

COSMOPOLITAN ART ASSOCIATION.—An advertisement for the second year of this Association will be found in our columns this week. The Association was first organized in June, 1854, and the first distribution took place in January, 1855, at which time it will be remembered that the world-renowned Greek Slave and several hundred valuable bronze statues, paintings, &c., were distributed among the members.

Having been informed by a resident of Topeka, Kansas, that the editor of the Kansas Freeman, a Free State paper recently established there, would like to exchange with us, we have accordingly sent our paper for some time past to the Freeman, but have never received a number of that paper. There has, however, been sent us from Leavenworth City, by some unknown hand, the Kansas Herald, which seems to be edited by a "pro-slavery fanatic" of the wildest sort. We glean the following specimens from the number before us: "That blacks were designed to be slaves, the history of the world and of their own country demonstrates."—Reeder, Lane, & Co., have no influence with the administration, and their connection with this abolition move to get up a State Constitution, to have Kansas admitted into the Union as a Free State will only politically damn the whole move."

The abolitionists never tell the truth when a lie will answer their base purpose as well. They resort to the basest, lowest, most infamous means to carry their ends. It is such men as they will rule Kansas, if it should by any contingency (which God forbid) ever become a Free State. "Everything with these rascals is a question of dollars and cents. An abolitionist would sell his soul and his country any time for dollars and cents, and if it were possible for him to have any interest in heaven, he would dispose of that too for the same consideration. Free labor with them means free stealing, free cheating, and the largest liberty for lying."

"Pennsylvania has elected the Democratic ticket by 20,000 majority. Wonder if Reeder and his friends now consider his chances in that State as good for U. S. Senator. He will have to adhere to his contest for a seat in Congress from Kansas. Alas! poor Reeder! his race is run; and he must retire in disgrace from the political field." Enough. We will only add of this paper that it is published by Eastin & Adams, Leavenworth City, K. T., and publishes the laws of the United States, "by authority"—that is, it is one of the regular publications of the Government.

The Connecticut Republican Banner concludes an able article on the condition and prospects of the anti-Nebraska men of Pennsylvania, with the following suggestion, which seems well worthy the attention of the Editorial fraternity: "For ourselves we believe that a State Convention of the editors of the Anti-Nebraska papers would accomplish a perfect union on an acceptable basis, and we suggest to our brethren of the press, the propriety of holding such a Convention at an early day. They understand more fully the position of parties in their respective localities, and by an interchange of views, and comparing cases and results would undoubtedly be able to fix upon a correct plan of operation. There are not less than one hundred journals in the States opposed to the National Administration. Of these about thirty are Republican in their proclivities, and the remainder mostly American."

A majority of those who control the Anti-Slavery press are earnestly in favor of the Union, and are frequently paralyzed by the plans of designing demagogues who are entirely controlled by interest. In conclusion we note that a STATE CONVENTION OF THE ANTI-NEBRASKA EDITORS IN PENNSYLVANIA BE HELD AT HITCHCOCK'S ON WEDNESDAY THE 19TH OF DECEMBER, 1856, FOR THE PURPOSE OF UNITING ON A COMMON PLATFORM IN OPPOSITION TO THE NATIONAL ADMINISTRATION.

MASSACHUSETTS ELECTION.—By our latest Boston paper we find that the Telegraph has truly given the result of the Massachusetts election. Returns have been received with wonderful rapidity from all the towns in the State except Nahant, and the total vote for Governor stands thus: Rockwell, Republican, 36,777; Wallis, Whig, 14,468; Gardner, American, 51,730; Beach, Dem., 34,991; Gardner, American, has thus 485 majority over the Whig and Republican votes combined. The American candidates for Lieutenant Governor, Secretary of the Commonwealth, State Auditor, State Treasurer, and Attorney General, are elected by large pluralities. For Lieutenant Governor, in all the towns except fifty-seven, the totals are: For Beachey, American, 40,862; Brown, Republican, 30,635; Davenport, Whig, 18,012; Stinson, Dem., 22,552. The full vote for member of Congress in the recent tenth district is as follows: Chaffee, American, 4771; Foster, Republican, 4374; Chilson, Dem., 3258; Dickinson, Whig, 723; and Mr. Chaffee is elected. To the Senate, 29 Americans, 9 Republicans and 2 Democrats are elected; and to the House, 153 Americans, 80 Republicans, 57 Whigs and Liberals, and 30 Democrats. It will be perceived that the Americans have a plurality in the House. The opposition outnumbered it, but the elements of that opposition are too incongruous to permit of a fusion.

The Death Warrant of Jacob Arnsperger, convicted and sentenced in the Bucks County Court, for the murder of his wife, was received from the Governor on Monday last week. It fixes Friday, the 15th of February next, as the day of execution. The hardened convict betrayed no emotion when the warrant was read and explained to him, but simply remarked that "many an innocent man had been hung in Pennsylvania."

SUMMARY OF NEWS

NEBRASKA TERRITORY.—The census shows the total population of the Nebraska Territory to be 4,565. The election commenced yesterday the 8th inst.

THE JUNCTION CANAL, between Elmira and Tonawanda, is completed and in navigable order. When the North Branch Canal shall be completed, which it probably will be next spring, there will be a regular communication between the Canals of New York and those of Pennsylvania.

A NEW STAR.—A new star is likely to be added to the American constellation of Territory. The Legislature of Michigan has passed an act providing for the formation of a new State out of the Territory of Michigan given to us, and Wisconsin another to form the new Commonwealth.

SLAVE ESCAPE.—Marion county, Virginia, located near the Pennsylvania line, which never had more than fifty slaves at any time, has lately lost six of them by flight into Pennsylvania. They carried off with them six horses, besides clothing, bedding, fire arms, &c.

CONVENTION OF HUSBANDS.—The papers state that a convention of husbands is to be called shortly at Syracuse, N. Y., to adopt some measures in regard to families. They say that they have to support a system of fashion they have the right to regulate its caprices. It is also said that a proposition to raise boys only, in future, is to come before the convention. The members are to resolve themselves into a husband's rights party.

FLOUR AND GRAIN LEAGUE AT LYNN.—The various "bread leagues" throughout the country appear to be working with satisfactory results. The operations of one at Lynn are particularly interesting. On Tuesday last, six large freight cars, loaded with flour, arrived there from the West via Boston, for the league, and an equal amount is now on the way. Through the influence of the league, flour is at least a dollar a barrel cheaper than in other places, and large orders are supplied to Salem and other neighboring towns.—Boston Traveler.

KINNEY AND WALKER.—Affairs in Nicaragua are reported to be in a deplorable condition, but Mr. Kinney's plantation is spoken of as a model one and he as a model Governor. He is building towns and churches, opening mines, surveying roads, establishing schools, making treaties with Indians, and many other marvellous works. Gold mines are spoken of among the new developments. The reports, however, are plainly written by himself. Walker is reported to have had further successes at the south, against the government troops.

HEAVY GRAIN OPERATIONS.—During the past week we learn that a single party in this city purchased about 600,000 bushels wheat, the most of which, it is said, will go forward to Boston. At an average of \$1.50 per bushel, the gentlemen in question paid out nearly a million of dollars, all of which has passed into the pockets of the farmers of the Commonwealth. Other parties, however, were actively engaged in buying throughout the week, and it is believed that the mystery which shrouded their operations during that time at fully two millions of dollars.—Chicago Press, 5th.

A GREENLAND LADY'S DRESS.—This consists of seal-skin stockings with the fur next to the foot, and of such length as to reach above the knee. Over these is worn a pair of Seal-skin boots, the fur outside, so that the boot is in truth a seal-skin of double thickness, with the fur outside and inside too. The pantaloons are of seal-skin, something in the form of old fashioned knee breeches. A jacket of seal-skin, fur inside fits closely to the body. The outer habiliment is a loose jacket of calico. Around the neck is a ruff of dog's fur, but underneath this is a white cloth handkerchief tied snug to the neck. The dress when ornamented is quite a handsome one, as it is the best of the bloomer style.

THE MISSING EXORCIST.—The Cincinnati Times says that on the 3d inst., a number of persons in that city plainly saw a balloon in the air, which by a powerful glass, was discovered to be a wreck, and infers that it may have been the balloon of the missing exorcist, Winchester, who made an ascension at Newark, Ohio, on the 2d inst., and has not since been heard of. The mystery involving his fate has excited a wide spread interest and curiosity, which possibly may be satisfied.—The most plausible explanation is that he fell into Lake Erie, over which he was last seen, and that his balloon afterwards wandered uncontrolled through space till its gas was expended.

A PRAIRIE SHIP.—Mr. Thomson of Kansas has just completed, so it is stated, a prairie ship or wagon, to be propelled by wind, in which he proposes to make a voyage to the Rocky Mountains. This passenger will embark in June next on the voyage. Several years ago, a gentleman who then represented the State of Illinois in the Senate of the United States, invented a ship of the same kind, and indulged the belief that the experiment of navigating the prairies of the West by canvas and wind would prove successful. If we remember correctly, the wheels of the concern did move with a fair breeze, but the realization of the gentleman's hopes was never reached.—St. Louis Republican.

COAL VEIN ON FIRE.—The rare phenomenon of a coal vein on fire is now to be seen at Beatty Meadows. The fire originated from the outside dirt heap, and thence communicated to the vein, filling the subterranean avenues of the mine with sulphur, and rendering its abandonment necessary, until the fire can be arrested and extinguished.—This however is a very difficult and expensive process but is usually accomplished by walling up all their currents, and heading off (with clay) the progress of the fire, and then injecting the mine with steam. A fire in a coal vein prevailed in the vicinity of Yamaguchi for several years, and no doubt consumed tens of thousands of tons of coal before it could be extinguished, which was finally accomplished a few weeks ago.

AGGRESSIVE POLICY OF THE SOUTH.—The New York Courier and Enquirer has an excellent article showing that the arbitrary and aggressive policy pursued by the South in the political affairs of the country, has resulted largely to its own disadvantage. The attempt to invade the right of petition started on an objection which is becoming powerful. The expulsion from the House of Representatives of Giddings has been the cause of his return at every election since. The admission of Texas and the war with Mexico undertaken for the extension of slavery, has resulted in the creation of one free State—California—with the prospect of others.—And the repeal of the Missouri Compromise is stimulating the North to make free States for Kansas have been had not the excitement caused by that act been aroused.

ILLINOIS

Mr. and Mrs. L. V. H. Crosby will sing and play at Bloomer Hall in this place, on Tuesday evening, Nov. 10th.

They returned from a very successful tour of the Southern, Middle and Western States, and we are assured that they have ranked among the first stars that they have ranked in Springfield, Mass., and the Republican paper not accustomed to laud concert troupes, unless they deserve it, says of them: "Mr. Crosby is a capital singer, and possessing a native vein of humor above ordinary performers, is always enabled to make his entertainment interesting and enjoyable. As a composer of ballads, he is winning a golden reputation; and every song that leaves his fingers is snatched up by publishers who are willing to pay a handsome copyright. He has recently performed at Chicago, to houses literally crammed, and has recently returned from a five weeks' engagement at Washington, which was accompanied with entire success."

Affairs in Kansas. GREAT EXCITEMENT AT DONIPHAN.—THE WAR COMMENCED.—We take the following from The Squatter Sovereign extra: "We learn from Mr. Newman of Doniphan that Samuel Collins of that place was killed this morning about sunrise by Pat Laughlin, a young man of the name of the same name, who was recently engaged in the territory called the 'Grand Encampment and Regiment of the Kansas Legion.' Collins is a member of one of the regiments and determined to force Mr. Laughlin to a retraction or kill him. In accordance with this determination he proceeded this morning to seek out Mr. Laughlin, and demanded an unqualified retraction of his recent confession, and upon Mr. Laughlin's refusing to make any confession whatever, Collins immediately snatched his gun at him (Laughlin), and fired at him, but fortunately the weapon was turned aside by a spectator. Mr. Laughlin then drew a revolver and fired on his opponent, killing him instantly."

We regret to learn that Mr. L. was dangerously hurt in the conflict by a knife-wound in the side. We are also informed that his friend, Mr. Lynch, a member of the Pro-Slavery party, was wounded in the head by the discharge of a gun.

Thus it is that the fight so long talked about has begun, and it is hoped that it will not be discontinued until the Kansas Territory is rid of this "higher law" and blood-thirsty set of negro-lievers and outlaws.

Shipping of the World. The immense increase of the shipping of the U. S. furnishes one of the strongest and most satisfactory evidences of the magnitude of our commerce, and the unparalleled prosperity of the country. It will doubtless be the pride of our readers to learn, that both in number of vessels and tonnage, the U. S. is ahead of Great Britain. The following table shows the comparative strength of the commercial marine of the principal nations of the world in 1854: Vessels. Tonnage. United States, 40,500 5,661,416

Spain, 14,354 1,711,130 France, 7,986 379,421 Sardinia, Tuscany, Naples, Sicily and Papal States, 17,066 546,021 Greece, 3,970 264,981 Turkey, 2,230 182,000 Holland, 2,090 450,462 Hamburg, 307 119,884 Bremen, 500 100,006 Prussia, 1,090 369,729 Denmark, 4,769 208,190 Norway, 832 308,992 Sweden, 580 141,928

South America, 1,530 193,735 Russia, 105,609 The shipping of the world is estimated at 145,500 vessels, and the aggregate tonnage at 15,500,000. Hunt's Magazine estimates that at \$50 a ton, the shipping of the world is worth the enormous amount of \$75,000,000, more than ten and a half millions belong to the Anglo Saxon race.

CRAZI GIRL ON THE CAR.—A young lady passenger on the accommodation train of the Little Miami Railroad, which arrived this morning, attracted the attention of the Conductor (W. Dowdell) last evening, by her singular conduct, and about daylight she attempted to jump from the platform while the train was in full headway, but was prevented. It being evident that she was insane, special attention was paid to her until she arrived in this city. She refused to give her name, but said she is from New Hampshire, and has friends residing in this city and Louisville. She came aboard the cars at Columbus, and had a ticket for Cincinnati. She is of a medium height, light brown hair, dark eyes, a pleasant countenance, and is evidently well educated and refined. She had on a brown cloth cap, trimmed with velvet, and a neat dress. She labored continually under the fear that she was being taken from her mother and friends for bad purposes. She was properly cared for by the Little Miami Railroad Company, who would be glad to conduct her to her relatives, if they can find out where she belongs.—Cincinnati Times.

THE SICK AND WOUNDED.—A late letter from Paris says that the number of sick and wounded returning from the Crimea is dreadful. In Constantinople they have increased in a fearful ratio. Some of the largest convents, as the Christians call them—lately occupied by Derivishes the most filthy creatures and worst of all earthly fanatics—and other immense buildings have been converted into hospitals; the same at other places in Turkey. Still they have not been able to get the sick and wounded transported or stowed away without bringing from one hundred to five hundred wounded, or, as they are called, convalescent soldiers; and it is estimated that seventy per cent. of them die! New hospitals have been opened in several quarters, at Marseilles containing four thousand beds. These poor unfortunates introduced cholera, typhus fever, and other camp diseases.

YOUNG GENERALS.—Alexander the Great died at the early age of thirty-two. Hannibal gained the battle of Cannae at about the same age. Scipio fought at Zama when not much over thirty. Julius Cæsar had conquered Gaul when he was forty-five. Germanicus was prisoner in his thirty-sixth year. At the last of Pliny, Cæsar's age was not so advanced that Napoleon gained his mighty victory at Austerlitz when he had scarcely completed his thirty-fifth year; and at the time Wellington finished his campaigns in the plains of Waterloo he was only forty-six years old.

The Democrats have carried the election in New Jersey.

THE LATE PACIFIC RAILROAD ACCIDENT

The bridge across the Gasconade river is about nine miles from Hannam and about thirty-five miles from Jefferson City. The bridge is approached by an embankment thirty feet high, which terminates in a massive stone abutment. Forty yards from the abutment, and just at the edge of the river, another staunch stone pillar, three more of which reach to the other side of the stream, support the bridge. The river about two hundred and fifty yards wide, and the bridge thirty feet high, at least. The pioneer locomotive had crossed the structure safely, and was writing on the other side to see the result of our attempt. There was no fear of danger, and no apprehension of peril. We slowly moved along the embankment, and came on to the bridge. The locomotive had passed the first span, and had its forewheels above the bridge, beyond the abutment—there being then, resting on the first span, the locomotive, baggage car, and two heavily loaded passenger cars. The weight was too much for the long, slender timbers which supported the rails and the enormous load above.

Suddenly we heard a horrid crash—rings in our ears now—and saw a movement among these in the car in which we were seated—then there came a crash—crash—each car came to the abutment, and took the fatal plunge. The affair was but the work of an instant. We were running very slow at the time, and the successive crashes came at intervals of nearly a second. We ourselves were seated in the seventh car—there being three behind us—and when we heard the horrid sound that came up, as each car slowly and deliberately took the leap, we hoped that our car might stop before it reached the precipice. But no, it seemed that the spirit of ruin was abroad, and we were hurried on to the spot, wrenching from its fastenings and hurling it to atoms beneath. Six cars fell in one mass, each on the other, and were shivered into fragments. The seventh fell with its forward end to the ground, but the other end rested on the top of the abutment. These in it were only bruised. The eighth and ninth cars tumbled down the embankment before they reached the wharf.

Such a wreck we never saw, and hope never again to see. It was one undistinguishable mass of wooden beams, seats, iron wheels, and rods, from beneath which came up groans of agony. These, who could, crawled out of the ruins immediately, and either sought to relieve their own wounds, or the wounds of their friends. Some went tears of joy to find their friends alive; and others shuddered at themselves under the lead of Mr. Pride, the conductor, and endeavored, by chopping, to extricate those who were yet alive from the wreck. Here a beam was cut to disengage a broken car; there an iron axle was pried off to relieve a mangled leg. There was shrieking and screaming, though all begged, for the love of Heaven, to be extricated from some mass of iron or beam of wood which pinned them to the earth. All begged for water, drank when it was brought, and prayed for more. It was hardly an entirely uninjured man to be seen. Most of those who had escaped, had streams of blood flowing over their faces from splinter wounds. Others limped and hobbled about, looking for their friends. A board thirty feet was the only shelter to be had, and that was soon filled with the wounded, whose silent speechlessness was enough to make the stoutest heart shudder.

THE MAJORITY OF THE SURVIVORS together with the dead and wounded, left Hannam for this city about two o'clock yesterday morning, and the same day left this city Thursday morning, or rather yesterday morning, for the scene of the catastrophe. On the way up, upon arriving at the bridge across the creek known as St. John's, about four miles from Hannam, a portion of the train was left behind to provide for contingencies in case the bridge might break down, which was thought to be quite probable, the creek being much swollen from the heavy rains.

The balance of the train proceeded to Hannam, took on the survivors, the wounded, and dead, and about two o'clock started on its return. About five o'clock they reached the bridge across St. John's Creek. Before starting to cross a number of the injured at the disaster, got out of the cars and walked across the bridge, afterwards, as soon as the locomotive started to cross, the whole structure gave way, and the entire train of cars, containing the dead and wounded, and most of the survivors was left on the other side of the bridge.

Those who walked across got in the cars which arrived last night, and proceeded immediately to the city. How soon the dead and wounded may be brought in, it is impossible to conjecture. When our informant left the creek, there was no show for anything to cross, there being no boats of any description hand. The only chance would be to send ferry boats from Washington up the creek to bring down the people. We are assured that Mr. Vinton, the Assistant Superintendent, with the aid of his able render assistants, will use their utmost endeavors to send them in as soon as possible. The wounded were all placed in one car, and with the kind attention of physicians and friends, were doing as well as could be expected. The dead (28 in number) were all boxed up and placed in a separate car.

Mr. Moore, Representative in the Legislature from St. Genevieve county, (one of the first of wounded published yesterday,) died at the Sisters' Hospital last evening.

A Third Bridge Gone on the Pacific Railroad. Fatality seems to attend this road. The terrible loss of life and the large number of wounded by the falling of the Gasconade bridge had been reported to the city before a train was dispatched to the relief of the sufferers. By the earnest, energetic efforts of a few brave men who remained at the scene of disaster, the sufferers were relieved, and the dead were taken out from the wreck of cars. Scarcely, however, had the mournful procession bearing the mutilated bodies proceeded half way on its return, when on reaching the bridge at Bouff Creek, amidst the darkness of night and the horrors attending such a progress, when that also was swept away by the flood just as the injured had passed over, and while the cars containing the wounded were in the act of going upon the frail structure. A wonderful Providence seemed to have protected the sufferers. The tide carried everything before it—amid the storm and the rushing of the torrent, the communication between the banks was cut off—and thus the discovered train stood without the possibility of proceeding. The passengers, however, came on to the next depot and reached this city on Friday night. The dead and wounded were ferried over to Washington and then placed on the cars again, and finally reached St. Louis on Saturday evening about 6 o'clock.

To-day we have to record another calamity and another disaster to this unfortunate railroad. The bridge of the Moreau, four miles this side of Jefferson, gave way on Friday evening, and that structure also is now a mass of broken fragments. This is said to have been the only completed bridge on the whole line. Not one has stood the test of a

FROM WASHINGTON

I have learned from a source which leaves no doubt as to the truth of the statement that sometime before the famous Col. Kinney left for Nicaragua, he proposed to the Russian minister, M. Stoeckl, to involve the United States in a difficulty with England about Cuba. One element of his proposal was that the affair should be brought to a head.—M. Stoeckl promptly and decisively refused the offer.

Commodore Paulding, commander of the home squadron, reached this city to-day, having been telegraphed by the secretary of the navy to come forth with the Commodore, in command of an augmented fleet, will soon be in the gulf; and will closely watch the English cruisers.

Secretary Davis is in high glee, produced by the news from Mississippi. He has a dispatch from Jackson, dated the 10th, announcing the entire success of the "Democracy." Gov. McLea is re-elected by a majority of five thousand, thirty majority in the Legislature, and all the Democratic Congressmen elected. Day long for we sent in the Senate, but most probably the honor will be conferred on Jake Thompson. John P. Kennedy will probably succeed Senator Pratt.

Royal Swindling. It has recently been stated that the King of Naples was likely to embroil himself in a war with England. The King had committed to a despot one of the most swindling and lawfully practice. The whole plot is thus clearly developed: King Ferdinand of Naples, it appears, ordered a splendid set of carpets from an English manufacturer, which were made to size, and ornamented with the royal arms. The manufacturer accompanied his goods to Naples, which were refused, on the impertinent ground that they were never ordered, although he produced the order in writing. He was told to sell them, but that was impossible, as he had the royal arms on them. He was commanded to put them on board ship and export them. He did ship them, and had to pay export duty. The vessel was then re-fitted a clearance, and the carpets were landed. He was then told to sell them by auction. A very low bidding was made, and no advance followed; and he was not allowed to buy them in. He got for them, much less than the export duty he had paid. But what became of the carpets? They were actually bought at auction by one of the King's agents, against whom one dared to compete, and now cover the floors of the palace for which they had been fabricated. The manufacturer complained to the British consul, who demanded redress, but it was refused. He was then told to sell them by auction. A very low bidding was made, and no advance followed; and he was not allowed to buy them in. He got for them, much less than the export duty he had paid. But what became of the carpets? They were actually bought at auction by one of the King's agents, against whom one dared to compete, and now cover the floors of the palace for which they had been fabricated. The manufacturer complained to the British consul, who demanded redress, but it was refused. He was then told to sell them by auction. A very low bidding was made, and no advance followed; and he was not allowed to buy them in. 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