PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

SATURDAY MORNING, AUGUST 6, 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.

DEMOCRATIC WHIG NOMINATIONS.

FOR CANAL COMMISSIONER,
MOSES TOWNALL, *Of Lancaster County.*

FOR AUDITOR GENERAL,
ALEX. K. McCLURE, *Of Franklin County.*

FOR SURVEYOR GENERAL,
CHRISTIAN MEYERS, *Of Clarion County.*

Antimasonic and Whig County Convention

THE WHIGS AND ANTIMASONS OF Allegheny County will meet on Saturday, the TWENTY-SEVENTH DAY OF AUGUST next, at the several places as set apart by primary meetings in their several Election Districts.

In the townships respectively at 2 o'clock P. M., to adjourn at 7 o'clock; and in the several Wards at 12 o'clock M., to adjourn at 7 o'clock P. M.—The Election Districts to select two Delegates to a County Convention, to be held at the COURT HOUSE, on Wednesday, the 31st day of August, at 10 o'clock A. M., to nominate a ticket to be supported by the party at the ensuing October election.

au3 JAMES CARUTHERS, Chairman of Committee of Correspondence.

EDITORIAL INTELLIGENCE.—In the *Pittsburgh Union* of yesterday there is an article which challenges astonishment at the lack of intelligence it displays. We copy it entire.

"Among the names of the persons who are said to have made speeches at the recent celebration of emancipation in the West Indies, we erroneously reported that of John M. Kirkpatrick, Esq. That gentleman did not speak on the occasion referred to. Indeed, though we are not certainly informed, we believe he was absent from town, and not present at the celebration.

That the colored people of the country should celebrate the anniversary of considerable number of wishes, and the establishment of a black despotism, is no concern of ours. It is, perhaps, natural and proper; but as we never had any high consideration for the politicians who seek to advance their own interests thus managing on the glorious event of West India emancipation, we would not wish to be placed in that category against our consent. We presume other men may possibly feel in the same manner; and without consulting Mr. Kirkpatrick's views on the question of slavery, we make a correction which we should wish any editor, under similar circumstances, to make for us."

The fact that any man presuming to be intelligent enough to edit a daily paper should be ignorant of affairs which have happened within the present generation as to indicated in the sentence we have *italicized*, would be incomprehensible, if it did not stare us in the face. The editor of the *Union* would not like, we know, to have his general knowledge of matters compared with that of any colored man; and yet we venture to say that there is not a black man in this city who does not know that there is not a line in the whole history of West Indian Emancipation to justify the character given to it by that paper. So far from being attended by "the massacre of a considerable number of whites," West Indian Emancipation was one of the most peaceful events of the age.—It was accompanied by violence of any kind whatever, and the transition from Slavery to freedom of many hundreds of thousands was accomplished without the least injury either to person or property. And so far from its being followed, as the *Union* states, by the "establishment of a black despotism," the government of the West Indian Islands remains in precisely the same hands to-day, that it did previous to emancipation. The only "despotism" experienced there is that exercised by the British government which has had undisturbed control of the Islands, as well since as before the event commemorated by the colored people on the 1st inst.

We do not know how the gentleman may feel who is associated, in the article copied from the *Union*, with this remarkable display of editorial intelligence; but we think he might very rationally pray for a little more knowledge to be mingled with the friendship which prompts such "corrections" in his behalf.

PROGRESS.—Among the prominent men who took part in the late celebration at Plymouth, Mass., of the Embarkation of the Pilgrims, there was the same diversity of sentiments as there was among those whose memory they honored. The elements of progress and conservatism that were to be found among the Pilgrims were displayed on the 1st of August by their descendants. This appears to be the order of Providence. The tendency to push forward is generally accompanied with so much ardor that restraints becomes necessary; and hence conservatives are as necessary to hold back the progressives as the progressives are necessary to the renovation of the world. All reforms move more slowly than reformers are anxious to do; hence the necessity of keeping them from getting ahead of their work.

The Conservatives were well represented at Plymouth by Gov. Clifford;—his able discourse was all aimed against the fast tendencies of the age in which we live: while Mr. Everett nobly represented the Progressives, and directed his eloquence to a defence of those who are striving to push society upward and onward. But Mr. Everett was not alone, while Mr. Clifford was.—Mr. Sumner, and other eloquent men, stood up and spoke good words in behalf of the Progressives. The reformatory element predominated, as it did among the Pilgrims; and not the least valued of the results of this great gathering at Plymouth was the inculcation of the thought that the present age has as high duties to perform in the maintenance and dissemination of correct principles as the Pilgrim Fathers had.—That idea was well developed by Mr. Sumner, in a poetical quotation with which he closed his speech, and which is so apt that none can fail to feel its force. We append a portion of his peroration:

"These outcasts, despised in their own day by the proud and powerful, are the men whom we have met in this goodly number to celebrate—but for any victory won—not for any triumph of discovery, science or learning—not for worldly success of any kind. How poor are all these things by the side of that divine virtue which led them, amid the reproach, the obloquy and the hardness of the world, to hold fast to the truth. If the honors of this day are not a mockery—if they do not expend themselves in mere selfish gratulation—if they are a sincere homage to the character of the Pilgrims—and I cannot suppose otherwise—then is it well for us to be here.—Standing on Plymouth Rock, at their great anniversary, we cannot fail to be inspired by their example. We see clearly what it has done for the world, and what it has done for their fame. No man here to-day will think their self sacrifice, their deviation from received opinions, their unquenchable thirst for liberty, an error or delusion. Conformity might, perhaps, have purchased for them a profitable peace, but not peace of mind; it might have secured peace and power, but not repose; it might have opened a present shelter, but not a home in history and in men's hearts till time shall be no more. All will confess the true grandeur of their example, while, in vindication of a cherished principle, they stood alone against the madness of men, against the law of their land, against their king. Better be the despised pilgrim, a fugitive for freedom, than the lauding politician, forgetful of principle, "with a Senate at his heels."

Such is the voice from Plymouth Rock, as it salutes my ears. Others may not hear it; but to me it comes in tones which I cannot mistake. Lanch its words of noble cheer:

New occasions teach new duties; Time makes ancient
good uncouth;
They must upward still and onward, who would keep
abreast of Truth.
Lo! before us gleam her camp-fires! we ourselves must
Pilgrims be,
Launching our Mayflower, and steer boldly through the
Uncharted Winter sea.

THE DELAWARE DIVISION—of the Pennsylvania Canal, which was seriously injured by heavy rains a short time since, has been repaired and is now in operation again.

The papers out of this State, we notice, speak of the break in this Division as being in the main line of the Pennsylvania Canal. The Delaware Division is no part of the line between this and Philadelphia, which is now, and has been all season, in excellent condition.

FROM BOSTON.

Correspondence of the Pittsburgh Daily Gazette

BOSTON, Aug. 1, 1853.

Tired of the monstrous clatter of the Crystal Palace, with the disorder that will not be subdued, with the intolerable insolence and stupidity of its officials, with the ceaseless roar and tumult of the great city, and with the unconsionable drain upon my shallow purse, I have left the daughter of Tyre and the twin sister of Nineveh and Sodom, and sought a brief repose in this chosen city of the Saints. Could the stern Puritans who in the fullness of their faith appropriated these regions as a special gift of God to themselves, and dedicated them to religion and liberty, rise from their tombs, what would be their judgement upon the results of the principles they cherished and the institutions they formed? They would discover much which they would recognize as the natural and expected fruit of the seed which they planted, and they would find much in direct contravention of the spirit which influenced them in the work of establishing a state which they hoped would long endure as an example of virtue and happiness.

Boston has lost the homogeneity of its population, both as to race and religion. The Pilgrims were stern men, who believed in self reliance—Because they would not be forced to abandon their creed they left England; because they disdained to mingle with a foreign race they left Holland. They founded their colonies for Protestant Englishmen, and their design was followed to the letter for one hundred and fifty years, and was not violently infringed upon for nearly two centuries. But the Boston of this day is not what it was in 1775, or as late as 1820 at least a third, and I believe about one half, of the inhabitants are foreigners, and a large proportion of the latter are Roman Catholics. Shades of Robinson, Brewster, and Cotton Mather! how would you mourn the spectacle of a sabbath day in your favored city could you but behold it from the celestial heights which form your bright abodes. Before the door of the most respectable, at least best known hotel, in the place, was drawn up a "truck company" of New York millers, in bright scarlet attire, and fierce bear-skin caps. At their head was a band of thirty musicians, with horn, cymbals, and kettle drums. The clamor of the wind instruments, the thunder of the drum, the words of command, and the ring of arms, contended for the mastery over the solemn associations of the day, and their success was complete. Actors and auxiliaries in this decorous demonstration were Boston Companies, assembled to greet and honor their brilliant guests. At the railroad depot an immense Milesian crowd stood waiting to welcome one of their compatriots, said to have escaped from Australia, upon copying whom they set up a yell, the like of which had not been heard since the last fight at Donnybrook fair. In the afternoon another parade was made on the occasion of the embarking of the military companies for Plymouth, where the two hundred and thirty-third anniversary of the embarkation of the Pilgrims at Delft haven, is to be celebrated.

It was quite obviously unnecessary that this parade should take place on Sunday, because Plymouth is an hour and a half's ride from the city; best to set out on Monday morning would have produced less *eclat*. What a prelude are such proceedings to the ceremonies prescribed for commemorating the embarkation of the Pilgrims.

But to pass to other topics. Boston has not kept pace of late years with New York or Philadelphia, but it is yet the capital of New England, and as to foreign commerce remains the third city of the Union. It has this advantage of location over any other of our cities on the sea board, that its surface is diversified by handsome elevations, and it presents an imposing view from the water. The State house occupies the highest ground in the city, and is an object of veneration with the oldest inhabitants and their descendants. The latter settlers do not share in nor understand the sentiment. The city is renowned for the beauty of its suburbs. Roxbury and Cambridge, extending for miles to the east and north-east, are dotted with gardens and villas, which give to those villages the freshness and sweet repose of a rural bower.

The monument on Bunker's Hill is a conspicuous but not pleasing structure. It is a granite obelisk, entirely plain, two hundred and twenty feet high. I am convinced that these naked shafts, however elevated or grand in dimensions are not adapted to monumental effect. This will be found to be the case with the Washington Monument at the seat of Government, a shaft of white marble fifty five feet square at the base, and proposed to be six hundred and twenty feet high; a modern version of Cleopatra's needle, without the hieroglyphics. The Baltimore Monument to the fallen of the battle of North Point, though twenty-four feet less in height, than that of Bunker Hill, is a far more imposing structure.

The history of this Epistle should be a warning to procrastinators. For two days past I have been in the midst of scenes of high interest. In the intervals of engagements both gay and gloomy in their character, I have made unlonumerable mental promises to finish my simple communication, and must now send it off in a skeleton state. I had intended to visit Plymouth, and furnish you with a sketch of the celebration, but that has gone with other good intentions. I wished to say something of the solemn beauties of Auburn, of the manners and manufactures of Boston, and to treat generally upon other matters in which you and your readers feel an interest, but for the present I can say no more than a hearty *a-Dieu*.

JUNIUS.

GOOD TASTE.—At the banquet given during the late Pilgrims' celebration at Plymouth, Massachusetts, a toast to "South Carolina" was responded to by Mr. Yeadon, of the Charleston Courier, and he improved the occasion to regale his hearers, a large proportion of whom were anti-slavery men, with a diatribe in favor of Slavery, and eulogistic of the Compromise measures. Had the celebration been in South Carolina instead of Massachusetts, and some Northern Yeadon had taken occasion to deliver an anti-slavery speech, what would have been the result? The "Chivalry" would not have endured it, that is certain, and something like a row would most probably have been the result. In this instance, however, as Mr. Yeadon's hearers were gifted with a little better discrimination than he seems to have been favored with, his trespass upon propriety was permitted to pass without notice.

CHARTIERS VALLEY ROAD.—The Washington *Reporter* states that the corps of Engineers which has been engaged on the line of this road, for some weeks past, have reached that Borough, and are now engaged with their instruments in testing the practicability of entering the town by the several routes proposed. We understand that the distance to the junction at or near Mansfield Brown's will be quite as short by the contemplated railroad route, if not shorter, than by the turnpike—and that no part of the line presents any formidable difficulties.

The *Reporter* also publishes a long letter from JONATHAN KNIGHT, Esq., formerly Chief Engineer of the Baltimore and Ohio Road, in which he argues strongly in favor of the probable success of the road. Mr. Knight thinks that the connections which the road will secure, at Washington, with the West and South, will make it a preferred route of travel, and ensure its profitableness.

PENNSYLVANIA FARM JOURNAL.—We are in receipt of several agricultural periodicals, but we take up none of them with more interest than the "Pennsylvania Farm Journal," published in West Chester, Pa., by Bowen, Meredith & Co., at $1 per annum. It is a very instructive publication, and we heartily commend it to our farmer readers.

We admire the cool manner in which the Detroit *Tribune*, the Cleveland *True Democrat* and *Forest City*, the Philadelphia *Sun*, and other papers, dress up our editorials as their own.—Should such a fate as ours happen to the *Post*, it would drive the editor of that sheet crazy, if we are to judge by the ecstacies into which he is driven when a chance paragraph of his "goes the rounds."

DR. WILLIAM PETTIT, formerly of this city, died in Philadelphia, on Wednesday last, of dysentery.

The Norfolk Herald mentions the arrival of a gentleman who made the trip from Louisville to Norfolk, via Pittsburgh, in three days.

TERRIBLE CATASTROPHE ON THE BELVIDERE DELAWARE RAILROAD.

TRENTON, N. J., Wednesday Aug. 3.

Last evening a train of platform cars, conveying the laboring men of the Belvidere Delaware Railroad Company, and about one hundred of those assisting in the repairs of the Pennsylvania Canal, to their homes, was thrown from the track at Bull's Island, nine miles above here, and the fatal result announced above ensued.

The train consisted of ten cars, and there were on board two hundred or more men. Tidings of the catastrophe were brought to Lambertville as soon as possible, and a Locomotive was immediately fired up and departed for the scene of the disaster, having on board Drs. Lilly, Koon and Reilly, of Lambertville, and Dr. Fenike of New Hope, some of the officers of the company, and a sufficient number of citizens to assist in the duties expected to be required.

On arriving at the ground, the heart-rending spectacle of nine dead bodies and a number wounded, lying upon the cars, surrounded by the friends who were with them was presented.

The train was backing down the road—the locomotive being in the rear, and going at the rate of eight or nine miles an hour—and when at Bull's Island, or Raven Rock, where the road runs along an embankment eight or ten feet high, about sundown, a cow suddenly jumped upon the track, almost under the platform of the foremost car. The car was thrown off, and five of the others followed before the locomotive could be stopped—some of them being overturned, others set up on end, &c.

The men who were not injured, and the citizens of the neighborhood, set to work, and when we arrived we found things as stated above.

The physicians attended to the most urgent cases of the wounded, and having made them as comfortable as possible, the train started for Lambertville.

Names of the killed.—Mathew Malone, Patrick Coffee, Michael McGetrick, Michael Caveny, Jeremiah Leary, Bartholomew Shehan, John Irving, John Diguan, Thomas Marsan, Michael Dalton. —10.

John Curry was terribly mangled, so that he subsequently died of his injuries, thus making 11 killed in all.

We were not able to learn the names of the wounded, but there are some 10 or 15 of them. The most serious of them are three men with the broken legs, one of them badly, and three with fractured collar bones. None of the wounded were considered in danger.

On coming down the road with this death train, some of the dead and wounded were left with their friends at different points—the wailing of wives and relatives was heart-rending in the extreme; and also at Lambertville, where a large crowd was collected. The dead bodies were taken by their friends to their homes in mourning, and the wounded were dressed and bandaged by the physicians present, and made as comfortable as possible, and conveyed home.

Rev. P. J. Henegan, who was also on the ground, will administer the funeral ceremonies, on the R. C. burying ground, near Mt. Hope Cemetery, at 4 o'clock this afternoon.

ARREST OF A COUNTERFEITER, WITH $4,000 IN SPURIOUS MONEY IN HIS POSSESSION.—Officer Burley, of the Lower Police Court, on Sunday last received information that a Philadelphia counterfeiter was then in this city expecting to receive from Philadelphia a large amount of spurious money. He immediately took measures to find out his whereabouts and to arrest him as soon as the money was received. After a diligent search, he traced him to his boarding house, No. 252 Fulton street, and kept watch of him until yesterday afternoon, when he saw him receive a carpet bag at the Jersey City ferry, it having been sent to him by express. The officer took him into custody after the carpet bag was received, and escorted him to the lock up in the 6th Ward Police Station, where the carpet bag was opened and found to contain $3,000 in counterfeit bills of the denomination of $5 each on the Kalkill Bank of Poughkeepsie, State of New York; $1,000 in half and quarters of dollars; a quantity of war to take impressions of coin; a number of skeleton keys, and some correspondence. The bank bills were coarsely executed, but in other respects looked well, and were calculated to deceive if necessary. The coin was new and pretty well executed. Some of it is not in an unfinished state. It was made of some white metal. The correspondence consisted of the copy of a letter written by the prisoner to his master, who, it would appear from the letter, is confined in a prison at Philadelphia, and the copy of another letter written to an accomplice, the one who is supposed to have sent on the spurious money, and an answer of this last correspondent. The following is a *verbatim et literatim* copy of this answer:

PHILADELPHIA, July 27th; 1853

MR. JOHNSON

Dear Sur I received yours it was left by Sum young man whilst I was out you Say you wont me to cum to Newyork I intend to due So but I Cant Cum before Monday evening and i wont you to be at the gersy City ferry to cut fale—a good thing.

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The prisoner is of a middle size, has black hair and whiskers, a genteel appearance, about 40 years of age, and stammers when he spinks. He is said to be connected with a gang of counterfeiters who were arrested some time since at Cincinnati. He was taken before Justice Bogart and committed to prison to await examination. His name is Joseph H. Johnson.—*N. Y. Express.*

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Something is moving the political waters far southward. If I mistake not, the Administration is making preparations to put itself in condition to negotiate for another strip of Mexican territory. I learn that all the disposable force of the army, not needed elsewhere, is to be concentrated upon the Rio Grande at an early day. Some twelve or fifteen hundred additional troops will man the posts on our Mexican boundary as soon as they can be detailed from their present stations in Texas and the Atlantic border. I venture the prediction that it will not be many months ere we have a new Mexican boundary, running far below the Mesilla, and marked by a mountain range for much of the distance. If I obtained facts, and if I do not more is obtained than is necessary to give us a boundary such as we can defend against the Indians from within, or a more civilized enemy from without, the scheme will find many advocates among those who have heretofore been opposed to territorial acquisition. Everybody knows that the present boundary line is utterly indefensible.

The present Secretary of War, when the Mexican treaty was under discussion in the Senate, earnestly and wisely contended for a mountain boundary, saying that we could readily defend its passes—while the boundary proposed, and agreed upon finally, would require a great standing army for its proper defence. The result has proved the wisdom of the position he then assumed, and I do not doubt he will use his influence now to correct the evil as soon as Santa Anna wants money badly enough to sell.

I learn that the Secretary of the Navy has granted a two years' furlough to Lieutenant Porter, of the Navy, who, it is rumored, is to take command of a squadron fitted out by eminent merchants of New York. Articles of the war can send the Amazon river, and make explorations preliminary to the establishment of commercial relations with the rich country drained by its tributaries. The story is that Brazil, who controls the mouth of the river, is expected to resist, but that the squadron will pass up at all hazards, fighting its way, if necessary. Ecuador and Bolivia, all owning waters emptying into the Amazon, favor the project. I may be mistaken, but vast as are the advantages which will undoubtedly flow from the opening of the Amazon country to commerce and trade, I don't exactly understand how an officer of the United States Navy is to be allowed, in time of peace, to take command of a private squadron, whose avowed purpose is to make war, on private account, against a friendly power. Is not the Government bound to restrain any expedition of the character, rather than aid and abet it? For one, I should be glad to know that the scheme is lawful, that I may pray conscientiously for its success.

BREAKING GROUND ON THE PAN HANDLE.—The ceremony of breaking ground for the construction of the Steubenville and Pittsburgh Railroad over five miles of Virginia territory, the right of way for which has not been granted by the Legislature of that State, came off near the residence of Jesse Edgington, Esq., on Monday last.

We were not present, but understand that a large concourse of people assembled to participate in the ceremony.—The first shovel full of earth was lifted by Mr. Edgington, who in company with Mr. N. Wells of Virginia, have purchased and now own the lands over which the proposed road is to pass.

A large concourse of people had not only assembled from the vicinity—but from the surrounding towns, of Steubenville, Wellsburgh, Holiday's Cove, Paris, &c.—quite a number of ladies were present, and were hospitably entertained at the residence of Mr. Edgington.

Dr. Smith, a member of the Virginia Legislature, was present and edified the people with a very spirited and interesting speech.—showing the advantages of railroads, and setting forth the importance of the work just commenced, —though its defeat had been attempted by the illiberality of the Virginia Legislature.

The whole affair was pleasantly conducted,—and after spending an agreeable afternoon, the meeting broke up, to again assemble on the first appearance of the Iron horse.—*Steubenville Herald.*

The Philadelphia Pennsylvanian says that the Hon. Mr. Buchanan spent Tuesday in that city, previous to his departure for New York, *en route* for England, and was waited on by a large body of friends.

THE PLYMOUTH CELEBRATION.

Mr. Warren made a brief, but exceedingly appropriate address, alluding to the fact that he sat in the chair occupied by Governor Winslow, Railroad Company, and about one hundred of those assisting in the repairs of the Pennsylvania Canal, to their homes, was thrown from the track at Bull's Island, nine miles above here, and the fatal result announced above ensued.

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BREAKING GROUND ON THE PAN HANDLE.—The ceremony of breaking ground for the construction of the Steubenville and Pittsburgh Railroad over five miles of Virginia territory, the right of way for which has not been granted by the Legislature of that State, came off near the residence of Jesse Edgington, Esq., on Monday last.

We were not present, but understand that a large concourse of people assembled to participate in the ceremony.—The first shovel full of earth was lifted by Mr. Edgington, who in company with Mr. N. Wells of Virginia, have purchased and now own the lands over which the proposed road is to pass.

A large concourse of people had not only assembled from the vicinity—but from the surrounding towns, of Steubenville, Wellsburgh, Holiday's Cove, Paris, &c.—quite a number of ladies were present, and were hospitably entertained at the residence of Mr. Edgington.

Dr. Smith, a member of the Virginia Legislature, was present and edified the people with a very spirited and interesting speech.—showing the advantages of railroads, and setting forth the importance of the work just commenced, —though its defeat had been attempted by the illiberality of the Virginia Legislature.

The whole affair was pleasantly conducted,—and after spending an agreeable afternoon, the meeting broke up, to again assemble on the first appearance of the Iron horse.—*Steubenville Herald.*

The Philadelphia Pennsylvanian says that the Hon. Mr. Buchanan spent Tuesday in that city, previous to his departure for New York, *en route* for England, and was waited on by a large body of friends.

THE PLYMOUTH CELEBRATION.

Mr. Warren made a brief, but exceedingly appropriate address, alluding to the fact that he sat in the chair occupied by Governor Winslow, which was brought over by him in the Mayflower, and had been in the possession of his descendants from his death until now. He also announced that he held in his hand a characteristic letter from Moses H. Grinnell, of New York, offering to be one of fifty to give one thousand dollars each toward the erection of a monument on the rock where the Pilgrims first landed. In order, Mr. Warren proposed the following toast:

Massachusetts and the Old Colony—The division is obliterated, and Massachusetts has added another honored name to the list of old Colony Governors.

Governor Clifford responded and in conclusion, offered the following sentiment:

The Sons of New England—May this contribution to the true glory of the Republic be ever exhibited in an unwavering fidelity to those principles of their Pilgrim Fathers that were founded upon The Rock.

The Hon. Edward Everett was called upon to respond to the sentiment, "The Embarcation of 1620 and its results."

A correspondent of the N. Y. Courier, says:

Gov. Clifford, Senator Everett, and ex-Senator Hale, of N. H., made the longest and most entertaining speeches of the day. Gov. Clifford dedoned a lesson of conservatism from the lives and examples of the Pilgrims, and concluding that their experience and teachings were a standing rebuke of the spirit of manifest destiny and of progressive democracy. This must be received with some qualification, because the Pilgrims were certainly not satisfied with what they found established in the world, either in church or state, but were so little content with the institutions of their country and their times, that they willingly encountered all the pains of exile and all the perils of settlement in an unexplored continent, and of warfare with its savage possessors, rather than conform to what law and precedence pronounced to be exceedingly good things. The Pilgrims were bold, free and high souled men, but not conservatives. Then as to "manifest destiny," although the fathers were probably as little acquainted with that particular expression as with other idiomatic peculiarities of the nineteenth century, they were the earliest promulgators of the principle on this continent. For it is affirmed of them that at one of the earliest town meetings convened after their arrival, they passed the following resolutions which at this day would be considered to wear a decidedly Young American and Fillibusterish aspect.

Resolved, The earth is the Lord's, and the fullness thereof.

Resolved, The Lord hath given the earth to his saints, for a dwelling and a habitation to them and theirs forever.

Resolved, That we are his saints.

Now there may be some question as to the verbal correctness of these resolutions, there is none at all that the Pilgrims acted in precise accordance with the spirit which informs them, conquering far and near as fast and effectually as they could.

The speech of Mr. Everett, who replied to the leading and characteristic toast of the day, was in a different vein. The Boston Post's (Democratic,) says that it was a speech of much power and beauty. He was decidedly progressive in his idea of American destiny, in opposition to Gov. Clifford, and was as ardent in his anticipations as the veriest young American to be found. Senator Hale, Mr. Sumner and other well known public speakers followed Mr. Everett, and letters of declination were received from many others.

The Hon. Charles Sumner responded to the following sentiment:

The Social Compact as United States—The concentrated light of the Star of the Union.

The Hon John P. Hale was called up by the following:

Religious Intolerance—It has peopled a continent: political oppression—It has set a nation free.

Each gentleman did simple justice to his theme, and speeches were subsequently made by gentlemen from all sections of the Union, and at a little past 7 o'clock, P. M. the company separated. The town was brilliantly illuminated during the evening.

THE ISLAND OF MADEIRA.—This ill-fated island, whose destitution experienced a partial and temporary relief from the contributions of this country last spring, is still we are sorry to learn, in a state of extreme suffering. The following is an extract of a private letter from a gentleman of Madeira, travelling for his health, to his friend in Washington. It is dated but four weeks ago:

"I have letters from Madeira to the 22d June. Alas for the dear island! There will be no wine there this year. I am persuaded it will be necessary to root up all the vines and get fresh cuttings from abroad—so that many years may elapse before any wine be made there again. I fear the glory of the place has departed; certainly for a season. The people can only be relieved by emigration. Without this outlet being opened for them, hundreds will perish. The letters that have lately appeared in the papers will present much more sad picture than I can. Without this knowledge, unless vigorous efforts be made to counteract the false impressions, and put before the public the plain facts; that the means which chiefly supported the population of the island (125,000) have been swept away suddenly, completely; that the produce of the vineyards supported the people for nine months out of the twelve; that there is no immediate means of restoring the vines to health, to root them up seems to be the only plan, and plant fresh cuttings—involving the necessity of waiting for at least three years ere they can get any return."

—*National Intelligencer.*

CLEVELAND AND PITTSBURGH RAILROAD.—We believe there is not another railway in the country, of the same length, that is paying a better return to its stockholders than this. The road is constrated upon the Bio Grande at an early day. Some twelve or fifteen hundred additional troops will man the posts on our Mexican boundary as soon as they can be detailed from their present stations in Texas and the Atlantic border. I venture the prediction that it will not be many months ere we have a new Mexican boundary, running far below the Mesilla, and marked by a mountain range for much of the distance. If obtained facts, and if I do not more is obtained than is necessary to give us a boundary such as we can defend against the Indians from within, or a more civilized enemy from without, the scheme will find many advocates among those who have heretofore been opposed to territorial acquisition. Everybody knows that the present boundary line is utterly indefensible.

The present Secretary of War, when the Mexican treaty was under discussion in the Senate, earnestly and wisely contended for a mountain boundary, saying that we could readily defend its passes—while the boundary proposed, and agreed upon finally, would require a great standing army for its proper defence. The result has proved the wisdom of the position he then assumed, and I do not doubt he will use his influence now to correct the evil as soon as Santa Anna wants money badly enough to sell.

I learn that the Secretary of the Navy has granted a two years' furlough to Lieutenant Porter, of the Navy, who, it is rumored, is to take command of a squadron fitted out by eminent merchants of New York. Articles of the war can send the Amazon river, and make explorations preliminary to the establishment of commercial relations with the rich country drained by its tributaries. The story is that Brazil, who controls the mouth of the river, is expected to resist, but that the squadron will pass up at all hazards, fighting its way, if necessary. Ecuador and Bolivia, all owning waters emptying into the Amazon, favor the project. I may be mistaken, but vast as are the advantages which will undoubtedly flow from the opening of the Amazon country to commerce and trade, I don't exactly understand how an officer of the United States Navy is to be allowed, in time of peace, to take command of a private squadron, whose avowed purpose is to make war, on private account, against a friendly power. Is not the Government bound to restrain any expedition of the character, rather than aid and abet it? For one, I should be glad to know that the scheme is lawful, that I may pray conscientiously for its success.

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DULL TIMES IN NEW ORLEANS.—The New