

# The Lehigh Register.

Allentown, Pa.

THURSDAY, JULY 1, 1862.

## Henry Clay is no More!

As our paper was going to press, we received the mournful news of the death of America's greatest Statesman, Hon. Henry Clay. He died in Washington City, on Tuesday the 29th of June, at 11 o'clock in the forenoon, being since April last, in his 76th year.

## The Glorious Fourth.

The pupils of the Allentown Seminary, Rev. Kessler, Principal, will celebrate the day on Saturday evening. Several addresses will be delivered on the occasion, and a grand display of fireworks will conclude the ceremonies of the evening. A large concourse of spectators are expected to be present.

## Awful Calamity.

On Sunday afternoon, our Borough was thrown in the greatest excitement by the report of the most dreadful catastrophe, that ever happened in this section of country, during our recollection. It was reported namely that Mr. Jacob Stein's four horse omnibus on its way from "Worman's Spring" to town, loaded with some thirty seven passengers, had upset backwards down the steep hill, which alone was enough to startle all the residents of the town, and also convinced them that some lives had been lost, and of course hundreds, both old and young, hurried to the scene of disaster.

Before we go further, we will briefly state the nature and extent of the calamity.

During the day two large omnibuses were run in opposition, to and from the "Spring," and it is said, carried passengers gratis. The consequence was that the vehicles were crowded to excess. The omnibus in question, left the Spring with 37 passengers—full grown, middle aged and children. Some fifteen or twenty boys were loaded on the top, and when it was partly up the hill, the collar choked the lead horse, and he fell on his knees, the driver gave him the lash, when the off lead horse ran round, got entangled with the harness of the horse that fell, during which time the omnibus backed to the declivity of the hill and down it went, some 8 or 10 feet, many of the boys jumped from the top towards the hill side and escaped injury, while those who jumped and fell down the hill were either killed or shockingly bruised. All the inside passengers were more or less hurt—but strange to say none dangerously. The names of those killed are *Levithyn Schantz*, aged 11 years, son of the late Jacob Schantz, and *Henry Heff*, aged 17 years, son of Mr. George Heff. *William Reinsmith*, son of Jonas Reinsmith, had a compound fracture of the right, and a single fracture of the left leg, and is otherwise shockingly mangled. *Jacob Snyder*, son of Oliver Snyder, had a fracture below the knee, a dislocation of the ankle joint, and a fracture of the collar bone. Others were cut in the head, face, hands, and otherwise seriously bruised.

Fortunate was it for those inside, who were—with the exception of five children—full grown persons. The door being—as luck would have it—closed when they left the Spring and every exertion on their part to open it in the moment of falling proved useless, had they succeeded, the rush towards the door would have been so great that the calamity would have been far more serious. The two wheel horses were drawn after the omnibus, down the hill, and the driver fell in between them, he was also severely bruised, but neither of the horses being much hurt.

The iron railing is believed to have struck *Schantz* and *Heff*, as both were instantly killed. Thus two promising young men were snatched in a moment, from the home circles, of which they were the life and joy, and buried into the eternal world. Every parent should read this narrative to their children, and impress upon them the necessity of presence of mind, on all occasions; a little practical advice might be highly useful hereafter. We would here remark, that it was one of those sudden and mournful events, which should teach us the nothingness of earthly hopes and aspirations—the frailty of life, the certainty of death, and the inestimable worth of an assurance of our immortal being.—But we shall fail to profit by this appalling disaster, if it does not teach us to fortify our minds, and guard our hearts against other dangers. Let every child be taught to shun avoidable evil and needless peril, but trust implicitly in that Divine Providence by which no sparrow's fall is unheeded, and no seeming calamity permitted, save our subsistence to lofty and beneficent purposes.

## Shocking Attempt.

On Wednesday last, the 26th of June, a man by the name of *Isaac Hackman*, residing in Hanover township, Lehigh county, in a fit of mania, made an attempt to commit suicide, by severing his throat with a common straw-cutting. The windpipe is nearly cut through, although he still lived when our paper went to press, yet it is not believed that he will survive.

## Rum's Doings.

On Thursday last *Charles Hopper*, captain of a Boat had a quarrel with *Henry Giess*, one of his hands; on the canal, above Laubach's in Allen township, Northampton county, and in the scuffle *Giess* threw *Hopper* over board into the canal, who then swam to the shore on the opposite side. *Hopper* again returned to the boat and requested *Giess* to assist him, which was not done in time however to save his life.—They were both under the effects of liquor.

## Bethlehem Institute.

This institute from what we are able to learn is at present in a very flourishing condition. The principal is a gentleman of high literary attainment, of moral worth and excellent standing, well calculated to give the highest credit to the same. We invite the attention of our readers to his card in another column.

## Henry Clay.

In the fury of the Presidential contest, thoughts are justly given to one whose name has more frequently been associated with the Presidency in the memory of most living men than that of any other statesman. During the setting of the Whig Convention in Baltimore, while the names of prominent men of the party were canvassed for their availability or their services, its founder, Henry Clay lay, at the distance of one hour's journey, prostrated by disease and infirmities, and calmly awaiting unmoved by the turmoil of politics, the summons that is to remove him from the scene of all earthly joys and sorrows. Having severed all ties that connect him with the busy world of politics, he has reached that highest and best point in the ambition of a true man—the contemplation and resignation of a dying Christian. No office nor honors could compensate for the loss of this, and the dying Henry Clay, blest in its possession, is more exalted than any Presidential aspirant can be, amid the storm of political warfare. Having conquered worldly ambition, he is now awaiting the last and greatest conquest—that of death, with every prospect of a triumph over all its agonies and its terrors. His worldly feelings and tastes have been laid aside. Nothing earthly remains in his soul but his patriotism, and that is so intimately associated with his religion that they seem identical, and both will support him to the last. Cheered by the assurance that the Union he has labored for is safe, and consoled by the confidence of a genuine Christian faith, his path to the grave will be smooth and untroubled. What a lesson does the contemplation of such a scene teach, now that the nation is agitated by the contention of a Presidential canvass.

In honor to the dying patriot, the illustrious founder of the Whig party, the following resolutions were passed by the Whig Convention: *Resolved*—That this convention, representing the whole Whig party of the United States, feel that it will not have discharged its entire duty to itself, to the party it represents, and to the country at large if it should adjourn without an expression of its profound regret at the irreparable bereavement the nation is likely to sustain in the loss of Henry Clay, the illustrious founder of our party, whose consistency in his principles, fidelity to his friends, devotion to his country, whose enlarged and boundless patriotism, and whose pure and unselfish services, have not only endeared him to his party and secured the respect and confidence of the nation, but have commanded the admiration of the world.

*Resolved*—That to the venerable patriot in his last moments we tender the language of our inexpressible sympathy and regard, with the assurance that when he may be no more on earth, in our hearts, and in the hearts of our children, he will never die.

## Home Management.

In one of our exchanges, we came across an excellent article on the happiness, as well as the advantages of a good family management. There are many houses where there is a plentiful supply of everything required to render a home cheerful, orderly and agreeable, and yet where through the mistaken ideas of the owners, things are so arranged as to destroy all comfort. It does not require either great wealth or hard labor on the part of either man or woman, to make home pleasant with taste, management, and moderate means; joined with kind hearts and willing hands, a humble home can be made to present a more charming and homelike ready than a palace where discord and mismanagement reigns. On woman depends the charm of home; and despite the continued cry of wrongs inflicted upon her, in depriving her of the liberty to follow whatever line of business she deems herself best fitted for, whether it be commerce, medicine, law, politics, we cannot but think that if this liberty was accorded to them the majority would soon turn in disgust from scenes so unpropitious to their temperament, as these would be, and apply themselves with renewed and untiring energy to their mission of love—to render their homes comfortable, and their families happy.

To do this a woman need not debar herself from all participation in more intellectual and exciting pursuits. It is management, not slavery or hard and degrading labor, that is required for this task; it requires a degree of refinement and taste, and, therefore, where we meet with order, cleanliness and cheerfulness, and a certain air of comfort pervading all things we naturally conclude that the one who brings all this about must be amiable, affectionate, and a degree intellectual, for it is but an unenviable intellect that unfit its possessor for the discharge of duties that must be attended to, and the neglect of which renders their homes uncomfortable. A good manager is able not only to find time to keep all things as they should be, but has, in reality, more time to devote to other pursuits, social and intellectual, and those who neglect home and its requirements, for the sake of what they look upon as higher and more congenial pursuits. We think there are many who agree with us in this matter.

## What's in the Wind.

Another Democratic National Convention has been called by a circular issued at Washington and signed by Samuel Lewis Chairman. It is to meet at Pittsburg, Pa., on the 11th of August, to nominate candidates for President and Vice President. Friends of the principles declared at Buffalo, at the memorable Convention of August, 1848, are requested to send delegates. In connection with this call, it is stated that the Hon. Mr. Durkee, representative from Wisconsin, is determined to oppose the election of Pierce and King. Other Democratic members of Congress, it is said, will do the same, and amongst these is Dr. Townsend, of Ohio, and the Hon. S. P. Chase, Senator from Ohio.

## Free Banking.

The Committee appointed by the Connecticut Legislature upon the subject of a general banking law for that State, have made two reports—a majority and a minority report.

The majority is in favor of passing a banking law similar to that of New York, requiring deposits of stocks, such as those of the Federal Government, of the States of New England, New York, Ohio, Pennsylvania, Virginia and Kentucky, and making them a basis for the issue of circulating notes.

This is the sound and tried system of free banking progressing, making inroad even on the old established system of New England.

## Cotton Manufacturing.

We were under the impression, that the business of manufacturing coarse cotton goods was at present, reasonably profitable. But we should judge, from the rate at which stock of the Steam Mill Companies of Lancaster, as well as Reading, is sold, that it is not the fact.

There is no better test of the fact, than these sales afford. The par price of shares, in each is \$50. The shares of the Lancaster Mill sell at 24 to 25—one half their par value.

Several Shares of stock of the Reading Cotton Manufacturing, were offered at assignee's sale the other day. They were bid up to \$23, 00 and struck at that figure, which being deemed entirely too low, the sale was postponed to a future day.

The market is supplied with these descriptions of goods, altogether, we believe, by American Manufacturers—so that it must be the fault of our own people, if they allow prices to fall so low as not to pay.

## Effects of the Present Tariff.

We find in the Gazette of Utica a letter from a gentleman interested in the manufacture of woollen goods, who states that of over three hundred sets of woolen machinery that three years ago were at work making broad-cloth, only thirty-four sets are now used for that purpose; some are burned, others burst up, and others at work upon other fabrics. On the whole, the writer says that one-third of the woollen machinery of this country is now idle, and, unless wool should decline 11 or 12 cents a pound from the price of last year, one-third more will be idle in less than six months. The price of labor in the mills is already reduced to the lowest notch, economy of every sort has been carried to the extreme of meanness, and unless the farmers can be made to suffer in the articles of wool the manufacture must stop. So great is the importation of foreign cloths under the present tariff, that American wool-growers and manufacturers must succumb.—*N. Y. Tribune.*

## New Jersey Zinc Company.

The receipts of this Company for the sale of zinc have increased, since the first of January from \$655, to \$230,000 in the month of May. All the sales amount, during this time, to \$71, 573. One third of the product goes to Boston market.

The New Jersey Company have the advantage of making their paint at once from their compound mineral without first separating the metal (zinc) and then making the paint, which enables them to produce it at a very low cost. The company is sanguine in believing, from the present development of their business, that from the article of paint alone their gains will be 25 per cent. per annum; while the addition of the Franklinite ore, (its other product) rendered available by the new discovery of a practicable and economical mode of making it will greatly multiply its profits.

## Making a Cube.

The first step in making a cube is the drawing of a square upon a slate; far more accurately done by a child six years old, than by a man of sixty, or even a boy of sixteen, if not previously trained. In a young hand and a young eye, are a beautiful, indeed wonderful, exactness and pliability. Every parent knows it. A day or two since, a person, largely experienced in teaching drawing, remarked that children six or eight years old were much more ready and much more skillful in original drawings, than those of twice the age. Baron Cuvier illustrates that principle. Every one will find it correct by experience.

But the cube. A square upon the slate is the first step. The next step is five additional squares together in the form of a cross. The next is, to change the slate and pencil for pasteboard, and the knife or seissors. Six squares on a piece of paper, in the form of a cross, can be folded into a cube; which is and can be nothing else but a figure enclosed in six squares. By increasing one cube to eight, they can be formed into another cube of twice the dimensions, and eight times the bulk or contents; making plain to a child of five years the fundamental principle of cubic measure, on which business men meet frequently and more unfortunately stumble, than any other one deficiency of knowledge. Two items of knowledge required by the "Democracy of Science" and the cube.

*Narrow Escape.*—On the morning of the 10th of June, the splendid car drawn by four horses and belonging to Welch & Co's circus, while passing over a bridge in Chester village, Md., broke through and was precipitated, horses and all into the stream, eighteen feet below. Fortunately no person was injured. One of the valuable horses was badly hurt; while the escape of several men who were in the wagon was almost miraculous.

*Railroad Travelling.*—The railroads between New York and Buffalo have arranged their lines so that a person leaving this city at 6 o'clock in the morning drives at Oica at a quarter past one, arrives in Rochester at a quarter past 6, and at Buffalo at a quarter to 9 in the evening, in season to take the lake boats for Erie, Cleveland and Detroit. We understand that an arrangement has also been made for Montreal passengers leaving in the 6 o'clock train, to reach Montreal at half past eight o'clock the same evening.

## Communicated.

### The Railroad Question.

Mr. Editor!—It is acknowledged on all hands that he who pretends to instruct or lead the community, should have a strict regard for facts and truth. This is no less desirable in an individual who discusses local, financial or political projects, than in he, who deals in the moral world. Hypocrisy in any case is detestable, and studded efforts to misinform the public no less reprehensible. Honesty, fairness, truth, are commendable in all things. There is such a thing as the many being humbugged by the few—there is such a thing as the interests of the masses of a community being controlled by the few to their self aggrandisement at the expense of the many.

It is conclusive to my mind, that the true interests of Allentown are being privately and secretly bargained away. It does seem as if the great public benefit of the terminus of a Railroad to this place, connecting us by the most direct and cheapest route with Philadelphia and the Schuylkill Valley, is to be sold by our citizens to the highest bidder. The citizens of Allentown are not aware of the extent of influence exercised by a few in the business circles of Philadelphia, to take from us the advantages to be derived from a Railroad—the terminus of which will be in our own town, and give it to Easton, Freemansburg or some other route terminating at points, which can do little to promote the growth of our county town or the country in general.

Allentown is favorably located for becoming a place of much more note—much more business prosperity than she now boasts of, if she will command for herself the advantages of railroad connections, which will empty into her lap the riches of the surrounding country. Any improvement which penetrates the mineral or agricultural portions of the Lehigh Valley, of which Allentown, is the natural as well as "country" center, cannot fail to make it the point for manufacturing interests. Go look at any such natural centers as our town presents, any where in the Eastern States, or our own, where Railroads convey therefrom, and see the attractive influence they possess, in locating manufacturing enterprises thereat. There see how the old contracted idea attaching importance to the sale of a few tons of coal, or a few thousand feet of lumber, is exploded. And how much employment does this trading speculation give to our town! Little indeed, to be excelled ten times over by the direct employment a Railroad will furnish. Who reaps the benefits of accession to our population—the benefits of the increase of labor! The trader and the mechanic of course, as much as any one else. A railroad which develops the mineral resources of the surrounding country will do much towards building up our town. It will be the chief business centre. The whole section of country will be benefited, but no locality will receive more benefit from the development of labor and wealth, than Allentown itself. The idea of building up rival places is all a fanciful idea—the creature of fear and not experience—for all experience is to the contrary, in other places like situated as Allentown.

And now let me turn—if I may presume upon your indulgence Mr. Editor—to some facts connected with the question: "Which of the Railroads to connect the Lehigh with Philadelphia is the most practical." In discussing this point I must come in contact with "Saucona," and set the public right in regard to his statement of (I presume) presumed facts. It is said that figures "won't lie," but the fact is, they may be made to say anything at all. "Saucona" says, the distance direct from Allentown to Pottstown is 28 miles. This is incorrect. The direct distance by map is twenty five miles. He says, the distance from Pottstown to Philadelphia is 36 miles. This is incorrect. It is forty miles; by just such a Railroad already built, as the trails of the Lehigh Valley from Mauch Chunk and southward requires. No public writer upon a question touching the interests of the public in general, should make such loose statements. It is presuming upon their ignorance. There should be no deception, when we attempt to serve the public. "Saucona" then presumes the Railroad to Pottstown will be 31 miles,—that is, nine miles increase over the direct line. Is this not liberal! I would just here remark, that it is acknowledged on all hands that this road is to be direct from Allentown to Pottstown, and not run 6 miles up into Berks county, out of a direct line. As it is known there is a natural direct valley the whole route with the exception of 2 or 3 miles near Allentown. The idea of "Saucona" will appear perfectly original and lead us to question his knowledge of the local geography, of which he treats. This is another bad mistake. I allow a margin of five miles variation from an air line, for the curves, &c., in the proposed Railroad. Though I am accused of being too liberal in this, I would rather err on that side, if it be found an error, than deceive the public with visionary ideas of short routes. Thirty miles to Pottstown—40 from thence to Philadelphia makes 70 miles, just 6 miles longer than "Saucona" makes it.

Now we are prepared to turn to the Freemansburg and Perkiomen route. Here the figures of "Saucona" are strangely at variance with the truth. I happen to know something on that point and wish to be candid, and explicit. I am informed by a resident of the district between Freemansburg on the Lehigh, and Summerville in Montgomery Co., that the distance between these two points, by their nearest road is in at least—his own words—25 miles; to this add 12 miles, the distance by turnpike from Summerville to the Perkiomen Bridge, where the Perkiomen and Reading turnpike crosses the stream 4 1/2 miles from the Perkiomen bridge to the River Schuylkill, down the river Schuylkill 9 1/2 miles to the Norristown road. Thus we have a distance of 51 miles from Freemansburg to Norristown. "Three miles increase for a Railroad is a calculation in its favor of a most moderate character, making 54 miles of new road to be made. To this add 18 miles by Norristown Railroad, and 10 between Allentown and Freemansburg, making a total distance from Allentown to Philadelphia of eighty two miles. I beg leave to say to the reader, whoever it be, friend, foe or neu-

tral, on either of the Railroad projects, that I know the distances of which I speak, with the exception of that part of the route between Summerville and Freemansburg—and the figures put down for it are given by the friends of the road. I do not wish to deceive the public, but state facts, and let those interested judge for themselves.—"Saucona" tells the public, it is 35 miles from Freemansburg to Norristown. Now the fact is the distance, as near as may be roughly estimated, will be by Railroad fifty four miles. Is this not then an extraordinary discrepancy, for a public instructor to make. I do not think it at all excusable, I write this under the firm belief, that my statement of distances will be found verified, very nearly by a survey, if one is made, "Saucona" gives the distance from Allentown to Freemansburg via Easton road at 8 miles.— This figure 8 should be made 10, and it would then be nearly correct. Let us prove this statement. If I am correctly informed, it is 21 miles by canal from Allentown to Easton. A Railroad must follow the course of the stream the same as the canal. Freemansburg is very nearly half way between Easton and Allentown. Now we are ready to sum up the distance by the Perkiomen route from Allentown to Philadelphia, thus:—Ten miles from Allentown to Freemansburg, thence 25 to Summerville, thence 12 to Perkiomen Turnpike, thence 4 1/2 to the river Schuylkill, thence 9 1/2 to Norristown, increase of distance by Railroad, 3 miles, and from Norristown to Philadelphia 18 miles; making eighty two miles—which "Saucona" would have us believe is but 63 miles. I am now ready to take leave of this branch of the subject by challenging a close investigation of my figures.

Now for some financial calculations. An average cost of Railroads may be put down at \$20,000 per mile. At this rate the cost of making 30 miles of Railroad between Allentown and Pottstown would be \$600,000. We may estimate the cost of transacting business on Railroads at one half its receipts, leaving 50 per cent. of the receipts net profit. To pay an interest of 6 per cent. on the above cost of road, would therefore require \$72,000 receipts. Now let us turn to the Perkiomen route. Fifty four miles of road will cost as above \$1,080,000. Interest upon this sum \$64,800—amount of receipts required \$1,144,800.

It will be observed that the Allentown and Pottstown road is about 12 miles shorter than the Freemansburg and Norristown—that the former can be made at an outlay of \$600,000, while the latter will cost one million eighty thousand. Let him who has ears, hear. Who is so blind as not to see, which of the two routes is most practical! And yet "Saucona" would misinform the community by saying, "the distance, if the new road to be made on the two routes is precisely the same." A serious mistake indeed.

It is said that the Pottstown and Allentown road can be made with less curves and lighter grades than the Perkiomen route. From my knowledge of the country I certainly think the assertion correct; but of this I nor no one else can speak with any degree of accuracy; Engineers will decide that point in due season, and they will determine distances also.

I fully agree with "Saucona" in the following:—If a railroad was to be built for amusement, or as a plaything, we might, if we had means, start anywhere and end anywhere; but the day for extravagant calculations is gone by, and we must come down to sober business estimates. It is this that induced me to make the foregoing corrections.

It is evident, if a survey of the routes proves my statements nearly correct, of which I have no manner of doubt. The Pottstown and Allentown road would take all the trade of Allentown and northward, no matter what eastern connections may be made, for none can be made to the same advantage. If it is calculated that this road shall also be an avenue for the Lehigh coal to reach Philadelphia, and I see no reason why it may not be to a considerable extent, then the Reading Railroad furnishes 40 miles of road already constructed expressly for such a trade. The idea that this road cannot command the trade thrown upon it, may be dreamed off by some people, but those familiar with the abilities of the road, know the trade can be accommodated if doubled, and know also, the company can and will lay a third track whenever necessary, which period however will not arrive for some years to come.

A consideration which will greatly redound to the advantage of the Pottstown and Allentown connection with the Lehigh, is that the Reading road can and would allow handsome draw-backs upon the various kinds of freight and the passengers thrown upon their road at Pottstown rendering the paying part of this enterprise doubly sure above every other conceivable route.—In fact, it will be a rare chance for capitalists to invest their money profitably.

The inexhaustible deposits of Hematite and Magnetic iron ore on its line, alone call for the construction of the road, the Magnetic ore in the Lehigh hills may be brought to the Lehigh and Schuylkill Valley, and there used in the various establishments which dot its banks, at a less cost probably than from any other region.—I can scarcely refrain from becoming enthusiastic in contemplating the development of the mineral wealth of "Little Lehigh," that may follow close in the wake of the construction of this Railroad, and yet, we hear of some Allentownians, although they are but very few—who doubt the advantages it would confer upon them, in being a terminus of the road, where business and enterprise could then more profitably locate itself. Let our people then arise all narrow minded huckstering ideas in regard to local business and look beyond the present hour. There is a glorious prospect in view. Let it now be enlightened not by cutting off the developments of their own county—mineral and agricultural interests—not by driving the terminus of the road which is to give them a connection with Philadelphia, to a point east of their own county and county town, but by merely seizing hold of the prize themselves and realize what nature designed they should.

I have wearied your patience Mr. Editor no doubt. If you do not think these reflections and facts of any advantage to your readers and the public generally, don't make use of them.

COMMON SENSE.

## GLEANNINGS.

W. R. King, the Democratic candidate for the Vice Presidency, is 65 years old and an old bachelor.

Everything does some good. Sickness leads to virtue, while the world is indebted to war for two thirds of its surgical knowledge.

George Stephenson, the father of railway system, worked for two pence a day at a pit mouth in England.

Gen. Cass says the man is born who will see a population of 150,000,000 in the United States.

Gen. Harrison's Tomb, at North Bend, is reported by a late visitor, to be in a shamefully neglected and ruinous condition.

Covington is the second city of Kentucky in point of population. The number of inhabitants is given at 15,000. Lexington has a population of 8500, and Paducah 4000.

A box of strawberries sold at Boston of Saturday last for \$4. The same sell in Philadelphia for one shilling.

Hon. J. Glancy Jones, member of Congress from this State, it is said, is about to take up his residence in California.

## New York and Erie Railroad.

It will doubtless be gratifying to the citizen residing along the line of this great modern Railroad enterprise, to learn that, the final construction of the entire route is now placed beyond conjecture. The line of this road is by ferry from New York to Elizabethport, on Staten Island Sound, twelve miles, where the requisite grounds for depots, shops, coal yard, &c., have been procured, at reasonable rates. From this point the road passes, with a few deviations from a straight line, through the thriving towns of Elizabethport, Westfield, Plainfield, Bound Brook, Somerville, Clinton, New Hampton, Ashbury and Bloomsbury to Phillipsburg, opposite Easton, at the junction of the Lehigh river with the Delaware. The length of the road is 63 miles, making the distance from New York to Easton 75 miles. Here the charter terminates; but that of the Delaware Lehigh, Schuylkill, and Susquehanna Railroad authorizes the bridging of the Delaware at this point, and the construction of a railroad in a direct line up the Lehigh Valley, 40 miles, via Allentown to Parryville, where a connection will be had with the Beaver Meadow Company, 17 miles long, leading to the Lehigh coal fields.—The directors of the Lehigh road expect to have it under contract within a year, and completed within eighteen months. The distance from New York to these mines will then be reduced to 128 miles. The extension of the Lehigh road from Parryville to Tamaqua, 20 miles; the construction of the Catawissa railroad, from this point to Catawissa, 42 miles; the building of the remainder of the road, from Catawissa to Williamsport, 45 miles; and the building of the Sanbury and Erie railroad, from Williamsport to Erie, 210 miles—the whole of which enterprises will give an additional length of road of 317 miles; and a line will then extend from New York to Erie, on Lake Erie, 462 miles, in a direct course.

The Great Cow Devoted Again.—On Wednesday last another trial was made of the remarkable cow belonging to Dr. Michener, of which some account was given in the Democrat a few months since. The cow has been fresh about seven months, during which time she has been pastured with the other cows, and in no way received any particular attention more than is ordinary bestowed upon the rest. The whole amount of her feed, in addition to the pasture, did not exceed eight quarters of corn and oats, in equal quantities, daily. The butter produced from one week's churning weighed 13 1/2 pounds, which under the circumstances, is a remarkable yield. She may safely be placed among the great cows of the world—indeed many persons consider her superior to the famed "Cramp Cow," so called, owned by a man named Cramp, in England; she was of the Sussex breed, was calved in 1799. For five years, from 1805 to 1810, the butter produced from her milk was 450 to 675 lbs. a year; the latter quantity was afforded in fifty one weeks and the average weekly for the highest year about 13 lbs. From the evidence before us, it is not improbable that the Doctor's cow will be made to surpass the "Cramp Cow," which would at once put "Devon" ahead of all known cows in the world.—*Doughstown Democrat.*

Castly Private Residences in New York.—The New York Herald contains an account of a number of new buildings now going up in the city of New York, chiefly for private residences, most of which that journal represents as of magnificent and beautiful styles of architecture. Among the private residences is one for Samuel Nicholson, estimated to cost \$40,000; another for J. Gihon, \$35,000; and a number for different individuals costing from slightly beneath \$10,000 to \$20,000 each. M. O. Roberts is building two that will cost \$50,000. Forty two of these magnificent mansions will cost an aggregate of \$1,170,000, averaging \$27,000 each. One firm of two partners is building seven that are to cost \$270,000, (nearly \$39,000 a piece), which, when completed, might almost be styled a row of palaces.

How the First Australian Gold was Found.—The first piece was found by a native. He was a bushman. The scale of intellect of the Australians is remarkable for its lowness. Seeing his master counting a lot of sovereigns, he said he had found a piece of "yellow stuff," far bigger than all those together, which he had hidden, and would bring it to his master, if he would give him a new suit of corduroy. The bargain was struck, after which the man went and produced a lump of Golconda, weighing 100 pounds and valued at £5,077 4s. 6. A tough story but vouched to be true.

People's Bank of Paterson.—The Receivers of the People's Bank of Paterson, have declared an intermediate dividend of fifteen per cent. out of the assets of that institution, which is now payable at Paterson, which they will continue paying at that place during the present week, after which their office will be removed to Newark.

New Counterfeits.—Counterfeit notes on the Salem Banking Co., New Jersey, are in circulation. They are so well executed that the best plan is to refuse the notes on this Bank until any alteration has been made in the plates.