The Conestoga Railroad Bridge.

Those of our citizens who read the Philadelphia *Ledger* were surprised the other day, at seeing a communication in that paper alleging that the railroad bridge over the Conestoga, near this city, is in an insecure and shaky condition. We are satisfied that such a statement could not have been furnished by any citizen of Lancaster, especially as any one who has ever taken the trouble to look into the facts. It was no doubt prompted by the jealousy of some of the rival New York lines, of few facts, well known to most of our citizens, will set the matter right.

The original bridge over the Conestoga having been destroyed by the flood in 1850, the present structure was built by the then, under the supervision of the superintendent and general engineer of the road, the ombankments being designed by the latter, Mr. Kinsey, and by the bridge engineer, Colonel Joe. E. Baker. The bridge has therefore, stood about eight years, and not ten, as stated in the *Ledger*. After the road passed into the hands of the Pennsylvania Railroad Company, two years ago, the able and accomplished management of J. Edgar Thomson, was brought into the State. Scott, secretary, superintendent, and Wm. H. Wilson resident engineer, an appointment of General Casius M. Clay, of the Philadelphia division, which included the Columbia bridge. Sharpless agent, resident engineer. These gentlemen are all thorough and accomplished engineers, and educated practical railroad men, whose positions have been filled with credit, safety, and economy, and not by "political favorites," as the writer in the *Ledger* alleges. Besides, it is only a short time since that Mr. Mohler, the master carpenter and builder of the company, had the cross ties and rails taken up and replaced with new, and the whole bridge put in thorough repair, which inspired our citizens with so much confidence in the safety of the road, and which has given the Pennsylvania Railroad Company so enviable a reputation throughout the country. The best evidence of the completeness of these arrangements and the success of the management is to be found in the fact that in the two years during which the road has been in possession of this company, not a single instance of loss of life, limb, or injury to a passenger on the line, or to any passenger on the Philadelphia division, which can be said of few, if of any lines of rail of equal length in the country.—*Lancaster Express.*

Vice President Breckinridge.

[From the Washington States.]

As we supposed and expressed ourselves two months ago, would be the case, a majority of the members of both branches of the Legislature of Kentucky are favorable to the election of Vice President Breckinridge to the Senate of the United States. We congratulate the Democracy of the whole Union upon these results. In our mind's eye we perceive no individual in our country who has so brilliant a future before him as this young statesman of old Kentucky. Possessed of great personal ability, renowned for his statesmanship, of intellectual and aristocracy that should be tolerated on earth—he is indeed a scion which reflects honor upon the patriotic spirit of that ancestry. Highly gifted in mind and person, noble in heart, and nothing wanting ful—that civic honors attendant to the service of his country may he not achieve? In presiding over the Senate, his conduct has been fraught with tact for making a speech. Who that heard him can ever forget his graceful, large, his gentlemanly air, his pure Anglo-Saxon language—so eloquent as to force the most learned to exclaim, how beautiful, and so simple that the most illiterate can understand.

Mr. Webster would live long in story for the simplicity of his style of composition, for to nothing else. It is related that when his celebrated speech upon Foot's resolution was published he sent a copy of it to Davy Crockett. Shortly afterward Davy called upon him to make his acknowledgments for the favor, saying that it was the only speech that he had ever been enabled to read without the aid of a dictionary. Mr. Webster, it is said, frequently remarked that this was perhaps a compliment to his style of composition, for he believed it was one which he valued highly. Let all who have not perused the speech of the Vice President upon the removal of the Senate from the old to the new chamber.

SINGULAR CAVING.—The following letter from a planter in West Baton Rouge, La., in the *Advocate*, describes a singular and remarkable caving of the banks of the Mississippi river in that parish. The writer says:

About three hundred yards below the point known as Phillips' old place, and about half way up, and when I arrived there, at eight o'clock, it had gone in about half an acre in depth, and was crumbling in rapidly. The ripples made by the crumbling of the earth was so continuous that it resembled distant thunder. When I arrived the sundown it had taken in the house of the widow Godeau, at least an arpent from the bank; she having but barely time to escape, having saved only half her furniture. It had also taken in a large oak (top cut off) about seventy-five feet in height, which had disappeared entirely, and the caving extended back to an old gin some distance in the rear. Upon measuring with a line the next morning, the depth at the mouth was found to be eighty feet; over, where the house stood, it was seventy-five feet, and fifty feet as near the bank where it had caved as it was safe to approach. By the known lines of the proprietors in front, it is about one hundred and eighty to two hundred feet wide back, and fifty hundred and seven hundred feet in depth.

When examining the cave to ascertain its probable extent, I noticed a current setting against the point, which, on throwing some corn leaves forth from the point where I stood, I saw come in them disappearing quickly, until, by the abrasion of the current, the body of it had been reached and discharged into the river; this producing the crumbling of the bank. I now conjecture that the bank might be the ancient bed of a stream which had in former years flowed out from the Mississippi at this point.

The house taken was one of the oldest in the parish, and has been owned nearly a half century, and no caving has been known to have taken place at this point of any importance, within the memory of the oldest inhabitant.

PHILADELPHIA BOARD OF TRADE.

WM. H. THOMAS, } *Committee*
WM. C. KEMBLE, } *of the Month.*
ROBERT ADDIS, }

LETTER BAGS

AT THE MERCANTILE EXCHANGE, PHILADELPHIA.

Bark Joseph Maxwell, Davis, ... Lazaretto, ex. soon
Brig Ocean Isle, Arestrup, ... Rio Thomas, soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Aug. 24, 1859.

SUN RISES ... 5 22 | SUN SETS ... 6 33
HIGH WATER ... 10 43

ARRIVED

Schr Wm. S. Hancock, Jones, 6 days from Salem, in ballast to C Miller & Son.
Schr Alonzo Bacon, Williams, 4 days from Middletown, Conn, in ballast to Captain.
Schr Diamond, Norton, 2 days from Provincetown, with mackerel to Wm Ivins & Co.
Schr Jr H P Thompson, Barnes, 5 days from Boston, in ballast to Van Dusen, Norton & Co.
Schr Ann Eliza, Somers, 4 days from Boston, in ballast to Van Dusen, Norton & Co.
Schr Sarah Bunting, Bunting, 4 days from Boston, in ballast to Van Dusen, Norton & Co.
Schr Thomas Clyde, Bunting, 3 days from Blackstone, Del, with coals to J Y Bewley.
Schr George Rice, Rice, 2 days from Quinton's Bridge, with coals to Jas L Bewley.
Schr Delaware, Dendy, 2 days from Smyrna, Del, with wheat to Jas Barratt & Son.
Schr Ellen Maria, Hallett, from Boston.
Schr Sir Townsend, Williams, from Boston.
Schr Sarah Ann, Hall, from Boston.
Schr Silas Packard, from Boston.
Schr J B Dickinson, Smith, from Boston.
Schr Sarah Bunting, Bunting, from Boston.
Schr J Leland, Steelman, from Boston.
Schr Ann Eliza, Somers, from Boston.
Schr Ontario, Vaughan, from Boston.
Schr Gen Goldthwait, from Boston.
Schr Shenandoah, Howell, from Providence.
Schr G Steiner, Gandy, from Providence.
Schr E Mumford, Mumford, from Providence.
Schr A M Smith, Smith, from Providence.
Schr Chas Sprout, Crate, from Saybrook.
Schr Ann Eliza, Somers, from Newburyport.
Schr Polly Price, Adams, Boston, Bancroft, Lewis, & Caldwell.

CLEARED

Steamship Boston, Schultz, New York, Jas Alderdice.
Ship Lancaster, Decatur, Antwerp, D S Stetson & Co.
Ship Mohawk, Kennedy, Liverpool, Wm M Baird & Co.
Bark Salisbury, Hudson, Boston, S Shuttleworth & Co.
Schr A Hammond, Cain, Boston, C Miller & Co.
Schr Julia Ann, Sanders, New Haven, Hand & Caldwell.
Schr Ellen Maria, Hallett, Boston, Orr & Co.
Schr Polly Price, Adams, Boston, Bancroft, Lewis, & Co.
Schr Mary Haley, Bailey, Boston, Tyler, Stone, & Co.
Schr Rising Sun, Reed, Boston, Brown, Hewitt & Co.
Schr Sir Townsend, Barnes, Boston, Van Dusen, Norton & Co.
Schr C Heisler, Sandy, Providence, Van Dusen, Norton & Co.
Schr S Benedict, Goldsmith, Providence, C Miller & Co.
Schr Ontario, Vaughan, Providence, C Miller & Co.
Schr Shenandoah, Howell, Providence, Noble, Hammett & Co.
Schr A M Smith, Somers, Norwich, Stebbins, Glover, & Co.
Schr W Benedict, Ellis, New Haven, Noble, Hammett & Co.
Schr Sarah Bunting, Bunting, Boston, Jas L Bewley & Co.
Schr Martin, Southward, Saco, Hodgdon & Co.
Schr Chas Sprout, Crate, Norwich, Stebbins & Co.
Schr Rising Sun, Reed, Boston, Stebbins & Co.
Schr Ann Eliza, Somers, Salem, Blakiston & Co.
Schr Sarah Bunting, Bunting, Cambridge, C Milnes & Co.
Schr R H Wilson, Davis, Chelsea, Hayes & Godshall.
Schr J B Dickinson, Smith, Roxbury, J Andenried & Co.

MEMORANDA

Ship Beverly, Chase, for Calcutta, sailed from Boston 22d inst.
Ship W Rent Wilcox, for Calcutta, sailed from Liverpool 9th inst.
Ship Alexander, Baine, from Baltimore for Rotterdam, at Cowes 20th inst.
Ship Ocean Pearl, Chandler, from Cronstadt, at Wyburg 24th ult.
Barks Frederick Lenny, Schmeer, which cleared at Newcastle, Del, last week for this port, and the latter for Salem, have come outside, 23d to anchor, to wait for a wind.
Bark Ocean Wave, Hall, for this port, was towed out of Boston harbor 22d inst.
Schr Ontario, Vaughan, Providence, for Philadelphia, at Holmes' Hole 20th inst.
Schr Jr H P Thompson, Barnes, 5 days from Boston, in ballast to Van Dusen, Norton & Co.
Schr Sir Townsend, Barnes, 3 days from Boston, in ballast to Van Dusen, Norton & Co.
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Schr Ontario, Vaughan, from Boston.
Schr Gen Goldthwait, from Boston.
Schr Shenandoah, Howell, from Providence.
Schr G Steiner, Gandy, from Providence.
Schr E Mumford, Mumford, from Providence.
Schr A M Smith, Somers, from Providence.
Schr Chas Sprout, Crate, from Saybrook.
Schr Ann Eliza, Somers, from Newburyport.
Schr Polly Price, Adams, Boston, Bancroft, Lewis, & Caldwell.

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Ship Mohawk, Kennedy, Liverpool, Wm M Baird & Co.
Bark Salisbury, Hudson, Boston, S Shuttleworth & Co.
Schr A Hammond, Cain, Boston, C Miller & Co.
Schr Julia Ann, Sanders, New Haven, Hand & Caldwell.
Schr Ellen Maria, Hallett, Boston, Orr & Co.
Schr Polly Price, Adams, Boston, Bancroft, Lewis, & Co.
Schr Mary Haley, Bailey, Boston, Tyler, Stone, & Co.
Schr Rising Sun, Reed, Boston, Brown, Hewitt & Co.
Schr Sir Townsend, Barnes, Boston, Van Dusen, Norton & Co.
Schr C Heisler, Sandy, Providence, Van Dusen, Norton & Co.
Schr S Benedict, Goldsmith, Providence, C Miller & Co.
Schr Ontario, Vaughan, Providence, C Milnes & Co.
Schr Shenandoah, Howell, Providence, Noble, Hammett & Co.
Schr A M Smith, Somers, Norwich, Stebbins, Glover, & Co.
Schr W Benedict, Ellis, New Haven, Noble, Hammett & Co.
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Schr Martin, Southward, Saco, Hodgdon & Co.
Schr Chas Sprout, Crate, Norwich, Stebbins & Co.
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