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Our acknowledgments are due to Hon. DANIEL WEBSTER, for copies, in handsome pamphlet form, of his Correspondence with the Austrian Minister, and his eloquent speech at the celebration, last December, of the New York New England Society. Both these admirable documents have been published in our columns, and our readers can join with us in doing justice to their remarkable merits. In these peculiar fields of work for the human intellect, Mr. WEBSTER has no equals in this country or any other.

SIXTH PRESBYTERIAN CHURCH.—A congregation has been organized in the Sixth ward, and a Pastor called, to be known as the Sixth Presbyterian Church of Pittsburgh, (O. S.) The trustees, as will be seen, have advertised to receive proposals for the erection of a house of worship for the congregation.

CLAIRVOYANCE.—A few days before the news of the safety of the Atlantic reached our shores, an article went the round of some of the public prints, purporting to be the revelations of three several clairvoyants of the city of New York as to the fate of that vessel. They stated that she had gone ashore on some coast, and that very few, and they badly frozen, had escaped. Of course we did not publish the article at the time; because we have little disposition to sport with those feelings of sympathy which were so universally and so painfully awakened. Humbuggery may be tolerated in many things, and may do well enough to laugh at; but when it is converted into an engine of torture to already overburdened hearts, no language can adequately express the abhorrence which it excites.

THE QUINCY MURDER AND SUICIDE.

The Baltimore Sun of yesterday publishes the following article, which appears to identify the parties of the tragedy at Quincy, Mass., recorded this week, and known there as John Green and George Sands. The day of disappearance from Zanesville, which we suppose from the extract to be Monday, the 14th of October, accords with their appearance in this city, on their way to the East, which according to the memorandum found in their room, was about the 22nd of October.

We were yesterday called on by a gentleman, who informed us that he fully recognizes the parties to this mystery, as having been John Grieve and his wife Hannah—the first the son of Mr. Peter Grieve, of Zanesville, Ohio, and the latter the daughter of Mr. John Banks, of the same place. He states that they were noted for their romantic tricks, and that the wife has been known to attend lectures dressed in male attire, where no one but males were admitted, and that they made a practice of going out in a boat in the Muskingum river, she attired as a male, for the purpose of sailing, bathing, &c. The following, published in the Sun, of the 24th of October last, is the last that had been heard of the parties at Zanesville:—

DEATH BY DROWNING.—The Zanesville Gazette records the death of Mr. and Mrs. John Grieve. They were in the habit of rowing and sailing up the Muskingum, afternoons, taking their evening meal along.—They also took books and read as they floated upon the waters, until twilight. Monday night they did not return. Tuesday their boat was found bottom side up, and the shawl and basket of Mrs. Grieve. Their bodies had not been found.

It was also stated, in more detailed accounts published at the time of their disappearance, that she was dressed in male attire, and our informant further states that the description of the parties published in the Sun on Tuesday and yesterday is precisely that of the missing John Grieve and his wife, even to the wreath on his arm, in the centre of which it was said was the figure of a female, which he had often seen.

Mrs. Grieve was young and very intelligent; wrote both prose and poetry with considerable merit, but was of a marked romantic disposition so much so that when generally supposed to be drowned, those who knew them best believed that it was but another romantic freak, and that they would again be heard from.

Grieve was a boot maker, and had also acted as an engineer on the Mississippi, which corresponds with the statement made by the parties to the tragedy prior to their disappearance from Quincy, where the man had been working at boot making. They were both of respectable and wealthy families, and were well provided for before their mysterious disappearance.

Our informant also states that, if the man should prove to be John Grieve, other marks will be found on his right arm, he having commenced to print his name on it in India ink, but after getting as far as "John Grie," ceased operations. If this is found to be the case, it will settle the point as to his identity.

EXEMPTION OF PROPERTY FROM TAXATION.

The question of the exemption of certain property from taxation, is still under discussion; and strong efforts are made to show that much property now exempt ought to be taxed.

This kind of property may be divided into four classes:

1. Free School Houses, the property of Fire Companies, and such like.

2d. Hospitals, and other institutions purely benevolent.

3d. Churches, and other moral and religious institutions.

4th. Colleges, and other institutions, the object of which is to impart instruction.

There might be other institutions and establishments specified; but the foregoing are sufficient for our present purpose.

Of the propriety of exempting the two first classes, there is little difference of opinion

The third class, embracing as it does a very large amount of property, is that which is most in dispute. A few weeks ago, we gave our views on this subject, and from the grounds we then took, we have since seen no reason to swerve.—The Philadelphia Evening Bulletin takes the other side, and bases its chief argument upon a singular basis. Its says:

> "If we could have our own way, we would tax all churches, rich or poor, *on the broad ground that the State has no connexion with religion, but is purely and entirely a civil institution.*"

This is rather a far-fetched argument, and if it could prove any thing, it would prove too much. We admit freely that the State Government was not established to propagate the christian religion, neither was it established to put out fires, nor to cure broken bones. But how the exemption of the property, necessary to the prosecution of these things, from taxation, causes any necessary "connection" of the State with them, surpasses our comprehension. Now, as all admit that the extinguishment of conflagrations, and the amelioration of bodily affliction, are good objects, so with almost equal unanimity are the benefits flowing to the community at large from the christian religion conceded. If the exemption were claimed by one particular sect, to the exclusion of all others, or if it were claimed by Protestants, to the exclusion of Catholics, it would be a very different question; but as it stands, the exemption is claimed on the broad ground that Christianity is an element of inestimable value in the great social system, and that its preservation and propagation are eminently worthy of the fostering care of the community, both individually and collectively. This we know to be the sentiment of the vast majority of the people of Pennsylvania. Churches, therefore, amongst us are justly regarded as belonging to the category of beneficial institutions. This is the idea of those who pay for their erection, and throw them open to all who please to enter. Those, therefore, who ask that church property should be exempt from taxation, do not ask to be "connected" with the government; but they do ask what has always been conceded, that the great purpose for which they are instituted should be recognized by the State as a public blessing.—This much General Washington claimed in his Farewell Address, and less than this no good citizen would wish to accord.

These views are sustained by an able writer in the Philadelphia Ledger, who contends earnestly that churches ought to be exempt from taxation. He speaks of some churches, however, which possess large property, independent of their church building, which, he says, ought not to be exempt. So say we. Our argument is confined solely to the house of worship, and not to any other corporate property of the congregation. His views of the beneficial and conservative influences of churches are thus forcibly expressed:

"Look at this! Why is it that our government permits books, and all kinds of apparatus necessary to furnish our colleges and literary institutions, to be imported free of duty? Simply because, in the judgment of our law makers, the country is vastly benefitted by the influence and the instruction imparted in these institutions.—The government think it unwise to tax an agency which they regard as influential and effective in promoting the best interests of all classes of society. The argument is still stronger in its application to churches. They do more to prevent pauperism and diminish taxes than all other instrumentalities that are employed. They enhance the value of real estate in the neighborhoods where they are located."

Colleges, and other literary and scientific institutions, are also involved in this controversy. The propriety of exempting these will depend altogether upon circumstances. If they are purely or mainly benevolent institutions, yielding no pecuniary return to the founders or proprietors, we think they ought to be exempt; but not otherwise. This brings us to the position we took in our former article—that any institution, the object of which is the general good, whether morally or physically, and which was never intended to be profitable, in a pecuniary sense, to the proprietors, ought to be exempt from taxation.

A correspondent, writing from Harrisburg, suggests that the people of Allegheny county ought to be heard, either by petition or remonstrance, on this important question. We agree with him, and hope that the voice of this and other interior counties will be sufficiently potential to keep things as they are.

INDIANAPOLIS AND BELLEFONTAINE RAILROAD.

This is the fourth link in the great chain of Railroads connecting Philadelphia with St. Louis—the first being the Pennsylvania Central Railroad, the second the Ohio and Pennsylvania, the third the Bellefontaine and Indiana, and the fourth as above.

We have just received the third annual report of the Hon. O. H. SMITH, President of the Indianapolis and Bellefontaine Railroad Company, and are gratified to find that a work in which Pittsburgh has so deep an interest is in an eminently prosperous condition, and we condense some of the interesting items of the report, for the information of our readers.

This Company was organized in 1848, under a liberal charter, for the purpose of constructing a railroad, of about 83 miles in length, running from Indianapolis to the Ohio state line, North East of Winchester, in Randolph county, there to connect with the Bellefontaine and Indiana Railroad, which is an extension of the Philadelphia and Pittsburgh road, West to the Indiana line.

The road runs through one of the very best agricultural sections of the State, including the Fall Creek, upper White river, and Mississinewa valleys, with no other thoroughfore for the transportation of its products and merchandise, and abounding in water for manufacturing purposes. It is located on the low grade of 30 ft. maximum, to the mile, entirely above the reach of high waters, with only six small bridges on the whole line of 83 miles, 76 miles of which are straight lines, and no curves of less radius than 5,730 feet, permitting the highest rate of speed, and the largest amount of business with the lightest practicable motive power, and the least possible cost of repairs. The cost of the road will not exceed $10,000 to the mile, with a T rail of 60 pounds to the yard, ready for the motive power, including depot buildings, turn outs, tables, water stations, and every thing complete, ready for running; while the average cost of American Railroads is $32,574 per mile. The New England roads average $36,760; New York, $40,806; Pennsylvania, $38,605; and New Jersey, $31,755, and yet these roads are dividing over 8 per cent. on their heavy cost of construction.

Our road of 83 miles, has been divided under the charter into three general sections of about equal length; the first extending from Idianapolis to Pendleton, the second from Pendleton to Muncie, and the third from Muncie to Union, at the Ohio line.

The first section, of about twenty eight miles, has been completed in the most permanent manner, with a gravel ballast; oak continuous superstructure; T rail of sixty pounds to the yard; fountain water stations, including the right of way, at a cost of only $9,359 per mile up to the motive power, composed of the following items:

Clearing, grading, and bridging,	$1,732 00	per mile.
Superstructure lumber,	740 00	"
Gravel ballasting,	382 00	"
Iron rails,	5,518 00	"
" chairs,	274 00	"
" spikes,	185 00	"
Turn outs, tables, and engine houses,	38 30	"
Fountain water stations,	26 25	"
Cattle guards, or pits,	12 00	"
Right of way for road,	40 00	"
Laying track,	412 00	"
Total,	$9,359 55	"

The second general section has been prepared for the iron, from Pendleton to Anderson, about eight miles, including the bridge over Fall Creek, and the iron is ready and will be laid on that part of the road so soon as the ground will permit in the spring; the residue of the section of about eighteen miles, will be ready for the iron by the first of June, and will be completed and put in use as early as possible thereafter, in time for the fall business; thus extending our road this season to Muncie, into the very heart of the White River country, which must increase very largely its business.

The clearing and grubbing of the third general section, is nearly completed, and about one third of the grading is in progress. I recommend the letting of the grading of the residue of this section immediately, so as to have it ready to receive the superstructure and iron, and to be put in use next season, as we stand pledged to complete the road to the Ohio line in all next season, and it can and must be done.

The depot buildings on our road, have all been located on turn-outs, so as to leave the main track free from obstruction. The building at Pendleton has been completed, and is in use; the one at Anderson is nearly ready for use, and will be finished by the time the cars reach that point. The brick depot building at Indianapolis, 376 feet long by 60 feet wide, will be erected this season. Other depot buildings upon the second section, are yet to be provided for.

The report infers that the road will be exceedingly profitable, owing to its extensive local trade, and the comparatively small amount of its original cost; and it refers to the remarkable success of the Madison and Indianapolis road, as proof of its positions. The section of 28 miles of the road which has been completed, has been open for business since the 11th of December, with one Locomotive, one passenger car, and four freight cars, and the gross receipts for seven weeks, are $3,830,91—total expenses for running, $1,645,38; Net profits, $2,185,53—or at the rate of 5¼ per cent. per annum on the cost of the section. When this road is finished, together with its east and west connections, its profits will be enormous. The same may be said of all the roads on this great line.

The benefits of Railroads to the country are well set forth in the following extract from the report:

The effects of the road upon the country, towns, and villages, through which it passes, has already been of the most gratifying character, giving life and animation to all that are within the range of its influence. Flour at Pendleton is worth 37½ cents per barrel, and wheat some 10 cents per bushel more than they were when the transportation was by animal power, and other products in proportion. Real estate has already advanced fully one third in value, while the business of the road is daily increasing. Indeed, it almost seems as if the road possessed the powers of creating its own business, and yet this is but the beginning of the end; each additional section will more than double the business passing over the preceding one, until the road shall be completed, and the immense through travel and business shall be thrown upon it, when it must become a road of the first magnitude for its length, in business, and of the highest rates of dividends.

CORRECTION.—We observe an impression prevailing in some quarters, that Mr. Sanders of our borough, who has become somewhat notorious in the arrest of Fugitive Slaves, is Col. William T. Sanders, of the Washington Hotel. As the impression is erroneous, and calculated to do injury to the Colonel, we deem it proper that it should be corrected. The person who has been engaged in this business, is altogether another individual. The Colonel finds his time sufficiently and more agreeably employed in catering to the apetite and taste of the numerous sojourners at his excellent hotel.—*Har. Amer.*

The World's Fair.—We are gratified to perceive that the Commissioners of the London Industrial Exhibition have determined to interdict the sale, on the Fair grounds, of all intoxicating drinks. Nothing but light and innocent refreshments are to be permitted, and these will be divided into three classes, which are to consist of sandwiches, pastries, jellies and ices of all kinds tea coffee, lemonades, &c. The contractors have stipulated to supply glasses of water, gratis, to all visitors who may apply for them.

FROM WASHINGTON.

[Correspondence of the Pittsburgh Gazette.]

WASHINGTON, Feb. 15 1851.

Synopsis of the River and Harbor Appropriation Bill—Debate upon it—Mr. Crowell's Speech.

The debate upon the House bill, making appropriations for certain harbors and rivers, continued with great animation until four o'clock today, the same subject having been under discussion from seven to ten o'clock last evening. The bill seems to have great strength, and its chance of success is good. Though it was published several months ago, there will be no harm in giving the following synopsis of its contents. It provides for—

Breakw'r at Burlington, L. Champl'n,	15,000
" Plattsburgh, "	15,000
" White Hall "	10,000
Dredge Boat, at "	9,000
Harbor at Fort Ontario, L. Ontario,	15,000
" Oswego, "	40,000
" Big Sodus Bay, "	10,000
" Little Sodus, "	10,000
" Oak Orchard, "	10,500
Dredge Boat, "	20,000
" Buffalo,	50,000
" Dunkirk,	20,000
" Cattaraugus,	15,000
" Erie, Penna.,	40,000
" Conneaut, Lake Erie,	15,000
" Cunningham Bay, "	10,000
" Ashtabula,	15,000
" Grand River,	15,000
" Cleveland,	20,000
" Black River,	10,000
" Vermillion River, "	10,000
" Huron,	6,000
" Sandusky,	30,000
Munroe, "	20,000
Dredge Boat for	20,000
Michigan City Harbor, Lake Mich.	30,000
Chicago, "	15,000
Waukegan Breakwater, "	15,000
St. Joseph, "	20,000
Kalamazoo River,	10,000
Grand River, "	10,000
Milwaukie, "	20,000
Racine,	10,000
Southport,	15,000
Dredge Boat for Lake Mich.,	20,000
Surveys of North-western Lakes,	25,000
Dubuque Harbor, Miss. River,	20,000
St. Louis "	50,000
Havre De Grace, Md.,	20,000
Nantucket Breakwater,	20,000
New Bedford Harbor,	10,000
Provincetown, Mass.,	5,000
Wilmington, N. C.,	10,000
Bridgeport, Conn.,	10,000
Savannah, Ga.,	50,000
Eastport, Me.,	20,000
Falmouth and Providence,	10,000
New Castle, Del.,	15,000
Newark, N. J.,	15,000
Delaware Breakwater,	50,000
Various Small Points,	15,000
Baltimore Harbor,	20,000
Various Atlantic Coast Horbors,	20,000
Overslaugh, Albany, N. Y.,	75,000
St. Clair River, Detroit,	40,000
Ohio River, above the falls,	80,000
Below the falls, and below Ark. river,	240,000
Red River Improvement,	80,000
Rep'r Cumberl'd dam, Ohio river,	50,000
Standford habor, Ct.	5,000
Hog Island channel, Charleston, S. C.	25,000
Manitowoc, Wisconsin.	10,000
Sheboygan, "	10,000
Upper and Lower Rapids of the Miss.	50,000
Hurlgate channel, N. Y. harbor.	30,000
Pembroke, Me.	5,000
Saginaw Bay.	10,000
Bayou La Fouche, Miss. river.	25,000
Lake St. Clair, Mich.	10,000
Pultneyville, Lake Ontario,	10,000
Harbor of Black river, Mich.	10,000
Surveys	7,000
Survey of the Delta of the Miss.	30,000
Surveys James river, &c., Va.	25,000
Snag and Dredge boat for habors of Texas,	50,000
New Haven harbor, Ct.	6,000
	$1,883,500

If the bill is destined to pass, considerable additions will be made to this list. And this is the great danger. Its good features may possibly be smothered under the caresses of its friends.

There was some very interesting and significant speaking to-day and yesterday. Mr. Crowell, of Ohio, made a very excellent speech last night. It merits attention from its original and manly tone, and from the clear and able views which it embraced upon several of the most important questions now occupying the public mind. But Mr. Crowell represents, also, a district in which your journal has an extensive circulation, and the reference which I shall make to the remarks of Mr. Crowell will reach a large number of his constituents.

Mr. Crowell said that though he had been a member of the House for four years, and had voted upon every question which had come up during that period, he had never occupied the time of the House by speaking upon them. He alluded first to the proposed modification of the tariff system, and he was in favor of a change which should confer upon the labor and skill of the American people, that degree of protection which was required to guard them against the competition of the capital, and the half fed and ill requited labor of the monarchies of Europe. As to constitutional difficulties, he would only say that he had never experienced them; and he should look upon our constitution as unworthy of our patriotic sires, who framed it, if it were impotent to this great end and object of government. I submit that this last observation is as sensible and practical a one as was ever made upon this long discussed question. He applied the remark to the constitutional power to pass this bill. The sagacious and experienced men who framed the organic law of our system, could not have left this obvious duty of a government unprovided for. The power to regulate commerce necessarily implied a power to facilitate commerce. He adverted to the expenditure of $10,000,000 for the encouragement of foreign commerce, and yet the members were hesitating and faltering over the appropriation of a million or two to aid in bringing down to the sea those products of the teeming West and the vast interior, which form the objects of that same foreign commerce. Now he thought the power of Congress to protect internal commerce as clear and ample as any in favor of other descriptions of commerce.

In respect to the fugitive slave law, Mr. Crowell thought it was needlessly harsh and severe. To enforce that law to the full extent of its principles would be to violate all the principles of the common law. He believed that the provisions of the bill would take away the great privilege of *habeas corpus*, if they were rigidly enforced, and he was, therefore, in favor of so modifying the law as to bring it within the bounds of the constitution. He would avoid, with religious care, shocking the feelings, or even the prejudices of any division of the country.

JUNIUS.

WASHINGTON, February 16.

Speeches on Internal Improvement—Critical Condition of the Appropriation Bill—Immense Crowds—Levees—Costumes—Joyful Excitement at the Theatre—Charge to Buenos Ayres.

I have never known a more various and suggestive discussion than that upon the River and Harbor Appropriation Bill, the character of which I was prevented from commenting upon in my last by the length of the analysis it seemed necessary to make of the bill itself.

Mr. McLane, as the Chairman of the Committee reporting the bill, made a speech upon internal improvements, in which he acquitted himself as well as he could do of the task imposed on him, which was to reconcile the former repudiation of the policy by the Democrats, with the present necessity of re-adopting it. This brought him to a definition of what Democracy was. He made, emphatically, "a bad fist of it," and the amount of his definition was that democracy consisted in sticking to the party through thick and thin. He enlivened the matter somewhat by poking fun through the widely gaping ribs of his own explanation, at a little terrier from South Carolina, Holmes, by name, who kept worrying him into further particulars. He said a good Democrat was the opposite of Mr. Holmes.

The most elaborate and useful speech made upon the direct question was delivered by Mr. Spaulding, of New York, who had evidently studied the subject with profound attention. It embraces a very able review of the historical facts and arguments connected with the subject, and is well worth publishing in any paper whose readers are interested in the class of works proposed in the bill. I presume it will have a very extensive circulation, and will do much toward settling the public mind in favor of such appropriations.

Mr. Clingman, of N. C., who enjoyed a short lived notoriety for an incendiary speech, delivered a year ago, made another one on this question, in which, I believe, he took ground against the protective policy as generally understood.—He dissolved connection with any national party, by speaking of himself as a member of the Whig party of the South.

George Washington Jones, of Tennessee, who is almost as great at watching the farthings as Joe Hume himself, but who goes it strong for Richie and his attempt to plunder the treasury on his scandalous printing claims, took occasion to issue a grand manifesto on the finances, in which he proved to his own satisfaction that there would be no deficit under the present tariff, and that he was a far more brilliant and sound financier than Mr. Secretary Corwin. Mr. Conger, of New York, made an excited speech against the fugitive slave law and the Congressional pledge. On this same subject there was a warm passage at arms between Mr. Conger and Mr. Giddings, on one side, and Mr. Bokee, on the other.

Altogether the most able speech against the bill was by Toombs, of Ga., who made a strong argument against the constitutionality of appropriations for internal improvements, but as neither you, nor your readers, nor I, have any doubts upon that point, I need not recapitulate his objections to the power.

I think the bill will certainly pass the House by a large majority, but whether it will pass through the ordeal of the Senate with the amendments which will be made there, I am not so clear. In the mean time, the session varies.—But thirteen working days remain, including the whole of the day of adjournment. And not a single one of the appropriation bills have yet passed; and not only that, but not a single one of the regular annual supply bills have yet been considered, have yet been touched, have yet been read! And not only is such the condition of these supply bills, but they have been, and are still kept back by interests and influences which are at this very moment engaged in the hottest strife. The north west combines with the eastern and middle state tariff men to postpone action on the appropriations till after rivers and harbors and the tariff have been duly attended to. The hours are getting a little sparse, the times are a little critical, but the appropriations will be saved by the skin of their teeth.—They must go through.

The town is excessively crowded, as I mentioned a day or two ago. Additional crowds are arriving every day. The rooms of the White House and Mr. Webster's spacious apartments were quite incompetent to receive the masses of well dressed humanity which precipitated themselves upon the President and Secretary of State, on last Friday evening. Trails are coming into fashion again, and many of them were caught at the President's levee under the splay foot of some Yankee, Hoosier, or Tuckahoe, like a fox's tail in a trap, to the eternal ruin of the body (i. e., the dress) which it was meant to adorn. It is said that one lady who, a moment before, was rioting in the promenade of the east room in all the glory of five surplus yards of lace and brocade silk, was seen to be carried into the ante room in the strongest hysterics;—cause, a green one had bereft her of the same five yards.

Last evening the news of the safety of the Atlantic arrived, and was given out at the close of a brillant performance, at the national theatre, in the hearing of a densely crowded auditory.—The joyful intelligence was received with deafening shouts of delight. The news of a great victory could not have been recived with greater enthusiasm. For several minutes the audience remained on their feet, cheering, clapping, waving hankerchiefs and hats, as if each one of them had been assured of the safe arrival of a friend or relative. It was a gratifying and exciting scene.

It is reported that Honorable John Pendleton had been appointed Charge to Buenos Ayres.—Mr. P. was a whig member from the neighboring district of Virginia during the last Congress.

I do not not know what is the autohrity for the rumor. What particular claims Mr. Pendleton could have for the appointment I am not aware of. The chief distinction he earned while in the House was by defeating a worthy Whig candidate for post master, and electing his democratic opponent. Mr. Harris whom Mr. P. will succeed was also a member of Congress from Virginia. He was appointed by Tyler, and has held the appointment eight years.

JUNIUS.

FROM HARRISBURGH.

Special Correspondence of the Pittsburgh Gazette.

HARRISBURGH, Feb. 17th, 1851.

MR. WHITE—

Dear Sir—There is a matter before the Legislature in which the people of your county are interested to some extent.

Petitions have been presented, asking for the repeal of all laws exempting certain property in the State from taxation. A few of these have come from your county; but by far the greatest number have come from Philadelphia city and county, where it is said the property there exempted from taxation amounts to many millions of dollars. Would it not be well for the people in your county to express their views by petition, remonstrance or otherwise, so that their representatives may know what their wishes are in regard to the matter?

You will have learned before this reaches you that the bill to repeal the 2d, 3rd, and 5th sections of the ten hour law, as far as relates to your county, was lost in the Senate on Friday last. All the *self*-styled democrats who were in their seats voted against it, together with the Whig Senators from Philadelphia city and county, and Mr. Brooks, from the vicinity. I have often heard it remarked here that every bill must point to the interests of Philadelphia in order to obtain favor. How far this may be true I pretend not to say, neither would I impugn the motives of any member, but you will agree with me when I say that this vote was a death blow to a vital interest of your county.

There is a feeble hope that it may be reconsidered and yet pass. Yours truly.

SPRINGFIELD AND MANSFIELD RAILROAD.—At a meeting of the Stockholders of the Springfield and Mansfield Railroad Company at Mechanicsburgh on the 12th of February, agreeably to notice given by the corporators, the necessary amount of stock having been subscribed, the Stockholders proceeded to an election, and elected Joshua Judy, James Turner, Reuben P. Mann and Wm. Gabriel, of Union County; Obed Hor, of Champaign County, and William Whiteley and Charles Anthony of Clark County, Directors.—There was only one ticket, and it received 762 votes.

The Directors being all present, were immediately sworn, and chose a President, viz: C. Anthony, of Clark.

The Board appointed John Newton, of Clark, Secretary, and Wm. Whiteley, of Clark Treasurer; and Wm. Whiteley was also appointed as acting Director.

The Board resolved to proceed with the work as fast as practicable. A committee was appointed to employ an engineer, &c., and the Board adjourned to meet on Thursday the 27th of February.

The proceedings of the meeting of the Stockholders and of the Directors were conducted with entire unanimity and satisfaction. And a high hope was inspired that this important link in the direct chain from Philadelphia and Pittsburgh to Cincinnati will be made in a short time.—*Springfield Gaz.*

Intelligence from China.—By an arrival at Boston, intelligence from the 5th of October has been received, which represents the state of things as quite unsettled and threatening. The rebellion was by no means suppressed, but rather gaining ground. Additional guards were considered necessary for the factories at Canton. The United States Charge d'Affaires had advised the commander of Marion to shift tae position of that vessel, from the lower part of Whampoah Beach, as high up as possible. The Phlegethon had been moored off the factories, and altogether matters were assuming a serious appearance.—Piracies continued to be perpetrated with the utmost boldness, and contributions were levied on the boats going up the river to Canton.—There was a rumor that an Imperial edict had been promulgated, by which opium smokers are threatened with decapitation after five months grace, if they continue the habit.

From Tehuantepec.—Private advices from Tehuantepec are very encouraging. The two finest rivers in Mexico, Hauzcualcos, and the Chimalapa, can be navigated by large vessels to points only about thirty-six miles apart. The mountains between are pierced with gorges, along the sides of which good roads may be made, or they may be made to retain the water which fills them at certain seasons of the year, and they become navigable canals. The Indians say they pass in their canoes very easily, at such times, from river to river.—*N. Y. Post.*

From Rome.—We find a letter from Rome in the Evangelist of this day, which says that there is considerable talk of making Bishop Hughes a Cardinal. On the 5th of Janunry the Rev. Dr. Bacon, of New Haven, preached to a full audience at the American chapel, and on the next day Archbishop Hughes made a short address at the Propaganda. Col. Beckmith, the well-known friend of the Waldenses, has succeeded in obtaining from the Piedmont Government permission to build a Protestant church for Italians, at Turin. A fine site has been purchased and preparations are in progress to erect a suitable buiding next summer.

The Mozart Musical Society of Louisville, has just completed a hall, which is represented by the Courier of that city, to be one of the finest musical rooms in the country. It is well lighted warmed and ventilated, and the architectural proportions are in strict conformity with the laws of acoustics.

In Ohio they have a literary gazette called the Buck-eye Blossom; in Kentucky, the Rose of the Valley; in New Jersey, the Belvidere Apollo; in Maryland, the Kent Bugle; in Ohio, the Toledo Blade; in Mississippi, the Bowie Knife; in Delaware, the Blue Hen's Chickens, and in South Carolina, the Hornet's Nest or True Southerner.

Large Land Sale.—The Hagerstown Bank, on Tuesday last, sold at private sale the Montpelier estate owned by them, lying near Clearspring and containing about 900 acres of land, for the sum of $31,000. Purchaser, Mr. John Ankeny.—*Hag. News.*

DIED,

On Saturday morning, 15th inst., in Upper St. Clair Tp., Mrs. NANCY MCFARLAND, wife of Mr. James C. McFarland, aged 33 years.

Last night, suddenly, FLORENCE CORNELIUS, infant son of Capt. Alexander and Jane Hay, aged one year and eighteen days

The funeral will take place from the residence of the parents, corner of Fourth and Ferry streets, this afternoon at 2 o'clock precisely, to proceed to the Allegheny Cemetry