The Press.

PHILADELPHIA:

THURSDAY, APRIL 14, 1859.

THE WEEKLY PRESS.

THE WEEKLY PRESS, Vol. 4, No. 16, for SATURDAY, April 16, is now ready. Among the vast amount of interesting matter, original and selected, contained in the number for the present week, will be found the following:

ORIGINAL STORY.—PERPLEXITIES OF A WASHINGMAN; OR, A COOKERY SOLD.

EDITORIALS.—THE CIVIL WAR IN MEXICO—OPINION OF VICE REGENT, OF THE LADIES' MOUNT VERNON ASSOCIATION OF PENNSYLVANIA—THE PRESS ON THE PACIFIC RAILROAD—PERILS OF THE DEMOCRATIC PARTY—PARTY POLITICS IN ENGLAND—JEFFERSONIAN IDEAS OF DEMOCRACY—PEACE WITH PARAGUAY—THE POWER OF THE PRESS—ANOTHER MILLIONS WAR—AFFAIRS IN UTAH—A TRIP TO MONTREAL—PENNSYLVANIA—A RAPTUROUS EULOGIUM ON THE ADMINISTRATION—PRIDE THE GREAT CONCEITOR.

POLITICAL.—MEETING OF THE DEMOCRACY OF BERKS.

CORRESPONDENCE.—LETTERS FROM "OCCASIONAL"—LETTERS FROM "TOUCHSTONE," &c.

NEWS.—FOREIGN NEWS—PENNSYLVANIA LEGISLATURE—THE LATEST NEWS BY TELEGRAPH FROM WASHINGTON, &c.—SUMMARY OF NEWS.

THE CITY.—WEEKLY REVIEW OF THE PHILADELPHIA MARKETS—MARRIAGES AND DEATHS—THE MONEY MARKET—PHILADELPHIA CATTLE MARKET—THE FUGITIVE-SLAVE CASE.

MISCELLANEOUS.—GENERAL NEWS—THE WASHINGTON TRAGEDY; TRIAL OF DANIEL E. SICKLES.

THE WEEKLY PRESS is furnished to subscribers at $2 per year, in advance; for the single copy; and to clubs of twenty, when sent to one address, $20, in advance. Single copies for sale, at the counter of THE PRESS office, in wrappers, ready for mailing.

The Democratic State Convention.

We publish in another column as full a report of the proceedings of the Democratic State Convention, held at Harrisburg yesterday, as could be forwarded up to the time we went to press. The attendance was very large, and great enthusiasm prevailed throughout its deliberations. Among the delegates were many of the most faithful and devoted adherents of the Democratic party in this State. They met as freemen, to re-affirm the vital doctrines of Democracy—not as a gang of mercenaries, to offer incense upon the shrine of power. Coming from all parts of the Commonwealth, they faithfully reflected the sentiment prevailing among the people of our State—fearlessly condemning the corrupt Administration which has betrayed its pledges and disgraced the country, and constructing a platform upon which the honest Democracy can conscientiously rally. The tone of the proceedings reminds us of the palmy days of the Democratic party, when, animated by lofty aims and holy purposes, it commanded the enthusiastic support of Pennsylvania and of the Union. We expect to be enabled to present to our readers a full report of the proceedings in THE PRESS of to-morrow.

The Railroad War—Cause of the Dissolution of the St. Nicholas Compact.

We have received a pamphlet of sixteen pages, addressed to the Directors of the Pennsylvania Railroad Company, and written by one who represented it at the late Buffalo Convention. It reviews the statements that have been made in regard to the causes which induced the dissolution of the St. Nicholas compact, and specially notices the communication on the subject which appeared in the New York papers of the 1st instant, over the signature of "New York." The writer contends that the dissolution of the old compact was caused chiefly by the objections made against the management of the New York Central Railroad by Mr. MORAN, the President of the New York and Erie Railroad, who accused the former corporation of acting in bad faith, and of being entirely reckless of the obligations it assumed under the St. Nicholas arrangement.

The writer denies that the St. Nicholas compact was necessarily injurious to the commercial interests of New York. The only disadvantage under which she labored, in her contest for the trade of the Great West were those which Nature had created, by conferring superior geographical positions upon Philadelphia and Baltimore. Under the old compact it was expressly understood "that business should be left to take its own course, and its most convenient channel;" and it was conceded to be but just that freights from New York to the West should exceed those from Philadelphia by a sum sufficient, or nearly so, "*to cover the extra cost of increased distance.*" This "difference" in favor of Philadelphia, under the old arrangement, was as follows: The all-rail rates, in cents per 100 lbs on the four classes, from Philadelphia to Cincinnati, Columbus, Indianapolis, St. Louis, and Chicago, were twenty, ten, fifteen, and ten cents *less* than from New York to the same cities; while the rates from New York to Philadelphia, paid by the Pennsylvania sale and Baltimore roads, are twenty-eight, twenty-five, twenty-one, and eighteen cents; and it will, therefore, be seen that the difference in favor of the Central Railroad on freight transported westward was considerably less than the actual cost of transportation from New York to this city.

No permanent and successful arrangement can be made by any road, competing for the trade of the West which ignores the natural geographical advantage possessed by Philadelphia over New York. The president of the Pennsylvania Central Railroad, under date of March 18, in a letter to the parties to the St. Nicholas compact, truly said: "Those who have urged the abandonment of this compact, in the hope that *it will annul the geographical advantages of the cities lying West and South of the present commercial centre of the country*, (and I understand this point has been urgently pressed,) will find that *their expectations will not be realized.*" The pamphlet also emphatically states that the lower rates of freight from Philadelphia to the West "existed at the time the compact was signed—had existed for years back—*exist now, since the compact ceased to operate, and will continue to exist though all time.*"

Although temporary rates ruinous to stockholders may occasionally be established by the Northern roads, the inestimable superiority of the natural position of Philadelphia cannot be ignored. The intelligent merchants of the West, and the more sagacious business men of New York, are fully conscious of this fact, and it will always continue to exercise a beneficial influence upon the revenue of the Pennsylvania Railroad, and upon the business of our city.

New Books Received.

(1.) Life and Times of John Milton. By DAVID MASSON. Vol. 1, 1608—1639; pp. 658. Boston: GOULD & LINCOLN.

(2.) Life of Frederick William Von Steuben, Major General in the Revolutionary Army. By FRIEDRICH KAPP. Pp. 735. New York: MASON BROTHERS.

(3.) The Last of the Mohicans. By J. FENIMORE COOPER. Illustrated from drawings by F. O. C. DARLEY. Pp. 445. New York: W. E. TOWNSEND & Co.

(4.) The Romance and its Hero. By the author of "Margaret Maitland." Pp. 424. New York: HARPER BROTHERS.

(5.) Sixty Years' Gleanings from Life's Harvest. An auto-biography. By JOHN BROWN. Pp. 392. New York: D. APPLETON & Co.

(6.) Diego Columbo. By LAMARTINE. Life of Frederick the Great. By LORD MACAULAY. Life of William Pitt. By Lord MACAULAY. Pp. 236, 277, 227. New York: DELISSER & PROCTOR.

(7.) The Chess Handbook. By B. Amateur. Pp. 256. Philadelphia: E. H. BUTLER & Co.

(8.) Secret History of the French Court under Richelieu and Mazarin. Translated from VICTOR COUSIN. Pp. 372. New York: DELISSER & PROCTOR.

(9.) Frank Elliot; or Walks in the Desert. By JAMES CHALLEN. Pp. 347. Philadelphia: JAMES CHALLEN & SON.

(10.) The Pearl of Dieppe. By R. Laverne's Daughter. Pp. 133. Philadelphia: J. CHALLEN & SON.

(11.) Heaven's Antidote to the Curse of Labor. By JOHN ALLEN QUINTIN. Pp. 155. Philadelphia: J. CHALLEN & SON.

(12.) The Book of Common Prayer (by the Standard) according to the use of the Protestant Episcopal Church of the United States of America. Philadelphia: HUBER & SON.

Exhibition and Sale of Fine Paintings.

The valuable collection of Paintings to be sold by Messrs. THOMAS & SONS, at their auction rooms, with catalogues, will be found advertised in our fourth page. The sale will commence on Monday next, April 18, and continue for the 19th and 20th inst. See advertisement.

The Relief (Bowl) Prize and the following series of Prizes, offered by the Sketch Club, will be awarded to the successful competitors, at the rooms of the Club, this evening. The Bowl, which is a very fine piece of workmanship, and which, by the rules of the Club, must be won two times in succession, before it can be considered the property of any member, is figured on the second page of the Club's Catalogue, and is described as follows: "Bowl, Silver, Gilt, Chased, Ebony Handles, Ebony Base." The Prizes are, a Silver Medal, a Bronze Medal, and a Bronze Medal, in the order in which they are mentioned. The Bowl (Relief) Prize was won by Mr. Rogers, last year, and the other prizes were also won by the same gentlemen who now contend for them. The Bowl Prize is a very fine one, and the other prizes are very good ones. The Bronze Medal is a very fine one, and the Silver Medal is a very good one. The Bronze Medal is a very good one, and the Silver Medal is a very good one. The Bronze Medal is a very good one, and the Silver Medal is a very good one. The Bronze Medal is a very good