GEO, SANDERSON, EDITOR.

Important Decision. We publish this week the opinion of the Su preme Court, in relation to the controversy between the Canal Commissioners and the Central Railroad Company and David Miller. It will be seen that the Court sustains the contract made with Bingham & Dock, and retuses the mandamus to the Railroad Company for the tollowing reasons:

1st. That the charter of the Company gives them no legal right whatever upon the State Works. 2d. That the law of April 15, 1834, provides only that individuals shall have the right to place ars on the road.

3d. That the law of March 13, 1846, provides that one railroad company shall not have privile e railroad company, except with the consent of the Justice BLACK, who delivered the opinion of the Court, says: "That no law has yet been made which authorizes the relators to have cars on the Columbia Railroad, and, therefore, we cannot order the respondents to attach their cars to the motive power of the Commonwealth."

The decision in regard to the case of DAVID MILLER was different in principle, and was made against him solely on the ground that the car he offered to attach was a condemned one; and excluded from the road under a rule of the Canal Commissioners on that account. But the right of individuals to place and run cars, attached to the Commonwealth's locomotives, is fully conceded; and, therefore, as soon as Gen. Miller presents himself with the proper kind of cars, the State Engineers are bound to attach them.

The decision of the Court is a highly important one, and we advise all our readers to give it a careful perusal.

FREE BANKING is degenerating, says the New Brunswick Fredonian, as we feared it would, into sheer licentiousness. It is running its course like wild-fire through the different States-each State. of course, in its sovereign pleasure, adopting a ba sis of its own. What New York, New Jersey, and some other prudent States, reject as utterly unsafe, s made the sole foundation in other States for an indefinite and alarming expansion of paper money. And so this system seems destined to go on until every State, city, town and corporation boud or other security in the Union is coined into bank notes. Illinois, for instance, bases her issues upon her own non-paying and irredeemable stocks Wisconsin takes railroad stocks and bonds. Ohio proposes to let in county bonds. And following up these pernicious examples, every other form of security may, in no long time, become the substratum of the monetary economy of the country. Who can set bounds to the evil when every individual in the land may set up a bank of issues! All of this class of paper, now, almost without exception, is forced into circulation, not loaned or issued in a regular banking business, and redeemed, if at all, at a discount. And it is diffusing itself into every department of business, into every avenue of society, into every man's pocket, whether he will or no, to the exclusion of specie not only, but of good, re-Unequal currencies cannot hardeemable paper monize. One or the other must give way. Bubbles will always be uppermost.

THE AFFAIRS OF EUROPE.—The New York Courier thinks that at no period since the coup de tat of NAPOLEON, twelve months ago, have the affairs of Europe commanded so general and so close attention as at present. All Europe is under an undefined and yet undeniable apprehension that its peaceful relations which have been preserved essentially unimpaired for thirty-seven years are soon to be broken up. This all is held to depend upon the will of a single man, and that man is universally distrusted. No reliance whatever is reposed in the prolessions of Louis Napoleon, and great importance is consequently attached to the slightest indications of his future policy.

Congress adjourned over till yesterday. It was with the greatest difficulty that a quorum had been obtained in either house during the last week. Nearly one-third of the time which the present session can last, has passed away, and nothing has yet been done of any public importance. The last days of an outgoing administration, are little favorable to the introduction of new measures; but there is much unfinished business of last session, which ought to receive attention, and with an active working body would soon be cleared off the tables. So far, the proceedings of Congress have been very uninteresting, and scarcely attract any public atten-

SPECULATION ON THE PRESIDENTIAL ELECTION. -It has been represented in various journals, by elaborate and carefully prepared tables of figures, change of 34,465 votes, properly divided between certain States, the result would have been reversed, and General Scott would have been the President elect of the United States. Such, too, is the fact and by the same simple rule, a diversion of 10, 719 votes, suitably divided between the States of Massachusetts, Vermont, Kentucky and Tennessee, General Scott would not have received a single electoral vote, and Franklin Pierce would have been elected unanimously. Figures are wonderful

17 The State Legislature meets at Harrisburg to-day. In our next issue we shall publish the first Annual Message of Governor BIGLER, which we have no doubt will be a State paper worthy the the House is Democratic and the Senate Whig-of course there will be a clashing of interests to some extent, and more difficulty in accomplishing good legislation, than if the Senate harmonized with the House and the Executive. We shall endeavor to keep our readers advised of every thing of importance that transpires.

GEN. PIERCE'S CALIFORNIA RING.—The Boston Transcript says of this ring: It is of the purest gold, weighs 163 ounces, and would be a very beof Giants," of whom we read in fairy tales. The ring is beautifully chased, and has a number of appropriate representations of scenes characteristic of the modern Ophir. They must have artists of the first order of skill in San Francisco, to have produced such a work. The cost was about \$2000. and the value of the gold is upwards of \$1200.-By touching a spring, a lid flies up, and you see imbedded various specimens of California ores .-This marvelous ring is well worth seeing.

The late heavy rains have swollen the Susquehanna to a very unusual height for this season of the year. The Harrisburg papers say, to judge from the large quantity of drift wood and lumber of every description that has swept down, that this sudden and unexpected rise has caused a considererable damage up the river. For the last two days large quantities of wood have been caught at Harrisburg, affording many a sufficiency of fuel for the entire winter.

The CARRIER returns his heart-felt thanks to the patrons of the "Intelligencer," in this City. for their kind remembrance of his wants, on New Year's Day. His appeal to their generosity was kindly and promptly responded to-and he hopes, in return for their favors, that "they may live a thousand years and their shadows never grow less."

Dr Paul Henert, the Democratic candidate for Governor of Louisiana, has been elected by a handsome majority. He beats his Whig competitor in the city of New Orleans 1263 votes.

Colonel Fremont.

We learn from our Washington sources that the oard appointed to examine into the accounts of Col. Fremont, for expenses incurred during his valuable public services in California, will, it is said eport a bill favorable to his re-imbursement.

The history of Col. Fremont's services has not peen properly understood by our people, and the proper appreciation which ought always to be awarded for gallant self-sacrificing conduct has thus far been unfairly withheld from him. Perhaps no man in the public service contributed so much to the permanent acquisition of our valuable California possessions as did Col. Fremont, and we are morally certain that no man suffered so much undeserved oppression and annoyance as he has been

compelled to undergo since the declaration of peace. When the difficulties first occurred on the Rio Grande, Col. Fremont, who was then in California. raised a partisan force and hoisted a California flag. containing a single star on its plain ground, and afto run their cars over a road belonging to another terwards, when war was fully declared, he increased his force to four hundred men, (denominated the company owning the road. In this connexion Chief | California batallion,) and substituted for his partisan flag our national stars and stripes. With this force he everywhere rendered most efficient service. co-operated with Stockton and Kearney, and earn placed him high up among the active, gallant and

patriotic men of the country. After having performed this duty, and whilst i the midst of his usefulness, Col. Fremont drew upon the State Department at home for the amount o funds necessary to the payment and subsistence of draft. This paper had, in the course of negotiation, to his hotel, in London, accompanied by his lady, he was tapped on the shoulder by an English tip stave and conveyed to prison for the debt.

The matter is now in process of adjudication and we understand that the British claimants have sent their interrogatories to this country to be presented and answered. In the midst of this in vestigation we are gratefully pleased to see that Congress has awakened to its sense of proper justice, and we trust that they will anticipate the civil tribunal and justify a gallant servant of the Republic by appropriating the amount necessary to cover the expenditures with frank and generous promptitude.-Pennsylvanian.

A RAILROAD TO THE PACIFIC.—The gigantic project of a railroad across our territory to the Pacific has been introduced into the United States Senate by Mr. Gwin. According to this plan, the road is to have at its eastern end, on the Mississippi river, two lines connecting it with the Atlantic through the North and South respectively, and two at its Western end, connecting it with the Pacific through Oregon and California. The contractors for its construction receive in payment alternate sections of public lands forty miles wide through the intervening territories. At the end of thirty years it is to be surrendered to the United States. The mails, troops, and other transportations of the Government, shall always be tree upon it.

In a memorial to Congress on the necessity, im portance, and practicability of a Railroad from the Mississippi to the Pacific Ocean, the question of its profit is considered. Fifty thousand persons go annually to California and it costs each \$300 to get there, making a sum of \$15,000,000. Supposing that the railroad can carry them for \$200, this travel will yield \$10,000,000. The road will be 2,000 miles long, and it is estimated will cost \$50,-000 per mile, or an aggregate of \$100,000,000, so that 50,000 passengers would yield an interest of 10 per cent. on travel alone. It is further assumed that at least \$5,000,000 will annually be derived from freight, and that it will cost, to keep the road n repair, \$5,000,000, which would still leave 10 per cent. for the Government, or the stockholders or the contractors, whoever should build it. There are many schemes for this enterprise, and many estimates, but they must all be, in a project so vast, and over a country so little known, nothing better to be relied upon than mere guesses .- News,

Commerce of Philadelphia.

largest day's receipts at this port since the adoption of the Federal Constitution. The duties at this port for the year 1852 will amount to over Five Million Dollars, which is an increase of nearly fifty per cent since WILLIAM D. LEWIS, Esq., assumed the Collectorship. In the year 1849 the duties amounted to only \$2,700,000. These are cheering indications of the improving toreign trade of our city. We may state in this connection, that the steamer City of Manchester, at this port, this week brought the most valuable cargo ever received in this city, and among the largest ever received at any port in the Union. Philadelphia merchants which, of course, cannot be impeached, that by a have only to be true to their own local interests, and cease to adopt their tributary dependence on New York, to make our city the commercial em-

porium of the United States." THE WHEELING BRIDGE.-Public attention wil soon be called to the remarkable conflict between the United States Supreme Court and the legislative branch of the Government, in the Wheeling bridge case. The Court, by a decree at its late session, after a re-hearing of the case, decreed that the bridge should be removed, as an obstruction to the oon be called to the remarkable conflict between bridge should be removed, as an obstruction to the navigation, or elevated to a certain height, and they allowed a certain time within which the bridge company should comply with the terms of the decree. Congress, at the late session, and after the adjournment of the Court, constituted the bridge a man and the occasion. As was the case last year, post-road, with a view to save the bridge and evade judiciary has decided to be a nuisance. In February, the United States Marshal will proceed to execute the decree, and summon a posse, and, if need be, call upon the President for military aid. The Governor of Virginia, on the other hand, will resist the execution of the decree, and employ the militia for that purpose. There is a clash of authority between co-ordinate branches of the Government, and in which States are deeply interested on one side and the other. Whether Congress or coming ornament for the little finger of the "King | the Court is to yield is the question .- Ballimor

Sun, Dec. 27. Isaac S. Waterbury, Esq., one of the mem bers elect from Dauphin county, says the Harrisburg Union, while going down on his last trip on Friday last, as the State Agent, came very near losing his life. The train was moving at its usual rate, and when several miles this side of Columbia the cars were thrown off the track in consequence of a switch being wrong. Mr. Waterbury was standing on the platform of one of the cars at the time, and had he not jumped he would have been crushed to death; he fell among a pile of stones. and it was thought by those who picked him up that some of his limbs were broken, but we are happy to state that his fractures turn out to be slight, and he will no doubt be sufficiently recovered by the time the Legislature meets to attend to his duties.

CONCORD, Dec. 25.—The New Hampshire Pa. the policy of General Pierce, with regard to removals from office: -The Whig incumbents, appointed in the place of Democrats, who have spen pointed in the place of Democrats, who have spen time and money to defeat Gen. Pierce, have no claim on his forbearance, and must expect no quar The Democratic party has given no pledge to retain them. Gen. Pierce is determined that the corruption, negligence, and imbecility of the present rulers shall be reformed, and the officers ban-

hed from the places they have disgraced. The Augean stables are to be cleansed.
The Patriot also says that the story about thirty thousand dollars having been presented to Gen. Pierce, current here for several weeks, has no

City and County Items HIGH RENT .- The North American Hotel, as the Railroad, in this city, now kept by Wm. Youart, was rented last week, for the ensuing year, at \$810 The Sons of Temperance have removed their place of meeting from the Odd Fellows' Hallin South Queen street, to the third story of Fulton Hall, in Prince street.

107 On Christmas Day, the Degree of "Rebe kah" was conferred upon nine Ladies, in the Odd Fellows' Lodge Room, of this city, by P. G. Peter

The large Mill and Farm of Mr. John H. Bassler, in Rapho township, were purchased, on Thursday week, by Mr. John Hostetter, for \$15,500

A SERENADE .- We were roused from our slum bers on New Year's morning, between 1 and 2 o'clock, by some splendid music from the Lancaster Brass Band. We return the gentlemen of the Association our warmest thanks for this testimonial of their kind feelings to the Printer and hi family,

On Saturday evening, the 25th ult., a committee of the Baltimore Friend-hip Fire Company ed for himself a reputation and a name which has presented Miss Ann E. Walker, of this city, with a gold bracelet, breast pin, ear rings, cuff pins, and a finger ring, in return for the handsome wreath prepared by her for that company a few months ago. On the bracelet is engraved the following inscription: "Ann Elizabeth Walker, from the friendship Fire Company of Baltimore, 1852:" The presen. his corps, and the Secretary of State having no ap- tation took place at the residence of Miss Walker, propriation for such expenditures, although con- on Chesnut and Mulberry streets. Alexander H. vinced of its equity, was compelled to dishonor the Hobbs, Esq., presented the articles for the company in a neat address, and was replied to by Thaddeus passed into English hands, and a short time ago | Stevens, Esq., on behalf of Miss Walker. The when Col. Fr: mont was passing from his carriage | parties afterward partook of a supper prepared at the Swan Hotel.

> Our friend, Col. SAMUEL C. STAMBAUGH who with his estimable Lady know so well how to get up such things in tasteful and elegant style never spent a more agreeable evening any where-The table literally grouned with the delicacies of the season, and the "feast of reason and flow of soul" that followed was every thing that could have been desired. The company broke up at an early hour, all being delighted at the social enjoyments of the occasion, and every one wishing long life and happiness to the generous Host and Hostess, with many returns of the birth-day anniversary.

> FRANKLIN MARSHALL COLLEGE.—Letters paten have been issued by the Governor, incorporating the College. The following are the trustees named in the Charter, who are to meet in this city on the 25th inst., for the purpose of organization,

Wm. Heyser, John Smith, Barnard Wolff, G. Be ore, John Casper Bucher and John W. Nevin, of Franklin county; J. C. Bucher, G. Z. Kunkle, E. W. Gross, R. F. Kelker, J. F. Mesick and Luthe Reiley, of Dauphin county; D. Middlekauff, of Adams county; W. A. Good and S. Wagner, of York county; D. Krause, W. Schall and J. R. Kooken, of Montgomery county; J. W. Mann, W Mayberry, C. Bibighaus and J. W. Alberger, o Philadelphia; J. W. Gloninger, J. W. Killinger and John Krause, of Lebanon co: James Buchanan, J L Atlee, Samuel Bowman, J. L. Reynolds, John Reynolds, E. C. Reigart, H. G. Long, S. Humes, E. Champneys, C. Hager, B. Keenan, D. Heitshue, I Longenecker, C. Gast, J. Bausman, W. Heister, Brenneman, N. A. Keyes, C. B. Grubb and Konigmacher, of Lancaster county; T. H. Lein bach, P. Zeiber and J. P. Hiester, of Berks county Isaac Myers, of Schuylkill county; J. H. A. Bor barger and J. P. Hetrich, of Northampton county G. C. Walker, of Northumberland county; Dr. W G. C. Walker, of Northumbertana county, Darlington, of Chester county; Jacob Myer, of Vir-Zellers and G. Shaffer, of Maryland, and the Gover nor of Pennsylvania ex-officio

Two thirds belonging to the German Reformed church and the remainder to other denominations.

1177 The January term of the Court of Quarter Sessions will commence on the Third Monday of this month. The following jurors have been cho

GRAND JURORS-William Buchanan, Salisbury GRAND JURORS—William Buchanan, Sansourly, Robert Bursk, Upper Leacock, John ('openheffer, West Hempfield, John Flickinger, West Cocalico, J. W. Fisher, Esq., Columbia Bor. Emanuel Garver, Salisbury. Ephraim Gross, West Donegal.—Allen Kline, Warwick. William Leed, East Cocalico. Daniel Lintner, Manor. John Miller, Esq., Manheim. J. H. Mifflin, Columbia Bor. Michael day the duties paid at the Philadelphia Custom House amounted to over \$123,000, being the Lower Leacock. Christian H. Rauch, Warwick.— John Raub, Strasburg. Henry Stouffer, East Earl. Peter Summy, Esq., East Hempfield. Abraham

John D. Wright, Columbia Bor. Godfried Zahm Lancaster ('ity. PETIT JUROR -- Michael Bundel, Lancaster City, Martin Bailer, East Donegal. Jacob Breneman, Jr.,
Martic. Jesse Bucher, West Cocalico. George
Bogle, Columbia Bor. Allen Cutler, Drumore.— Bogle, Columbia Bor. Alen Cutter, Druinofe-Anthony Carpenter. Earl. Benjamin Charles, Lan-caster twp. John Davis, East Hempfield. Alexan-der Danner, Lancaster City. Samuel Dyer, Sr., Mt. Joy. Eli Eshleman, Martic. James Ewing, West Lampeter. John B. Erb, Elizabeth. Christian Eby, East Hempfield. Jaçob Fehl, Martic. William East Hempfield. Jaçob Fehl, Martic. William Gorrecht, Lancaster City. Charles A. Heinitsh, Lancaster City. Collins Hamer, Bart. Henry Hart, Martic. Cyrus S. Haldeman, Sonoy. Casper Miller, Conestoga. Andrew Holtzwarth, East Hempfield. Frederick Hipple, Conoy. Edward Hibshman, Ephrata. Jacob Johnson, Drumore. Abraham Kendig, Conestoga. Jacob Kraemer, Martic.—Adam Keller, Manheim. John Lintner, Manor. George Lehman, Rapho. John Mylin, Conestoga. Michael McGrann, Lancaster City. John Miller; East Donegal. Martic Meters. von. Jacob Schmaling, East Hempfield. James Watson, East Donegal. Christian Wenger, West

For the Intelligences The Mayoralty.

TO THE DEMOCRATS OF THE CITY, An old resident and uniform supporter of the reg-ular nominations of the party would beg leave re-spectfully to suggest the name of Captain GRORGE HAUGHMAN, of the North West Ward, as a suita-ble candidate for MAYOR, to be supported by the Democracy at the ensuing election-subject to the regular nomination of the party.

He is a true and unwavering Democrat, never ination of the party.

faltering, honest and capable, and would be a pop-

A DEMOCRAT OF THE N. W. WARD. RAILROAD FARES .- The Cleveland Forest City calls the attention of railroad companies to this subject, and gives good reasons, in an article of some length, in favor of lowering their rates of fare. It thus concludes its article: "It costs a railroad company very little more to transport a man a hundred miles than a barrel of flour, or any equal weight of merchandize. Eighty barrels of flour make a car load, and sixty to eighty persons can be conveyed in a single car. A locomotive requires about the same number of hands, consumes the same quantity of wood, and travels as fast to drag three or four cars, containing each a dozen or less passengers, that it would did the train contain four hundred persons. A barrel of flour costs some 30 cents from Wellsville to Cleveland; and perhaps forty, or less, from Columbus: but a man or woman weighing one third less, is charged ten times that amount. This is neither fair, just, or necessary, and imperatively demands reform. A hog, weighing 250 lbs., can get conveyed for one-sixth what a man must pay, of half that weight! Why so much more difference in price of passage than the nature of the commodity? for it cannot be denied triot holds the following language in speaking of that they possess many striking points of similarity and that a parallel could be run farther than migh be flattering to the genus homo.'

THE NORTH BRANCH CANAL .- The Bradford Ar. gus says the work upon this line of the State Improvements is nearly complete. Indeed, with the exception of two or three sections on the lower livision, there is next to nothing to do, to prepare he whole line for the superstructure. The bridges and lock-houses have been let, and the wood-work or the aqueducts will probably be allotted next week, so that they may safely calculate upon seeing the boats running early next season.

The French Empire.

All sorts of speculation are indulged as to olicy of Louis Napoleon under the Empire. The New York Courier expresses the opinion that the change will prove beneficial to the French people. The editor thinks moreover, that Louis Napoleon will strike at England with the private sanction of Russia and Austria. He says :-

"We would have England alive to this fact; and we would have the press of England know that they are indebted to the bold Diplomacy of Lord Palmerston in 1850, for the defeat of a con which threatened serious injury to England, because the example of her free representative Government, was in fact, exercising a far more injurious influace upon the Government, of the Continent, than the example of far distant America. And this com-bination lives again in the person of Louis Napoeon and the restoration of the Empire; and Engand cannot afford just now to cast from her the friendship of the United States and the sympathies

of our people.
"Instead, therefore, of the English Press threat-"Instead, therefore, of the English Fress Inteat-ening us with the hostility of France, let them look well to themselves; and let them bear in mind, that at this very moment, the United States is her safe-guard and Protector against the Despotic Govrnments of the Continent. They will crush her if hey can; and Louis Napoleon will be the instrument to accomplish their work. In such a contest

a contest of Despotism against Constitutional rty—the United States could not be an idle pectator. Our own safety as well as the cause of Constitutional Liberty throughout the world, requires that England should be sustained against such a combination as that to which we have allu-d-d; and we trust that the English Press will wake to the conviction, that it is not their interest o continue their senseless abuse of the United States Francis Joseph, the youthful Emperor of Austria and Louis Napoleon, the new Emperor of France are two of the ablest men in Europe. Their ability is not surpassed by their purposes; and their abili ty and power combined, are only equalled by the deadly hatred they bear to England. In this feel ing, Russia and Prussia partake, just so far as it is their interest to; and there is a cloud impending over England, because of her constitutional liberty and the asylum she offers to the oppressed of the continent, which, when it bursts, will demand ou active sympathies, and it may be, an effective co-

This view is by no means novel, and is evidentgave a dinner at Annadale to a number of their ly that of some of the leading British statesmen iends, (ourself among the number,) on New Year's and journalists. The Louisville Journal in the Day, it being the birth-day of the Col. We have course of an article on the recent movements of Louis Napoleon speculates thus:

"The truth is, France is a plague-spot in the es timation of European legitimacy. She cannot safely be touched by any foreign power, because it generally follows that the plague of French ideas infects those who approach too near them. and emperors were now to go to war to extinguish Louis Napoleon and to restore the Bourbons to France, there is scarcely a government in Europe that would not meet with trouble. The people are that would not meet with thousand rescaless and discontended everywhere, and a war to put down illegitimacy and to set up legitimacy in France would be followed by a variety of troubles that rulers are now rather anxious to avoid.

No one can feel any doubts as to the desire that ules the hearts of these monarchs whose right rule, as it is called, runs back into the dimmest and darkest of centuries, in relation to such upstarts as the Bonapartes. If such an upstart as Napoleon the third is permitted to rule one of the oldest and most formidable powers in Europe, the example must of course be very noxious. Contagion would probably grow out of it, for it would seem very much as it it were acknowledged that a new title is just as good as one that is historic enough to each back to the Casars. This is precisely the legitimate monarchs have a dread of, and they would not submit one moment to such a practica commentary on what they consider dreadfully wrong and disjointed, were it not that the effort to do away with it would probably cost more than it would go to be a way to the state of the would come to. The play would not be worth the candle, for to restore the Bourbons might possibly cost some emperor or king his head or his crown

Monument to Henry Clay.

A number of distinguished members of Congress t both parties have recently in a published card recommended to the country the erection of a suitable Monument to the illustrious CLAY, in noticing which the Washington Union, with great propriety nd justice says :- " However many of the American people may have differed from HENRY CLAY on certain_dividing issues agitated during his life, none will deny to him the great qualities which impartial history must award to him as a bold, eloquent, and patriotic leader, and as the advocate and life were among the brightest of his career, and the ulmired his character, will not fail to assist in the tribute by which the affection and the gratitude of was made. those who were his neighbors during his lifetime, propose to commemorate his long and distinguish

ed services to his country." DEATH FROM EXPOSURE—STRANGE DEATH LICE FRIGHT.-A most distressing incident occurred near n the road, and was found the next morning in a dying condition, from the effects of the exposure. He was carried immediately to the farm house of Mr. Samuel Duckworth, where he died in a few moments afterward. Just as the man had been received in o the house, the wife of the farmer, Mrs D., came suddenly in the room, and was so shocked and overcome by fright at the unexpected sight of the unfortunate man, that she fell to the floor, and died almost instantly.

The Periodicals.

GLEASON'S PICTORIAL DRAWING-ROOM COMPANon-published in Boston, Mass.,-will commence, on the first of January, 1853, a new volume, being Volume IV of this elegant illuminated journal. It will appear with new type, new heading, and splendidly improved in every department, besides which the price is to be greatly reduced. The publisher is resolved to commence the new year with a circulation of one hundred thousand, and therefore, offers the most liberal inducements to clubs. Realizing the spirit of the age, the great improvements in art, and the constantly increasing intelilgence of the people, the publisher, with this change f prices, will vastly improve his already splendidly illustrated journal. Especially will a great improvement be manifested in the engraving departas well as the literary character of the paper, so that the Pictorial shall appear in a style, not only to merit all the encomiums of praise so lavishly pestowed upon it, but also so as to challenge inreased respect for its enhanced excellence and perfection. In short, the whole paper will be tar superior to any yet offered to the public by the publisher. By refering to the following list, which forms a part only of the regular contributors to the Pictorial, its high literary character will at once be understood: Mrs. Ann S. Stephens, | Rev. H. Hastings Weld

Henry W. Herbert, T. Buchanan Read, Mrs. L. H. Sigourney, Mrs. Alice B. Neal, Epes Sargeni, George W. Dewey, Francis A. Durivage, Ars. S. P. Doughty, Mrs. C. A. Hayden, Mrs. R. T. Eldrezge, Park Benjamin, Dr. J. C. V. Smith, Mrs. E. R. B. Waldo Ben: Perley Poore

The following are the terms of the paper: -One subscriber, one year, \$3,00; two subscribers, \$5,00; four subscribers, \$9,00; eight subscribers \$16,00. The paper will be for sale at all the pe riodical depots throughout the country, after the the 1st of January, at six cents per copy. Any paper inserting the above, editorially

with this paragraph, shall receive the Pictorial one BLACKWOOD'S EDINBURG MAGAZINE, for Decem ber, from the American re-print of Leonard Scott & Co., N. Y., is a capital number. There are some very able and interesting articles in it, from the pens of several of the most eminent British

WASHINGTON, Dec. 29. WASHINGTON, Dec. 29.
VICE-PRESIDENT KING GOING TO HAVANNA.—
he Postmaster-General, on the application of Mr Rusk, has given permission for the mail steame from New York for Havanna, to stop at Norfolk and take on board the Hon. W. R. King, Vice Presi dent elect, and convey him to Havanna, where he proposes to spend the winter, in the hope of benefit

Decision of the Supreme Court Commonwealth ex. el.—The Pennsylvania Rail-road Company vs. the Canal Commissioners.

f the Court .- Chief Justice Black This writ of mandamus was issued at Pittsburgh and made returnable there to the Supreme Co for the Western District. It is objected that we of business for the Canal Commissioners is at Har risburg, in the Middle District. The objection seems to be taken in obedience to what the respondents deem a public duty, and has been rather fai v urged. Our jurisdiction is over the whole State It is not the practice to issue writs beyond the District in which they are made returnable, and that is all that was decided in Duffy vs. the Hanver and Carlisle Turnpike, (9 S. & R. 59.) There are cases, and this is one of them, in which the rule of practice ought to be re laxed, though it certainly would not be relaxed in a motion were made to quash the writ in a purely ocal and private case.

The respondents deny that the relators have any right, either by their charter or by any other law.
o carry freight or passengers on the Columbia
Railroad. If this be true, it ends the present conroversy, since whatever may be the duties of the Canal Commissioneas, the relators cannot complain unless they have been disturbed in the enjoyment of some lawful right of their own. It would be absurd to order that the Railroad Company should be permitted by the Canal Commissioners to do that which they cannot do without an illegal usurpation of a privilege which the law has denied them. If we a sume that the Legislature has not authorized the relators to prosecute the carrying business of the State road between Columbia and Philadelphia the present proceeding is a demand that we estab maintain and protect them in the enjoymen of a privilege which the law forbids them to exer-This, of course, is not expected; and there fore the construction of the charter, and the other acts of assembly by which it is claimed that their franchises have been extended, must be carefully attended to before it becomes worth while to inmire whether the conduct of the Canal Commisoners has been right or wrong.

In the charter of the Pennsylvania Railroad Comany we find nothing which gives color to the noon that they have any legal rights whatever upon e State works. On the contrary, the proviso in the second section expressly denies them all privieges except such as are necessary or convenient to he procuring, making, owning, maintaining, regulating and using their own road, and confines their erations after the road is built to the transporion of passengers and tonnage thereon

A law passed the 13th of March, 1847, authorises any Railroad Company to run cars over an other road connected with their own; but it is prothat it shall only be done with the consenof the Company, owning the other road. t cannot be made to cover the present case. The road owned by the relators does not connect with the Columbia road. The latter road is not owned a Company, and to say that the State which es own it, has consented to such use of it is to beg the whole question.

It is said that the right claimed is conferred on them by the act of 15th April, 1834, which authorzes the purchase of locomorives by the Canal Commissioners, and provides that individuals shall have the right to place cars on the road. This clause scems intended to establish a system by which the State should furnish the motive power and individuals do the carrying under such regulations as the Canal Commissioners might see fit to prescribe.
We do not think the word individuals is to be u derstood in a sense so narrow as that which the respondents would assign to it. It means something more than single persons. It would not exclude partnership nor an incorporated company author zed by its charter to carry goods or passengers on that road. The argument of the relator's cou that it means any body other than the Commonwealth, is a fair and just one. But no signification of it can be large enough to include a Company from which the privilege is withheld by the law which gives it existence and defines its powers. I one corporation may claim this addition to its franchises so may all others and every Company incorporated for religious, literary, mining, manufactu-ring or banking purposes may demand the right of becoming carriers on the State railroads. This extension of all existing charters was not made by the clause in question. It adds nothing to any of them and the relators are not helped by it more

than others. B. section 11 of the relators charter, they are authorized in a certain contingency to connect with the State railroad from Columbia. From this, as well as from many other things, it is fairly inferrable that the Legislature contemplated a continuous line of railroad from Pittsburg to Philadelphia .-This was in fact the very object for which the Pennsylvania Railroad Company was established. It needs no argument to prove that a break over which passengers could only be carried in the champion of our country's cause during more coaches was neither expected nor desired. But a than one trying crisis. The closing scenes of his connexion between two roads does not imply that the Company owing one shall have the right its cars upon the other. It required the act of 13th vidence of his great power as a statesman and a April, 1847, to give that privilege to connected patriot were never more brilliant. The thousands railroads owned by Companies, and even under that who have responded to his appeals, and who have act it does not exist, except by consent. Besides who have responded to his appeals, and who have the contingency on which this connection was au-

A supplement to the charter of the Pennsylvani Railroad Company was passed on the 23d of April 1852, by which it was authorized to purchase and hold certain real estate in the county phia, " for such objects as appertain to the legiti PEATH FROM EXPOSURE—STRANGE DEATH LINOM
FRIGHT.—A most distressing incident occurred near
Easton, Pa., on Wednesday week. A man named
Abraham Lisk, whilst proceeding at a late hour on
The simple and manifest object of this supplement Tuesday night, from York to that place, was so was to give the Company the power to hold the vercome with fatigue, or other causes, that he fell | land for the purpose of the business which the charter authorized it to carry on, and to confine its future operations within the bounds previously affixed. But in the overwhelming redundancy ession which usually characterizes our statutes, he legitimate business of the Company was not

described according to the truth. The Legislature; or a majority of its members supposed that the charter did author probably supposed that the charter did author-ise the Company to engage in the business of trans-porting passengers and tonnage on the Columbia Railroad as well as their own. But an error is no converted into the truth by a mere recital of it in That which has not been an Act of Assembly. law heretofore must be enacted to make it law here We obey the will of the Legislature, when expressed as its will, according to the forms of the nstitution, but its opinions are not binding. Such opinions are often entitled to great respect as evidence of the law in doubtful questions; but when they are manifestly founded in mistake, they are to be disregarded, like an erroneous decision of the

indiciary. It may be that the privilege which the relators claim might arise, by implication, out of their charter on some other of the acts cited by their counsel, if we were at liberty to give them the proad construction which we some times apply to other laws of a different character. But corporate powers can never be created by implication, nor extended by construction. No privilege is granted inless it be expressed in plain and unequivocal words testifying the intention of the Legislature in manner too plain to be misunderstood. When he State means to clothe a corporate body with a portion of her own sovereignty, and to disarm herself to that extent of the powers which belong to her, it is so easy to say so that we will never be-lieve it to be meant, when it is not said; and the words of equivocal import are so easily inserted by mistake or fraud, that every consideration of jus tice and policy requires that they should be treated as nugatory when they do find their way into the enactments of the Legislature.

In the construction of a charter to be in doub esolved and every resolution which springs from doubt is against the corporation. This is the rule sustained by all the courts in this country and in England. No other has ever received the sanction of authority, to which we owe much leference. This court has asserted it times withou We have ruled five or six important cases upon it within the last year. We seem not to have made much impression on the professional mine and we are probably making as little now. But when respectable counsel call on us hereafter, as they doubtless will, to enlarge corporate powers by struction, we can only repeat again and again that our duty imperatively forbids it. The privileges of the Pennsylvania Railroad Company may be too rigidly restricted. If the usefulness of the Company would be increased by extending them, let the Legislature see to it. But let it be remembered that nothing but plain English words will do

course of this reasoning necessarily bring s to the conclusion that the relators, having no ights on the Columbia Railroad, cannot have been the conduct of the Canal Commission is, and it matters nothing to them whether and not was in accordance with their public duty

We give no opinion on the other points of the ase. We have not considered the arguments so oquently urged by the counsel of both sides, on he consequences of our decision to the revenues o the State and the commerce of the country. eave all this to that department of the govern-nent whose duty it is to take care of it. Ours is to say that no law has yet been made which au-Railroad, and, therefore, we cannot order the rest to pass through.

condents to attach their cars to the motive power

ndents, that the perempto Judgment for the response ry mandamus be refused, and that respondents have their costs.

Commonwealth ex. rel. David Miller, vs. Canal Opinion of the Court.—Black, C. J.—In this case it is asserted in the writ of mandamus that the re-lator demanded of the respondent's agent on the Columbia Railroad that two cars offered by him and filled with passengers should be attached to the gers, who were brought down by the Cortes. motive power of the Commonwealth, which was The steamer Columbus left San Francisco refused. In the answer it is alleged as to one of 28th ult for Panama. The steamer Independent refused. In the answer it is alleged as to one other cars so offered that it had been previously condemned by the inspector of cars unfit for service, and according to a rule established by the Board of Canal Commissioners it was not entitled to be placed upon the road until it was again submitted to inspection and approved by the proper officer, and this it is said was never done. The demurrer admits the answer to be true in point of fact. mits the answer to be true in point of fact. The refusal to attach a car condemned according to a rule which no one denies to be wise or just or made by legal authority is not a wrong. The writavers that the other car was owned by David Miller and Company, of which firm the relator was one, but it does not say who were the other partners.— The answer is that the Pennsylvania Railroad Company, or some of its officers in trust for it was the principal owner of the last mentioned car. If this principal owner of the last mentioned car. If this must be taken for true, it puts an end to the case. The Railroad Company cannot run cars on the State road in partnership with another person any more than it can do so on its own account without a partner. But a demurrer only admits such facts as are well pleaded, and it is argued that the partnership of the Pennsylvania Railroad Company with David Miller; and to be taken as the best of the partnership of the Pennsylvania Railroad Company nership of the Pennsylvania Railroad Compan with David Miller is not to be taken as true, be cause the respondents have not alleged it positive

y but only according to the best of their knowl-

edge and behalf.

Let the correctness of this argument be conceded, doubtful though it be. We must look at the whole record and give such judgment as the verright of the cause demands, and since the relate right of the cube temands, and since the relation has not chosen to say who his partners were he cannot have any advantage from the defective manner in which the respondent's allegation on that point is got out. The familiar rule which requires judgment to be given against the party who has point is got on. The manner the party who has committed the first error is decisive. This is not merely technical but a substantial and just objective to the party who has a committed the first party of the party ion to the relator's demand. If a peremptory man damus were awarded to attach the cars of the rela or and his unknown partners, it might have the ef feet of placing persons on the State road who are excluded from the use of it by the laws of the Commonwealth or by a regulation of the Canal Commissioners with which we have no authority to interfere. The probabilities are that such would be he result. There can have been no reason why relator should conceal the name of his partner exept a consciousness that the disclosure would be cept a consciousness that the disclosure would be dangerous to his case. There is another reason still more decisive for disregarding all that is said about the car owied by the relator in partnership with others. The petition prays for a mandamus requiring the Canal Comissioners to attach, not the cars of David Miller & Company, but those of Pavid Miller binself to the mettic power and the David Miller himself, to the motive power, and the writ commands, them to do so, or show cause to writ commands them to do so, or snow cause to the contrary. They are not required to render any reason whatever against attaching the cars belong-ing to a partnership of which the relator is a mem-ber. The respondents might well and safely have omitted altogether giving an answer to what the writ says on that subject. The relator therefore, writ says on that subject. The relator therefore, by his petition and writ, has put his whole case on

the refusal to attach the cars run on his own ac the refusal to attach the cars run on his own account and in his own individual name. By the demurrer he admits that car to have been unworthy and unfit for service, and it was properly refused a place in the train, in pursuance of a regulation which the respondents had full authority to make, and which it would have been a gross neglect of their duty not to make. glect of their duty not to make. Though it is not necessary to give any opinion on the other questoins raised and argued by conn-

sel, we will not close without briefly stating our im sel, we will not close without briefly stating our impression upon some of them.

The State is the absolute owner of the public works, and may use them as she pleases, for her own profit and advantage, disregarding all considerations arising out of the interests of individuals.

By the organic structure of the Government the By the organic structure of the Government the power of determining how these works shall be used is primarily vested in the legislature. The department may exercise the power itself, or delegate it to other agents.

It has been delegated to the Canal Commissioners. On them the Legislature has devolvea the duty of exercising the proprietary, and in some degree the sovereign rights of the State. By the act of 16th April, 1838, they are authorized to make such rules and regulations, not inconsistent with the laws of the Commonwealth, as they may deem reasonable, in all matters connected with the use

the laws of the Commonwealth, as they may decire creasonable, in all matters connected with the use and preservation of the railroads. This commits to them the management of the railroad, with au-thority to do whatever is not forbidden. When the law is silent, their discretion comes in place of law. But the rules and regulations made by the Canal Commissioners must us be inconsistent with law. ommissioners must not be inconsistent with law regulation when defines to individuals a locomo-res is inconsistent with the act of 16th April, 134, by which it is provided that individuals shall

have that right.

An agreement between the Canal Commissioners An agreement between the Canal Commissioners and one or more individuals, by which the sole and exclusive use of the State railroad, either for all purposes or for a particular purpose, such as the carrying of passengers, is given away during a term of years, is not a regulation according to the act of 1838, and as a contract it is not binding on the State, but may be reoundized and discound

The most doubtful question is whether we have the power to control the respondents in the execu-tion of their duty. Certainly we cannot transform ourselves into a Board of Canal Commissioners and prescribe how the railroads shall be managed or on what terms individuals shall be permitted to use them, and a general order that certain persons shall have their cars attached agreeably to the rules and regulations of the Canal Commissioners would be mere brutum fulmen, which a new regulation could set at naught the next day. "For an abuse of their power (says Chief Justice Gibson in Leech vs. the Canal Commissioners,) they are not answerable to this Court." "The only possible restraint," says Mr. Justice Lowrie, in Downing vs. McFadden, "on official discretion, consistent with its exercise, is that of responsibility for misdemeanor in office, and the hability to action if the discretion be maliciously exercised." But there are arguments on the other side, and while we adhere to the whole doctrine of the two cases cited, it cannot be safely asserted that either of them fully covers this point. It is better, therefore, to leave it on what terms individuals shall be permitted to

ers this point. It is better, therefore, to en until an occasion arises necessarily calling fo the decision of it.

Our judgment againt the relator is based on the fact that the car he offered was a condemned one, excluded from the road by a rule which the respondents had a right te make. In two weeks more the Legislature will be in session, and they rave the unquestionable power, if they see fit, to put him the contract of the session of the contract of the session of the second of the session of the second of and the Pennsylvania Railroad Company both or and the Fennsylvalid Arthurd Conferns well as sound ones, and to abrogate the contract complain-ed of, or affirm it according to their own sense of justice and policy, and no judgment of ours could

take this authority from them.

Judgment for the respodents, that the peremptory mandamus be refused, and that respondents have

"FAST" Youth .- The Oswego Journal thus expa tiates on the "progressive" ways of our rising generation :-

Boys are nearly an extinct race. There is scarce ly an intermediate stage between the diaper and desperadoism. The rowdy infant is no sooner out of his long-clothes, than he exhibits the incipient raits of the dandy 'loafer,' and by the time he i fairly jacketed, he wants a tobacco-pouch, a pack of cards, and learns to swear like a pirate. At the age of ten, he begins to run with the 'masheen,' and his mother generally knows he is out, breause he is very seldom in. At the age of twelve, he smokes, and speaks of his parents as the 'old mar and old woman.' At fifteen he wants a a revolver, and talks about 'lamming' At fifteen he wants a gold watch that don't 'keen out of his way.' At eighteen h is the 'fastest' youth about town, talks of setting up for himself, scribbles love letters, and becomes perfect adept in games of chance; can drink more champaigne, and eat more raw oysters, than any man of his inches. About this time, his father withholds his spending money, and the young hope ful thinks it a capital idea to run away where he can enjoy his 'liberty,' and after sowing his wild oats' abroad, returns home, satisfied that the old

folks' are not such great fools after all. We were highly amused, not long since, at hearing a young hopeful, some twelve years of age, whom some person called a "boy," exclaim—"Call me a boy! where is your men?" We also overme a boy! where is your men? heard two juveniles, not yet out of their aprons, of fering to bet cigars that Scott would be elected because he was a bigger man than Gen. Pierce."—
Another little lad who was swearing away at the stove, trying to light an old stump of a cigar, on being advised to leave off that filthy habit, replied with the utmost gravity, that "it was very hard to break off smoking as he had smoked assessing break off smoking, as he had smoked ever since he was a small boy." Almost daily we may see he was a small boy." Almost daily we may see three-footers, with lighted projections in their mouths swaggering along, puffing and spitting after the most approved rowdy style. A glance at the marvelous developments and precocious intellects, exyoung Misses of this effeminate generation, must be deferred until another day.

HEAVY Loss .- The Cincinnati Gazette, of Deember 21st, states that large quantities of hogs. slaughtered in Columbus and Cleveland, Ohio, and shipped to New York by railroad, have been entirely spoiled by the warm weather. Twenty-eight car loads in one train became so putrid that the stench izes the relators to have cars on the Columbia was an intolerable nuisance to the viliage they had

Arrival of the Uncle Sam.

IWELVE DAYS LATER FROM CALIFORNIA

\$500,000 in Gold Dust, and 2,700,000 more on the way-Earthquake at Acapulco.

NEW YORK, Dec. 28th. The steamship Uncle Sam arrived here, this evening, from Aspinwall, bringing dates from San Francisco to the 1st inst, and over half a million dollars in gold dust. She also brings 200 passen-The steamer Columbus left San Francisco on the 28th ult.; for Panama. The steamer Independence left on the 1st inst., for San Juan, and the steamer Panama on the same day for Panama, with the mails and 2,700,000 dollars. The latter had not arrived at Panama on the evening of the 17th The travel on the Isthmus was good.

season had closed The steamer Golden Gate arrived at Acapulco on the 9th on her passage up, and the steamer Panama touched there the same day on her downward passage.

The prospects for winter digging at the mines

have never been more tavorable for a large yield. The latest election returns indicate that the maority for Pierce and King in the State will

The announcement of the death of Mr. Webster was received at San Francisco on the 20th ult, and cast a deep gloom over the city. Minute guus were-tired, and the flags were put at half mast. Considerable feeling has been manifested in Cal fornia in consequence of the reports that Congress

ntends to break up the land commission.

The Indians in the South are reported as becomng restive, and Lieut. Beale, the Superintendent of ndian Affairs, was to leave on the 30th inst., for Capt. Gorham, of the ship Albany, has been

cl arged with murdering a steward, one of his crew, and was undergoing an investigation. Snow had falsen to the depth of four feet in many places. The burned district in Sacramento, had been

nearly rebuilt, including a large number of fine brick buildings. On the evening of the 4th inst., Acapulco was visited by a terrible earthquake, by which a num-ber of the largest buildings in the city were de-stroyed. The shocks continued up to the departure

of the steamer Cortez. The glare from the burn ing mountain, though situated sixty miles back of Acaputeo was plainly visible on the 9th Twenty buildings at Acapulco, vatued at \$200, 000, had been almost entirely demolished. A very severe shock occur.ed on the Sth. and there were

repeated shocks during the next day.

The Fulton Hall was one of the buildings de stroyed by the first shock. Fortunately no lives

An unusual amount of sickness was prevailing

A Thrilling Incident.

The first settlers in Maine, found, besides its red laced owners other and abundant sources of annoy-ances and danger. The majestic forest which then waved, where now is heard the hum of business, and where a thousand villages stand, where the homes of innumerable wild and savage animals.— Often at night was the farmer's family aroused from sleep by the noise without, which told that Bruin was storming the sheep pen or pig sty, or was laying violent paws upon some unlucky calf and often on a cold winter's evening, did they roll a larger log against the door, and with beating hearts draw closer around the fire, as the disma howl of the wolf echoed through the woods. wolf was the most ferocious, blood-thirsty, but cowardly, of all, rarely attacking men, unless driv en by severe hunger, and then seeking his victim with the utmost pertinacity. The following incident occurred in the early history of Beddeford

A man, who then lived on the farm now occu pied by Mr. H—, was, one autumn, engaged in felling trees at some distance from his house. His ittle son, eight years old, was in the habit, while his mother was busy with household cares, of runng out into the fields and woods around the house. and often going where the father was at work .-One day, after the frost had robbed the trees of their foliage, the father left his work sooner than usual and started for home. Just by the edge of the forest he saw a curious pile of leaves—without stopoing to think what had made it he cautiously removed the leaves, when what was his astonishment to find his own darling boy lying there sound asleep! Twas but the work of a moment to take up the little sleeper, put in his place a small log, carefully replace the leaves and conceal himself among the nearest bushes, and there watch the result

After watching a short time, he heard a wolf's distant howl, quickly followed by another and an regulation which denies to individuals the right other, till the woods seemed alive with the fearful sounds. The howls came nearer, and in a lew minutes a large, gaunt, savage looking wolf leaped into the opening, closely followed by the whole pack. The leader sprang directly upon the pile of leaves, and in an instant scattered them in every direction. Soon as he saw the deception, his loo of fierceness and confidence changed to that of the most abject fear. He shrank back, cowed to the ground, and passively awaited his fate; for the rest enraged by the supposed cheat, fell upon him, tore whenever the Legislature thinks proper to do so.

When they had finished their comrade, they wheel When they had finished their comrade, they ed about, plunged into the forest, and disappeare within five minutes from their first appearance, no a wolf was in sight. The excited tather pressec his child to his bosom, and thanked the kir

idence which led him there to save his dear boy. The boy, after playing till he was weary, had lain down and fallen asleep, and in that situation the wolf found him and covered him with leaves ntil he could bring his comrades to share in the teast; but himself furnished the repast .- Beddeford

CRAWFORD'S STATUE OF WASHINGTOF, &C .- A correspondent of the London Chronicle, writing from Rome, makes the following comments upon Crawford's stature of Washington, which he is engaged in executing, by order, we believe, of the State of Virginia:

" It will be the largest national monument of the kind existing. Rauch's statue of Frederick the Great, at Berlin, is considerably of less proportions. The base of the Washington monnment olete circle; on this a star, with six points, is rais d and on this rises the actual base to the eques trian figure of America's great man. Six eagles surround the steps on the circle, and six colossal tatues of eminent Americans surround the pedes al-Henry, Lee, Mason, Marshall, Allen, and Jefferson. The whole is on a gigantic scale, from sixty to seventy feet high, and is grandly represent ed. The figures of Jefferson and Henry are com-pleted, and have already been forwarded to Muller's celebrated foundry, at Munich, to be cast in bronze; the others will successively be sent to the same place, and for the same purpose. The whole omposition bears the stamp of greatness, and testifies the vast conception of the artist. He is at present raising the figure of Washington's horse a real mould of clay. A small model of he mon-ument as it will be when completed, decorates the immense studio in which this mammoth work is being executed. The sides of the pedestal are decorated by two very bandsome basso relievos; the one representing the arms of the State; the other is symbolic-a figure of Liberty, with its foot on Tyranny, surrounded by the motto, " Sie semper ty runnis." The Papal government, last year, made very handsome donation of an immense block of arble, for the works."

CINCINNATI, Dec. 27. FLOOD AT THE WEST -The weather became clear yesterday, but to-day the rain again poured down in torrents. The river is rising rapidly, and it noon the water had reached the buildings at the oot of Main street. There are serious apprehen-

sions of an overflow.

The damages to the White Water and Miami Canals will require 30 days to repair. The damage to the Hamilton and Dayton Railway can be epaired in two days, if not further damaged by the repaired in two damage to the Hamilton and Eaton Railroad will require ten days to repair.—
The Little Miami Railroad is in running order.— The White River is higher than it has been for 40 rears. The boats were swept from the White Wa-er Canal some 200 yards and dashed to pieces. years.

CINCINNATI, Dec. 29 -The river is now rising at the rate of three inches per hour, and is only 12 test below the great flood of 1847. The damage me along the river, both above and below, is very great, and a large amount of meat has been subnerged.

LATER .- CINCINNATI, Dec. 29, Evening .- The river is now stationary. It is 10 feet below the flood of 1832. It will be falling to-night. Advices from the valleys of the Big and Little Miami. Sci ota and White Water Rivers and other streams have been received. Great loss of property is reported. large amount of corn has been carried away, hogs drowned and mill dams destroyed.

Hon. JOHN K. FINDLAT, formerly of this City, has been elected Captain of the Philadelphia Greys, the same company formerly commanded by Gen. Geo Cadwalader. The Greys have been reorganized, have adopted a new uniform, and will parade under their new Captain on the 24th inst-

The READING GAZETTE comes to us in a new and beautiful suit of type. We are glad to see this evidence of its prosperous condition.