

DANCING.

AUD ALTERAM PARTEM. A lady friend whose opinion has weight in our judgment takes exception to the views of Mrs. Swisshelm on dancing, which we published last week, asks us to give publicity to some very sensible conclusions in which we heartily concur with her.

It is all wrong that young ladies, in the coldest of winter weather, should array themselves in their thinnest gause and thinnest slippers, and in a closed heated room dance from "early eve" to "broad day-light," in the midst of dust and some company perhaps not the most sober or moral.

It is wrong that young ladies should by valentines exercise their blood to the highest fever heat, and then run out into the chilling air where the thermometer would stand at zero.

But there are pros and cons to this thing; and as good old Sir Roger De Coverly was wont to say—something can be said upon both sides of the subject. We have seen young ladies dress very becomingly thin and fine at other places besides ball-rooms, even to church, to show the Lord. We have seen young ladies meet with questionable company at other places besides the ball-room, and to the pure minded all things are pure—*Honi soit qui male pense.*

These objections of our friend then are rather to the management of dancing parties, and the imprudence of people than to dancing in the abstract. The young blood is warm, and will flow fast and free. Where grace, youth wit and beauty meet, and, tripping lightly through the merry dance, enjoy with happy zest the pleasures of the festive night a looker on might remember that a certain tract society in our land of locomotives once offered a prize of fifty dollars for the best tract against dancing, but he would remain intractable to its doctrine; unless to the fact, that even that sum had been unable to purchase one anti-salutary text; and we have it from very good authority that even a certain cloven-footed personage of very doubtful character can quote scripture at a pinch? Good old King David understood human nature, and we like even his son's songs much better than the Reverend Mr. Carey's tract. We like grace in young people's habits and social intercourse, as well as at the dance-table, and we believe that taste is a fine thing in manners as well as in mince-pies. We do not see the connection between dancing and devilry. But if this natural and universal amusement is really very sinful, why not turn locust and write down pictures and statues? For these things sometimes represent people rather too indelicately natural. Oppose songs certainly, for loose fellows sing; and there are songs that lack both religious sentiment and purity of diction. The Classics too are not all expurgated, ergo Christians should not read.

But we never yet saw good come from squeamish prudery. A bill was once introduced into the English Parliament "for the better observance of Easter Monday," but we have since heard of English perjuries, murders, and wars. In the days of the English Commonwealth, not only the visages of men but their names were elongated to an astonishing and inexpressible extent, (as *Hew-Agag-to-pieces-before-the-Lord*, *non est exemplum*) but the generation which these anemionous orthodox gentlemen begat, proved the most profligate, licentious and wicked that ever disgraced the land, and made the court of Charles II proverbial for its shameful outrages upon decency and morality.—Unnatural strictness, will ever be followed by excessive laxity of morals, just as rebellious anarchy is the natural consequence of too gallant a despotism. There is a quiet stream of innocent mirth in the spirit of mankind, that, if jammed up, will overflow the better part of our nature, eat out our enjoyment of life, and then perhaps burst forth in unrestrained wildness and vice.

May the fair and gay of our friends whirl through the throng in joyous merriment—may their winking smiles and the glances of keen piercing eyes do execution for many a year, and *serus in coelum redant.*

LIFE INSURANCE.

This prudent foresight for the benefit of a man's family after his death is somewhat of a novelty in this latitude, but its efficacy and advantages has been fully tested in the older settled regions of the country. It will no doubt, in time, become a very common thing. A few cases in the history of the Keystone Company will illustrate its usefulness.

Mr. Solomon Schoyer, a highly respectable commission merchant of Pittsburg, effected an insurance of \$5,000 on his life with the *Keystone Mutual Life Insurance Co., of Harrisburg*, on the 17th of July, 1850. He received his policy and paid his premium on the 20th of July, and died in a fit of nightmare on the 22d day of July, 1850, but two days after he received his policy. He had enjoyed uninterrupted good health all his life up to the very moment of his death. His widow, Penelope Schoyer, received from this company, within twenty days after his death \$5,000.

Rev. T. Marshall Boggs, Pastor of a Presbyterian Church in Mount Joy, Lancaster county, Pa., took out a policy of insurance in this company in June, 1850, for \$800. He died of Erysipelas Fever on the 10th of November, 1850. By his provident care and foresight he left to his bereaved family his policy of \$800, which had cost him but \$23.

CITIZENSHIP.—In New York city Mike Walsh and Thomas P. St. John are elected to the state legislature.

SUICIDE.

The Danville papers of last week give account of the suicide of a stranger by shooting himself, near the highway leading from Danville to Washingtonville. He seems to have been a friendless stranger—an emigrant—perhaps an exile—from the Kingdom of Wurtemberg in Germany. He had been in Danville a few days previous and begged for work, but his trade of silk-weaving could gain him no employment, and he then talked of destroying himself, saying that otherwise he must starve and freeze during the winter for no friendly hand would assist him to get work. Spiritless and desponding, he was in a strange land and with a heavy heart laid himself down to die, afar from the land of his fathers and friends, and forever closed his eyes to the beauties of life and earth. Life had no longer loveliness for him, and earth no pleasures for the wearied wanderer. He was young enough to have had time yet for an eventful and pleasant life, but who can tell the anguish, the joys, the sorrows and the pleasures that have been crowded into the short twenty-six years of his life? He was well clad and intelligent says one who conversed with him; but the name of Martz is all we know of his history, or of his wanderings from the vine-clad hills of Germany to the western world. The imagination may paint the eventful scenes of his life, and the sensitive heart conceive his trials and troubles; and then both heart and mind will humble all false pride and say to us "we know what we are, but know not what we shall be."

The child of sorrow grew weary of earth's coldness, and sighed to rest at home in the bosom of the great and good All-father. May the angel of Mercy be moved by the sad chronicle of the truant's griefs, and when the sun of his returning before he was called from his work comes to be recorded above, may the tear of pity blot it out forever.

Homicide at Beach Haven.

On last Sunday morning Mr. CHARLES SEYBERT of Beach Haven, Luzerne county, shot Mr. DEMOTT STOKY, who had been living with Seybert for some time as a pauper. We are informed that on Saturday evening the parties had a quarrel and affray, Stokoy attacking Seybert in a fierce and brutal manner, and Seybert defending himself, until a girl in the family came to his assistance. Seybert then swore that Stokoy should no longer stay in his house, and drove him away. But next morning, while Seybert was from home, Stokoy went into the house and laid down upon a bed in a room up stairs. When Seybert came home he inquired whether Stokoy had been there, and the girl said he was up stairs. Seybert went to some pains to get some good presson caps and then going to Stokoy's room with a pistol, shot him through the head, and the ball lodged in the victims neck. Seybert seemed but little concerned for his rash act, and told several persons that he had shot Stokoy. A telegraphic despatch from Berwick, on Tuesday, informs us that Seybert is arrested and now in the Wilkesbarre jail. He is about 30 years of age, has been raised in the neighborhood of Beach Haven, and for some time kept a store there.

Some half-witted political adventurers have attempted to drag the name of Hon. Robert J. Walker into the movement in favor of an increased tariff. That gentleman lately made a speech at Southampton in England at the reception of Kosuth when in reply to the illustrious guest of the people on that occasion he said—"He was delighted to hear their illustrious friend allude to free trade. The United States struck off half the shackles from commerce, and God he thanked, intended to strike off all the rest."

The Sheriff of this county has but one sale at the coming term of our court; and this stagnation in his business is doubtless caused by the tariff of '46. He must get Congress to see to this matter.

THE MORE THE MERRIER.—Maj. Jacob Heck of Chambersburg and John B. Bratton Esq., of Carlisle are named for the next Canal Commission.

An old lady reading an account of the death of a distinguished lawyer, who was stated to be the father of the Philadelphia bar, exclaimed: "Poor man! he had a dreadful noisy set of children."

That woman makes a good wife who, whatever may be the length of her journey, never travels with more than one trunk, and four band boxes.

We have received No. 5 of the Hydropathic Encyclopedia, a neat duodecimo volume of 144 pages, eight numbers of which (at 25 cents each) will complete the work. Fowlers & Wells, New York, are the publishers.

BERWICK TELEGRAPH.—Mr. Snyder of the Berwick Telegraph gives notice in his last paper that his publication has closed its existence—at least for the present. Surely but few fortunes are made by editors.

HON. THOMAS ROSS.—The Bucks county Express, German, has an eloquent article in reference to this gentleman, the accomplished and fearless Democratic representative from Bucks and Lehigh counties, recommending him for Speaker of the next Congress of the United States. He is worthy and competent for the station.

Gen. A. Bradford, of Mississippi, who is one of the Union candidates for the Legislature in Marshall county, has a way of accounting for the late victory in that State. "Fellow citizens," said he, in a speech, "I'll tell you the reason we triumphed so signally in the election for members of the Convention: it was because it was the first time in the history of Mississippi that the Constructor was ever a candidate."

THE CATAWISSA RAILROAD.

The Committee appointed by the late railroad convention at Philadelphia has issued an address, and appended to it a letter from D. L. Miller, jr., Esq., the President of the Sunbury and Erie Railroad, which contains some very important facts upon this subject. They prove that if this work shall be undertaken in good faith, and with a determination to make it pay, it can and will be soon completed, to the profit of all the stockholders and to the great advantage of the whole community. The following is Mr. Miller's letter to the Chairman of the Committee.—

PHILADELPHIA, 11mo. 6, 1851.

Esteemed Friend—In reply to thy note of yesterday, it affords me pleasure to state that the Charter of the Company, which is one of the most liberal ever granted by the Legislature of Pennsylvania, authorizes the construction of a Railroad from Sunbury to Erie, a distance of 284 miles.

We propose first to build that portion of the road between Williamsport and Erie, a distance of 240 miles.

This accomplished, will form, in connection with the "Catawissa," "Little Schuylkill," and Reading roads, a continuous chain of Railroads from Philadelphia to Erie, without transshipment.

The entire route is within the State of Pennsylvania.

The distance is only 425 miles, being 80 miles nearer to New York, and 193 miles nearer than to Boston.

The highest grade will be 52 8-10 feet to the mile, and that for only 8 miles.

We propose to pay interest on the instalments from the date of payment, in the same manner as is done by the Pennsylvania Railroad Company.

The time necessary required to complete the road will be short. We are informed, on the authority of the first engineering talent of the country, that no portion of the work need exceed two years in construction.

The cost of the road, graded and bridged for a double track—with a single track laid, and with sixty miles of siding—completed ready for the locomotive, it is estimated will not exceed six millions.

It is believed that at least one-fourth of the whole cost can be raised by subscriptions to the Stock of the Company, along the line of the route, and that the road can be built and all the materials furnished upon the most favorable terms by responsible contractors and friends of the enterprise, payable one-fourth in stock at par.

The present low prices of iron and provisions, and the abundance of labor would enable contracts to be made at prices materially below those paid by most railroad companies now in operation.

The estimate of cost is based on the report of Edward Miller, the Engineer, by whom the route was surveyed.

The advantages possessed by our terminus are very great; the Harbor of Erie is by far the best and safest on the Lake, if not the only one worthy of the name.

Its capacity is very great, being about six square miles in extent, and giving an average depth of about 20 feet.

It is free from obstruction by ice considerably earlier in the Spring and later in the Fall.

It is the point at which the competition between the Atlantic cities must take place, for the passenger and freight trade of all the railroads running westward from it, by reason of the Law of the last Legislature, compelling the break of gauge between the eastern and westward railroads to occur there.

We shall connect at Erie with the entire network of Railroads, penetrating in every direction through the Western and North-western States, the aggregate length of which roads, built and in progress of construction, exceeds 3000 miles.

There is probably no country in the world traversed by a Railroad, the extent and variety of whose source of intrinsic wealth exceeded those of the country lying between Philadelphia and Erie.

The Forest not only offers an opening for the most extensive lumbering operations, but also abounds in the most valuable ship timber.

The Mines possess an inexhaustible supply not only of anthracite and bituminous coal, but also of iron ore.

The Land embraces a vast extent and variety of soil, of great agricultural capacity, much of it of the limestone formation.

The construction of the proposed Road must inevitably induce a very extensive improvement in each of those branches of industry, and develop an incalculable amount of wealth now comparatively unproductive for want of such an outlet—while in time those improvements will add largely and rapidly to the business and profits of the Road and the revenue of the State.

The great Western Country with which the proposed road will unite us, contained in 1810, a population of only 272,000. The five States which have been formed out of the North-West Territory, bordering on the Lakes, now number a population of four millions, and a half—being 50 per cent. more than the entire population of the United States, at the time of the Declaration of Independence.

The Territory embraced between the Ohio river and the Lakes, from the Western boundary of Pennsylvania to the Upper Mississippi, containing about 180 millions of acres of arable land—measures 280,000 square miles, being nearly twice as large as France, and about six times as large as the whole of England.

The Trade of the Lakes, with which we seek a direct connection, in the aggregate of foreign and domestic imports and exports at the several ports, largely exceeds \$200,000,000.

The present avenues of travel between the Lakes and the Seaboard, are not only all doing a profitable business, but they are entirely inadequate to the prompt and satisfactory execution of the business already offering.

I have thus hastily thrown together some of the facts and reasons which we think should induce the citizens of Pennsylvania to furnish the means for building the Sunbury and Erie Railroad, and thus open a communication with the Lakes shorter and cheaper than any now in existence or projected.

With this, I also send some statements and tables showing—

The estimated cost of the proposed Road, The comparative distances by it and other routes,

The cost, receipts and expenditures of the present lines of communication between Lake Erie and the East, The Trade of the Lakes,

The increase of the population of the northwestern States bordering on the Lakes, Which, if thought proper, may be annexed to the report.

Very respectfully, D. L. MILLER.

Estimated cost of building the road from Erie to Williamsport:

Grading and Bridging 68 1/2 miles, Erie to Warren, as per Edward Miller's Engineers' report, \$498,923 00

Grading and Bridging 17 1/2 miles, Warren to Williamsport, at an average of \$10,000 per mile, 1,715,000 00

Superstructure—240 miles of single track, \$5,000 per mile, 1,200,000 00

60 do do siding do do 300,000 00

Laying 300 miles at \$2000 per mile, 600,000 00

Making Pier and Water Lots at Erie Harbor, Water Stations, Turn Outs, River Crossings, Depots, Warehouses, Machine Shops, and Land damages, 350,000 00

Engineering and contingent expenses, 10 per cent, 466,392 90

5,130,315 00

Interest on stock during construction, and margin to cover contingencies, and towards the equipment of the road, 869,985 00

\$6,000,300 00

COMPARATIVE TABLE OF DISTANCES.

Erie to Buffalo, 90 miles.

Buffalo to Albany, 328 "

Albany to New York, 150 "

Erie to New York, via Central N. Y. Line, Total, 568 "

Erie to Dunkirk, 45 miles

Dunkirk to New York, 460 "

Erie to New York, 505 " via N. Y. & Erie Railroad.

Erie to Philadelphia, by our Railroad, 425 miles.

Erie to Buffalo, 90 miles.

Buffalo to Albany, 228 "

Albany to Boston, 200 "

Erie to Boston, 618 "

The above statements are all taken from the published reports. The New York and Erie Railroad was not completed to the lake till May of this year. The following statement shows the receipts of that Road during the ten months of this year:

January, \$444,909, 70

February, 125,105 20

March, 183,409 99

April, 189,149 31

May, 174,345 12

June, 224,722 44

July, 228,460 33

August, 263,964 12

September, 306,888 66

October, 356,871 73

THE TRADE OF THE LAKES.

General Packer, of Lycoming county, in a speech before the Senate of Pennsylvania, February 21st, 1851, says: "I have prepared from an official source, a table showing the value of the entire commerce of the Lakes, both imports and exports, for the year 1848; and I regret that I have not been able to lay my hand upon the reports for the year 1849. The value of the trade in the year 1848 on Lake Erie was \$115,785,048

Do Huron, 848,152

Do Michigan, 20,320,481

Do Ontario, 28,141,000

Do Champlain, 16,750,700

Do St. Clair, 639,524

Total, \$186,484,905

Showing the total value of our Lake Trade for the year 1848, to be over one hundred and eighty-six millions of Dollars! And I have not included in my calculation the passenger trade—in itself a most important and profitable item. One hundred and eighty-six millions, Mr. Speaker, of a commerce concentrated on your northern frontier, accessible within your borders, through the best harbor on Lake Erie."

Population of the five States bordering on, and contiguous to the Lakes, whose produce chiefly find outlet by the Lake:

1810.	1830.	1850.
Ohio, 230,760	937,637	1,981,940
Indiana, 24,520	341,582	990,258
Illinois, 12,282	157,575	850,000
Michigan, 4,528	31,629	397,578
Wisconsin,		395,596
272,090	1,468,433	4,525,370

Railroad Excursion Tickets—Interesting Decision.—An Alderman in Pittsburg has decided by giving judgment for plaintiff, that railroad companies have no right to refuse excursion tickets from passengers, offered after the time for which they were issued. The plaintiff in this case bought a ticket, which had on it "good for two days only."

He offered it to the ticket agent within forty-eight hours after he purchased it, but beyond the time which the company had fixed for its extension. It was refused. He then offered the ticket and the difference in money between the excursion and regular ticket, which was also refused. He paid his fare in money, and then brought suit and recovered the price of ticket and costs. The plaintiff's counsel argued that the notice "good for two days only," printed on the face of the ticket, did not amount to a contract, any more than the common notice of stage company and canal tickets; "all baggage at the risk of the owner," did, which has been decided again and again to be of no virtue; that defendants had no right to receive the money of the plaintiff without giving value therefor; or place on their tickets anything which could bind the plaintiff without his consent. What is purchasing a ticket but consent to the conditions attached to it?

A WORD TO MECHANICS.

BY ONE OF THEM.

In the following article of merit from the *Berwick Telegraph* we think we recognize a young printer whom our town has had the honor of giving to usefulness.—ED. STAR.

I have thought for some time past, of offering a few reflections upon a numerous and noble class of citizens—MECHANICS—especially in regard to the position they actually sustain, and the position they should sustain in relation to the other classes of society. Their name is legion, and they are more or less identified with all the departments of business and life. They are the "lever of Archimides," which moves the world. But, are their importance and position duly considered and respected? I mean in the aggregate.

I know when some splendid luminary, like Franklin, shoots up from the sphere, and blazes through the world, attracting its gaze, it lights up by its reflection the rank of mechanic, and confers a temporary pride and dignity on the sphere whence the orb arose. But I also know, that when a mechanic, by his industry and skill, or by a fortunate combination of circumstances which confer no honor on himself, emerges from obscurity and poverty, and rolls amid all the luxuries of unearned wealth, he often seeks to forget his origin in deference to the blind prejudices of society, and the dictates of a perverted and flattered heart, worse than cowardly, denies himself to his great family kindred, and turns up his pimpered nose at the mere mention of the name that forms the subject of this article. This place, even amidst its fashionable walks, is full of such pictures—Such facts speak more eloquently than words.

Why should mechanics, who combine and exhibit in their diversified range, the highest and most plastic energies of genius; on whose laborious, never-tiring skill, wealth and luxury depend, and to whose power price is subservient for its swelling "pomp and circumstances" be treated as inferior beings, among the moving mass of the same humanity? Is it because their hands are harder or more stained, or because their hearts are less capable of those sentiments and affections which soften and elevate society? If the former, the cause must be admitted, but I protest against the effect as unnatural and unjust. I deny that the proposal in the latter alternative is true; but as set on the contrary, that in this class natural and wholesome affections of the heart are to be found.

Merit should be the only passport to society and consideration, and the state of society will be artificial and disordered until merit it shall be thus respected. I will admit that the inferior estimation in which mechanics are regarded, is to some extent attributable to their own fault. They do not assert and properly defend their rights. Let them as a class, cultivate greater dignity and polish of manners—fill memory's storehouse with food for the mind to feast upon—and attend generally to those minor accomplishments which constitute, in the eye of a correct, not a sickly taste, the true gentleman. And by doing this they will commend themselves as the true representatives of that skill and genius which they exhibit in their various departments, and be respected as such delegates, unnumbered by factitious impediments.—Yes, Mr. Editor, methinks I see in the movements of the age, a progressive tendency to the spirit of equality I advocate. It is not the Agrarian principle of "equality in spite of dollars and cents!" It is founded on the recognition of the internal man, in whatever guise he may be found—the valuation of the jewel in the midst of its resplendent incrustation, the discernment of the true ore, though deeply embedded in the common earth. It is the test of the equality to which the great Scotch poet alludes: "The rank is but the guinea's stamp, The man's the gold for 'at."

The operations of our Democratic institutions is helping on this moral consummation.—It is planting on every side free public libraries, and other means for the development and improvement of the mind and heart, and offering to all, facilities, in spite of disparities of external advantages, to achieve an equality with the highest standard of mental and moral excellence. To the mechanic, I say, lift up your eyes to this standard and keep it in view. Do your part in the movements of the day, and compel, by your efforts, recognition of your just position.

"So mote it be."
ALPHA.

Wilkes-barre, Nov. 1851.

BARNUM.

Barnum, while highly estimating the popular qualifications of Lola Montez, has had no engagement with her, for it seems he has retired forever from the field of his glory. Here is perfect evidence of the fact:—

JAMES TOWN, July 11, 1851.

My Dear—I received your note, and enclosed the within according to orders. Lola, if rightly managed, will draw immensely here; but I am not the man for her. I have done. I am perfectly content to stop where I am, and hope I shall never aspire to again cater for the public, in any way. Thanking you for your kind attention. I am truly yours,

P. T. BARNUM.

Second Marriages.

From the Marriage Statistics for 1850, of the city of Boston, we compile the following facts in reference to second marriages:

1st marriages,	5,611 persons.
2d "	563 "
3d "	32 "
4th "	7 "

We thus see that a little more than one-tenth of married parties enter into second marriages but the number of those who marry oftener is very small.

Some may be curious to know what differences there may be among men and women in the tendency to second marriages. The numbers are—

	MEN.	WOMEN.
2d marriages,	354	219
3d "	28	5
4th "	5	1

This seems to give men the greatest tendency to marriages; but is not something due to the difference of opportunities in the latter part of life?

Georgia U. S. Senator—Union Party of Georgia.

Charleston, Nov. 13th.—The Legislature of Georgia yesterday elected Robert A. Toombs U. S. Senator for six years from the 4th of March next, in place of Berrian, whose term expires. There was no opposing candidate. In the evening after his election, Mr. Toombs addressed a large concourse at the State House, and in the course of his remarks announced that the Constitutional Union Party would adhere to its present isolated state and independent organization and name—that it will not send delegates to or be represented in either the National Whig or Democratic Conventions of the next year, but that it will wait until the next year, before assembling and set forth their principles and candidates before the country, before determining with which side or party it will act. He said, also, that as an indispensable condition for securing the support of the Union party of Georgia, the National Convention, whether Whig or Democrat, with which it might coalesce, must adopt the Compromise part of the Union Party of Georgia, would be free to unite with either the National Whig or National Democratic Party.

What Pennsylvania has done for Common Schools.—We have received an address delivered by Thomas Burrows, Esq., before the Lancaster county Educational Society, on the 4th ult., which, among other matters of interest, exhibits the magnitude of the Common School System of the State, which is highly creditable to the character of the Commonwealth, and shows the deep interest taken in this State in the cause of general education. In the seventeen years that the system has been in operation the people of Pennsylvania have expended over fifteen millions of dollars in support of this noble effort, exclusive of the large sum annually paid to sustain the numerous private academies, seminaries and schools, which are also giving their invaluable aid to the cause of general education. The number of schools in the State has increased from 762 to 9200, and the teachers from 808 to 11,500. The pupils number half a million, and the annual cost of the system is now \$1,400,000. Few States in the Union have done more than Pennsylvania to dispel ignorance and qualify its rising population for the duties of citizens required under its free Constitution.

Drawing for Terms by the Supreme Court Judges.

Harrisburg, Nov. 14.—The drawing for the term each Judge of the Supreme Court, recently elected, is to fulfill, took place in this city, to-day. Jeremiah S. Black drew the three year term. Ellis Lewis drew six years, and will follow Judge Black as Chief Justice. J. B. Gibson drew nine years. Walter H. Lowrie drew twelve years, and Richard Coulter drew the full term of fifteen years.

The first election to fill a vacancy, created by law, will be that of Judge Black, and will be for fifteen years; and the succeeding elections will be in the order of the shorter terms, as they stand above.

The Case of the United States vs. R. H. Morris, the colored lawyer of Boston, indicted for abetting in the rescue of the fugitive slave Shadrach, terminated on Wednesday, in the United States District Court, by a sealed verdict of not guilty. When the jury first went out, they stood 11 for acquittal, and remained so four hours and a half, at the end of which period the outstanding juror gave in. All the jurors were in favor of enforcing the law, as constitutional, but they were not satisfied that Morris was in the cab with Shadrach, as testified by some of the witnesses being met by the witnesses for the defence, who testified that they saw all the persons who were in the cab, and that Mr. Morris was not one of them.

The most melancholy part of the affair is the loss of human life, three persons having perished in the flames. Their names are Edward Crossley, aged 83, a wool spinner, in the employ of Mr. Bruner, and two females, Miss Mary Ann Browning and Miss Agnes Morrow, aged, the former 18, and the latter 21 years.

Mary Ann Palmer, a bouncing young girl, leaped from the third story window, and escaped unhurt.

AN ENGINEER TO TRUST YOUR LIFE TO.—In one of the New York Courts on Wednesday, a witness was called who has been running an engine in the city; he swore that he had been an engineer for the last eight years; took up the business himself; was now employed running an engine. It appeared further that during these eight years he had been six months on Blackwell's Island for drunkenness; that very recently he had been confined in a cellar for getting drunk, he did not know how long; he was told "one day;" but could not swear to one day or two, only as they told him. In summing up the counsel averred that he was shut up so that he might be sober when called on as a witness. If any period of his drunkenness the boiler of the engine he tended had bursted, there would, he usual, have been "nobody to blame."

OHIO.

The Ohio Stateman of the 6th has full returns of the vote lately cast in that State for Governor. They run up: For Samuel F. Vinton, Whig, 119,538 " Samuel Lewis, Free Soil, 18,911 " Reuben Wood, Opp. incumbent 145,607 " Wood over Vinton, 26,169 " Wood over all, 9,148

LEGISLATURE.

Senate—Whig 8; Free-Soil 1; to 26 Democrats.

House—Whig 27; Free-Soil 1; to 65 Democrats.

MARRIED.

On the 13th inst., by Rev. Wm. J. Eyer, Mr. SAMUEL KELLER, to Miss MARY REYNOLD, both of Reading.

On the 13th inst., by Rev. P. Willard, Mr. JOHN ROHRBACH, of Catawissa, to Miss JULIA ANN REED, of Shamokin Valley, Northumberland county.

On the 1st inst., by Rev. J. Franco, Mr. JOHN JONAS, to Miss MARY JANE AYERS, all of Danville.

DIED.

In Danville on the 6th inst., Mrs. ELIZABETH GRAY, wife of the late John Gray, aged 32 years, 6 months and 3 days.

In Salem, Luzerne county, on Wednesday of last week, Mrs. FRANCES, wife of Stephen Seybert, in her 38th year.

THE SECRET BALLOT.

We referred in a paragraph a few days ago, to the opposition of the Whig papers of New England to the law passed at the last session of the Legislature of Massachusetts, giving the people of that State the protection of the Secret Ballot. Since that we have observed that the subject has elicited remarks in other quarters. The Hartford Daily Times, in a recent number, after remarking the opposition of the Whig press generally to this just and salutary law, gives the following forcible illustration of its beneficial results:

Moreover, it has been frequently asserted by the opponents of Democracy that there was no necessity for such a law—that there were no Whigs who would coerce those in their employ to vote the Whig ticket.

Now mark the result and the operation of this law upon its first trial. Lowell, the greatest manufacturing town in Massachusetts, and one which has been uniformly and reliably Whig heretofore, now sends ten Democratic Representatives to the Legislature in the place of the ten Whigs that have always been elected from that place. The Democratic vote is increased in that city from 891 to 1342—a gain of 451.—What does this mean? It cannot well be ascribed to the operation of the "coalition" was in force, and just as thorough and effective, in Lowell last year. But it can be explained by the fact that Lowell contains a large population of laboring men, who are employed in the factories for the first time, had the privilege of voting as they please. The result shows which way their political tendencies are. By the operation of the "secret ballot" law, which has been so heartily opposed and ridiculed by the Whig press, they have revolutionized the city and made a relative difference of 20 in the Legislature.

In Boston, where there is a large amount of manufacturing under Whig control, the Democratic vote is increased 1,725, while the Whig vote has fallen off about 600!

In Roxbury the Democratic vote is larger than that of last year by 108, while the Whig vote shows a decrease of 250. Other towns where laborers are employed collectively exhibit a similar increase of the Democratic vote, and a falling off of Whig strength.

The result of the first election in Massachusetts under the "secret ballot" law would seem to indicate that the Whigs had excellent reason for the fears they entertained of that law.

FIRE AND LOSS OF LIFE.—On Wednesday evening about 6 o'clock, a most destructive fire occurred at the Southwest corner of Nixon and Hamilton streets, near Fairmount, Philadelphia, in a large four story brick building, owned by Mr. J. P. Bruner, woolen manufacturer, and occupied by Messrs. Faulkner & Lewis, machinists, D. & L. Donnelly, for spinning and ending wool, Bernard McNutt, manufacturer, J. P. Bruner, above named, and Wm. Wilson, dyer. The destruction of the building