PITTSBURGH GAZETTE.

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THURSDAY MORNING, MARCH 3, 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 5 o'clock, on Saturday evening.

THE CABINET.—As the time approaches for the advent of a new administration, the rumors in relation to the Cabinet settle down into something tangible, and we are enabled to judge who are likely to be its members. Our correspondent "DUNCAN" gives the list, to-day, as it is given in all the eastern papers before us.

From the character of the persons named it would seem that Mr. Pierce has been compelled to select his cabinet upon the principle which ruled in his own case, when nominated for President; more regard being had to their negative than to their positive qualities. Of all the list, only one has any prominence as a statesman or politician: the rest are comparatively new and untried men. The President would doubtless have chosen otherwise, had he been left to his own free will; but he could not choose one of the prominent men in his party without exciting the intense hostility of opposing factions; and he has been forced to put up with those who have not been long enough in public life to earn sufficient enmity to make them objectionable.

The success of this principle in the case of Messrs. Polk and Pierce, and the necessity of resorting to it, now, in the selection of a Cabinet, must necessarily throw the fortunes of the Democratic party into the hands of obscure men, and undistinguished politicians.

Whatever motive may have led to the selection of the rest, the motive for selecting JAMES CAMPBELL, of this State, for the high honor of a Cabinet appointment, cannot be mistaken.—That individual has achieved nothing, either in law or politics, to entitle him to such distinction. By fraud and chicanery he procured from his party, in 1851, a nomination for the Supreme Bench of this State; but his incompetency for that post was so plain, and the fraud used to procure his nomination so palpable, that a large portion of his party abandoned him, and he was defeated. His defeat was attributable solely to his lack of qualifications, and the unfair means used to force him upon the party, the fact that he was a Catholic not having been urged against him. But the Catholic press seized hold of the fact that he was a Catholic, and held it up as the one only cause of his defeat. From that moment he has been paraded as a Catholic martyr, and his appointment has been demanded from the President elect as necessary to conciliate the Catholic portion of his friends. He has yielded to the demand. He has consented to set the pernicious example of appointing a man to conciliate a particular sect. He will live to regret it.

The appointment of Campbell will essentially weaken the new administration. It may conciliate those who have demanded it; but it will cool the ardor and estrange the friendship of many whose support would be of far more service to the incoming President in any hour of trial.

Our brethren of the Iron City frequently invite the Philadelphians to exercise a wider liberality of feeling towards her. This is right: the prosperity of Pittsburgh, and of every city and town in the State, should be dear to our citizens. But it scarcely follows that Philadelphia is bound to limit its trade with the west to the Pittsburgh route. Pittsburgh, I think is, certainly, of no importance to us; but Northern Ohio and Kentucky are no less so. Because we have a road to Pittsburgh we do not despise one to Wheeling.

When the Pittsburghers have perseveringly labored to effect the demolition of the Wheeling bridge, important to our future trade; when they have strained every nerve to defeat the Hempfield Road project, when they are even now attempting at Harrisburgh, to defeat the Bill authorising the City Councils to subscribe to the stock of that road, by tacking on to it a proviso delaying its effect until Virginia grants the right of way to the Steubenville and Pittsburgh Railroad Company; they should not wonder at occasional testiness on our part.

This right of way project has been killed definitely in the Virginia Legislature; why disinter it to burden us with the corpse? Do the Pittsburghers think that making an unprovoked attack upon our trade interests is the way to promote good feeling? We cannot further their Steubenville road project; and their opposition to our Hempfield one savors too strongly of the dog-in-the-manger policy to elicit our most amiable feelings.—*Philadelphia Register.*

Our friend of the Register forgets that *Pittsburgh* has interests to look after as well as *Philadelphia*. We have endeavored to lead Philadelphia into the belief that the interests of our two cities are common, and that the interests of one can best be promoted by consulting and promoting those of the other. But Philadelphia will not look at matters in this way. She considers that she best benefits herself by injuring us: and she cannot complain if, under such circumstances, we look sharply after our own affairs.

It may be that the Wheeling Bridge is important to the trade of Philadelphia; we have not so regarded it: but we are certain it is injurious to our trade. If Philadelphia will consult only her own interest in seeking to keep it up, we cannot be less watchful of our affairs than she is of hers, especially when we have the Supreme Court of the United States on our side.

The Pittsburgh and Steubenville road is of the utmost importance to Philadelphia; and notwithstanding the Register thinks otherwise, she can further that project, by using her influence at Wheeling to remove the only opposition to it. If she will not, it gives us the greater reason to leave nothing undone in its behalf.

We pursue no dog-in-the-manger policy with regard to the Hempfield road. We think Philadelphia is foolish in lending her aid to that scheme, but that is her concern, not ours. When she goes before the Legislature and asks for power to aid that road, we do not object; but we ask the Legislature to say that that aid shall not be given until Pittsburgh has the same privilege to pass through Virginia that Philadelphia has. Could any thing be fairer? Have we not as good a right to that privilege as our sister city? No one doubts it. Yet that right is denied us, and denied us through the influence of the present co-workers of Philadelphia in the Hempfield scheme. In such a case, it is plainly the duty of the Legislature to say that as soon as the privilege of passing through Virginia is conceded to Pittsburgh, as it has been to Philadelphia, the latter city shall have full power to avail herself of her privilege. Any other course on the part of the Legislature would be partial and unjust. There is no dog-in-the-manger about this. The dog could not eat the hay in the manger: all we ask, is, that others shall not be permitted to come to it, and eat, while we are mutzled and kept back.

If Wheeling finds that Philadelphia cannot be permitted to aid the Hempfield, until she withdraws her opposition to the right of way for the Steubenville road, that opposition will soon cease; and the true way for Philadelphia to benefit herself and us, both, is to help to pass the proviso now pending to the bill allowing Philadelphia to subscribe to the Hempfield road. As soon as that proviso is passed, the "right of way project," in the Virginia Legislature will be found to be very far from being as dead as the Register would have us believe it.

The Cincinnati Gazette has the following remarks upon the refusal of Virginia to grant the right of way to the Pittsburgh and Steubenville road:

The Virginia Legislature have again refused to the citizens on the narrow strip of six miles of her territory on the Steubenville and Pittsburgh road, the right to construct a railway on their own land, lest, peradventure it should divert trade from Wheeling. This is a dog in the manger policy that does no credit to the Ancient Dominion. And we are surprised that our Wheeling friends regard their trade so insecure as to be affected by the proposed line. We think it rests on a much surer foundation. The land owners should go on and build the road, and await the punishment Old Virginia may inflict upon them for such use of their own land, which no law prohibits.

The Philadelphia *North American* either cannot or will not represent us fairly. In that paper of Monday we find the following:

"PENNSYLVANIA RAILROAD COMPANY.—The Pittsburgh Gazette prefers a formal complaint that this company is acting as a forwarding house at Pittsburgh, and thus interfering with a branch of business not properly belonging to it. The Gazette says that the consequence of this is that some of the oldest forwarding merchants of Pittsburgh are giving up the business and locating themselves elsewhere. *According to the same paper, the object of the company in causing its agents to receive consignments of goods and forward them is to save consignors from the heavy charges of forwarding merchants, and so make our line preferable.* The Gazette wants it stopped."

The part we have placed in *italics*, if not a studied misrepresentation, indicates the grossest possible misapprehension of our language. We said that it might be *alleged* that the company forwarded goods free of charge to consignors, but especially denied that such was the fact; and showed that, instead of saving charges, the Company, by having a depot out of town and far away from business, imposed an unnecessary charge of 75 cents for every dray load hauled to their depot.

We now ask the attention of the North American to the *real* ground of our complaint against the Company.

The Pennsylvania Central Railroad Company asked of our Councils the right to lay a track down one of our principal streets, and to erect a depot on the *wharf*. The Councils granted the request, upon the *condition* that the Company should never engage in the forwarding business. The Company accepted the grant, with the condition annexed, but have constantly set the condition at naught. We want to know if the North American justifies this?

Let us have a direct answer. It will not do to tell us that the public is benefited by the course of the Company. That may or may not be: we will not stop to argue it. The simple question is, If the Company accept a grant from the city, upon a *condition*, is the Company bound by the obligation of the condition, or not? Let the organs of the Company meet that question, frankly and on its own merits.

The Central Railroad Company have received from the City of Pittsburgh privileges which one of her own citizens could not have purchased for a million of dollars. In return for these privileges, the city asks only that the Company shall not interfere with the business of any of her citizens. Is it an unreasonable request?

One thing is certain: the Company must either observe the condition upon which her cars are permitted to pass through our crowded thoroughfares, and occupy our wharf, or give up the privileges conditionally granted. She can make her election; but one or the other she must choose.

The friends of Free Schools in Detroit, have united together, without distinction of party, in nominating tickets to be supported in opposition to the Catholic tickets, at the ensuing Charter election. The Tribune says:

STAND FROM UNDER!—"A Constitutional Catholic," under the new signature of "Many Democrats," in the Free Press, tells the Democracy of Detroit what they have to expect if they do not square up to the mark at the approaching election. In reference to the independent movement of the great body of the Democratic party in this city, he says, that "the union of this respectable portion of the Democrats with the Whigs is for an unlawful object, intolerant and unconstitutional in its intentions, and that *they shall, if this regularly-nominated ticket be defeated by this coalition,* LEAVE the Democratic party *to be* SUSTAINED IN FUTURE BY THIS RESPECTABLE PORTION OF ITS MEMBERS." The Belgian Bishop told the Democracy, in his late Address, that if they did not then aid him in getting a portion of the School Fund, all who proved refractory should be "*wiped from the future political history of the State.*" This was intended to operate upon the Democratic members of the late Legislature. But it did not seem to alarm them much, for they refused the demand with great unanimity.

And now he wishes to reach them in this city, and his modus operandi tells them plumply, if they don't help to elect the anti-school ticket, they (the Catholics) will have no further connexion with them! This certainly, is bold, straightforward, outspoken language. But if that calamity should befall the Democratic party for taking a stand in early youth and vigor of principle, the PEOPLE *will stand by them.* Out of seventy thousand Protestant votes, Whigs enough will be found to sustain them in all measures of such moment to the State as the Free School System, and to compensate them for the loss of as many of the ten thousand Catholic voters of the State, as may see fit to desert them to gratify Bishop Lefevre and his Priests. So we think they need not fear being "wiped out" for any such acts as they have adopted in this city.

The London Times has the following utilitarian notions upon the poultry mania which seems to rage in England as fiercely as it does in this country:

"A fowl, after all, is not materially the more precious for being 'gold' or 'silver penciled,' 'white crested,' or 'double combed,' though 'double breasted,' if procurable, might be an eligible quality to introduce. One variety we see, styled 'Cochin-China' or 'Shanghai' strongly recommended for the extraordinary abstemiousness of their diet; but we scarcely understand the advantages of this feature, unless, indeed, they will go into a smaller sauce pan.

"The end, in short, of all such exhibitions as that now open, should be the improvement not of private collections but of the public stock, and the breed deserving the prize is not that with the largest comb or the rarest plumage, but with the best promise of general usefulness. If, twelve months hence, eggs should prove better, chickens cheaper and all poultry more abundant than now, we shall be the first to acknowledge the benefits of the Baker-st. bazaar. If the result is confined to the monstrosities of private collections, there will be little credit gained by the notoriety of this week's display."

For the Pittsburgh Gazette.

At an election held at the house of Wm. McCall, in East Liberty, on the 24th inst., the following persons were elected officers of the East Liberty and Penn Township Plank Road Company:

President—C. Snively.

Treasurer—D. R. Coon.

Managers—James Kelly, Joseph Stoner, Francis Wilson, Dr. Robert Wilson, and Daniel Negley.

This Road is about seven miles in length, from the Greensburg and Pittsburgh Turnpike, at East Liberty to its Eastern terminus at the intersection of the Curwinsville, Leechburg and Logan's Ferry Roads, all leading to Pittsburgh. Three miles of the road next to East Liberty, will be nearly level, and the whole is susceptible of an easy grade. It will traverse a part of the county admirably adapted to Agricultural and Horticultural purposes, and over immense coal fields. When completed vast quantities of produce will pass over it to the Pittsburgh market. About eight thousand dollars is subscribed, and the managers are determined to prosecute the work with all possible despatch.

February 26, 1853.

HEALTH OF THE VICE PRESIDENT ELECT.—George A. Jones, Esq., who was lately deputed to visit the island of Cuba, and communicate to the Hon. W. R. King the official announcement of his election to the Vice Presidency of the United States, having performed that duty, returned yesterday to this city. We are gratified to learn from Mr. Jones that the health of Mr. King was much improved when he last saw him, which was on the 21st ultimo. Mr. Jones came passenger in the steamer Isabel, from Havana to Charleston.—*Republic.*

A JUST REBUKE TO ROMAN CATHOLIC BIGOTRY.—At the local election in Blythe township, on the 18th instant, in which township of Schuylkill county Catholic books had been introduced into the schools, the parties were divided into Protestants and Catholics—no other distinctions were regarded. The result was the election of the whole Protestant ticket, including three School Directors. The unwarrantable interference of sectarianism—sectarianism of any kind, in our schools, deserves, and we hope, with the Miners' Journal, will always meet with just such a rebuke.

The Sacrifice of a Medium.—A man whose name is Samuel Cole, residing in Washington county, Ohio, who was made insane from the workings of the spirit-rappings delusion became possessed of the idea that he must offer, like Abraham of old, a sacrifice to the Supreme Ruler of the Universe. He accordingly proceeded to carry his object into execution, by taking off one of his feet, which he succeeded in doing some days since, in a very scientific manner, and with a heroic determination that it would compare with the self-sacrificing deeds done in the earlier ages. His family hearing that some other of his limbs might be demanded in a like cause, had him conveyed to the Lunatic Asylum, at Columbus, where he is now in the enjoyment of as much liberty as the nature of his disease will warrant the superintendent of that institution in granting him.

FROM WASHINGTON.

Correspondence of the Daily Pittsburgh Gazette.

WASHINGTON, Feb. 27, 1853.

The Pacific Railroad—Improbability of its construction by the Government—Cabinet Portraits—Movements of Gen. Pierce and President Fillmore.

On mature reflection, I find myself inclined to concur in your view of the policy of building the Pacific Railroad within the limits of the States, by the General Government. It certainly is true that the Federal Government has power enough already. There is great danger in centralization, and for that reason I have never looked with any favor upon the proposition to establish at Washington an agricultural bureau. I have, also, opposed conferring extraordinary grants and privileges upon the National Agricultural Society from the same motive. I have opposed, generally, the steamship appropriations from considerations of a similar nature. These measures all tend to the aggrandizement and centralization of federal authority. The correct principle in this matter is, that the General Government has no right to exercise within a State those functions which the State Government is competent to perform. If the Pacific Railroad cannot be built unless constructed under the direction and by the means of the General Government from one end to the other of the line, then it would be clearly its duty to undertake the whole work, first obtaining the consent of the States as to that portion of it within their several limits. And if the work were necessary not only to the general prosperity, but to the defence of the country, then it would be proper to proceed with its execution, with or without such consent.

I was first under the impression that the Pacific Railroad could not be built unless all parts of it were absolutely controlled by the federal Government. I now perceive that it is otherwise; Missouri and California can as well build their roads to connect with the national trunk line between the limits of those States, by the aid of government grants, as Illinois can build her great central rail road, from the land fund provided under the act of Congress. The monstrous and scandalous assumptions of power at the expense of the States on which the Compromise Acts of 1850 were based, should teach us the importance of limiting federal pretensions.

The amendment of Mr. Chase, appropriating $150,000 for a survey of the routes through the plains and mountains, to the army bill, was adopted by a vote of more than two to one, showing the interest taken in the work. This is an indispensable preliminary, but the late debate developed great difficulties in the prosecution of the work by the general Government.—It is not probable that the South would ever consent to a more Northern terminus than Memphis. St. Louis has been designated as the starting point by nature. That city is within a day's run of about 200 passengers and $110,000 in gold. She passed the Pacific and Tennessee off Monterey on the 8th.

The corvette Portsmouth was at Acapulco.

In California the floods had nearly subsided, but the roads were still almost impassable, and the suffering of the people in the interior represented in heart-rending. The supply of flour at Nevada and vicinity was entirely exhausted. In the mines, at some places, life was sustained by feeding on mere scraps, which they were fortunate enough to have left and had previously thrown aside.

A destructive fire occured at Tobago on the 8th. Ten business houses were burnt.

Advices from Chiriqua state that the survey of the new route from the Atlantic to the Pacific was progressing favorably.

It was reported that an Ecuadorian vessel lying in the harbor of Tobago was procuring recruits.

There was no political news from Peru.—Rich gold diggings had been found at Mendocina.

Australia dates of Dec. 10th had been received at Callao. The yield of gold amounted £1,000,000 per month. Two government escorts had arrived at Sydney with 40,000 ounces of gold, and the ship Mentor had sailed for London with 44,000 ounces. The accounts of the crops were favorable the ground yielding abundantly. Flour at Sidney Cove is $12 per 200 lbs.

Seventeen Americans had returned to Panama, none of them with less than $3,000. A number are passengers on board the United States, and speak in high terms of Australia.

The emigration into Melbourne from Great Britain and the United States is said to average 1,500 daily. The American ship Hoogly, from Liverpool, with 1,000 government emigrants, was in quarantine at Port Phillip—125 passengers had died of measles.

Board at hotels in Melbourne was worth $2 per day. The Government were paying $2 50 per day for laborers on the public works.

There has been no destruction of property at Oregon from the floods. Many buildings swept away in Oregon city. The Willamett river at one time was covered with floating dwellings, saw-mills &c.

The health of the Isthmus continued good, and the roads rapidly improving.

Short sales of four tons of flour at San Francisco on the 31st ult., at $23.

Provisions dull and unchanged.

What our Opponents are Doing.—A little incident has recently been brought to our notice which shows what vigilance the opponents of education exercise, and the means used they are to triumph at the approaching election. A gentleman from the country was in town a day or two since for the purpose of hiring laborers to cut wood. He made application to an Irish Catholic. But he frankly told him that he and other Catholics had been ordered by Bishop Lefevre not to leave town for any purpose until after the election. We also understand that a very extensive system of colonization has been adopted, and a large number of Catholics brought here from other places, in order to be qualified to vote by a ten days residence. We know, of course, complain that the Bishop should retain all his troops here, who are legal voters; but to bring people here from Hamtramck Canada, and other places, is a degree of latitude that even Protestants can't tolerate. We trust, however, that the friends of education will be equally vigilant and watchful, and show as much interest in the election, as the Bishop does in the destruction, of our Common Schools.—*Detroit Tribune.*

PROF. JACOBUS' SECOND LETTER.—We invite attention to the second letter of Rev. Prof. Jacobus in reply to Bishop O'Connor, in to-day's paper. The Bishop is fairly met, and we think floored. He gave but a lame and impotent reply to the first; some have been scared at Hamtramck. Yours, with respect.

For sale by all the Druggists in Pittsburgh.

feb9 (Papers advertising Petroleum please copy.)

DAGUERREOTYPES

AT THE

NATIONAL GALLERY.

JACKSON'S National Daguerroan Gallery, corner of the Diamond and Market street, (opposite L. Wilson's Drug Store,) Pittsburgh.

Ladies and Gentlemen wishing to obtain likenesses of themselves or friends, will please call at the above establishment, fitted up with very superior Side and Sky lights, arranged with such skill as to produce pictures of the most accurate delineation of the human form with all the delicacy of outline and roundness of limb, Engravings, Paintings, &c., accurately copied, and duplicates taken of original likenesses.

☞ The Operator is natural to take a picture, unless a perfect resemblance.

☞ Likenesses taken of sick and deceased persons in any part of the city and vicinity.

☞ Rooms open every morning from 8 A. M., until 6 P. M. Entrance in Diamond.

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WASHINGTON, Feb. 28.

Railroad Iron—Intercourse between the President and his successor—Bennett's Land Bill defeated, &c.

Mr. Hunter's motion to postpone the payment of duties upon railroad iron for five years, develops the result of intrigues that have been going on in both Houses all winter. The scheme was started in the House early in the session, but was defeated after a thorough and very able discussion. Much of the merit of this result was due to the exertions of Mr. Howe, representative of the Pittsburgh District; but I suspected, from the very calmness and philosophy with which Mr. Clingman and other leading advocates of the scheme bore their defeat, that they had hopes of renewing the contest under other and more favorable auspices. It appears that lately the Virginia Legislature has passed resolutions of instruction in behalf of the removal of duties on this class of imports. Virginia is about to construct an extensive system of railroads, and is desirous of acquiring an advantage over her neighbors who have built their roads without any such government favors. But four days remaining of the session, the General Appropriation Bill seemed the only vehicle for carrying through the channels of legislation so serious a burthen as a repeal of the duty on iron. To that bill, therefore, Mr. Hunter moved this amendment, the most destructive proposition to the iron interest of the United States ever made. Free trade is certainly becoming the established policy of the country; but that even the wildest free-trader should dream of pouncing upon the article of iron, now just recovering from a depression so deep as to border upon total annihilation, as a subject of experiment in the application of his theories, is indeed astonishing. There was nothing in the debate and proceedings which followed this movement that indicated the probable result of it. Mr. Brodhead expressed himself surprised and displeased that the question should have been thrown in like a fire-brand to disturb their deliberations just at the close of a Congress, and upon the installation of a new administration. Senators Miller of New Jersey, and Mr. Seward, protested and argued with force and effect against the movement. The debate went on till a very late dinner hour, and the Senate adjourned, leaving the question undecided. How many more days the discussion will consume cannot be foreseen. The proposition has no business at all on an appropriation bill, and if it be persisted in, the friends of reasonable and moderate protection would certainly be justified in throwing over, or causing the defeat of the bill to which it is attached. An extra session is not, therefore, an improbable contingency.

It is supposed that Gen. Pierce and his peculiar free trade supporters stand behind the scenes, directing the movements of liege men in this proposition, and that they are prepared to risk the loss of the appropriations in the effort to force it upon the country. We shall see the result, but in the mean time the greatest excitement exists as to this new developement of anti-American policy.

The President elect and a number of his intended cabinet ministers were to have dined at the White House to-day, and the banquet, of course, took place. The out-going and the incoming Executives are on the best of terms with one another, and their intercourse has thus far been of the most pleasant character. General Pierce, it is said, will not immediately move into the White House, but will remain in private lodgings until some necessary repairs can be made.

A vote of the Senate to-day proved that Bennett's land bill cannot be taken up in that body, and that it is dead for the present session. Next Congress will meet under the new apportionment, and the West will have a few more members than now; but what are strictly called the land states, will not have so many as now, because the remains of the public lands in several of the more easterly of the new States will be so far absorbed as to make their interests on this question co-incident with the States of the seaboard. I do not, therefore, much regret the refusal of the Senate to act upon this plan of distribution upon terms so advantageous to the West, though fair, also, toward the East. We shall stand better in the next Congress than now, and I doubt whether we shall ever, in the same space of time, see so great a quantity of public lands squandered as have been lavished upon the new States of the West during the last four years. JUNIUS.

ARRIVAL OF THE UNITED STATES.

FROM CALIFORNIA, NICARAGUA AND AUSTRALIA.

NEW YORK, Feb. 28

The steamer United States, from Aspinwall the 18th, arrived this morning. The steamers Tennessee and Cortes arrived at Panama on the 16th, and the Sierra Nevada on the 9th.

The United States brings 300 passengers and $112,000 in specie.

The Sierra Nevada at Panama brought Valparaiso dates of Jan. 28th. The schooner Daniel Beckwith, bound to California, had been destroyed by fire at Talcahuana.

The Golden Gate and Winfield Scott left Panama on the 1st for San Francisco. The Cortes brought down 200 passengers and $110,000 in gold. She passed the Pacific and Tennessee off Monterey on the 8th.

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The cast of character in the above bill has excited much surprise. The Treasury is given to a Kentucky politician, who has never before appeared on a National Scene of action. He is a respectable man, and I presume an honest one. At any rate, he is very rich, so that it will not be necessary in plunder any thing to make a decent living and fair profits. Mr. McClelland is the present Governor of Michigan. He was in Congress four years ago, and had he not been left out in the Free Soil excitement of 1848 and '49, would probably have been Speaker when Cobb was chosen. He is a liberal man, and a little inclined to Antislavery notions, but a very fair sort of a Democrat. He goes into the Interior. Those two departments have three times more patronage than all the others combined.—The incapacity of Judge Campbell for any other position having been recognized by all parties to the arrangements, he will take charge of the Post Office Department. The postal reforms of the last eight years have left nothing to be done which any respectable chief clerk is not fully competent to. There may be on the average half a dozen post offices in each State, the appointments to which must be made with a careful discrimination between the claims of contestants. Otherwise, Mr. Campbell will have nothing to do but to draw his quarterly salary.

Gen. Pierce visited the Capitol on Saturday, and was introduced to a large number of Senators and Representatives. He went to a lecture at the Smithsonian Institute in the evening, with the President and family. Mr. Fillmore's last levee on Friday evening, was the most crowded affair ever seen in the White House, excepting always the New Year's receptions. It was a demonstration of popular respect for the honest intentions of the Executive, which must have been intensely gratifying to his feelings.

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It is supposed that Gen. Pierce and his peculiar free trade supporters stand behind the scenes, directing the movements of liege men in this proposition, and that they are prepared to risk the loss of the appropriations in the effort to force it upon the country. We shall see the result, but in the mean time the greatest excitement exists as to this new developement of anti-American policy.

The President elect and a number of his intended cabinet ministers were to have dined at the White House to-day, and the banquet, of course, took place. The out-going and the incoming Executives are on the best of terms with one another, and their intercourse has thus far been of the most pleasant character. General Pierce, it is said, will not immediately move into the White House, but will remain in private lodgings until some necessary repairs can be made.

A vote of the Senate to-day proved that Bennett's land bill cannot be taken up in that body, and that it is dead for the present session. Next Congress will meet under the new apportionment, and the West will have a few more members than now; but what are strictly called the land states, will not have so many as now, because the remains of the public lands in several of the more easterly of the new States will be so far absorbed as to make their interests on this question co-incident with the States of the seaboard. I do not, therefore, much regret the refusal of the Senate to act upon this plan of distribution upon terms so advantageous to the West, though fair, also, toward the East. We shall stand better in the next Congress than now, and I doubt whether we shall ever, in the same space of time, see so great a quantity of public lands squandered as have been lavished upon the new States of the West during the last four years. JUNIUS.

ARRIVAL OF THE UNITED STATES.

FROM CALIFORNIA, NICARAGUA AND AUSTRALIA.

NEW YORK, Feb. 28

The steamer United States, from Aspinwall the 18th, arrived this morning. The steamers Tennessee and Cortes arrived at Panama on the 16th, and the Sierra Nevada on the 9th.

The United States brings 300 passengers and $112,000 in specie.

The Sierra Nevada at Panama brought Valparaiso dates of Jan. 28th. The schooner Daniel Beckwith, bound to California, had been destroyed by fire at Talcahuana.

The Golden Gate and Winfield Scott left Panama on the 1st for San Francisco. The Cortes brought down 200 passengers and $110,000 in gold. She passed the Pacific and Tennessee off Monterey on the 8th.

The corvette Portsmouth was at Acapulco.

In California the floods had nearly subsided, but the roads were still almost impassable, and the suffering of the people in the interior represented in heart-rending. The supply of flour at Nevada and vicinity was entirely exhausted. In the mines, at some places, life was sustained by feeding on mere scraps, which they were fortunate enough to have left and had previously thrown aside.

A destructive fire occured at Tobago on the 8th. Ten business houses were burnt.

Advices from Chiriqua state that the survey of the new route from the Atlantic to the Pacific was progressing favorably.

It was reported that an Ecuadorian vessel lying in the harbor of Tobago was procuring recruits.

There was no political news from Peru.—Rich gold diggings had been found at Mendocina.

Australia dates of Dec. 10th had been received at Callao. The yield of gold amounted £1,000,000 per month. Two government escorts had arrived at Sydney with 40,000 ounces of gold, and the ship Mentor had sailed for London with 44,000 ounces. The accounts of the crops were favorable the ground yielding abundantly. Flour at Sidney Cove is $12 per 200 lbs.

Seventeen Americans had returned to Panama, none of them with less than $3,000. A number are passengers on board the United States, and speak in high terms of Australia.

The emigration into Melbourne from Great Britain and the United States is said to average 1,500 daily. The American ship Hoogly, from Liverpool, with 1,000 government emigrants, was in quarantine at Port Phillip—125 passengers had died of measles.

Board at hotels in Melbourne was worth $2 per day. The Government were paying $2 50 per day for laborers on the public works.

The cast of character in the above bill has excited much surprise. The Treasury is given to a Kentucky politician, who has never before appeared on a National Scene of action. He is a respectable man, and I presume an honest one. At any rate, he is very rich, so that it will not be necessary in plunder any thing to make a decent living and fair profits. Mr. McClelland is the present Governor of Michigan. He was in Congress four years ago, and had he not been left out in the Free Soil excitement of 1848 and '49, would probably have been Speaker when Cobb was chosen. He is a liberal man, and a little inclined to Antislavery notions, but a very fair sort of a Democrat. He goes into the Interior. Those two departments have three times more patronage than all the others combined.—The incapacity of Judge Campbell for any other position having been recognized by all parties to the arrangements, he will take charge of the Post Office Department. The postal reforms of the last eight years have left nothing to be done which any respectable chief clerk is not fully competent to. There may be on the average half a dozen post offices in each State, the appointments to which must be made with a careful discrimination between the claims of contestants. Otherwise, Mr. Campbell will have nothing to do but to draw his quarterly salary.

Gen. Pierce visited the Capitol on Saturday, and was introduced to a large number of Senators and Representatives. He went to a lecture at the Smithsonian Institute in the evening, with the President and family. Mr. Fillmore's last levee on Friday evening, was the most crowded affair ever seen in the White House, excepting always the New Year's receptions. It was a demonstration of popular respect for the honest intentions of the Executive, which must have been intensely gratifying to his feelings.

JUNIUS.

WASHINGTON, Feb. 28.

Railroad Iron—Intercourse between the President and his successor—Bennett's Land Bill defeated, &c.

Mr. Hunter's motion to postpone the payment of duties upon railroad iron for five years, develops the result of intrigues that have been going on in both Houses all winter. The scheme was started in the House early in the session, but was defeated after a thorough and very able discussion. Much of the merit of this result was due to the exertions of Mr. Howe, representative of the Pittsburgh District; but I suspected, from the very calmness and philosophy with which Mr. Clingman and other leading advocates of the scheme bore their defeat, that they had hopes of renewing the contest under other and more favorable auspices. It appears that lately the Virginia Legislature has passed resolutions of instruction in behalf of the removal of duties on this class of imports. Virginia is about to construct an extensive system of railroads, and is desirous of acquiring an advantage over her neighbors who have built their roads without any such government favors. But four days remaining of the session, the General Appropriation Bill seemed the only vehicle for carrying through the channels of legislation so serious a burthen as a repeal of the duty on iron. To that bill, therefore, Mr. Hunter moved this amendment, the most destructive proposition to the iron interest of the United States ever made. Free trade is certainly becoming the established policy of the country; but that even the wildest free-trader should dream of pouncing upon the article of iron, now just recovering from a depression so deep as to border upon total annihilation, as a subject of experiment in the application of his theories, is indeed astonishing. There was nothing in the debate and proceedings which followed this movement that indicated the probable result of it. Mr. Brodhead expressed himself surprised and displeased that the question should have been thrown in like a fire-brand to disturb their deliberations just at the close of a Congress, and upon the installation of a new administration. Senators Miller of New Jersey, and Mr. Seward, protested and argued with force and effect against the movement. The debate went on till a very late dinner hour, and the Senate adjourned, leaving the

Shipments of Specie from San Francisco per Tennessee, Feb 1, 1853.	
Page, Bacon & Co,	$642,000
Adams & Co,	600,000
D. Davidson,	320,000
Burgoyne & Co.,	315,000
Case, Heiser & Co.,	60,300
Hussey, Bond & Hale,	61,862
Wells, Fargo & Co.,	61,400
Drexel, Sather & Church,	60,000
Pallant & Wilde,	58,800
Collins, Cushman & Co.,	48,800
J. B. Thomas,	38,750
Ferris, Holman & Co.,	32 684
D. L. Ross & Co.,	20,648
F. Argenti & Co.,	20,000
Sanders & Brenham,	17,500
Wyckoff & Co.,	16,438
J. Seligman & Co.,	16,000
Jacobs & Levi,	11,052
Ulmer, Fiegenbaum & Co.,	10,000
Rising, Cassill & Co,	10,000
Spate & Newhouse,	10,000
Other Shippers,	83,201
Total,	$2,430,036

A WHOLE FAMILY SWEPT AWAY.—About a year since a family by the name of Twombly started from South Malden, Mass., for the West. The family consisted of the father, mother, five or six children, and an old man, who had long resided with them. Shortly after arriving at their new home, the father and two children died. The mother, with the remainder of the family, started to return, under the protection of the old man, and all are supposed to have been lost on the lakes, by one of the disasters which occurred early in the winter, as nothing has since been heard of them.

The Farmers' Bank of Schuylkill County.—A few days ago a statement appeared in the Ledger to the effect that the Farmers' Bank of Schuylkill County had violated the law in not having an amount of specie equal to one-third of circulation. The Ledger this morning handsomely corrects the injurious statement, and it appears that the bank has not violated the law as it has been construed by the Auditor General ever since its passage. This construction was, that the banks should have in their vaults, and in the cities where it was required that their notes should be kept at par, an amount of specie equal to one-third of their circulation. No one denies that the bank in question has fully complied with the law thus construed, and, it is not likely that any of the country banks could show a larger proportion of coin in their vaults than it has done.—*Phil. Bul.*

The Engineer of the Fort Wayne and Chicago Railroad Company is now engaged in making the final location of the line. All the required Legislation from Illinois and Indiana has been obtained. The entire contracts for graduation and masonry will be let in April or May next. It is expected that the Road will be completed from Fort Wayne to Chicago within 18 months after the letting.

Fine oranges and lemons have recently been grown in the city of Memphis, Tenn.

General Pierce, it is said, visited Gen. Scott last Thursday, and spent the evening with him.

Wool, to a large extent, was sold at Newark, O., last week, at 60@63 cts. per lb.

THE CUBAN SLAV