MESSAGE OF GOV. BIGLER.

The following is the message of Gov. Bigler, approving the Bill for the erection of a Bank at Erie, Pa.

To the Senate and House of Representatives of Pennsylvania.

GENTLEMEN:—After much anxious reflection and a very full examination of the facts connected with the subject, I have concluded to approve Bill No. 4, on the files of the House of Representatives, entitled an act to establish the Erie City Bank. In doing this however, I deem it due to you, the people and myself, that I should make known the considerations which have brought me to this conclusion.

I have repeatedly since my induction into office as well as when before the people as a candidate, declared sentiments adverse to the increase of Banking capital, or rather to the extension of paper currency; and I am not willing to have my consent to the creation of the Erie City Bank, regarded as evidence of a change in my views on this subject. Nothing that has occurred in this or other countries, connected with monetary affairs, since I withheld my assent from the creation of new Banks, during the last session of the Legislature, has been calculated to produce such change; but on the contrary, much that has taken place, in surrounding States, may be regarded as strengthening my confidence and yours in that policy which looks to a reduction rather than an extension of the paper medium. The enormous influx of gold from California, and other sources, not only continues, but, seems greatly on the increase over former years, and many millions have thus been added to the metalic currency of the country.

A commercial revulsion, however slight or temporary, cannot pass over, without demonstrating that Pennsylvania is greatly the gainer by confining the amount of her circulating medium to the positive demands of a wholesome business.

There is safety in this policy for the merchant, and actual guard to the farmer, the mechanic and laborer. The wages of labor seldom if ever advance in an equal ratio with the advancement of the nominal value of property, resulting from a superabundance of money. The condition of the laboring classes in many sections of the country at this time, afford sufficient evidence of the soundness of this position. So firmly am I convinced of the wisdom of this policy, that had the measure under consideration involved a practical departure to any considerable extent, from the ground heretofore occupied on this subject, I should have returned the Bill without my sanction, notwithstanding the local considerations in its favor. But it can scarcely be regarded as a violation of the restrictive policy I have indicated. The institution thus created is presented as a substitution for the old Erie Bank. The people of the city of Erie seem to prefer the creation of a new bank, rather than the charter of the old one.

The old Bank is not asking a revival or extension of its franchises, but has very properly commenced winding up its affairs.

And thus the city of Erie, now more flourishing and extended in its business operations than at any former period, would be destitute of a banking institution of any character. Remote from monied institutions, at least from those of our own State, her business men would be forced to resort to the Banks of other States for the transaction of their business so far as banking facilities may be necessary, and thus throw into circulation a currency less safe and far more objectionable than our own. I can see no other locality in the State possessing business enough to require and sustain a bank, similarly circumstanced; and what I desire to impress upon you most distinctly is, that my assent to the charter of the Erie City Bank, shall not be taken as evidence that I would sanction the creation of new Banks in other localities and presenting no such inducements, and it is but candid and right that I should say to you, that of all the proposed Banks from which I withheld my assent last winter, this is the only one which could receive my sanction at this time—and besides this the propositions are dissimilar, for the capital stock being little over one-half the amount asked for at the last session.

It may not be improper in this connection to call your attention once more to the subject of the cancellation of the Relief issues. I regard the withdrawal of this currency from circulation as the first indispensable step in the reformation of our paper currency. Pennsylvania should be ambitious to lead her sister States in the great reform of substituting a metalic for a paper medium; but she cannot hope to influence this action so long as she sustains in her sovereign capacity the most objectionable species of paper money.—This salutary reform accomplished, the difficulties in the way of the substitution of a metalic for our paper system, at least as to notes of the smaller denominations, would not be insurmountable. By a progressive action on the subject, beginning with the fives and those of lower denominations, and proceeding as time and experience would dictate, a few years might bring round a thorough reformation of our mixed system. I believe this to be the true policy of the country—one which would strengthen and protect our agricultural, manufacturing, and commercial interests in their rivalry with those of other countries. I believe it will be wise for Pennsylvania to adopt this policy, even, though her sister States refuse to join in the work, for it will ultimately make her rich at their expense.

In conclusion, gentlemen, allow me to express the hope that before the final adjournment of the General Assembly efficient measures may be adopted to cancel the Relief notes now in circulation.

WILLIAM BIGLER.

EXECUTIVE CHAMBER,
Harrisburg, April 5, 1853.

CORRESPONDENCE OF THE REPUBLICAN.

WASHINGTON, Ind., March 27, '53.

Messrs. Editors:—Gentlemen, here I find myself after a few days of fast travelling, sound and safe in the "*Hoosier State.*" Thinking perhaps that it might be somewhat interesting to you, I will give you a brief sketch of my trip from the beautiful valley of the Susquehanna to this place.

I left your place in the stage for Tyrone City, on the morning of the 18th instant. The road was bad and the weather stormy, and it was not until 3 o'clock, P. M., that we were able to reach Phillipsburg. Here we took dinner, and I also met an estimable citizen of your county, on his return home, to whom I return my sincere thanks for his many acts of kindness which he has heretofore rendered me. At 8 o'clock, P. M., I arrived in Tyrone City, and stopped at the Hotel formerly kept by Mr. Stewart. As the 7 o'clock train had passed, I was obliged to wait for the 2 o'clock train. I remained up in the bar room until 12 o'clock, when the very polite landlord informed me that he wished to lock up his house, and that if I wished to go in the cars, I had better go to the station, although it would be two hours before the train would arrive—however, I thought it was a polite way of being turned out of doors, so I took up my bed and walked. The night was cold, and the wind was tremendous high. When I reached the station I could not get the agent up, nor no other in them regions, so I wrapped myself up in my cloak, and laid down by the side of the track where the train woods and waters, and was soon fast in the arms of Morphes. When I awoke the fiery horse was snorting and pawing right by the side of me. I had barely time to get in the cars before he was off. Now I would advise all of our people who wish to take the railroad not to come to Tyrone, that is if they wish good accommodation. I have always heretofore stopped there, and every time that I have stopped it has been worse, and now it is not to be endured any longer. Saturday morning at sun rise, found me on the top of the Alleghenys, and the weather very cold, snow about two feet deep. But as we passed down the mountain and along the valley of the Conemaugh, through Westmoreland county, the face of nature presented a different appearance. The sun shone bright, and the fields were green with vegitation; peach trees were out in blossom, and other trees were shooting forth their green leaves. At 12 o'clock we arrived in the smoky city of Pittsburg. Here I took steamboat, and at 2 o'clock the same day we floated down the Ohio. Fifty-two miles below Pittsburg on the Ohio side, we passed Wellsville, which contains a population of over 1200 souls. Here is the terminus of the contemplated railroad from Cleaveland to the Ohio river—a distance of 97 miles. The town was laid out by Wm. Wells, in 1824. Nearly opposite this place, the well known desperate battle between Adam Poe and his brother and a party of Indians is said to have taken place, and four miles below at the mouth of big Yellow Creek is the location of the murder of Logans family, the Mingo Chief. Steubenville, 19 miles below, is the county seat of Jefferson co., Ohio; it consists of a population of 8000 souls. Fort Steuben was erected here in 1789 on the spot now occupied by the Female Seminary. Monday morning the 21st instant, we arrived in Cincinnati, five hundred miles below Pittsburgh, by water. Here all was life and bustle. The levee for a mile was filled full of merchandise, and according to an estimate I made, there was over two thousand hands employed in loading, unloading steamboats and carting away goods; in fact Cincinnati is destined to be the great city of the West. Here I took steamboat for Louisville, Ky., and arrived there the next morning, which city is 279 miles below Cincinnati. From that I went four miles down the river and crossed over to New Albany, on the Indiana side. There is not much business going on in Louisville, in fact the city is on the decline.—New Albany is a city, and contains a population of over 13000 souls. Here is the terminus of the Albany and Sandusky railroad, which runs across the State.—Business is brisk here, and the city is increasing very fast. I left New Albany the same day on the cars, and arrived at Orleans, 67 miles in 4 hours. The next day I took stage for this place and arrived here on the evening of the 23d inst., having travelled 1093 miles in five days, 84 by stage, 220 by Railroad and 779 by steamboat.

I have already worried your patience. I will close, and in my next I will give you a description of the people and the country in these parts. Yours, truly,

RAMBLER.

WASHINGTON, Ind., April 4, 1852.

Gentlemen:—In my last I promised to give you a description of this place, and this part of the country.

Daviess county, was settled by a few emigrants in the year of 1798. Since then, its population has increased slowly. The soil is alluvial, and very productive, never wearing out. The face of the country is level, and well adapted to grazing as well as agricultural purposes. But owing to the miasma that arise out of the low swampy places, it is rendered very unhealthy, which has been a great draw back to the settlement of this country.—The population at present does not exceed eight thousand. Last year the Cholera raged very extensively, carrying to their long home over two thousand souls.—Washington is the county seat and contains about 3000 inhabitants. There is but one paper published here, the "Liberty Journal," and it is but poorly supported, having only 300 subscribers. White River, a tributary to the Wabash, runs nearly through the centre of the county. The Mississippi and Ohio rail road that is in construction runs through this place. It is the intention of the company to have it completed in one year from July next.—When that is done it will be the longest rail road in the world. It connects with the Central Road at Pittsburgh. Its present western terminus is at Independence, Missouri. It is the intention of the present company to extend it in the course of two or three years from Independence to the Morman city of Utah. There is a California company that has commenced a road running from San Francisco to connect with this one at the above named place. Thus you see, that within a few years, and before the government finds out a location for a road, we will be in rail road communication with the Pacific cities, and all done by private enterprise.

WABASH RIVER.—This river empties into the Ohio, five miles below Uniontown, on the Indiana side. It takes its rise in the north-western part of the State of Ohio, and passing in a south western direction through this state, leads to the south and forms a boundary between this state and Illinois. It is navigable for common river crafts about 400 miles, and has been ascended by steamboats to Terre Haute and Lafayette. It receives in its course the waters of many tributaries, among the most important is the White River which passes through the State from east to west and waters a great extent of fertile and well settled country. Perhaps no river in the world of its magnitude, drains a more extensive and fertile country than the Wabash, and its tributaries, forming in fact the heart of the State of Indiana.

The town of Vincennes is situated on the east bank of the Wabash, one hundred and fifty miles above its mouth. This place, after Kaskaskia, is the oldest settled place in the western world. It was settled by the French in 1735. The site of the town, is level, and laid off with much taste. The houses have extensive gardens back of them, filled after the French fashion with crowded fruit trees. It has of late rapidly improved and contains between three and four hundred houses.

NEW HARMONY, is a pleasant little village fifty-four miles below Vincennes, on the east bank of the Wabash, and is 16 miles from the nearest point of the Ohio, though about 100 miles from the mouth of the Wabash, following the meanderings of the river. It is surrounded by a fine, rich, and heavily timbered country, interspersed with small rich prairies. Its situation is high, healthy, and well chosen. It was first settled in 1814, by a religious sect of Germans called Harmonites, under the guidance and control of George Rapp, who first settled in Butler county, Pa., but afterwards removed to this place, and in whose name all the lands and property were held. They soon erected about 100 large and substantial buildings. They laid their lands off with the most perfect regularity, and were wonderful successful in converting a wilderness into a finely cultivated plantation in a very short time. They even had the luxury of a Botanic Garden, and a green house. Their great house of Assemblage, with its wings and appendages was nearly 100 feet square. There they continued to live and labor in common, until the year 1821, when the celebrated Robert Owen of Scotland, came and purchased out the entire possession of the Harmonites at the sum of one hundred and ninety thousand dollars, for the purpose of establishing a community upon the plan of his "social system," and corresponding with his new views of society. He was joined by two of his sons, and by Mr. M'Clure, a wealthy man who was also from Scotland; and in a short time his new community swelled to above 700 persons; but discord soon rose among its members, and one after another left the community, until the "social system" was at length abandoned.

There are several places of importance on this river, among which are Terra Haute, 205 miles from its mouth, and Lafayette, 312 miles. The Wabash and Erie canal extends from the latter place to the Miami canal at Junction, giving thereby a continuous navigation to Cincinnati, on the Ohio, and to Toledo on the Lakes. From Lafayette to Cincinnati by canal, is 330 miles, to Toledo 225. Taking the "Hoosier" State altogether, it will eventually be the 2d State in the Union.

I Remain yours truly,

RAMBLER.

FROM CALIFORNIA.

NEW ORLEANS, April 23.—The steamship United States arrived here this morning, with dates from Aspinwall to the 16th, and from California to the 1st, being two weeks later than the previous advices.

The United States has over one hundred passengers, though but very little gold on freight.

The United States brings the sad intelligence of the wreck of the steamship Independence on the way to San Francisco.

By this sad disaster about one hundred and thirty lives were lost, comprising a large portion of the passengers and crew.

Among them was Mr. A. Scofield, of Pennsylvania, together with a large number of New Yorkers.

The remainder of the passengers and crew were rescued and carried into San Francisco.

The news from California, though very interesting, possesses no striking feature of importance.

Business at the mines was improving, and the miners were in excellent health and spirits.

At San Francisco there was not much doing in the markets, business was dull.—Flour was selling at 9 50 per bbl.

There had been some heavy freshets in the interior, and the town of Maysville was inundated. An immense amount of property was destroyed.

Lieut. Russell has been killed by the Indians. Several outrages have taken place of late by marauding bands of Indians.

The town of Weaversville recently destroyed by fire, has been nearly rebuilt, and the town now presents a business like aspect.

THE REPUBLICAN.

CLEARFIELD Pa., April 28, 1853.

DEMOCRATIC NOMINATIONS.

CANAL COMMISSIONER,
THOMAS H. FORSYTH,
Of Philadelphia County.

AUDITOR GENERAL,
EPHRAIM BANKS,
Of Mifflin County.

SURVEYOR GENERAL,
J. PORTER BRAWLEY,
Of Crawford County.

☞The Democratic State Central Committee will meet at the Merchants' Hotel, in Philadelphia, on Saturday the 21st day of May next. It is proposed to constitute a General State Committee of Correspondence, composed of one member from each county, and in view of such arrangement the Standing Committees of the several counties are requested to nominate and forward the name of a member for said Committee, addressed to WM. L. HIRST, Esq., to be laid before the meeting on the 21st May. Our Committee will please take notice.

Appointment by the Governor.

Col. JAMES BURNSIDE, of Bellefonte, to be President Judge of the 25th Judicial district, composed of the counties of Centre, Clinton and Clearfield.

JUDGE BURNSIDE THE IID.

It will be highly gratifying to the citizens of this county, and particularly so to the numerous warm and devoted friends of the late Judge THOMAS BURNSIDE, to learn that the Governor has appointed Col. JAMES BURNSIDE President Judge of our new Judicial district. We say *new* district, but in fact it is a very old one—being the same so long and so ably presided over by the honored father of the new incumbent.

In making this selection Gov. BIGLER has performed a two-fold obligation. Besides rewarding a most faithful and devoted democratic champion, and giving to the district a jurist of the most eminent attainments, he has also discharged a duty he owed to Col. Burnsides as one of his earliest and most steadfast personal and political friends—for we believe that the Col. has the honor of being the *first man* to name Col. BIGLER for the office of Governor.

That the business of our courts will not be allowed to suffer under the care of Judge BURNSIDE, no assurance is required. His industrious business habits, his great energy and strong mind, and the bright example of his honored father, are sufficient guarantees on that point. We predict that it will require but a short experience on the bench to make Judge Burnside, the younger, as universally esteemed and admired as was Judge Burnside the older, some ten or twelve years ago.

DEATH TO LOG FLOATING!!

Yes, we repeat it, the log floating business has received a death blow in this region. It is not only crippled, or maimed, or restricted—but it is dead, absolutely dead, all round and over, inside and outside—and we predict that our "*rafters*" will never again have occasion to petition the legislature for protection.

The recent freshets have clearly demonstrated that the running of rafts, and the floating of loose logs, cannot both be carried on at one and the same time, particularly on the smaller streams—and by such we mean streams as large as Clearfield creek. We shall not pretend to say that there was more staving of rafts in that stream this season than usual, taking into consideration the quantity of lumber, &c., nor that any more rafts were injured and lost than would have been had there been no logs; nevertheless, it is quite certain that these saw-logs were the sole cause of the staving, and consequent loss, of several valuable rafts. But this was not all the mischief they occasioned. They would collect in gorges of many hundreds, entirely shutting up the course, and in some places, we are told, turning the creek entirely out of the natural channel—thus stopping the navigation for two or three days, and at the very time when the water was in the best stage for running out.—Besides this, every raft that run for several days required an additional hand to push the logs out of the way. This, at a time when hands were scarce, and wages high, was seriously injurious to rafting. When the logs got out of the creek into the river, there was a better chance to contend with them. There was more sea-room, and if one would happen to roll under your raft, with a few sharp pulls at the oar, a catastrophe could generally be avoided. Still there are some of our pilots who blame these *moveable* obstructions for carrying them onto the rocks. But then it should be remembered that our pilots are just exactly like most other people in this respects. They have a reputation to maintain, and they are just as tenacious about that reputation as an office-seeker is about his political reputation; and if they should happen to lose themselves, and get "out of the course," and make a regular stave upon some "rock of ages," they are very anxious to have a good excuse for being there. If a good excuse is convenient, they will have a good one—and if not, a poor one will sometimes do. However, there is no longer a question about the practicabily of running rafts and floating loose saw-logs together. *It cannot be done with safety to the rafts.* And therefore, if logs must be floated, they must be confined to the floods when there are but few rafts to run—say in the fall of the year.

But there are other reasons for saying that log-floating has received a death-blow in this region, and among them is one more powerful and effective than any legislative enactment could be. It is simply the fact, now clearly established, that *Square Timber* yields a larger profit to the owner of the timber than any other disposition that can be made of it—and at this spring's prices, almost double as much as it will pay in logs. No man will sell his timber to the floaters for less than it is worth for square timber. If he cannot make and run it to market himself, he can readily sell it in the standing tree; and as the log men cannot afford to pay what it is worth to the timber-maker, of course he cannot enter the market. They must either almost double the present price paid for logs, or they will have to abandon the business.

DAMS AND SCHUTES.

We are often asked why we don't "let loose" upon the owners of dams on our navigable streams for the insufficiency of their schutes. If we thought that evils, when they existed, could thus be remedied, it would be a pleasure to "let loose" very often. The fact is, some of the schutes are in a very bad condition—dangerous to life, limb and property, and particularly to good morals—and but few of them are in very good condition. But our lumbermen have got over all the dams this season in comparative safety, and have not much reason to complain. The mere trifle of being thrown overboard with the oar, or washed off the raft when she "dives," must be looked over. It belongs to the business, and to complain only betrays weakness, in the estimation of watermen. It makes a fellow feel wondrous glad—that is, glad that he thus escaped a watery grave.

The schute at Lick Run dam, about which so much difficulty was apprehended, and which was made the great bugaboo, proved to be the smoothest and safest of the three from this down. That at Bald Hills was a regular smasher to look at; still it did not prove to be seriously injurious. They were all, however, fatal to arks; none of which, we believe, passed over either of the three lower schutes uninjured.

But these schutes might and should be improved. There should be a regular plan of constructing them, by which they would be entirely safe. Such a plan should be adopted, and then have every schute that did not come up to it in every particular, declared to be unlawful. There would then be no difficulty. Their control should be placed in the Court, through the proper guardians of the public highways.

OUR MAIL STAGES.

To use honied phrases, in comparison with the enormity of the offence, the conduct of the mail contractor on the route from Spruce Creek to this place, is perfectly outrageous. No mail arrived here, *from the east*, from Thursday until Wednesday, and consequently no mail *went west* from this office, except on Tuesday, when our P. M. Sent it up to Curwensville at his own expense. The plea is the bad condition of the roads;—but it is presumed that good roads are hard to find, and we are told that the difference between the old and new road is but trifling. At any rate, they go the new road going east and make as good time as they do on the old road going west, and we therefore think it a contemptable subterfuge that the road is impassable *going west*. Our Post Master is bound to report every failure, which we believe he does—and we sincerely hope that the Department will no longer suffer itself to be imposed upon by such flagrant disregard of its solemn contracts.

HORSE THIEVES ABOUT.—A valuable horse, saddle and bridle, was stolen from George Cowen, at Altona, Blair county, on last Tuesday night. The horse is a brown, 16 or 17 hands high, and has 2 lumps on his forehead, as if horns were about to grow out. Two men were in company, and were traced as far as Nevling's mill, in this county. They should be caught. $50 reward is offered.

SERIOUS LOSS BY FIRE.—We regret to learn that the residence of David Winslow, in Bennezette, Elk county, in which there was a store room containing a large quantity of goods, was destroyed by fire a few days since. Nothing was saved from the store except the books, and but few articles from the house.

ACCIDENT.—We forgot to mention in our last, the very serious accident that happened to Richard Glennan, an industrious mechanic of our town, on the river, one day week before last. The accident happened at the eddy at the fool of Buttermilk Falls, in this, and not in Clinton co., as stated in the Clinton papers. Mr. G. was assisting to land a raft, and being thrown into the water was crushed between two rafts. Though both legs were badly bruised, we believe no bones were broken. He was taken to Lock Haven, where we understand he is doing well.

This is a very ready way to get hurt. In fact it is a most dangerous business—and when we consider the vast number of rafts that are sent down the river, and the number of times that each raft must be landed, the greatest wonder is, that so few such accidents happen.

BROKE JAIL.—A prisoner named Randall, confined on a charge of watch stealing, escaped from the jail of this county on last Tuesday night, by making a hole thro' the wall into the yard, from whence he escaped by means of a rope-ladder made out of his bed-clothes. About two weeks previous he made a similar attempt, and after reaching the top of the wall, his rope broke and he fell to the ground. He was then placed in irons. Randall is a hardened villain—is about 5 feet 10 or 11 inches high—dark complexion, and had on dark clothes. $25 reward is offered.

From the Washington Union, April 22.

DEATH OF THE VICE PRESIDENT.

It is our melancholy duty to announce the death of WILLIAM RUFUS KING, Vice President of the United States. He died on Monday evening, the 18th of April, at his residence in Dallas county, Alabama.

The public career of Vice President King is familiar to the nation, and a brief recital of the leading events of his life will suffice to recall the many and important services of the statesman whose loss we now deplore.

Colonel King was born on the 9th of April, 1786, in Sampson county, North Carolina. After completing his education at the university of his native State, he became a student of law in the office of William Duffy, of Fayetteville. At the age of twenty he was elected a representative of his native county in the legislature of the State. At twenty-four he was chosen a representative in Congress from the Wilmington district, and of the party which advocated and supported the war of 1812 he was a zealous and consistent member. In the spring of 1816 he resigned his seat in the House of Representatives, and accompanied William Pinckney, of Maryland, as secretary of legation, first to Naples and then to St. Petersburgh, to which court Mr. Pinckney was sent as minister plenipotentiary. On his return to the United States, in the winter of 1818-19, Mr. King fixed his residence in Dallas county, in the then Territory of Alabama. He was elected a member of the convention to establish a State government, and was appointed on the committee to frame a constitution. With the Hon. John W. Walker, he who was elected one of the first two senators who represented Alabama in the Congress of the United States. In 1823, in 1828, in 1834, and in 1840, he was re-elected to the Senate. In 1844 he accepted the mission to France, with the especial object of facilitating the annexation of Texas. He was remarkably successful in his mission, having by his skill and prudence entirely prevented the opposition of the French government to that measure. In 1848 he was made senator from Alabama, by appointment of the governor, to fill a vacancy occasioned by the resignation of the Hon. Arthur P. Bagby, sent minister to Russia. In 1849 he was elected by the legislature for a full term of six years. In 1850, on the accession of Mr. Fillmore to the presidency, he was unanimously chosen President of the Senate. By the Baltimore Convention of the 2d June, 1852, he was made the democratic candidate for the Vice Presidency, and was elected to that office by the people in the ensuing November. In the winter of 1851-'52 Col. King began to suffer from a pulmonary affection, which gradually grew so alarming in its symptoms that he was advised to seek alleviation in a tropical climate.—Accordingly, in the month of February he sought repose and relief in the island of Cuba; but discovering that his disease was fatal, he determined to die in his own land. In our issue of yesterday we gave an account of his return to Mobile. His wasting strength barely survived the journey to his home in the country. Scarcely had he crossed the threshold of his house when he sank in the repose of death.

Colonel King was never married; but throughout life, as in the last struggle with death, he enjoyed the affectionate regard and kind ministrations of the most attached friends and relatives. He was of a nature to win the warmest regard of his personal friends, and to command the respect of all. Of sound judgment, magnanimous heart, intrepid courage, and the nicest sense of honor, he was the very model of a gentleman. Just in all his relations with the world, courteous and conciliatory in his manners, generous in his impulses, he lived a life of unusual length and responsibility, without incurring the blemish of a solitary reproach to his honor. This country has produced no man whose character can better bear the severest scrutiny. As a statesman, his qualities were rather safe and solid than splendid and dazzling. Soundness of judgment, fertility of resource, a penetrating sagacity, an inflexible fidelity to principle, prudence and caution, gave him that weight in counsel and that control of others which