

PRINTED AND PUBLISHED DAILY BY J. B. DAWSON. STATE PRINTER. SATURDAY MORNING, JAN. 29, 1832. POP. GOVERNMENT. J. B. DAWSON. The mail failed beyond Mobile yesterday, we are in a very regular mail.

An anonymous correspondent of the Christian Mercury, writing to the Editor from this city, had sent forth a lying statement of the meeting held at Hewitt's, and regarding the dangerous tendencies of nullification. He asserts with the bold face impudence, which not infrequently characterizes the productions of irresponsible writers, that the gentleman whose name he has chosen to identify with the most part in the proceedings, and that the assembly was held at the residence of the said gentleman, was the said gentleman, and was the said gentleman.

The course of a bill, for the further reduction of the tariff, is fairly before the house of representatives, who seem, by their vote in this sitting of the 7th of January, determined to make it the object of their immediate consideration. Mr. Verplanck, chairman of the committee of ways and means, opened the debate in a speech of some considerable length in support of the proposition of the bill, that it should have the same effect as the tariff of 1816, and that it should be so framed as to be self-sustaining. The affirmative vote, however, is still uncertain; and the editor of the Intelligence continues "to profess that it most deservingly" in their columns.

The conduct of Mr. Baylies at Brown's - I refer in published in the New York Journal of Commerce, from Brown's report, which sheds light on the subject of the state of our relations with that government, and the circumstances which led to the return of Mr. Baylies. We submit the latter part of it.

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The committee of the British house of Commons, which last session, on steam travelling and conveyance by steam, considered their report by the following propositions: 1. That carriers can be regulated by laws on common roads and at an average rate of ten miles per hour. 2. That at this rate they have conveyed upwards of four millions of passengers. 3. That their weight, including engine, fuel, water, and attendant, is not over three tons. 4. That they can ascend and descend hills of considerable inclination with facility and safety. 5. That they are perfectly safe for passengers. 6. That they are not so dangerous as is commonly supposed, inasmuch as they are so constructed, as to become a species of cheaper mode of conveyance than carriages drawn by horses on turnpike roads.

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