PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

SATURDAY MORNING, FEBRUARY 26, 1853.

☞ READING MATTER WILL BE FOUND ON EACH PAGE OF THIS PAPER.

☞ PITTSBURGH WEEKLY GAZETTE.—The extensive circulation of our Weekly Gazette offers to our business men a most desirable medium of making their business known. Our circulation is between four and five thousand, reaching almost every village and county in Western Pennsylvania and Eastern Ohio.

☞ TO ADVERTISERS—Neither the Editorial Rooms nor Printing Establishment of the DAILY GAZETTE, are opened on Sunday. ADVERTISERS who desire their notices to appear in the paper on Monday morning, will please hand them in before 8 o'clock, on Saturday evening.

THE PITTSBURGH AND CONNELLSVILLE RAILROAD.

The letter we give below, addressed to Gen. Larimer, from Boston, affords indubitable evidence of the high appreciation in which the Connellsville project is held, by gentlemen of shrewdness, intelligence and large Railroad experience. It affords, also, a most encouraging assurance of the certain and speedy commencement and completion of this great work, which is to unite Pittsburgh in such intimate relations with Baltimore.

The almost absolute certainty that the Connellsville road will be one among the best paying roads in the country, is admitted by every intelligent man who has investigated the subject. This has always been the opinion here, where the feasibility and capabilities of the route have been thoroughly understood, and it has always been determined to build the road as soon as a favorable time should arrive. That moment has come—a little sooner, however, than was expected—and, thanks to the public spirit and far-seeing sagacity of Gen. Larimer, we find a company already organized, and ready to go to work. When almost every body else gave up the company as lost, and the prospect as hopeless, Gen. Larimer quietly and carefully purchased up the stock, and guarded the rights of the corporation to save it from forfeiture, and patiently waited in a lively faith, for the time to come when his cherished project should receive public justice. All honor to this patriotic and public-spirited citizen. His reward is sure.

We commend the letter of Mr. Tilden to the people of Pittsburgh and Baltimore, and trust that its proposals and suggestions may lead to a speedy and satisfactory action in the matter of raising the necessary means.

BOSTON, Feb. 5, 1853.

To Gen. Wm. Larimer, Pres't Pittsburgh and Connellsville R. R. Co., Pittsburgh:

DEAR SIR—In conformity to your request made two months since, I have devoted some time to the subject of the Pittsburgh and Connellsville R. R. But my engagements elsewhere have been such that I could not visit the line of your rail road.

Therefore, I cannot at this time, answer your questions as an Engineer. I know enough, however, of the general line, and especially from the surveys and estimates you furnished me with, and the very high standing of your Engineers on the preliminary line, to be willing to state that if you desire it, and will raise $2,000,000 in cash, and will pledge the stock of the company to bear six per cent. interest guaranteed, I think parties can be found who would take the entire work complete at about $4,000,000, one half stock and one half cash, or all cash. The stock would be regarded as a good investment, and could, in the opinion of men of experience be readily converted into money, provided no bonds are issued by the company. At present, I can only give in most general terms, the grounds on which I venture to make such an assertion. The road can be built complete at a handsome profit for $4,000,000, taking Engineer Latrobe's estimates as a basis. And with regard to the $2,000,000 in stock, I think that the project presented possesses attractions rarely to be met with in projected enterprises of the kind. And if you have not already commenced vigorous action, I think the sooner you begin the better. For with the matter rightly viewed there can be no difficulty in securing responsible subscriptions to the full amount of money requisite to put the road under contract at an early day.

I really have not time to go into details, but I venture to suggest certain general grounds on which the merits of your road are considered to rest.

First, the grand idea of an Atlantic and Pacific Railroad is getting to become a National idea. And not an Atlantic port will fail to acknowledge the necessity of such a line of Railroad communication in ten years time. Pittsburgh, the great and only head of navigation on the Ohio river, and also a principal head of navigation for all the Mississippi below the confluence of those two thoroughfares, is naturally the first governing or controlling point for through trade, travel and freight from the Atlantic to the southwest, the north-west, to the west and to the Pacific coast. While Baltimore, at the other ultimate terminus of your road, is the most central prominent seaport on the Atlantic coast. And finally, the entire line from Baltimore to Pittsburgh, via the Pittsburgh and Connellsville Railroad, gives the shortest known or possible land route from the Atlantic to Pittsburgh, while at the same time the grades are the minimum grades that can pass from the valleys of the Ohio and the Mississippi to the Atlantic coast, for the same distance, between any two points that can be assumed on the East coast or in those valleys.

Tobacco, Cotton, and Sugar from New Orleans, can be delivered at Baltimore for at least fifteen per cent. less by the road proposed, when you take rates of freight, insurance, and exchange, and time into the account, than by ship. The local coal and iron carriage eastward will yield an immense revenue, and Baltimore will become the most prominent port on the Atlantic for steam ships on account of the facilities attained in that respect. And when the Pacific Railroad shall be absolutely finished, which it most certainly will be some day, Baltimore will then be the first Atlantic port for all *Foreign through* trade intended for the *Pacific*.

There are certain local arguments I could use, but I prefer to leave them for others. And without further words I would say, that if I were you, I would get up a grand meeting, say at Cumberland or at Baltimore, where I would present these ideas to the Baltimoreans, leaving it for them to carry them out in explanation and debate. And I would have my stock books both at that meeting and in Baltimore. You can expect no aid from Boston or New York, except from those interested in the coal and iron trade along the line, and they should be present.

I would suggest that at a first meeting in Cumberland, you make your primary arrangements and plant the germ for the necessary enthusiasm to carry the business right through. And then call a meeting at some future day for further action. First get the matter fairly and honestly understood and presented in the most elementary form; and then you can drive it through, provided you are able to keep up with it.

Very truly and respectfully yours,

(Signed) BRYANT P. TILDEN.

Our statement of yesterday, in reference to an arrangement for furnishing 20,000 tons of railroad iron for the Allegheny Valley Railroad, having been called in question, we deem it proper to say that that statement is substantially correct. In one of our paragraphs about the matter, the amount was, by an oversight, stated at 12,000 tons: in the other paragraph it was properly stated at 20,000.

The St. Louis, and other South Western Brokers, refuse to receive the notes of the Wisconsin Fire and Marine Insurance Company. The example is worthy of general imitation.

WESTERN CURRENCY.—The Cincinnati Price Current, of Wednesday, in reference to money matters, says:

"In uncurrent money we have no new feature to notice. Of the Indiana Free Banks the only notes bankable here are those of the Bank of Commerce, Prairie City Bank, Terre Haute, Wabash Valley Bank, Logansport, and State Stock Bank, Peru. The Brokers buy the remainder at 1 per cent. discount, with the exception of the North American Bank, Newport, which is five per cent. None of the Illinois Free Banks are bankable. The Brokers buy registered notes at 3 discount, but for those not registered there is no sale."

ALLEGHENY VALLEY RAILROAD.

The following preamble and resolution adopted by the Board of Managers of the Allegheny Valley Railroad Company, it will be seen, settles the question of route between this city and Kittanning, and will be highly approved of in this community.

WHEREAS, The proposals for work on the line between Pittsburgh and Kittanning having confirmed the previous estimates of the Engineer in regard to the comparative cost on the two sides of the river, showing the eastern to be the cheaper side; and whereas the avoidance of two extensive bridges over the Allegheny river, always liable to destruction from fire, and which would cause daily detention to trains, and the saving of all interference with the Pennsylvania Canal and the County road on the western side, are deemed of essential consequence to the interests of the Company; and the respective communications of Messrs. Raney, Logan, Hutton, and others, on the subject of local trade, &c., having been presented to the board—the advantages and disadvantages of the bridges over the Allegheny, if the location were made on the western side, and various matters bearing on the question, having been duly considered, the following resolution was offered, and unanimously adopted, viz:

Resolved, That the route of the Allegheny Valley Railroad between Pittsburgh and the Borough of Kittanning is hereby definitively located on the eastern side of the Allegheny river.

FREE NEGROES IN ILLINOIS.—The Legislature of Illinois, at its recent session, passed a law to prevent the emigration of free negroes into that State, which, in point of stringency, is hardly equalled, certainly not surpassed, by that of any Slave State in the Union. The adoption of such a law was made obligatory upon the General Assembly by the Constitution of 1847 —a clause to that effect having been separately submitted to the people, and by them ratified, by an overwhelming vote. If our memory serves us aright, the previous Legislatures which have met since the adoption of that Constitution, have failed to comply with this provision, either through timidity or from some other cause best known to themselves. It was only after a stormy debate, and through the exertions of members from Central and Southern Illinois, that the point was carried in the Convention, and it is to members from the same sections, particularly Mr. Logan, that the people of the State at large are indebted for the passage of this law. We advocated the adoption of the constitutional clause in 1847; we were glad when it was sanctioned by the people, and we take pleasure in announing that its provisions have been carried out fully and thoroughly. Let but the proper authorities see to the prompt execution of this law, and we have no fear but that the people of Illinois will soon be rid of a class of people, lazy and idle, in their habits, and most troublesome to their neighbors.

There is one point of view in which we wish the Legislature of the North and East to regard this action of the Legislature, and in calling their attention to it, we disclaim all, and any reflection upon the advocates of the bill: *It is to the adoption of such a law in a free State.* The fact is significant, showing a just estimate of the injuries resulting to any community from an influx of this class of people, and a determination at once to rid themselves of the impending evil. Had such an act been passed in a slave State, innumerable vials of wrath would have been poured out upon it, and all the avenues and sources of abuse thrown open, to the widest and fullest extent. Coming, however, as it does, from a free State, the rebuke is withering, and will be felt. Again we say, that the law should be rigidly enforced.—*St. Louis Republican.*

The law is a disgrace to Illinois, as it would be to any slave State. Illinois is only *nominally* a free State. But for the ordinance of 1787, she would long ago have been a slave State. Her politicians are the most servile in the Union, and her legislators are usually of the smallest stamp. Central and Southern Illinois is generally called "Egypt," from the darkness of the ignorance overspreading it. No action of such a State can be held up, either as a rebuke or as an example.

FROM WASHINGTON.

Correspondence of the Pittsburgh Daily Gazette.

WASHINGTON, Feb. 22, 1853.

The whole day has been consumed in the Senate in the performance of the obituary ceremonies of the Pacific Railroad Bill. It was fairly killed on Saturday, but was resurrected on Monday in order that it might be in a condition to receive a dig or two in parts not before punctured. The death of the bill was chiefly caused by blows from the hands of two of its professed friends, Shields and Weller. Weller first moved to strike out the section providing for a corporation to carry on the work, and then he and Shields united their forces to carry an amendment confining the operation of the act to the territories of the United States, and relinquishing any concern with the work within the limits of States. Of course no pensible man desired to spend the money of the government on a line of road traversing only the deserts of the plains and the gorges of the Rocky Mountains, and approaching at either end only within two hundred miles of the ocean and river it was intended to connect.

This grand National scheme of improvement has been defeated upon an abstraction of Democratic theory. The States' rights school of Democracy cannot tolerate that a government railroad shall run wholly or partly through a sovereign state, even with its consent. Then, too, the old fanaticism of hatred to corporations was invoked, and came up from its grave, grim and ferocious as the spirit of Old Hickory himself. These motives of party policy have killed the bill. Had it been persisted in, the party would have been rent in twain. The railroad, therefore, has been immolated, that the party might be saved. But this is not the end. The necessity of the road, and its utility as a vast line of connection between the two ends of the Republic, will make it popular, and will compel public men to break through the trammels of party discipline, and obey the wishes of the people.

There was one other reason which precluded favorable action on the bill. That was sectional feeling. A southern Senator proposed an amendment that the road should not be located north of Memphis, Tennessee. This was defeated, but it obtained eleven votes, and the apprehension was frequently expressed by southern Senators who did not support this amendment, that it would be a northern road. This mutual fear that one section or the other will get some advantage from the location of the road, will prove the greatest obstacle to its final success. It will be made the subject of some compromise. The eastern terminus ought to be at St. Louis, and nowhere else, either north or south. Any point desirous to compete with that commercial centre of the western interior, can make its branches to the main trunk.

The inquest over the remains lasted all day, and at length, amidst a pointless debate which promised to be interminable, Mr. Badger proposed to adjourn out of respect to its memory. That motion prevailed by a vote of two to one; and so, as the story books say, farewell Cock-Robin.

Gen. Pierce arrived last night, just as I was closing my letter. He admitted of no parade in his reception, for he hastily threw himself into a carriage and drove to his quarters, at Willard's Hotel. His arrival was known to very few, and to those he caused it to be intimated that he wished repose. This morning he was called upon by thirty or forty politicians of his party, among whom were about one-third of the expectants of Cabinet appointments now in the city. The General's manner is affability itself. He is as easy and careless of style as John Tyler, with more dignity. He is accompanied by Mr. Webster, his private Secretary. Mrs. Pierce will be present at the inauguration if her health permit, but is not expected to arrive for some days.

Mr. Dallas came with the President elect, which fills the enemies of Buchanan with fervent hope that his favorite, Campbell, will be defeated. If Dallas were chosen to represent Pennsylvania in this administration, the event will mark the commencement of the decline and fall of the Lancaster bachelor. He would certainly be sent abroad, if he would consent to such honorable exile. JUNIUS.

Here is an intimation of a field open for enterprising explorers:

A German traveller informs the Rev. D. Phillips, a missionary in North Africa, that he had discovered negroes near the kingdom of Bambara, that are Jews in their religious observances. Nearly every family he says, has among them the law of Moses, written on parchment, and although they speak of the Prophets, they have none of them in writing. There are yet vast tracts of land unexplored in Africa, doubtless inhabited by negroes who have never looked upon the face of a white man. When adventurous travelers penetrate into those regions, much will be discovered and developed to astonash and interest the world.

For the Pittsburgh Gazette

RAILROAD SPECULATIONS

Mr. White—a few thoughts on the present condition, and future prospects of Pittsburgh, may interest some of your readers. I have been a close observer, for forty years, of the spirited contest between New York, Philadelphia and Baltimore, for the commerce of the Great West. The progress in the construction of Railroads has increased this competition. Cincinnati being the great focal point, around which the the trade of the Ohio valley gravitates, and which the tonage of St. Louis must pass on its way to the east, has attracted great attention. The last enterprise to gain that city, is a Railroad, supported by Philadelphia, from Greensburgh, through Wheeling, Marietta and Chillicothe, said to be eleven miles shorter than the Steubenville line. Will the tonnage of Cincinnati, or any important part of it, reach Philadelphia on this line when it is finished? I think not; suppose it could be carried for a cent a mile per ton, (and I am informed by an accomplished practical engineer that it cannot) it could not compete with the low freight in steamboats, the hundreds of tons now discharged at Pittsburgh every day, are brought from Cincinnati, 450 miles up stream, for two dollars per ton—less than half a cent a mile per ton. Any amount of freight, half a million tons, can be brought from Cincinnati to Pittsburgh every year at that rate, and I am told a great deal is carried down at one dollar and sixty cents per ton. Now what, ever, may be done by the Steubenville and Indiana Railroad, or the Pennsylvania and Ohio Railroad, their lines being at a distance from the Ohio river, the Railroad that runs a hundred miles on the bank of the river, and is at no place very far from it, cannot take the freight from the steamboats.

When the freight of St. Louis is drawn to the East, it will be carried on the Ohio river, at the same rate, thirty three per cent lower than it can be carried on the shortest line of Railroad that can be made from Greensburgh to Cincinnati, one cent per ton per mile. This immense tonnage, equal to that of New Orleans, seems, then, to be secured to Pittsburgh by the navigation of the Ohio river, and if it can be transported to Baltimore, Philadelphia, and New York at from $2,50 to $5 per ton, the cost would exceed that of bringing it to Pittsburgh, a much greater distance. The Ohio river is indeed nature's great thoroughfare for Kentucky, Tennessee, Southern Ohio, Indiana and Illinois. The great bend in the Ohio, making 91 miles from Pittsburgh to Wheeling, when a straight line is less than 50, is exactly what makes Pittsburgh the head of navigation. If the whole fall in the channel of the river were brought upon half the distance, the rapids and obstructions would have been twice as great, and might have placed the head of navigation lower down. This must have been overlooked by eastern men, in their efforts to make a great Railroad centre below this bend, on the Ohio river. All this mighty tonnage, being the production of agriculture, mines, and vegetable; has to be moved, just during the six months of the year when the Ohio is in first rate navigable order, and half what is expended on three hundred miles of Railroad will some time hereafter make it equally navigable the whole year.

The freight which will come to Pittsburgh on the Pennsylvania and Ohio Railroad will fall little short of that of the Ohio river. This line will not be rivaled by navigation on either side, and its influence embraces an area equal to a large state; and it has been located with such judgment, that it cannot be rivaled by any railroad, unless one built along side of it. The Allegheny Valley Railroad is not of less importance to Pittsburgh, but in a different branch of commerce. It passes right through the mineral and lumber region of our State into Western New York and Canada, opening a new field for our manufactures, and of great commercial value. Indeed, it is manifest that Pittsburgh must be the depositary of freight equal to that of New Orleans, it is worth considering how this tonnage is to reach tide-water. Pittsburgh has an interest in this matter. Can it all be transported on the Pennsylvania Railroad, and canal, to the best advantage for the West? Doubtful, the big till is now in the pocket of the public, and millions of debt is paid; and owning the Columbia Railroad she has a check on the Company, and cannot allow them to carry lower than the Canal. But the toll at $3 and freight at $6, would be $9; that is too high for the farmer when prices are low; as they must be until we have a better home market, by making more and importing less goods. These considerations are favorable to the construction of the Connellsville Railroad—a work of great importance to both Pittsburgh and Baltimore, giving the latter access to an immense field of consumption for her imports which cannot be reached through Wheeling, and opening a line of freight and passengers direct to Baltimore, and which would soon become the main stem of her railroad system; opening to Pittsburgh the commerce of Baltimore on the best terms, and drawing to it all the tonnage of the lake valley seeking a market on the Chesapeake. This line will hardly be opened till it will require a double track, aid by an honorable competition with the Pennsylvania lines reducing the freight, and fare of passengers, will be of great advantage to Pittsburgh, and all the country west of it. By time the aforesaid lines of trade are in full operation, a vast portion of the freight at Pittsburgh will be destined to a market north of Philadelphia, in New York and New England How will it get there at the least expense? The best plan will be found out in time. The wisdom of both Pittsburgh and Philadelphia will be employed on it, and assisted by New York.

I consider it certain that a vast amount of the western merchandise will be consigned to commission houses here, and will change owners in Pittsburgh. The perfect ease with which eastern merchants can transact that business here—forwarding to either of the cities which may suit their purpose—will lead to it. Let a merchant in the west exchange 20,000 bushels of wheat with a miller in Pittsburgh for 4,000 barrels of flour, he can choose his market in the east. (And that branch of trade here will soon equal that of Rochester.) The distinction between merchandize here is of great importance to Pittsburgh. From the preceding considerations, I infer that nothing is to be gained by passing either north or south of us to intercept the tonnage on its way to Pittsburgh.

Lawrenceville, Feb. 24. J. P.

THE DANGEROUS INFLUENCES OF POPERY.

NUMBER II.

To the Editor of the Pittsburgh Gazette.

In answer to the question, what can be done, what measures can be adopted in defence to secure a favorable result, I answer, nothing having the appearance of persecution. Persecution is an engine and means of conversion which Catholics will always improve whenever they have the power, and can do it with safety. Now, treat Catholics kindly, be hospitable towards them in social intercourse, thereby their minds may be more open to receive instruction. Let truth be often sincerely and tenderly applied in conversation. Let the pulpit and press awake to action, following the example set in our revolutionary struggle with great influence, without which, it has been often said, we could never have obtained our liberties. Let the falsehoods of the Catholic press be exposed. As it is a favorite maxim, a tenet of their creed that faith may not be kept with heretics—in other words Protestants, and in other words that falsehood becomes lawful, even *a virtue*, when good, as much as to say, the interests of Popery can be promoted by it, let the community; the more ignorant part of it particularly, be often reminded of this, that all may be guarded against the arts and falsehoods of Jesuit priests and Catholic journals, against falsehood disseminated in secret conversation, or disguised in the lectures of Catholic dignitaries. Falsehood, in truth, is the great engine of jesuitism, by which it has produced infinite disturbance, mischief and distress in the world, an indiscriminable mass of bloody scenes and horrors. The Jesuits are a secret society instituted by the Pope, commissioned with extraordinary powers, called in our an italics; powers little inferior to those claimed by the pontiff himself, who claims the powers as well as title of Vicegerent of the Almighty, sovereign of the universe, sent out into the world to convert it. Confusion, persecution and every species of vice followed wherever they went, and such were the atrocities committed under their auspices, that some nations banished them; even Catholic nations could not support them, and as an order they were suppressed by the civil power. Lately, however, the order has been resuscitated by Catholic authority, and attempts have been made in le raid, to revive the Inquisition. Can it be doubted now but that we have a secret host of Jesuits in our midst? The fruit of Jesuit labor even now shows itself, and ample means are providing for more active and extensive operations. What an immense flood of foreign Catholics is pouring into the country, in addition to what has already arrived, and become resident here. A large proportion of these, aside from the vicious and abandoned, are very ignorant, and neither know the principles of our institutions, and if they should, perhaps, care but little about them, and know not the nature and obligation of an oath, and if they do, consider a Protestant oath less to be regarded than the directions and orders of their priests. What shall I say of the remaining portion, the vicious and abandoned? Is the class numerous or not? How great is the increase of crime—of murders, thefts, robberies, burglaries, assaults and batteries, riots, &c., &c., far beyond the numerical increase of the general population: The records of our Courts may show is part, and a great company are still at large, and who are those already convicted.—They are all legally good voters, and under the direction of a class of men more interested in breaking down our institutions than upholding the rights and privileges of freemen. Such things ought not to be, and it is owing to unwise legislation that it is so. Ask for the government of our country, if matters proceed as they have done. What a curse is demagogueism! An insane itching for popularity and thirst for political promotion, unless restrained, will prove a bane to our prosperity.

I have called on the pulpit and press to come to the rescue. Let facts and truth, from history, from the days of the Apostles to this time, be spread and continued before the people. Give the history of Popery, and expose its frauds, its falsehoods, enormities, persecutions, bloody massacres and horrors to the world. Popery is a moral pestilence, full of iniquity—blasting the sands of virtue, liberty and the best interests of society. A true but short description of it may be seen in Thessalonians (2); read the whole chapter. Whoever reads this, the prophecies of Daniel, and book of Revelations, will not wonder why the Popish clergy want to prevent the reading of the Bible by the common people, especially such as are young.

My next number will conclude for the present.

THADDEUS CLARKE.

New Brighton, Feb. 21, 1853.

WHO CROSS THE PLAINS.

George Wilkes, editor of the Police Gazette, in a letter from the Mormon Station in the Great Basin, east of the Sierra Nevada, August 9th, says:

A great number of emigrants entered Carson Valley during the course of this day, and as they all filed past the Mormon Station, and most of them stopped there for supplies, we had a good opportunity of inspecting their condition and getting the experience of their trip. Most of them were in fine case and spirits: though few had trigged out finerfun on their backs, and some had frequently been obliged to endure hardship in their stomachs. In one case I saw two Germans who had trudged the entire journey to this point, with bedding, suitable for themselves and wives, strapped upon their shoulders. Their partners walked by their sides, with staffs in their hands, and carried packs on their backs out of which came the cupboard furniture that graced their meals. They looked dogged and sullen, but as an air of depression or indifference is common to most emigrants at this stage of their journey, that expression did not distinguish them from the rest so much as their burdens.

Another case was that of a Frenchman of middle age, who by his mustache and military air, I rightly guessed to be a soldier. He was accompanied by two beautiful girls of thirteen and fifteen, and all three were traveling to the new land of promise on foot. At night the girls had lodgings in a wagon, while the father slept beneath it. But in the day time they went forward by his side, with no help but their buoyant spirits and their elastic young limbs. The old man could not speak a word of English, so the eldest girl interpreted for him, and as she had one of those sweet faces that shine their influence straight upon the heart, and one of those melodious voices that fall on the ear like evening music, every one was in her way and ready to listen to her. Her complexion had been much bronzed by exposure, but she pulled off a glove while I talked to her, and exhibited the whitest mite of a hand in the world with a conscious pride of its condition. There was no ostentation in this act, no straining for display, but it was an easy exhibition for the unnatural and pretty contrast and style of saying without the use of words, "You see, sir, what pains I take to retain the pleasure of being a lady." As I handed back her glove, which she had dropped by the merest accident in life, I felt an involuntary regret that I could not offer her a sheet of music and a piano-forte. Her father had been a captain in the French army, whose political opinions had laid him on the shelf. She and her sister were born in Rouen, where their mother had died the year before, and they and their father were now all soldiers together, making what head they could in the tough campaign of the world.

PERSECUTION—THE MADIAI.

The fact that two Italians of humble position, husband and wife, are now and have for some time been imprisoned as malefactors in Florence for no other offence than Protestantism, has naturally excited a warm interest throughout the Protestant world. Their characters stand to this day unimpeached, in defiance of the strongest inducements to blemish any fact that might be adduced to their prejudice. Francesco and Rosa Madial are poor and belong to the common walks of life; but they harmed no one, and they are charged with no other offence than that of having renounced the Catholic communion for Protestantism, and of having held meetings (of less than half a dozen persons) in their house for Bible reading—of course, in a version of the Scriptures condemned by the Roman Church. Their indictment and trial prove their offence no other than this.

It is no extraordinary thing that men should persecute, even in this Nineteenth Century. Protestants have done it as well as Catholics—they are doing it now. The most deplorable fact that confronts us in the very general disposition evinced by those who speak for the Catholics of our country, to palliate this Tuscan persecution, if not absolutely justify it. Some of them quibble about the character of which the Madial are convicted, and try to obfuscate it; some appear willing to blacken by insinuation the character of the victims; some treat the whole matter as all who choose to be implicated in wrong, from the first murderer to the last slaveholder, have done and will do, by exclamations of "mind your own business!" "What have we to do with the laws and punishments of Tuscany?" &c. &c.—and some proclaim within air of discovery and triumph—"Well, what of it? Protestants have often persecuted us, and they do it still." "Well, Sirs," is our ready response, "whenever Protestants have persecuted Catholics they have *done wrong*, and brought disgrace on their cause. They ought to be ashamed of persecuting, and you ought to be ashamed of not shaming them by your own conduct in like cases. Why wen't you?"

About the poorest apology for the Tuscan outrage we have noticed, is that which seeks to justify or palliate it by pointing instances of injury to Catholic persons or property by mobs in this country! That is to say—Ignorant, bigoted, rowdy savages, in glaring defiance of our laws, have perpetrated outrages, of which it has not been always practicable to convict them, but for which the sufferers have in some cases been compensated by the State, though in others they have not been. Now, what parallel can justly be run between those crimes so uniformly pronounced such by our laws, and the infliction of punishment *by law* on Protestants, because of their faith and worship, by Catholic States and rulers? Are not these ones as wide apart as the poles?

We have said that we regret the language and the seeming attitude of the Catholics of this country with reference to the Madial cases even more than the persecution itself. There certainly is no such unanimity of expression on that side among the Catholics of Europe, and we cannot believe the Catholic laity of this country cherish any such hostility to Universal Freedom in matters of Faith, as is evinced through their journals.

One of the most creditable and just movements of our age is that initiated in the Senate by Gen. Cass, backed by numerous petitions, looking to overtures from our own to foreign governments for the mutual recognition of Religious Liberty. That is to say, our Government is asked to demand of other Nations the free exercise of Faith and Worship for our citizens within the territories of those Nations respectively, and to prefer in return the like freedom to *their* citizens visiting us. Now it is easy to sneer at this proffer as absurd; or impertinent, or certain to be rejected; but it is a remarkable fact that (so far as we have observed) no single expression of dissent from or dislike to it has been uttered except on the part of Roman Catholics! That fact implies a great deal.

Now it is easy to bemuddle this matter so that a dull man who don't want to see the right of it shall be enabled to boldly his perception to the desired extent—to urge that universal Religious Freedom implies the toleration of Polygamy, Incest, Human Sacrifices, or anything else that knaves or lunatics may claim as prescribed by their religious faith, but none will be befogged in this way but those who wish to be. Let the Turks come among us worship the sun if he sees fit; let the Chinese worship and obey his Fetish; let the Turk hold fast his faith in the Koran, including its license of Polygamy; but if he undertakes to practice Polygamy in a State which forbids it, let him be punished, not for his religion, but for his violation of an important law, enacted with no reference to religion, but for the preservation of Family Unity and Social Purity. We cannot allow a Thugg to murder, though he plead that his gods command him to do so—not because murder is forbidden by our Religious Faith, but because it wages a deadly war on Individual and Social security and well-being. The distinction between this and prosecuting and punishing Heresy or Idolatry is as broad as the ocean.—*N. Y. Tribune.*

"THE GOOD TIMES COMING."—In one of our previous issues we mentioned the fact that a number of tracts of land in the neighborhood of Meyers' Mills had been purchased at high prices by a company from the East, in view of the speedy completion of the Connellsville Rail Road.—One of our townsmen informed us a few days since that he has had repeated offers from Eastern men to purchase his lands lying on the Casselman, and that a friend in Dauphin county writes to him that on the opening of the Spring a number of their wealthy men intend visiting this county, with the intention of investing their surplus funds in timber and ore lands on the Rail Road route. We ourselves know of several large capitalists who will commence the Iron business next summer, provided they can make suitable purchases near the track of the road.—All that Somerset county needs to make her one of the wealthiest counties in the State, is the development of her mineral resources, and the good time is apparently at hand. Millions of capital will flow into her on the opening of the Connellsville Rail Road.—*Somerset Herald.*

INTERESTING FACTS.—Man has the power of imitating almost every motion but that of flight. To effect that he has, in his maturity and health, 60 bones in his head, 60 in his thigh and legs, 62 in his arms and hands, and 67 in his trunk. He has also 434 muscles. His heart makes 64 pulsations in a minute, and therefore 3,840 in an hour, 92,160 in a day. There are also three complete circulations of his blood in the short space of an hour. In respect to the comparative speed of animated beings and of impelled bodies, it may be remarked that size and construction seems to have little influence, nor has comparative strength, though one body giving any quantity of motion to another is said to loose so much of its own. The sloth is by no means a small animal and yet it can travel only 50 paces in a day; a worm crawls only five inches in 60 seconds; but a lady bird can fly 20,000,000 times its own length in less than an hour. An elk can run a mile and a half in seven minutes; an antelope a mile in a minute; the wild mule of Tartary has a speed even greater than that. An eagle can fly ten leagues in an hour, and the Canary falcon can even reach 250 leagues in the short space of 15 hours. A violent wind travels 60 miles in an hour; sound, 1,142 English feet in a second.

IMPORTANT BOUNDARY DISPUTE—The boundary between Maryland and Virginia, from the Chesapeake Bay, westward, has long been a subject of contention between the two States. The boundary runs along the bed of the Potomac river from its source to its mouth. All this is plain enough; but Maryland claims, and always has done so, that in the western section this boundary follows the course of the longest branch of the Potomac, which is the one denominated South Branch, taking its rise in the Allegheny mountains, in Highland County, Virginia. A line extended due north from the source of this branch to the Pennsylvania line would include within the State of Maryland a large extent of country now practically included in Virginia, comprising parts of Hampshire, Hardy, Pendleton, Preston, and other counties. Virginia has always refused her consent to a commencement of an examination of the conflicting titles of the two States to the disputed territory, except on the condition that the survey should be commenced at the stone planted by Lord Fairfax, which, it is contended, is not on the branch claimed by Maryland as her true boundary. We perceive that at the present session of the Virginia Legislature, bills have been reported for running and marking the eastern and western boundary lines between the two States, but what are their provisions we are not informed, though from the fact that they contemplate the running of the entire boundary from east to west, it seems probable that the whole matter is to be examined. Should Maryland succeed in enforcing her claim, it will very materially enlarge her present limits, extending them far into the heart of Virginia. The Old Dominion has, however, territory enough, and to spare.—*N. American*

The Quadroon ladies of New Orleans excite both a feeling of admiration and pity—admiration for their accomplishments and beauty—compassion for the unnatural and unjust proscription entailed upon them by the laws of Louisiana. A man cannot legally marry a Quadroon woman, unless he able to swear that he has *black blood in his veins.* As many of these women are not only very white, but very beautiful and accomplished, resistance to their charms is no easy matter; and, as love is not apt to be regulated by statute limitations, the consequence of this absurd state of things is readily anticipated. They marry, or *place*, as they call it, without the sanctions of the State, or the benedictions of the Church. The mother of the Quadroon girl consents to a temporary arrangement, provided her daughter is furnished with a house, a couple quarters, and a couple of slaves, with a promise on the part of the mock husband to give his little quadroona a good education. It is not a very uncommon thing for Northern bachelors, to say nothing of Northern Benedicts, to be under the necessity of supporting and educating the offspring of this peculiar institution. I have heard of one case, in which a man was so madly, or perhaps I should say, *truly* in love with a beautiful quadroon, that, in order to marry her, he injected a little *black blood* into his veins procured from one of his negroes; and took the requisite nuptual oath, thereby fulfilling the *letter of the law.* It may spoil the romance of the story to add, that the lady had a dowry of three hundred thousand dollars. But in this age of gold the mercenary spirit is an element not to be overlooked; and here in the South a bachelor in a half room is asked to be introduced to a young lady with so many hogsheads of sugar—so so many bales of cotton—or so many well-conditioned negroes A younglady with more charms of purse than person, overheard an ungallant fellow remarking the other evening upon the number of freckles on her face, when she turned upon him with the sharp retort that he had *had a negro for every freckle!—New Orleans correspondence of the N. Y. Mirror.*

LOSS OF THE SAM CLOON—COLLISION.—In the Courier yesterday we published the sinking of the *Sam Cloon* in the Mississippi, at Spanish Moss Bend. We be e since learned that she was sunk by coming in collision with the *H. R. W. Hill*, and will prove a total loss. Both boats were descending the river, and the Hill, while rounding to, struck the Sam Cloon and sunk her.

The boat was run on a sand bar, and sunk to her cabin door. The Lexington was alongside and saved a portion of the deck load of the boat. The Memphis Whig, of the 16th, has the following:—*Lou. Courier.*

The Hill was rounding out from a woodyard. It appears that either one or both of the officers of the two boats were to blame, but it has become common to attach no blame to the officers that we must remain silent. This is the second boat sunk by the Hill during this her first season.

You can find anything in France except a blackguard. A Frenchman may be wicked but he is never vulgar. He may steal your watch, rob you of your pocket book or apply. "an iron tube" to your vest pattern—he may do all this, but then it is with so much gravity that it robs the felony of all its coarseness, and makes you rather think threat-cutting is an aristocratic accomplishment.

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