat, in Virginia, between Guyandotte, in Virginia, Cincinnati, in Ohio, and Louisville, in Kentucky; to form a daily connexion with Richmond, in Virginia, to Guyandotte; and the improvement of the route to a daily line between Macon, in Georgia, Mobile, in Alabama, and New Orleans, so as to constitute a daily intercourse between New Orleans and the Atlantic cities, with a despatch of twelve days between New Orleans and this city.

These two improvements are already in a state of progress, and it is expected will soon be in complete operation. The contracts for transporting the mails in the middle division of the Union, comprising the States of New Jersey, Pennsylvania, Delaware, Maryland, Kentucky, and Ohio, and the Territory of Michigan, will end with the present year. In renewing the contracts, for this division, provision has been made for stage accommodation over 560 miles of post roads, on which the mail had before been carried on horseback, and on which the annual transportation in stages will for the 1st of January next, amount to 62,355 miles. On 1,830 miles of post roads, where the mail is already carried in stages, the frequency of trips will also be increased to the annual amount of 497,324 miles. By these arrangements an annual increase of stage transportation is secured from the 1st of January next, of 499,880 miles on that section. The value of these improvements, at the lowest estimate, is as follows: 499,880 miles of stage transportation, at 9 cents per mile, \$45,229 01

Debit 62,355 miles of horseback transportation, at 4 cents per mile, 249 40

Net value of the improvements, \$45,229 01

The acceptances for the new contracts, besides the saving of these improvements, are not so great as the amount now paid for the transportation on that division, \$41,787 18. The renewal of the contracts, therefore, saves in money to the Department, the sum of \$3,787 18

Which added to the value of the improvements, effects a saving of 61,582 63

Other improvements, highly important in their character, are proposed the decisions on which have been deferred for further consideration. Thus, however, a prospect of renewing the contracts, that the Department will possess the ability to make some further improvements in this division of mail routes.

There were, on the 1st of July last, 8,086 post offices. To the plan adopted for their supervision, and the vigilance with which it is observed, together with the system of finance which is strictly adhered to, may be attributed, in no small degree, the increasing prosperity of the Department.

I have, with high regards, Your obedient servant, W. T. BARRY.

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On horseback and in sulks 135,252 miles a year

Making an annual increase of transportation equal to 968,702 miles beyond the amount of any former period

Many routes have also been improved, by substituting stages for horse mails, to the annual amount of \$62,321 miles

The total annual increase of stage transportation from July 1, 1830, to July 1, 1831 was 1,190,771 miles

The annual decrease of transportation, on horseback, within the same time, by substituting stages, was 228,069 miles

Report of the Postmaster General.

Post Office Department, 28th November, 1831.

To the President of the United States: Sir: The following report of the progress and condition of this Department is respectfully submitted.

The revenues of the Department, being the amount of postages within the year, commencing on the 1st of July, 1830, and ending the 30th of June, 1831, were \$1,997,811 54

The expenditures of the Department, within the same period, were 1,935,539 36

Being for compensation to postmasters \$635,028 48 For transportation of the mail 1,252,226 44 For incidental expenses 48,504 44

Leaving an excess of revenue beyond the expenditures of the Department, amounting to 62,252 18

Of this sum there have been paid into the Treasury (being irregularly deposited by collecting officers) 563 51

Showing a balance in favour of the Department, of 61,688 67

The surplus of revenue on the 1st of July, 1830, as stated in the report of last year, amounted to 148,724 22

Thus the surplus revenue at the expiration of the Department on 1st of July, 1831 was \$210,412 89

This surplus, reported as available, and at the disposal of the Department, as featured on the statement in the report of the late Postmaster General, of 1828, and on the assumption that all the postages which have accrued since my first report in 1829, will have been collected. Of the postages returned within that time, it is confidently believed the losses, in collection will not amount to one fourth of one per centum.

The whole amount of postages from July 1st, 1828, to July 1st, 1829, was 81,707,418 42

From July 1st, 1829, to July 1st, 1830, 1,830,363 10

From July 1st, 1830, to July 1st, 1831, 1,997,811 54

The increase of postages within the year ending July 1st, 1830, above the amount of the year preceding, was \$168,540 47

The increase of the year ending July 1st, 1831, above the amount of the year preceding, was 145,164 68

The increase of the year ending July 1st, 1831, above the amount of the year preceding, was 147,022 44

The expenses of the Department for the year preceding July 1st, 1828, exceeded its revenues in the sum of 74,714 13

For the year preceding July 1st, 1829, 82,124 85

But for the year preceding July 1st, 1831, the revenues of the Department have exceeded its expenditures in the sum of 62,252 18

The favourable terms upon which the contracts were last year made for the transportation of the mail in the southern division, commencing on the 1st day of January, last, have assisted in producing the result exhibited by the following fact:—The revenue of the Department for the half year beginning with the 1st of January last, exceeded the expenditures for the same period in the sum of \$75,475 91

Whereas for the half year preceding the 1st of January, 1831, the expenditures exceeded the revenue in the sum of 13,228 73

The results in which results constitutes the excess of revenue over disbursements for the year now reported, of 62,252 18

From the 1st of July, 1830, to the 1st of July, 1831, the transportation of the mail was increased in stages equal to 834,450 miles a year

On horseback and in sulks 135,252 miles a year

Making an annual increase of transportation equal to 968,702 miles beyond the amount of any former period

Many routes have also been improved, by substituting stages for horse mails, to the annual amount of \$62,321 miles

The total annual increase of stage transportation from July 1, 1830, to July 1, 1831 was 1,190,771 miles

The annual decrease of transportation, on horseback, within the same time, by substituting stages, was 228,069 miles

Making the annual increase as above, equal to 968,702 miles

On the 1st of July, 1831, the annual transportation of the mail was, in stages and steamboats 10,728,348 miles