

## UNITED STATES.

**Dreadful Riot At Baltimore.**—We regret to learn that a serious riot took place in Baltimore on Saturday night and Sunday morning. The mob attacked the houses of Reverdy Johnson, Esq. and John Glenn, Esq. formerly directors of the Bank of Maryland, and caused great destruction in the house of the latter.

The citizens flew to arms, and rumour says that eighteen lives were lost—a great many more were severely wounded; among the latter were Mr. Findlay, Mr. Cheves, and Mr. Adams. Our information is derived from gentlemen who were witnesses to this terrific scene of riot and bloodshed. As they left early in the morning, we are not able to state minute particulars. The excitement, it appears, grew out of the late business of the Bank of Maryland.

**Farther Particulars.**—We have conversed with a gentleman who was in the midst of the scenes of violence, and has just arrived in the boat from Philadelphia. He says that the persons killed were not chiefly of the mob, and that the number was but seven, though forty or more were wounded.

The horse guards were called out early, but when they came upon the ground, were driven off by the mob. The military fired repeatedly for an hour and a half, but it does not seem with any great effect.—Our informant saw one surgeon who had extracted a handful of buck shot from various individuals.

The work of destruction was pursued on the buildings until 5 o'clock, A. M. when most of the rioters withdrew, but only to renew the war at the return of evening. The persons to be attacked were all designated in anonymous letters. One or two houses were entirely destroyed except the walls.

It was feared that the military force, assisted by the citizens generally, would be unable to control the violence of the populace on Sunday night, and an express had been despatched to the President of the U. States for help. The city was in a state of awful anxiety.—*Jour. of Com.*

**AWFUL RAILROAD ACCIDENT.**—On Saturday, a young man, named Patrick Daily, of respectable connections and of highly moral character, left this city in the cars on the Columbian Railroad. He stood on the outside of one of the cars. When within a mile of the Falls, the car passed under an apple tree, and Daily caught at an apple. The effort threw his hat off, and endeavouring to catch his hat he lost his balance and fell under the wheels of the car. The whole train passed over his right leg, grinding it to powder.—A doctor was sent for as soon as possible, and arrived; but was so appalled at the sight of the mangled limb, that he advised the friends of the sufferer to have him conveyed to the Pennsylvania Hospital. A car was got ready as soon as possible, and the limb being partially bandaged Daily was placed in the car and set off for Philadelphia. As might have been anticipated the poor man died long before he reached the city. A Coroner's jury was held on the body and returned a verdict of death by accident.—*Philadelphia Gazette.*

## GREAT BRITAIN.

**TIMBER DUTIES.**—Our attention has been called to the members of the committee appointed by Mr. Poulett Thomson to "take into consideration the duties on timber, and to report their opinions thereon to the house." It consists of thirty-two members, twenty-four of whom are well known to entertain the most decided opinions on the subject—opinions in favour of the Baltic and foreigners, and opposed to the trade at present carried on by British Shipowners, between this country and our North American Colonies. The object that Mr. Poulett Thomson has in view may be conjectured, when we mention that Mr. Warburton, Mr. Grote, Mr. Labouchere, Mr. Hutt, Mr.

Roebuck, and Mr. Ewart, are members of the committee, and that Lord Sandon, Lord Francis Egerton, and Mr. Mathias Attwood, are excluded. Lord Sandon, we understand, is to call the attention of the house to the subject. If ever there was a packed jury in the world, this is one. Our Colonial trade can have no chance in such hands. Why, it is notorious that Mr. Warburton owns large forests on the shores of the Baltic, and is deeply concerned in promoting his own interests at the expense of the British Shipowner, and the colonists and owners of property in Canada. Surely if there had been any regard for decency and impartiality, the name of Mr. Warburton would have been omitted. If the trade of the country is to be placed at the mercy of so many interested speculators and senseless visionaries, no man is safe for a single hour. There will be a petition from Liverpool on the subject in a few days, and we trust the strongest and most urgent remonstrances will be made.—*Liverpool Standard, June 16.*

LONDON, JULY 2.

To-day, in the house of Lords, the marquis of Londonderry adverted to a decree said to have been issued by Don Carlos, announcing that foreigners engaging in the service of the queen of Spain, would not have the benefit of the convention arranged by lord Elliot; lord Melbourne affirmed that the English levies would have the benefit of the convention, and expressed his belief that the decree was a forgery.

Lord Brougham introduced his promised bill on the subject of general education, on the 5d, when it was read a first time.

The official tables for the revenue for the quarter ending on the 5th of July, show a deficiency, both upon a financial year and quarter, as compared with those of the preceding year—upon the year of £1,758,886—upon the quarter of £616,407.

On the 7th of July, Sir Robert Peel gave notice of the course he intended to pursue in relation to the Irish church bill. It was in substance, to move an instruction to the committee to divide the bill, separating that part which goes to the appropriation of ecclesiastical property to other than ecclesiastical purposes, from that which goes to relieve the suffering clergy of Ireland. The former portion, he said, he should ever oppose, while the latter, properly modified, should receive his cordial support. The great battle upon this bill was expected to take place on the 19th or 21st of July.

The last clauses of the Corporations Reform bill, were agreed to in committee on the 5th, but Lord John Russell gave notice that he was not prepared to move immediately for its recommitment. There are some clauses yet to be disposed of, having been postponed by consent, until they could be printed, with the proposed amendments. The discussion of the schedules was expected to occupy some time.—The Morning Herald says, the general impression is, that it will pass the house of Lords without much alteration.

**AWFUL SHIPWRECK!**—A passenger, who was one of the fifteen individuals saved from the wreck of the *Monarch*, of Liverpool, Capt. Jackson, states that there were 240 souls on board, and that they were six days on their way to New York, when she struck about midnight on Thursday the 28th ult being then in the charge of the mate who was intoxicated. Two hundred and twenty-five persons perished; the captain, three sailors, and eleven passengers, were picked up by the *Francis Mary*, Flynn, master, and brought into Dublin.—The passengers were mostly from Limerick.—*Limerick Chronicle.*

In the House of Commons on the 2d June, a Petition was presented by Mr. H. L. Bulwer from New South Wales—signed by 6000 persons, and praying the adoption of a Legislative Assembly in that Col'y.

## FOREIGN.

**FRANCE.**—Recruiting for Spain was in progress, but not with great activity. On the 30th of June 300 officers and 2,000 men had offered their services.

**SPAIN.**—From this distracted country, there are rumours in abundance, and statements which contradict each other as flutly as yes and no. The siege of Bilbao does not appear to have been raised, but the following telegraphic despatch, dated Bayonne, Saturday, July 4th, had been received at Paris.

"The Queen's troops, to the number of 20,000 men, entered Bilbao on the 1st inst. at 2 o'clock P. M. No fighting took place. Don Carlos established his head quarters the preceding day at Onote."

Gen. Valdez is said to have retired, and been succeeded by Gen. La Herald; but this intelligence it must be noted, is given in the Morning Herald of the 4th, as having come by telegraph from Bayonne, the despatch is dated July 1—and is not subsequently confirmed.

**IMPORTANT FROM MEXICO.**—The *Schr. Crawford* arrived at New Orleans on the 24th ult. from Vera Cruz, bringing papers to the 12th. They contain, says the New Orleans Bulletin, intelligence of a complete change in the form of Government in Mexico—changing the federal Republic of the States to a central, consolidated government, over which Santa Anna is recognised as the head or supreme chief of the nation.

The change commenced in Toluca, the chief city of the State of Mexico, whence the plan was sent to the general government, and disseminated through each and every state. It has been adopted in every part of the State of Mexico, and in most of the other States—even those that had prominently adopted the plan of Texca, particularly Zecatecas. This plan of Toluca appears to have emanated from Santa Anna, and its adoption in the various states of the Mexican Republic, to have been premeditated: so that there appears but little doubt of its being generally supported and ultimately successful.

The prominent features of the plan are, to establish a proper representative and central government; the constitution of which is based on the exclusive acknowledgment of the Catholic religion; on the independence of the nation in integrity of its actual territory; on the proportionate division of the powers of the government, and on the constitutional freedom of the Press.

SANTA ANNA is recognised as President and supreme Chief of the nation; and as Protector of its laws freely enacted.

The present authorities not opposing the plan of Toluca, are to continue in office, till Congress shall organize a government on the principles indicated, and this is to be effected as soon as possible.

## COLONIAL.

We have been favoured with copies of the bills "For regulating the carriage of passengers in merchant vessels," to the British "Possessions on the Continent and Island of North America," and of the bill "to amend and consolidate the laws relating to merchant seamen," and "for forming and regulating a Registry" of the seamen.

The former has already been published, but some amendments in Committee are made, the principal of which are: That vessels shall not carry more than 3 persons to 5 tons, and have 5 1/2 feet height between decks, or a temporary platform where there is no deck, and 3 inches between the deck and lower tier of berths; 50 gallons pure water, and 70 lbs.