OUR WHOLE COUNTRY.

PHILADELPHIA, MONDAY, JANUARY 29, 1866.

F. L. FETHERSTON. Publisher.

DOUBLE SHEET, THREE CENTS.

EVENING BULLETIN. PUBLISHED EVERY EVENING, (Sundays excepted) at

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DIED.

BAXTER-On the 28th instant, Mrs. Magdalene Baxter, relictiof Schuyler Baxter, in the 88th year of her age. The state of her gradson, James W. T. Scott, 41 North Seventeenth street, on Wednesday afternoon, 31st instant, at 2 1 clock.

HOFFMAN—At Cape Palmas, West Coast Africa, on November 25th, 1865, Rev. Cadwalader Colden Hoffman, Missionary of the Protestant Episcopa Church, and Bector of St. Mark's, Cape Palmas, in the 48th year of his age.

MINS HALL—On the 26th instant. Robert W. Minshall, son of the late Thomas, and Maria J. Minshall, in the 19th year of his age.

MINNHALL—On the 28th instant. Robert W. Minshall, son of the late Thomas, and Maria J. Minshall, in the 18th year of his age.

"The relatives and friends of the family are invited to attend the funeral, without further notice, from the greateness on Tuceday, 30th instant, at 12 o'clock. To proceed to Acade Hill Cemetry, Frankford.

"SMEDLEY—On the evening of the 28th instant, Philena Smedley, in her 68th year.

Funeral to take place from the residence of her son, Issac-Yannall, Edgmont. Delaware county, Pa., on Fourth day, 31st instant, at 11 o'clock, A. M. Carriages will be at Glen Mills Station, West Chester and Philadelphia Railroad, on the arrival of the S.A. M. Train from the city.—Her relatives and friends who cannot attend the funeral, are invited to meet at her late residence, 231 Jacoby street, on Third day, 30th instant at 12% o'lock, P. M., previous to removal.

"WILSON—On the afternoon of Saturday, the 27th instant, Mr. Joseph T. Wilson, in the e2d year of his age.

The relatives and friends of the family are respect-

age.

The relatives and friends of the family are respectfully invited to attend the funeral from his late residence, No. 983 North Tenth street, on Wednesday morning, the 31st instaut, at 10 c clock. Services at Third Fresbyterian Caurch, Fourth and Pine.

WHITE MOREENS FOR SKIRTS. Green Watered Moreens. 6-4 and 5-4 Green Baize, White Cloth for Sacks, White Evening Silks. EYRE & LANDELL, Fourth and Arch.

SPECIAL NOTICES. HOWARD HOSPITAL Nos. 1816 and 1820 Lombard street, Dispensary Department, Med-eatment and medicines farnished gratuitously poor, 8623

SPROIAL NOTICE—PHILADELPHIA, Janu ary 27, 1866.—The "Old Guard," as an organization is in no way connected with the Hibernia Fire Engine Company, No. 1. By order of the Company.

JAMES PAGE, President.

**ROBERT TEMPEST, Vic Pres't, Attest—JOHN B. DOWNING, Secty.

THE OLD GUARD—AS AN ORGANIZATION connected with no Fire Company, but noiwithstanding, all members of the Old Hibernia, No. 1.

No. 1.

No. 1.

No. 1.

NOTICE.—The Annual Meeting of the BIRD COAL AND IRON COMPANY, will be held at the office, 410 Walnut. street, on Wednesday, Pebruary 7th, at 11 o'clock A. M.

JOHN TUCKER. JE.,

Secretary.

THE INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA, Jan. 29th, 1885. The Annual Meeting of the Stockholders will be held at the Company's Office, 4 and 5 KXCHANGE BUILDING on MONDAY, February 5th, 1885, at 12 o'clock noon.

Secretary.

THE SEPOY REBELLION, BY AN EYB THE SEPOY REBELLION, BY AN EYB WITNESS.
Lecture, by Rev. WM. BUTLER, D. D., late Missionery to India, on personal reminiscences, of the Sepoy Rebellion in India, at the SPRING GARDEN STREET M. E. CHURCH, corner of Twentleth and Spring Garden Streets, on MONDAY EVENING, January 29th, at 7% of clock.

Tickets So cents. For sale at Perkinpine & Higgins' 55 N. Fourth street; Tract Depository, 119 N. Sixth st., and at the door.

OFFICE OF THE LEHIGH COAL AND NAVIGATION COMPANY, PHILADELPHIA, December 21st, 1855.

LOAN FOR SALE.

The Loan of this Company, due April 1st, 1881, interest payable quarterly, at the rate of six per cent, per annum.

This Loan is secured by a mortgage on all the Company.

rest payane quarterly, at the last of the pattern pannum.

This Loan is secured by a mortgage on all the Company's Coal Lands, Canals, and Slackwater Navigation in the Lehigh river, and all their Railroads, constructed and to be constructed, between Mauch Chunk and Wilkesbarre, and branch roads connected therewith, and the franchise of the Company relating thereto.

Apply to SOLOMON SHEPHERD, Treasurer, de21-ppin 122 South Second street.

AMERICAN UNION COMMISSION—A

AMERICAN UNION COMMISSION—A

MEETING OF LADIES AND GENTLE

MEN, friendly to the poor White and Blacks of the
South, and to the work of education among them, will
be held at the rooms of the YOUNG MEN'S CHRIT
TIAN ASSOCIATION, No. 1210 CHESTNUT street, on

TUESDAY EVENING next, 30th inst., at 7% of clock,
to devise ways and means to relieve the suffering in

Georgia, which State has been assumed by Pennsylvania and west Jersey as their portion of the work,
all friendly to the movement are invited to be present. By order of the finance Committee,

L. MONTGOMERY BOND, Chairman.

P. S.—Gentlemen recently from the South are expected to make sistements regarding the destinution

existing there.

SONS OF ST. GEORGE.—At a Quarterly Meeting of The Society of the Sons of St. George, established at Philadelphia for the advice and assistance of Englishmen in distress, held January 23d, 1865, the following gentlemen were elected officers for the ensuing year, viz.

Buing year, viz.

PRESIDENT—JAMES ALLEN,
VICE PRESIDENT—SHADRACK HILL.
TERASURER—JONEPH PILLING.
BECRETARI—JAMES R. WEBB.

"STEWARDS.
C MUFF.

"STEWARDS.

WARDS

R. MILTON BAKER,

L. A. ROBINSON,

EDWIN PRETTY,

E. J. ROBERTS.

HENRY WHITE, E. J. ROBERTS.

REV. D. SUDDARDS, BEV.G. A. DURBORROW

COUNSELLORS.

M. J. MITCHESON, JOHN G. KERSHAW.

DR. A. HEWSON, PHYSICIANS.

DR. A. HEWSON, W. BURNELH.

MESSENGER—GEO. FRYER.

Attest—JAMKS R. WEBB,

11*

Scriptary.

The Turf, in a disquisition upon American humor, declares that there are neither people in America to make or to appreciate really

humorous things. Turf was always the

greenest of things. Why is a sick speculator in Venango county like modern Egypt? Because he is

The proprietors of an hotel in Cincinnati quarreled about a lady boarder and one was killed. One what? The musicians at the Grand Opera in Paris are on a strike. It first broke out

among the drummers. A gay young mutton butcher got off a pretty good thing in one of our markets on Saturday. Seeing a suspicious looking fel-low reconnoitering his stall, evidently with felonious intent, he sung out: "Quit eyeing that lamb, or I'll lamm yer eye!"

The latest French fashions say that the long white kid gloves have been seen once or twice, but, beside their real ugliness, they would be so expensive, that there is a pause in adopting them. How could they be adopted without paws?

A son of Mr. Rankin, at Waterville, Me. has been committed to jail on the charge of setting fire to his father's house, which was burned last week. There's Rank-ingrati-

The address of the Fenian Council says: "we have reached a point from which we can see the goal clearly." There appears to be a transposition of two vowels in the

An ice bridge formed last week across the rapids above Niagara Falls on which people crossed from side to side. A nice bridge

A child was born on board the Liverpoo steamer Nova Scotia during her recent pas-sage this port. Is that what is meant when the steamers advertise "a few extra berths

THE PEN AND THE BOSTRUM.

Some of the members of the United States Senate have taken it into their heads that Mr. J. B. McCullogh, the reporter of the Associated Press in that body, was not impartial in his reports of the proceedings. The other day several Senators rapped him over the knuckles in a tribunal where he had no appeal; but he has fallen back upon his reserved rights, and he defends himself in a field where he is at home and where he can deal as telling blows as he was compelled to take in the Senate chamber. In short, he has gone into print with his defence, and without expressing any opinion as to whether the charges laid to his account are just or unjust, we are free to say that Mr. McCullogh has rather the best of the controversy thus far. He insists that the real motive for the complaint made against him was disappointed love of appearing in print upon the part of certain members whose orations he had honestly condensed. He confesses the condensation and the speeches "curiously cut;" but he denies the charge of partiality or misrepresentation. Every reporter for the press has had just such experience as that described by this narrator of senatorial sayings and doings, and it is amazing how much more pardonable an ill prepared long report of a speech is in the eyes of many orators than a correctly given condensation of the same address. Some portions of Mr. McCullogh's defence are so amusing that we cannot refrain from making an extract or two from it. For instance:

"To arise in a seat and proceed to abuse the reporter of the Associated Press, or any other reporter, or anybody else, in fact, is one of the blessed privileges of a Senator, of which I would be sorry to deprive any member of the Senate even if I had the power. And whether the Senator thus speaking be from the 'rock-ribbed coast of Maine,' as was the case before the holidays or 'from the golden sands of California,' by which this happy, if not original figure of speech was completed by Mr. Conness yesterday, is a matter of indifference to me. of speech was co "But now that Senators have availed themelves of this privilege, in abusing me, I trust that it will not be considered impertinent if I try—not to assuage this wrath, not to apologise for omissions or commissions but to explain the whys and wherefores of these assaults.

"Mr Conness further stated or intimated that there were parties at work to secure the suppression of all notice of him and his Senatorial labors. The same remark made by any other person than a United States Senator would be a lie. Of the self-conceit with which the remark is pregnant—the which which the remark is pregnant—the thought that, as reporter of the Associated Press I would single Mr. Conness out for 'suppression'—I say nothing, believing it appoint that will appear to best advantage

when but delicately hinted at.
"Lastly, Mr. Conness said I had, as correspondent of the Cincinnati Commercial, published a slanderous and vituperative article about him a year ago. In reply to this, I have only to state that the Senate is not the place to seek a redress of a grievance of this kind. I have never permitted my of this kind. I have never permitted my opinion of men or measures to influence my reports of the Senate proceedings, and I would be as far from injuring Mr. Conness as a reporter as I would be from qualifying or retracting what I have said of him or any

one else as a correspondent. "Secondly, up jumps the newly fledged Senator from Nevada, Mr. Stewart, to enter his protest against my reports. I can best reply to his remarks by relating an occur-

rence of Saturday last. "Mr. Stewart sent word to the Reporters' Gallery that he wanted to see me, and I immediately called on him in the reception room of the Senate. 'Look here,' said he, 'how is it that you did not report my speech yesterday?' I felt a little diffident about telling him the exact cause, and remarked so as not to hurt his feelings, that I had been obliged to report a debate between Messrs. Wade and Doolittle so fully that I hadn't room to more than mention his effort. 'How is it,' said he, 'that you report some more than others?' Here was a point blank question, and I gave him this point blank answer: 'Because some men are of more importance than others. For instance, Mr. Wade and Mr. Doolittle are representa tive men in the Senate—they speak for their respective parties. Mr. Stewart didn't like this, but really I couldn't help it. 'Well, now, look here,' said he, and I looked. 'I am determined that what I say must be reported, and I don't want to make any fuss in the Senate or any trouble with the reporters. If I commence a fight I am bound to carry it through. They tell you that out in Nevada.' Never having been in Nevada, I couldn't say how this was; but he continued: 'I don't want any trouble

with you, and I don't suppose you want any trouble either.' Of course I did not, but nevertheless said to the Honorable Senator that I was not responsible to the Senate for what I reported or failed to report; that I was em-ployed by the Associated Press, and got my instructions from its agent. 'Well,' said he, do they tell you not to report what I say?' I told him assuredly not. In fact, I had serious doubts, though I did not men-tion them, whether the Associated Press, as a corporation, knew of the existence of the Honorable Senator.

'The Senatorial idea of the Associated Press is that it is a Boswellian machine for noting; with scrupulous exactness, the sayings and doings of each particular Johnsonian, for the benefit of constituencies, and especially of State Legislatures, when in session, for the dispensation of Senatorial honors. My idea is that it is an association for informing the reading public of what transpires in Congress of general importance. I shall so regard it until otherwise ordered, 'notwithstanding the 'trouble' threatened by Mr. Stewart, or the efforts of him or anybody

else to browbeat or intimidate me," We repeat that we offer no opinion as to the justness of the charges laid against the senatorial reporter of the Associated Press; but he has laid down some principles that every newspaper conductor will endorse. There are too many public men who conceive the press to be merely a puffing machine, contrived for their own special uses. The managers of newspapers take a

business is to spread intelligence before the public in a full or a condensed form, as in their judgment its importance merits, it is not wonderful that there are occasional collisions between the repre-

sentatives of conflicting interests. Unless a speaker is not absolutely misreported, he is unwise to quarrel with the reporter. The pen is as powerful as the tongue, and Mr. McCullogh has shown that the scribe can take his own part even in a contest with potent, grave and reverend Senators.

Railways and Transportation.

The cosmopolitan character of British commercial enterprise is well illustrated in the history of her colonial conquests, and her penetration into wild and unknown lands for a new field or source of traffic. First is she among the nations of the globe in ability to make an army and navy subsidiary to the industry of a people. Generally and quite naturally with the American the vast resources of his own country oc-cupy his attention, on all sides are calls for development, but the British merchant views his island home but as the centre of a rade whose circumference is the world. It is held that lenity is out of place in banking; so commerce like credit, is without mercy. Hence outside British trade has repeated everywhere the usurpations of India and China, modified, of course, by ircumstances, but invariably at the cost of the people brought under its drag net.

One great feature in the economic craft of Great Britain is that her capital can wait, is not unduly hasty for returns. Her long games make a great contrast with American impatience of results which in financial matters seem like rapacity in comparison. English capital was early brought to aid in the construction in American railways, yet such agencies of transportation were as a whole unprofitable to the investers until the breaking out of the rebellion. That the cautious English capitalists knew that our railway capital will not bring in immediate profits is clear, and the interesting question ow is when and how the returns on capital

were looked for. Herbert Spencer contends that a railway in a region where it does not pay expenses is not wanted, and that the building of such a road is a misapplication of capital. Our American experience, however, shows that a non-dividend paying road may serve its purpose as well as a dividend paying one, whether the purpose be to develop the resources of one locality or to divert the trade and business of one point to another. Hence we do not think that for themselves there has been any misapplication of capital by the English investors in American railways, and as such enterprises are now attaining a magnitude which dwarfs all former operations, it becomes important to consider—What is the English Railway Policy in the United States?

"America belongs to Europe," recently wrote Lamartine, once called the "poet statesman," now the servile literary adulator of Louis Napoleon. This was said in defence of Louis Napoleon's interference in Mexico, and Lamartine with all his vagaries has a keen insight in the driftings of European politics which constantly assume a nearer connection with the interests of rade. The feelings evoked in Europe by the rebellion was but a different expression

England is pre-eminently a manufac-turing country, having but a limited area for growth and natural resources, exceptcepting the unquestionably great concentration of wealth below the surface of her soil. Hence, she must go outside of herself for products and markets for her manufactures. The United States is pre-eminently a country of growth and material, and of her home consumption, scarcely 9 and of her nome consumption, scarcely 9 per cent, is of foreign origin or manipulation, and one-half of her imports are indispensable and unavoidable. England has interests in the United States, which imperatively call for closer connection. She now connects with the United States by the port of New York, and ultimately Norfolk may be the second English mately Norfolk may be the second English depot in the United States. To aid in aking the whole territory of the American Union more or less tributary to English interests, it is necessary to cheapen the transit to the seaboard of United States products for transportation, and also to cheapen the distribution of her fabrics from the port of New York throughout the country. American manufacturing corporations show by their dividends profits approaching or sxceeding 100 per cent. for the year 1865, Here there is certainly sufficient margin for the foreign manufacturer to get in his goods, his less cost for production compensating in some degree for the difference between the internal revenue tax and the customs

Sir Morton Peto, the head and front of the Anglo-American railway movement, great as a railway statesman, but unquestionably greater as a daring operator, has certainly masked his policy well, excepting so far as his progress has rendered his purpose evident. His ostentations visit to the United States, was a well conceived piece of diplomatic acquired by a control product to the interest of the control of the co macy, a capital prelude to the introduction of his more mature plans, and the manner in which he has made some railway officials subservient to his purposes is no discredit to his ability, however much it mey reflect on

The Atlantic and Great Western Railway Company was incorporated as the Mead-ville Railroad Company, May 20th, 1857, and gave little evidence at its birth of the great pretensions by which it at present in-cludes the three most populous and most productive States of the American Union in its corporate franchises. Its inception shows to what purposes an apparently unimportant Pennsylvania charter can be applied. Originally authorized to construct a road from near Meadville to Erie, and from Erie to the Mercer county coal fields, the company, without regard to its chartered routes, built its road across the northwest corner of the State, and formed part of a through route to New York with a six feet gauge. The act of incorporation provided for its connection with other Pennsylvania roads, but its difference of gauge interfered but its difference of gauge interfered therewith, if it did not entirely prevent such connection. By act of May 10, 1859, the name of the Meadville Railroad was changed to that of the Atlantic and Great Western Railroad Company of Pennsylvania. It is

now not only of Pennsylvania, but also of New York and Ohio, and—what next?. Its alleged consolidated capital, partly unsubscribed, now consists of \$60,000,000, half in shares and half in mort gage bonds, which is to provide for the ompletion of its entire line. Sir Morton completion of its entire line, sir morton Peto, at a meeting of the stock and bond-holders, Nov. 24, 1865, expressly said that "no more money would be required." The system included in this consolidated capital different view of the matter, and as their the Alleghenies. This system has for the

termini of its main line, Salamanca, in New York, and Dayton, in Ohio, crossing Erie, Crawford, Mercer and Warren counties, Pennsylvania, 388 miles. In course of con-struction are 100 miles of extension, viz: From Randolph (18 miles west of Salamanca) to Buffalo 70 miles, and New Lisbon, Ohio, branch from Niles to New Lisbon 30 miles. There are besides the Franklin branch from Meadville to Oil City 32 miles and Silver Creab coal branch went of Akron Ohio 6 Creek coal branch west of Akron, Ohio, 6

East of the Alleghenies the system of leasing and consolidating is proceeding, though apparently there is no provision for building the necessary links to work its combination of roads from Pittsburgh and Franklin to New York.

Its present Pennsylvania plans are in consequence of a dissolution of its arrangement with the Eric read, and are to serve the same end as when the Eric road was used, excepting with the addition of facilities to manipulate the Anthracite coal fields.

The Eric road was used by the Atlantic and The Erie road was used by the Atlantic and Great Western, until the former could no longer endure its grasp. The encroaching propensities of the Atlantic and Great Western are well shown in the series of propositions made to the Erie road in Septempositions made to the Erie road in September last, and promptly refused by it. One proposition was that all the Erie road not a continuation of the Atlantic and Great Western's route should be treated as branch road. Proposition 15 is an excellent speci-men of how the Atlantic and Great Western talks after it makes its allies its tools, vizi: "15th. The Erie Company shall at once proceed to complete its double track between Salamanca and New York, and the Atlantic and Great Western shall do the same as soon

as it may be considered necessary. From this the Calawissa Company can learn a good lesson, especially after Sec. IV of its contract with the Atlantic and Great Western is re-read. Mr. J. W. Garrett, President of the Balti-

more and Ohio Railroad Company, in a speech delivered at Baltimore, Dec. 13th—the occasion being his re-election, announced the alliance of his road with the Atlantic and Great Western. The motive to this is hostility to the Pennsylvania Central. puny himself to strike, he seeks the aid of puny nimself to strike, he seeks the aid of the higher capacity of Sir Morton Peto. He is, not exactly like the Bourbons, he can forget some things, if he has not the faculty of blotting them out. His speech is pro-fusely patriotic, and therefore in happy con-trast with his remarks uttered at the Entew rast with his remarks uttered at the Eutaw House, Baltimore, in the troubled secession days of 1861. Then his present words about the "Union and the Constitution" would have had some merit in them. But then he declined as President to carry troops over is road from Baltimore to Washington or from the western terminus of his road, so hat the Government could be supplied with

Two matters very much concern Mr. Garrett, a road to Washington for members of Congress and the prosperity of the city of Pittsburgh and Western Pennsylvania. Concerning his great desire to connect commercially southwestern Pennsylvania, &c., with Maryland, he says, speaking of the rescinding of the charter of the Pittsburgh and Connellsville road for the neglected and virtually abandoned portion of its line:
"The Baltimore and Ohio Company, and

those associated with it are prepared to complete that short line Pittsburgh, and thus by its improved route reduce the distance to Washington from that central point in the West seventy-two miles. Whilst in the West seventy-two miles. Whilst the great national interests of the vast populations of the States of the Northwest are identified with this enterprise, as well as their great agricultural interests, which would thus secure a shorter and more economical route to the seaboard; the city of Pittsburgh and Western Pennsylvania are still more deeply and thoroughly interested in the prosecution of this enterprise.

"Almost as one man the merchants and the manufacturers, the capitalists and the people of that city, and of Western Pennsylvania, demand the construction of this work, and well they may, with this line completed and a direct outlet to Washington Baltimore thus effected, the city of Pittsburgh has in its future a position scarcely secondary to Philadelphia itself. With its vast mineral resources and with its advantages of water power, it is already the Man-chester of America, and with this double and powerful outlet thus opened for its people, a concentration of trade and increase of manufacturing wealth and progress in all that makes communities great and prosperous is before that city of an unparalleled character.

"In this connection it is proper to state that the distinguished gentlemen from England who recently visited this country in relation to American railway interests, were struck with the absolute necessity, a well as the great importance of this line, and that eminent, sagacious and able gentleman, Sir Morton Peto, on behalf of the Atlantic and Great Western Railway Company, stated that in connection with the construction of the roads from Peint of pany, stated that in connection with the construction of the roads from Point of Rocks to Washington, and from Connells-ville to Cumberland, capital would be promptly furnished, and vigorous measures ing through Jalapa and Perote. Rocks to Washington, and from Connells-ville to Cumberland, capital would be taken to complete the road connecting Cleveland, by the way of Youngstown, with Pittsburg, and thus furnish to members of Congress, and all other parties visiting the Capitol of the United States, a line from Cleveland, and the whole region of the lakes and northwest, eighty-four miles shorter than any existing line."

Mr. Garrett cajoles Pittsburgh. One ob-ect in building the Baltimore and Ohio Railroad was to divert the traffic of the Ohio river from Pittsburgh, its natural head, to Baltimore by tapping it at Wheeling. Now, Mr. Garrett would further advance the interests of Pittsburgh by taking the trade of the Monongahela region from it. That is, if "the shorter route to the sea," which inincludes 200 miles of inland navigation, is to be effective.

The road from the Point of Rocks to Washington is a step in the continuation of the route to Norfolk, the natural terminus, which, without doubt, would find favor with Sir Morton. In this event the deflection of the road from the Potomac to Baltimore would become a mere branch of secondary importance. Is the fidelity of Mr. Garrett to Baltimore really dubious? The "prompt furnishing of capital" will not conflict in the least with Sir Morton's

London speech, as the unfinished part of the road from Cleveland via Youngstown to Pittsburgh, is now under contract, local capital furnishing the means. So we have endeavored to present what appears to us to be the Anglo-American

railway movement towards the concentra-tion of trade rather than internal improvement.-American Exchange and Review. CAN'T TAKE THE OATH .- Mr. Drum-

mond, the contractor for carrying the mail from Lynchburg to Pittsylvania Court House, Va., has thrown up the contract for the reason that he could not take the required oath. It would be a nice piece of the occurrence that there was not a great casuistry to determine whether Mr. Drummond's honesty or his obstinacy led to the throwing up of the contract.

MEXICO.

Latest Official News from President Juarez --- He is Pursued by the Imperialists Towards El Paso---They Decline to Attack---Juarez Appeals to Americans for Aid * --- Escobado's Original Plan of Campaign on the Rio Grande---Railroad and Colonization

Schemes. Washington, January 28, 1866.—Official news up to the 29th of December has been received here from El Paso, the present seat of the Mexican Government. After the ocof the Mexican Government. After the oc-cupation of Chihuahua by the French, they sent an expedition to El Paso against Presi-dent Juarez, who collected at that place Gen. Ferraga's division, and made other preparations to resist the invaders, with every chance of success. When the French heard of this they marched back to Chihua-hua, thus abandoning the idea of attacking El Paso. The news from the interior is El Paso. The news from the interior is represented as quite encouraging. The impression prevailed in the whole country that

pression prevailed in the whole country that the French would soon abandon Mexico.

MESILIA, Dec. 30, 1865.—Juarez is in El Paso. Mexico, fifty miles from this place. He has with him about thirty officers and not many more men. The French drove him out of Chihnahua, and followed him to within forty miles of where he is now, and then turned back. Juarez expected a fight then turned back. Juarez expected a fight. in El Paso, and made some preparation, but none came off. He has several guns, six, twelve and twenty-four-pounders, but no men to manage them. He wanted the Americans from our side to go over and take charge of the guns, and I think several would have accepted the invitation had the French continued to advance.

General Mexican News.

Letters from Escobado, recently intercepted, show the plan of campaign devised by him, and is sketched forth in the following the company of ing terms in a communication addressed by him to the Juarist Governor of Tamaulipas: We will remain in the States of Nuevo Leon, Tamaulipas and San Luis so as to occupy the attention of the imperialists, in accordance with the wish of his Excellency the President and Commander-in-Chief,

General Cortina saw fit to separate from us this side of Reinosa, as that brave patriot did not concur in our views. Gen. Corting does not suppose that there is any practi-cable base of operations beyond Matamoras. But I regret to inform you that the popularity of the cause has declined at Matamoras. That city has experienced a great of the traitors, caused evi dently by the influence of foreign gold. Our failure at Matamoras was not caused as much by the defeat of our forces as by the

acts of paid traitors. Your plans had met with the approval of Gen. N. Cortina. The city—which was supposed to be most difficult, if not impossible, to capture—would have been delivered to us by those valiant citizens who still preserve in their hearts the name and traditions of their invaded country; but, unfortu-nately, Mejia was apprised of our plans by his informal secret police, the existence of which no one suspected at the time, and so our valiant freinds were hanged or shot

without form or trial. I shall shortly arrive at Aqueloros by the Alamo road, and, in order to carry out the plan conceived by his Excellency President uarez, I shall request the aid of Generals Mendez and Aguire. Generals Patoni, Corona and Villagra, who are operating in Durango, could have joined me in Coahuila. We could have dashed into Nuevo Leon by way of the mountains, sweeping from there like a hurricane upon Revilla, on the Rio Bravo. Thence to Camargo, we might have tollowed the Rio Grande, leaving Monterey on our right. On the river, I am indebted in considerable amounts to Americans who have furnished materials, such as tar, saltpetre and sulphur, received directly from Sicily, and landed on the coast by the American brig Hope.

General Cortina is better acquainted than

we are with those Americans disposed to

You, doubtless, know that the few shells was able to secure while the trains were passing from Linares, came from Brownsville, where he got them by means of some faithful Mexicans residing there. The Emperor Maximilian has issued a decree granting to Don Ramon Zangrouiz the

A company has been formed in Florence, with a capital of one million francs, for the purpose of colonizing lands in the department of Vera Cruz. The amount hitherto subscribed has already been forwarded to that city to be devoted to the purchase of land. Amodg the subscribers are some of he leading men of Italy.

The Accident on the Hudson River Railway – Extraordinary Preservation of Life.

On Saturday morning, about 61 o'clock, as the Uncinnati express train of the Hudson River Railroad was on its way to this city, when about a mile this side of Croton, it en countered an obstruction of an unavoidable character. It appears that more than half the cars composing the train had passed the spot which furnished the cause of the disaster. The train, according to the reports in the Sunday papers, was going at full speed, when a rail on the left side of the track snapped and sprang upward, raising with it one or two sleepers. The last two cars, of course, got off the track, and the protruding rail and the now erect sleepers came in contact with the upper side of the first of them, smashing the cor-ner which contained the water closet, and tearing the side of the car open about half way. The jarring motion caused by the sudden abandonment of the track by the cars, broke down all the apparatus on them both, so as to render their being brought to this city impracticable. In consequence of this, both cars were left at Sing Sing, one being in good condition, with the exception of the useless brakes, and the other dreadfully torn, although not by any means a "total wreck." The floor in both these cars was

No person was killed, as was reported in the city on Saturday, although it is one of the most wonderful things connected with

and Mrs. McEwen, on their way from Utica. were among the injured, the former having had his leg badly fractured, and the latter injured in the side and one hand.

Mrs. McEwen reports that she lost a gold watch and \$120 in money, at the time of the riding at the time did not become a total whech, it is probable that, in the terrible moment when the admonition to do well ought to have been strongest, some person of reckless character, under pretence of helping the lady, may have assisted themselves to her watch and money.

STATEMENT OF THE ENGINEER.—The following is the statement, at Poughkeepsie, of the engineer of the train which met with the accident on the Hudsen River Railroad, on

Saturday:
Am engineer of the train which ran on to a broken rail on the Hudson River Railroad, near Croton, on Saturday; my train at the time was running at the rate of twenty-five miles an hour; I think that the train which preceded me broke the rail; the first notice I had of the accident was a violent swaying of my engine to the east side of the track I had of the accident was a violent swaying of my engine to the east side of the track, the fireman being hurled from his seat and one of the spring bands under the engine striking violently against the boiler, the patent brakes were immediately sprung from the engine, the train running hardly 80 rods further; the two rear cars were thrown from the track; the one running hardly 80 rods further; the two rear cars were thrown from the track; the one next to the extreme rear turned over on its side and was dragged some distance, coming in contact with a bridge, the timbers of which crashed into the side of the car injuring a number of passangers, the extreme ing a number of passengers; the extreme rear car did not upset until the train had nearly stopped, when it raised and stood on end; there were four passenger cars in the train, including two sleeping cars.

In addition to those mentioned as having

been injured is the name of Charles Nichols, of Poughkeepsie, both hands badly cut.— N. Y. Tribune.

A COLONEL SMOTHERED TO DEATH FROM THE USE OF A GAS STOVE.—A fatal accident occurred at St. Louis last Saturday, by which Colonel Christopher A. Morgan, inwhich Colonel Christopher A. Morgan, inspector general of that department, lost his life. He lived in the house of Gen. Pope, on Chauteau avenue, and not coming to breakfast at the usual hour, the General waited until 9 o'clock, and then called him. Not receiving an answer, he proceeded to the Colonel's room and found him dead in bed, having been smothered by the finmes from the stove, which is one of a new kind for burning coal gas. A physician was at once sent for, and he pronounced that death had ensued about two hours before. It is had ensued about two hours before. It is supposed that deceased arose early in the morning, turned on the gas, and retired to bed, where he again fell asleep. He entered the service early in the war, as a captain in an Ohio regiment, but, four years ago was transferred to Pone's staff and her remeiared. transferred to Pope's staff, and has remained with him ever since. He was about 40 years of age, and the son of wealthy parents, who are still living in Hamilton county, Ohio.

WESTMINSTER ABBEY EIGHT HUNDRED YEARS OLD.—On the 28th ult., the eight hundredth anniversary of the dedication of Westminster Abbey was celebrated with great formality. The dean, sub-dean and canons occupied their stalls, and the choir and transepts were filled in every corner. Dr. Stanley, the dean, in the course of his sermon gave the history of the abbey, which was originally built in Anglo-Saxon times, although as it now appeared it was doubtless the work of the reign of Henry III. To Edward the Confessor the abbey was principally indebted for its celebrity and splendor; but in the reign of Henry III. the greater part of the present edifice was rebuilt in its present lofty and elegant style. In 1540 the abbey church was, by letters patent of Henry VIII., constituted a cathedral, and thus Westminster was first raised to the dignity of a city. The Times records to the dignity of a city. The Times, recording the ceremonies of the celebration, says the whole of the music was selected from composers who, either in the past or present were connected with the Abbey.

AN OIL TOWN IN TROUBLE.-The Meadville (Pa.) Republican says-The citizens of Corry are much exercised over the discovery that there is a disputed title to the ground on which the town is built. The facts are about as follows: In 1880 the land in dispute was purchased at sheriff's sale by H. D. Francis and King, and was in the sale denominated as "wild land," It was purchased for a mere trifle. In 1862, the owners being in arrears for taxes, the land was again disposed of at treasurer's sale, and was bought in by Messrs. Frisbee and Cooper, of Union, by payment of the taxes. The parties secured it by a deed, which was duly recorded. By law, the original owners could within a certain time, two years, we think, resume possession, by making good the taxes and costs, and, probably intending to do this, parceled the land (ninety-two acres) into building lots and disposed of them, The two years having expired, Messrs. Cooper and Frisbee now claim the land, and, it is said, the improvements with

THE RIGHT OF A FEMALE MINISTER TO SOLEMNIZE MARRIAGE. — The statutes of Massachusetts provide that "marriages may be solemnized by any minister of the gospel ordained according to the usage of his denomination," and continually makes use of the pronoun "he" whenever any reference is made to the word "minister." continued use of the masculine pronoun which occasioned the doubt in the minds of some as to the legal capacity of Miss Olympia Brown, who resides at Wymouth Landing, and is settled over a church there, to so-lemnize marriage. To settle the matter, an order was introduced into the House of Representatives last week, by which the committee on the judiclary were instructed to consider whether any legislation is ne-cessary upon the subject. The committee have now reported that no legislation is necessary, being unanimously of opinion that a woman regularly ordained can under our statutes, legally solemnize marriage.—
Boston Herald.

DEATH FROM A RUSTY NAIL .- Says the Dayton (Ohio) Journal—Saturday morning we noticed the fact that a few days previous Mr. Benjamin Munday, Jr., had run a rusty nail into his foot, and that the wound had caused lockjaw. When the injury was inflicted Mr. M. thought nothing of it, and continued his work without and lains and the continued his work without and solving and the same without and th innicted Mr. M. thought nothing of it, and continued his work without applying any remedy to the wound. But on Tuesday last the injured foot pained him considerably, and on Wednesday, we learn, he desisted from work, and applied remedies to the wound. But the pain increased, and the unfortunate man was taken with locking. A number of physicians were called jaw. A number of physicians were called to his aid, but it seems that, on account of his not knowing exactly what was the mat-ter with him, medical aid came too late, and after a lengthy period of terrible suffering, death came to his relief yesterday after-

loss of life.

A number of persons were more or less bruised, and some were slightly cut. Mr. sengers 13,000,000;