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[From the Dollar Newspaper.
EARTH'S FLOWERS.

Oh! what are Earth's flowers?
A perishing race,
Whose brightness the beams
Of the noonday efface;
The autumn winds sweep them,
So brief is their stay,
Like dews of the morning
Forever away.

And what are Earth's pleasures?
Alas, they are frail
As the reed that is broken
By Summer's soft gale;
Like the flowers that wither
And die ere the light
Which awoke them to beauty
Is shrouded in night.

FROM THE ST. LOUIS REVELLE.

ALL ABOUT A DOG.

Mary Allerd entered a complaint before the Recorder, against William Russel, for throwing a brick at her dog and missing him. The charge, as it thus stood, was not very serious; but those legal gentlemen who commonly infest courts are never content with just so much of a story,—like Mrs. Wiggins, who married Jim Tender, and wouldn't be satisfied until she had the whole of it!—either would they be satisfied about the dog complaint.

"You say he threw a brick at the dog and missed him?" inquired the counsel.
"Yes, sir," said Mary, a little stout English woman, "he did, as I'm a livin' woman."

"Well, what followed?" was the counsel's second interrogatory.
"Vy," adds the injured proprietress of the dog, "that ere brick then kin agen me, and when I wosn't doin' anything in the world agin Mister Russel."

"Ah!" exclaimed the counsel, rubbing his hands, "now the case begins to look promising. Well, what did you do then, Mrs. Allerd?"
"Vy," says she, "I ups and throws it back at Mister Russel as 'ard as I could, and says I Mister Russel, says I, you knows, says I, that I'm a widdler and ain't got no husband to protect me, else you wouldn't be a servin' me in that ere way, says I, and then he ups and throws right at me, and then I ups and throws at him again, and then he kept on a throwin', and that's all I has agin him."

"Strong case," says the attorney, "you can stand aside. Call Mary Standing," he added to the Marshall. Mary stood up and was sworn—she, too, was English. "State what you know about the case, Mary," said counsel.
"I don't know nothing," says she, "but I knows the dog, and he's a case!"
"Ah," says counsel, "had dog is he, eh?"
"He aint anything else!" said a boy witness, who was waiting his turn.

"Never mind, little boy," said the legal man, "your time will come after a while. Go on, Mary."
"The other day," says Mary, "when I vos a standin'—"
"Of course," says counsel, "when you vos standin'; you are always standin'; you are Mary Standing—ha, ha, ha—pretty good! go on." The court smiled gravely.

"When I was a standin' at the gate I seed this ere dog make a run at Mr. Russel, and then run back; and then I seed Mrs. Allerd and Mr. Russel a throwin' stones at each other."
"Ah, you did!" says counsel.
"Yes," says Mary, with emphasis, a little huffed at the counsel's previous joke, "I did!"
"What kind of a dog is that of Mrs. Allerd's?" inquired the counsel.
"He's a long dog, with a short tail," says Mary; "and he isn't exactly a dog neither—he's a pup!"

"Oh," says the counsel, "a troublesome pup, is he not, Miss Standing?"
"I've seed other pups," says she, "a good deal more so,"—and then she gave her head a significant kind of a shake at the questioner.
"Stand aside, Mary Standing," said the counsel. "Come up, Tom Denny."
"Yes, sir-ree," says Tom, a juvenile with a very moist nose.

"Order!" says the Marshall.
"Go on," says the counsel—and Tom did.
"Do you know this dog?" he inquired of Tom.
"I reckon," says Tom.
"You reckon," says the court; "don't you know?"
"Well, I calculate I do," answered Tom.
"When he run at Mr. Russel what did he do?" inquired the attorney.
"He run'd back agin," says Tom.

"Ah, he jumped over Mrs. Allerd's fence in the yard again, did he?" inquired the counsel.
"No, he didn't," says Tom.
"Ah, he went through the gate, I suppose," says the counsel.
"Well, you suppose wrong," says Tom.

"Did he run round the fence?" continued the counsel.

"Not exactly," answered the witness.
"Well, where did he go? Come, tell the court at once," cried the questioner.
"He run'd back, I said," continued Tom.

"Your Honor," says the counsel, bounding to his feet, "in this case there was evidently a fence, and the dog was either inside that fence, outside of that fence, or on the fence—it stands to reason, and the court will sustain me in the point I am about to make. The dog must have been at these points at different times; he could not be at all three in one and the same period of time; and now the question is, where did the witness see him, and how did he get there? and I insist on a categorical answer."

"The counsel can get it without being dogmatical," said the court. "Where," added his Honor to the witness, "or how did this dog get into and out of the yard?"
"Why," says the witness, "he crawled through a crack, just as easy as nuthin', whenever he had a mind to."
"Ah," says counsel, "now the case is clear,—your Honor sees through it plainly."

His Honor put on his spectacles, looked fixedly through them at the parties, lifted his pencil, and fined Russel five dollars.

"The case is made," says the Marshal, and Mr. R. was straight in custody for the items.

"Who is the case?" inquired the juvenile.
"Mr. Russel is," says the deputy.
"Well, I'm blowed," said Tom, wiping his nose, "if I didn't think all this ere time that it was the dog as was the case!"

From the Baltimore American.

BALTIMORE AND PITTSBURGH.

In conformity with public notice, a Meeting of Merchants, Traders and other citizens of Baltimore, favorable to a Railroad connection with the city Pittsburgh, was held at Franklin Hall, North street, on Tuesday afternoon at 4 o'clock.

The meeting was called to order by THOMAS FINLEY, Esq., who nominated THOMAS WILSON, Esq., as chairman, and P. H. SULLIVAN, Esq., as Secretary.

The object of the meeting having been stated by the Chairman, a Delegation from Western Pennsylvania, consisting of the Hon. ANDREW STEWART and HENRY BLACKSTONE, Esq., was introduced to the meeting.

The Hon. ANDREW STEWART, of Pennsylvania, then rose and said that a few days ago he was present with his colleague, Mr. BLACKSTONE, at a meeting of the Pittsburgh and Connellsville Railroad Company. It was then very manifest that a portion of the Stockholders intended to surrender their charter and appropriate their money to the Philadelphia Railroad Company, or to the making of a road westwardly. At this meeting two or three different propositions to this effect were made. They were, however, postponed, and an adjournment of ten days was had in accordance with the request of the Hon. J. P. Kennedy of this city, in order to afford an opportunity for a committee of gentlemen from Baltimore to reach Pittsburgh for the purpose of consulting with regard to the connexion between that city and Baltimore, if such committee should be appointed. From the tone and feeling exhibited at that meeting, Mr. S. was firmly of the opinion that if something of the kind was not done speedily, the stockholders of the Pittsburgh and Connellsville Company would surrender their charter.

In this state of affairs he had consented to come on to Baltimore to get a Committee appointed, if possible, to visit Pittsburgh. He thought if this was done, the charter might be saved. Since he had been here, however, he had learned that it would be impossible to procure such a Committee from the Board of Directors of the Baltimore and Ohio Railroad Company. The appointment to be in time must be made to-day. The President was at present, he understood, out of the city, which, with the short period of time to elapse when the presence of such committee would be indispensable, would preclude the possibility of an appointment from that body.

Mr. Stewart stated that the Pittsburgh Company were willing to give the control of the charter and the road to the Baltimore Company, they having a majority of the stock, together with the sum of \$750,000, if their present subscription could, by re-opening their books at Pittsburgh and along the line, be increased to that amount, which the friends of this improvement were confident they could accomplish in a very short time.

Mr. S. then referred to the impossibility of the two Boards, whose interests it was hoped might be identified, accomplishing that object by the independent action which they were at present pursuing—the one sitting here and the other in Pittsburgh. Their actions were likely to be misrepresented, and jealousies and heartburnings created, and nothing but the conference of a committee from each city could produce any harmonious action. He regarded the Pittsburgh charter

of immense value to both cities. It was the policy of the enemies of this connection, however, to get Pittsburgh to surrender this charter. They dreaded this connection. They knew it was the shortest and best route between the Atlantic seaboard and the waters of the Ohio.

As to waiting for any more favorable legislation from Virginia, Mr. Stewart thought it was idle. That State was making her James River and Kanawha and other connections with the Ohio, and it would be her policy to protect them from any thing in the shape of a rival. He regarded the present as a crisis—one in which we should use our efforts to save the charter and secure the connection with Pittsburgh.

Mr. S. then entered into a comparative view of the route to Pittsburgh; and the route to Wheeling, and showed conclusively that the former was by far the shortest, cheapest, and in every point of view, the most desirable. He also dwelt forcibly upon the advantage to be derived from the great trade which flowed into Pittsburgh from the country North and West of her, and adverted to the fact that nearly the whole trade of Cincinnati and the other towns on the Mississippi and Ohio rivers in coming up would pass Wheeling and find its way to Pittsburgh, a more important point; the rate of freight being about the same to either city.

He also alluded to the fact that even now, although our road was only finished to Cumberland, and we had to wagon a great portion of our trade a distance of one hundred and thirty miles to Wheeling at the rate of a mile and a half an hour, frequently employing one hundred wagons in its transportation, East and West, we successfully compete for the western trade; he therefore submitted, if the connection between Baltimore and Pittsburgh was formed by a continuous Railroad, could there be any successful competition?—The western trade and travel would then pour into the lap of Baltimore. You would thus secure forever the trade of Pittsburgh with her immense manufactures and increasing population, now amounting, in the city and adjacent towns to about 70,000, with from 300 to 400 steam engines in daily operation; 12,000,000 of dollars invested in iron; 1,500,000 in cotton; and 1,000,000 in glass manufactures, supplying western merchants on their return from the East with iron, nails, cutlery, cotton, glass, &c., which cannot be supplied at Wheeling, Fish creek, or any other lower terminus. Extend, therefore, your road to Pittsburgh by the Youghiogheny, the best route in the Union, where you find already the concentrated trade of three rivers—the Allegheny, Monongahela, and Ohio—with her Lake connections at Erie and Cleveland; and where Cincinnati, Columbus, St. Louis and other Western cities will hasten to meet you, and avail themselves of your Railroad, the shortest and best to reach Baltimore, Philadelphia, N. York and Boston to the North, and Washington and other cities to the South.

Mr. S. said that Baltimore could look to no further legislation from Pennsylvania or Virginia—that they had both entered earnestly upon the prosecution of their own rival routes. Pennsylvania had granted a most favorable charter, not to Baltimore, but to her own citizens to make a Railroad from Pittsburgh to the Maryland line.

Virginia had granted a conditional charter to Wheeling, and it is now for Baltimore to choose between these two routes. From the reports of your Engineer, it appears that the Pittsburgh route is 48 miles the shortest, and by about one-half the cheapest. The route to Fishing Creek being estimated at upwards of \$7,000,000, and the route direct to Wheeling at \$1,500,000 more—making over \$8,500,000; while the route to Pittsburgh is estimated at about \$4,000,000.

This is owing to the great superiority of the ground over which the Pittsburgh route passed. From a point near to Cumberland, a uniform inclined plane was formed by the River to Pittsburgh; this river had cut down and subdued all the intervening mountains over which the Cumberland Road now passes—the Meadow Mountain, Keitzer's Ridge, Negro Mountain, Sideling hill, Woodcock or Chesnut ridge, and Laurel Hill. All these mountains, by means of this river, had been subdued and cut down to one continuous, graduated inclined plane for your Railroad. The grade nowhere for one hundred and thirty miles, out of 157 miles the whole distance, exceeding 26 4-10 feet per mile, and averaging less than ten.

Nature has thus done more work to your hand, in removing these mountains out of the way—not by tunnels but by a thorough cut—than all the men and money in the United States could accomplish in fifty years.

For this route you are offered an unconditional charter, and \$750,000 to take it. Now, how is it in regard to the Wheeling route?—This route, from the summit near Cumberland, reaches Wheeling, not by following a river, but by crossing rivers and their tributaries at right angles—going up one mountain and down another, for the most part at the maximum grade

of fifty-two feet per mile. From the report of Mr. Latrobe, your Engineer, it appears there are no less than nine tunnels in the last 52 miles of this route.—Hence it has, by high authority, been well called "the route of bridges and tunnels."

Taking into view the character of the routes, I do not hesitate to say that the best route to Wheeling is by way of Pittsburgh.

Here are then two routes presented for your acceptance—the one terminating at Pittsburgh, the other at Wheeling.—Which will you take? Will you not take the nearest and the best route to the Ohio river, which will enable you to compete most successfully with all present and prospective improvements.

But you are told there is danger of encountering formidable competition at Pittsburgh. There is nothing in this. Do you not now compete successfully for the Western trade with your Railroad half done? Last year your revenues East of Cumberland amounted to about \$900,000 and this year will amount to more than a million, a sum nearly equal to the whole revenue of the Pennsylvania improvement from Pittsburgh to Philadelphia. Finish your road to Pittsburgh, and what have you to fear from competition from any quarter?

One word in regard to the advantages of this western section as to the investment of funds. I venture to say there is no Railroad in the United States could promise a higher rate of profits. It is now ascertained that the Chesapeake and Ohio Canal will soon be finished to Cumberland. The concentrated trade of both Rail Road and Canal will be thrown upon this western section, with the super-addition of the immense mineral and agricultural productions supplied by the intermediate country through which it passes. Will not the substitution of a Rail Road for a turnpike on this western section more than double the business and the profit on both the eastern and western sections?

Mr. S. urged on the meeting the necessity of prompt action on the part of Baltimore, and assured them emphatically that if something was not done by Saturday the Pittsburgh charter was gone.—He reminded them that whichever company reached Pittsburgh first would have all the advantages in its favor.

He came here to ask that a Committee should be appointed on the part of the Board of Directors of the Baltimore and Ohio Railroad Company for the purpose of visiting Pittsburgh, but, as that was now impossible, if a committee from this meeting should visit there they might procure a postponement of the action of the Pittsburgh Company, and thus prevent a hasty and unwise surrender of this valuable and important charter.

The address of Mr. STEWART, which was very able, was listened to with great interest.

On motion of JAMES GEORGE, Esq., the following resolution was adopted:—

Resolved, That a Committee of Seven be appointed by the Chairman to proceed to Pittsburgh, in order to confer with the Pittsburgh and Connellsville Rail Road Company upon the subject of a rail road connexion between the cities of Baltimore and Pittsburgh; and that the Committee report to the Citizens of Baltimore the result of their mission and the facts which they may obtain bearing on the question.

The Chair then appointed the following gentlemen to compose that committee:

JOHN GLENN,
ROBERT GARRETT,
WM. HEALD,
P. H. SULLIVAN,
CHAUNCEY BROOKS,
JOHN L. CAREY,
JOHN Q. HEWLETT.

ISAAC CRUSE, Esq., then rose and addressed the meeting, introducing various important and interesting facts in relation to the trade with Pittsburgh.

The following resolution, offered by P. H. SULLIVAN, was unanimously adopted:—

Resolved, That the thanks of this meeting be respectfully tendered to the delegation from Western Pennsylvania for their attendance, at this meeting, and to the Hon. ANDREW STEWART for his able address, in explanation of the importance of a rail road connexion between Baltimore and Pittsburgh.

The meeting then adjourned.

THOMAS WILSON, Chairman.
P. H. SULLIVAN, Secretary.

An editor of a country paper thus humorously bids farewell to his readers:—"The sheriff is waiting for us in the next room; so we have no opportunity to be pathetic. Major Nabem says we are wanted, and must go. Delinquent subscribers, you will have much to answer for. Heaven may forgive you, but we never can."

The bar of New Orleans is to give a grand dinner to Mr. Webster. The price of tickets is \$15. Almost every ticket was taken as soon as offered.

ARMY INTELLIGENCE.

FROM THE N. O. PICAYUNE OF MAY 20.

THIRD DRAGOONS.—The destination of one-half the 3d regiment of dragoons, which was ordered to join Gen. Taylor has been changed. Five companies have been ordered to join Gen. Scott. Three of these companies, to wit, Capt. Dupere's, of Louisiana; Capt. Gaithers, of Kentucky; and Capt. Ford's, of Indiana, leave this evening in the Fashion for Vera Cruz, under Lieut. Col. T. P. Moore.—Captain McReynold's company, from Michigan, will probably leave to-morrow on the steamship Mary Kingsland for the same destination.

Col. E. G. W. Butler will, about the 15th proximo, establish his headquarters at Palo Alto, where Capt. Butler's company, from Pennsylvania; Capt. Merriek's, of Maryland; and Capt. Hagan's, of Alabama, are already encamped, and where he will be joined by Capt. Caldwell's of North Carolina, and Capt. Duff's of New York, there to await orders from Gen. Taylor. Capt. Stigree's company, from South Carolina, will join Lieut. Col. Moore, at Vera Cruz.

The above disposition of the companies of the 3d dragoons has been made by a recent order from the Adjutant General's office. The diversion of troops intended for Gen. Taylor's column would lead us to suppose that it is not designed that the Rio Grande army shall make a movement toward San Luis Potosi for some time.

LATER FROM THE BRASOS.—The schooner Aleyona, Capt. Titheradge, arrived yesterday from Brasos Santiago; having sailed thence on the 11th instant.

An express passed through Matamoros on the 6th instant from Gen. Scott to Gen. Taylor.

Fourteen hundred troops and upwards are encamped near the field of Palo Alto. It is called a camp of instruction.

The Flag has late papers from Zacatecas. So far from meditating a withdrawal from the Mexican confederacy, the Flag represents the people of this State as more embittered against this country than ever. Even the clergy seem disposed to aid the Government effectually with their means.

The Flag publishes from a Victoria paper a circular of President Anaya to the Governor of Tamaulipas, showing the extraordinary powers conferred on the former by Congress in view of the invasion of Mexico. The substance of this document we had before. Under the decree of Congress, Anaya has no power to make peace with the United States, and any individual who shall enter into treaty with us, either in his public or private capacity is declared a traitor.

FROM VERA CRUZ.—The steamship Eudora, Capt. Wilcox, arrived at a late hour last evening from Vera Cruz, which place she left on the 14th instant, bringing as passengers a number of officers of the army and volunteers, and 170 wounded and sick privates of the 2d regiment Tennessee volunteers.

[CORRESPONDENCE OF THE PICAYUNE.]

VERA CRUZ, MAY 13, 1847.

A band of about 200 Mexicans has been prowling about the mounted rifleman's camp, four miles from this place, two nights in succession, and last night the men were aroused twice by the approach of Mexicans. Early this morning our gallant Capt. WALKER started out to give them battle, and had a nice little skirmish killing four of the enemy by the time my informant left, and he represents Walker a long way ahead of the scene of the first brush, following them up. I guess the enemy will find that they have got hold of the wrong chap before Capt. W. has done with them.

JALAPA, MAY 11, 1847—6 o'clock P. M.
Since the diligencia went out at noon to-day for Vera Cruz another diligencia has come in from the city of Mexico full of passengers, and bringing news of not a little importance. Among the passengers was Mr. Kennedy, who after being badly treated here about the first of April, was driven to the city of Mexico.

All the passengers say that at the capital there was no Government, no order, no responsibility—it was anarchy. Anoyo was still President *pro tem.*, but had neither influence nor authority. A new President is to be elected on the 15th of the present month—the tenth chief magistrate this distracted country has had within the last eighteen months. I cannot stop to count them all up, but such is the fact.

It is stated that the propositions made by England some months since to offer her invention in settling the difficulties between Mexico and the United States, have recently been taken up by the Mexican Congress, and after a warm discussion, in which one of the members said that the whole affair was but another attempt of the monarchists upon the sacred liberties of the Mexican Republic, the motion even to consider them was lost by a vote of 44 to 33. From this it would seem that the present Congress is determined to shut every door against all proposals of an honorable peace.

Santa Anna has sent a letter to Congress from Orizaba. He states that he

now has seven thousand men, and that his force is rapidly increasing; and moreover that all are burning to encounter the Americans again. He wants money to carry on his operations, but Congress has not seen fit to vote him a copper—one reason probably being that it has not a copper to give. Santa Anna, so far as I can learn, is the only man who is spoken of in Mexico as a candidate for the Presidency, and he is in very bad odor with the mass.

They were still doing a little in the way of fortifying the city of Mexico, but a Spaniard informs me that all the obstructions they have erected so far could be kicked over with the foot. The city had been placed under martial law, and the direct excesses were anticipated. The citizens had all been called upon to take up arms in the common defence, but unfortunately nine-tenths of them had no arms to take up. Nor were there any cannon at the capital other than a few small and inefficient pieces.

There is certainly a party, and an influential one, in Mexico which begins to talk of peace; and where four weeks since they did not dare breathe their sentiments, they now come out openly and avow themselves. Still the measure is far from popular. The peace party is composed of the more honest and intelligent property holders, the merchants and perhaps the clergy—so these are, opposed the military, who have all disgraced themselves, and all the demagogues among the lawyers. If the priests could be made certain that they would continue to hold their rich benefices secure, they would probably be all in favor of peace.

On the approach of the Americans it is said that Congress, with all its archives of the Republic, will move to the city of Morelia. Of course all my news is verbal, not a paper having come through.

FURTHER FROM GEN. SCOTT'S ARMY.

Another steamship which sailed from Vera Cruz on the evening of the 13th instant, arrived at New Orleans on the 18th, with seven companies of the Illinois volunteers, on their return home, to be mustered out of service. The other discharged regiments were to follow as fast as possible.

The cause for sending these troops home several weeks before the expiration of their term of service is thus explained by the "Jalapa Star":—

"THE TWELVE MONTH VOLUNTEERS.—Four regiments of the above troops will leave here to-day for Vera Cruz. In discharging these men at the time he does, Gen. SCOTT has been actuated by feelings the most commendable. He has been advised that Vera Cruz is now quite healthy, and, knowing that in a very few weeks the vomito will set in, he dispenses with the valuable services of those men for the remainder of their term rather than expose them to the epidemic. He would be glad, we know, that they would re-enter the service, but is not at all displeased at the alternative they have adopted. In a few weeks they would have the right of returning by law, and they express their gratitude to the commanding general, who has had the kind consideration to send them at a time when they will have no fever to contend against. Three Tennessee regiments, two from Illinois, one from Georgia, and one Alabama regiment, and Capt. Williams's Kentucky company, are the ones to be disbanded."

On the night of the 12th instant a party of eleven dragoons, which had been stationed at a little village by the name of Santa Fe, fourteen miles from Vera Cruz on the national road, was surprised by a body of Mexicans, and seven of them killed and three wounded. The other made his escape, and carried the news to Vera Cruz. Capt. Walker's company was immediately ordered out in search of the murderers.

FROM THE CITY OF MEXICO.

The New Orleans Picayune has papers from the city of Mexico down to the 25th ultimo. From its notices of their contents we learn that Santa Anna was at Orizaba diligently engaged in raising troops and granting permits to guerrilla bands. He was supposed to have recruited an army pretty considerable in numbers, though very inferior in discipline. On the 22d of April he addressed a letter to the Substitute President of Mexico, in which he entreats him not to despair, nor to make a treaty with the United States, but to defend the capital. Notwithstanding the evident dissatisfaction felt with him by many of his countrymen, the supreme Government has confirmed him in the command of the army by express orders.

The necessity of such an order indicates that his authority had been severely shaken. It is stated that the substitute President shows a good deal more apathy than is acceptable to the Editors of *El Republicano*. They appeal him to arouse himself and call forth the energies of the nation to meet the crisis. They denounce as cowardly and infamous any course other than war, and a long war. Those who are suspected of more peaceable views are denounced in no measured terms.