

GEORGE SANDERSON, EDITOR.
LANCASTER, PA., DECEMBER 28, 1858.
CIRCULATION, 4000 COPIES.

THE COMPLIMENTS OF THE SEASON TO ALL OUR PATRONS.
We are also indebted to Gen. BOWMAN for a copy of his report as Superintendent of Printing.

ACKNOWLEDGMENTS.
Hon. ISAAC TOUCY, the able and accomplished Secretary of the Navy, has our thanks for a pamphlet copy of his excellent Annual Report.

THE COMPENDIUM OF THE BRITISH GOVERNMENT FOR THE YEAR ENDING 31st OF MARCH LAST, IN ROUND NUMBERS, WAS \$365,000,000, OR A MILLION DOLLARS A DAY.

THE EXPENDITURE OF THE U. S. GOVERNMENT, FOR THE SAME PERIOD, WAS LESS THAN ONE FIFTH OF THE ABOVE.

JUSTICE TO THE OLD SOLDIERS.
The Pension Bill has passed the House of Representatives by a vote of 130 to 73.

A STRANGE MOVEMENT.
The Board of State Censors of New York, it is said, contemplate withholding the certificates of election from all the members of Congress elected in the City, and also several in the rural districts.

A PRAISE-WORTHY MOVEMENT.
By the proceedings of Congress, on Wednesday last, we perceive that Senator Brown, of Mississippi, has introduced a joint resolution, authorizing the President to confer the title of Admiral by Brevet upon Commodore STEWART.

VALUABLE BOOKS.
We are indebted to the Rev. FRANCIS HODSON, D. D., Pastor of the Duke St., M. E. Church of this City, for a copy of "The Great Iron Wheel Revolved."

U. S. SENATORS IN INDIANA.
The Legislature of Indiana had under consideration, on the 22d inst., a resolution, declaring the seats in the United States Senate from this State vacant, and after some discussion it was passed.

ANOTHER PRIZE FIGHT IN PROSPECT.
HEENAN, the fellow who lost the fight with Morrissey a few months ago, having bantered "all the world and the rest of mankind" to "fight him for \$10,000, his challenge has been accepted by the celebrated TOM HYZER, and the brutal exhibition, we suppose, will take place after a sufficient time is allotted for the training and preparation of the two bruisers.

ASHLAND NOT SOLD.
The National Intelligencer has published an account of Hon. James B. Clay, in which he says: "I request that you will do me the favor, by publishing this note, to make known that I have not sold Ashland; that I never intend to do so; and earnestly request which will force me to part with some full of memories dear to me."

SENATOR BIGLER AND AMERICAN

During the consideration, in the Senate, on the 20th inst., of the bill "to authorize the President of the United States to contract for the transportation of the mails, troops, seamen and munitions of war, and all Government service, by railroad, from the Missouri river to San Francisco, in the State of California," or in other words, to authorize the construction of a railroad between these points, and fix the terms of the same, Senator Foster, of Connecticut, moved to strike out of the seventh section of the bill the following words:

"Provided, That all duties on railroad iron imported and laid down on said road shall be charged to the contracting party and paid to the United States, by deducting the amount from the credits to be given for the service first performed under this act: Provided further, That if American manufactured railroad iron, of equal quality, shall be offered to the said contracting party, which, including all items of cost of manufacture, sale and delivery, shall not exceed the like cost of such iron if obtained from foreign countries, the American manufactured iron shall be preferred and used by said contracting party."

And in lieu of them, to insert necessary to construct said railroad, and which may comprise the same, shall be of American manufacture.

Upon this amendment, Senator BIGLER spoke as follows:

I had intended, Mr. President, to make some remarks to-day on this general subject; but finding myself suffering severely from pain in the head, I shall not proceed. I refer to the amendment under consideration. I think there is no diversity of opinion amongst experienced railroad men on this question. I think they agree that the American iron is much superior to the foreign iron in all respects.

It is built almost exclusively with American iron, and I understand the experience to be that it wears at the rate of more than one per cent. per annum better than the foreign iron. A most striking case could not be given, as is presented in the experience of the Pennsylvania Railroad, and that of the Baltimore and Ohio Railroad.

I have not the particular facts at hand, but they are said to be almost identical. The durability of the iron in these two roads, the latter being constructed of foreign iron, and being much the most perishable. I think that the Senator who proposed the amendment, and who takes the safe view, and I agree with him that it matters little what the terms of this bill may be, if the railroad will be constructed of American iron.

As it is to be constructed by private capitalists, who will be in the construction of this work will go about it like far-seeing business men. They will consider the interests of the enterprise in which they are engaged, and will be careful to select the material of the best quality. In fact, it enters into the real value of the article. If the American iron will last much longer than the foreign, so man then there will be a difference in the inland freight charge, and the remainder of the proposed road, which, itself, would amount to a very considerable rate of duty; and, most undoubtedly, I may assume that railroad iron establishments will be put into operation, and that the iron will be produced and consumed in this country.

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XXXVth CONGRESS-SECOND SESSION.

WASHINGTON, MONDAY, DEC. 20.
SENATE.—The Senate was called to order at noon, and proceeded with the reading of the minutes, which occupied more than half an hour.

Various memorials were presented, mostly asking for pensions.

On the joint resolution to adjourn from the 23rd inst. to January 1st, the Senate adjourned to the 23rd of December to the 4th of January.

The resolution was passed by a vote of 98 yeas to 0 nays.

AMERICAN RAILROAD IRON.—The vote in the United States Senate on the amendment of Mr. Foster to the Pacific Railroad bill, providing that American iron should be used in the construction of the road, is a gratifying indication of the friendly disposition of that body to the great interest of the country, and leads us to hope that if a proper bill was adopted by the House, affording a fair degree of protection to manufacturers of iron, it would be favorably considered by the Senate.

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CITY AND COUNTY AFFAIRS.

CHRISTMAS.—The glorious festival of the year '58 has come and gone, and a lovely one it was.—The Sun shone forth in all its majestic grandeur, and the air, though a little bracing and piercing, was not of a sultry nature to prevent the masses from turning out on the streets. From the morning to the evening the streets were filled with gay and happy throngs.

Divine service was held at an early hour of the morning at St. Mary's Catholic Church. The street the 1st German Roman Catholic Church, Grand street, the 1st Baptist Church, and the 1st Methodist Church, were crowded with attentive congregations were present. The two former churches were elegantly and appropriately festooned. A later portion of the day services were held in the Episcopal Church, a number of churches. Rev. Bishop BOWMAN preached a very able and eloquent discourse in St. James' Episcopal Church.

In the evening various private soirees were given, and a number of Temperance societies met in the Public Hall, which crowded to its utmost capacity. Addresses were delivered by WILLIAM NICHOLSON, Esq. of Philadelphia, B. FRANKLIN DENISON, the Grand Secretary of the Order in this State, and a number of Orators. The exercises were concluded with the delightful strains of Keffe's Orchestra.

CHRISTMAS EVE.—Friday night was given up to enjoyment and fun by all classes in our community. The streets were thronged with people, and the shops were filled with buyers. The latter establishments, under their best and gayest holiday attire, and decorated to "top the diamond." Illuminated their entire buildings, and the streets were crowded with a very agreeable, festive air.

The Cadets of Temperance gave a supper in their Hall in Geyer & Co.'s Building, East King street, on the 24th inst. The company was very large, and the exercises were conducted on strictly eclectic principles.

The Washington Guards, a new military organization, gave their first annual ball in the main saloon of Fulton Hall, which was largely attended.

The Washington Engine Company, No. 4, gave a nice entertainment at their headquarters, in North Queen street, which a full description is given elsewhere.

The good "St. Nicholas" was busy throughout the night, attending to the wants and wishes of the youngsters. Our friends, however, do not seem to have had a very merry Christmas and the day itself were celebrated with more than the usual spirit in our city. No accident of any kind, that we have learned, occurred to mar the festivities. May each and all of our readers be equally as happy and contented, and particularly and especially to enjoy many such merry Christmases.

THE WASHINGTON ENGINE COMPANY.—The Washington Engine Company, No. 4, having completed their new and beautiful Engine House, on the corner of North Queen and Geyer streets, on the 24th inst. gave a very complimentary invitation, and we were delighted with the whole program which was carried out.

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