THE PITTSBURGH GAZETTE.

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SATURDAY MORNING, JAN. 6, 1849.

PHILADELPHIA NORTH AMERICAN. Advertisements and Subscriptions to the North American and United States Gazette, Philadelphia, received and forwarded from this office.

NEW YORK EXPRESS. We will receive and forward free of expense, advertisements and subscriptions for this paper.

COMMERCIAL LIST AND PHILADELPHIA PRICE CURRENT. Subscriptions to this valuable paper will be received and forwarded from this office.

FOR LATEST Commercial Intelligence, Domestic, Markets, River News, Imports, Money Markets, &c. see third page.

Antimasonic and Whig Nominations.

FOR MAYOR OF PITTSBURGH,

CAPT. JOHN HERRON.

FOR MAYOR OF ALLEGHENY,

JONATHAN RUSH.

See next page for Telegraphic News. For Local Matters see next page.

AN APOLOGY.—Our regular city carrier has met with an injury which has disabled him for the duties of his position, and which prevented him from delivering the papers yesterday morning. We have made the best provision to supply his place, possible, and request any of our subscribers who may be neglected, to send word to the office.

THE AMERICAN, of this city, continues to assail Mr. HAMPTON, our member of Congress, with a malignity and perseverance which may appear very strange abroad, coming from a paper professedly Whig, but which causes no surprise at home, where the editor and the motives which influence him are well known. It is not our intention, neither do we consider it at all necessary for the cause of justice and truth, to notice all the malicious and untrue insinuations of that sheet, in regard to our member, but the Thursday's paper makes a statement so grossly unjust to Mr. Hampton, that we feel bound to correct it. The American says—

'At a highly exciting election for both Governor and President, Mr. Hampton was most disgracefully behind his ticket in *every ward of the city, and every district in the county.* He was 1600 behind the Whig vote for Governor, given on the same day, and 2500 behind that for President, in four weeks after.'

We quote verbatim—italics and all. There is not one single fact stated correctly in the whole quotation. Mr. Hampton was *not* behind his ticket in every ward and every district in the county.—Taking the average of the Legislature, he was only 60 votes behind in the whole county—and taking the average of the five county officers, he was only 244 votes behind, in a poll of 14,000. He was 1190 votes behind the Governor—not 1600, as stated by the American—who received the votes of the Natives, and a large proportion of the Free Soilers, and Mr. H. is no more to be held responsible for this result than the other gentlemen on the ticket who all fell greatly short of the Governor's vote, from the same cause. It is indeed matter of surprise that Mr. H. ran so well up to his ticket, when the violent opposition to his nomination, the indirect opposition of such men as the American editor, after the nomination, and the popularity and great exertions of his competitor, who had just returned from the brilliant campaign in Mexico, are all taken into the account. And with all this to contend against, Mr. H. only ran 60 votes behind the average of a Legislative ticket which was taken up by acclamation.

With these facts before him, any candid reader will see that the extract we give from the American is grossly unjust to Mr. Hampton, and was calculated, unless corrected, to convey a very erroneous and false impression, where the facts were not known.

The States—Cabinet Appointments.

A writer in the National Intelligencer gives a list of the Presidents, Vice Presidents, Cabinet officers, and Judges of the Supreme Court, furnished by each state in the Union, since the organization of the Government. From this exhibit we derive the following interesting facts.

The states which have furnished these officers, are the following with the number attached:

Virginia	26
New York	21
Pennsylvania	21
Massachusetts	20
Maryland	14
Kentucky	10
Tennessee	9
South Carolina	7
Connecticut	6
Georgia	5
Ohio	5
North Carolina	4
New Hampshire	3
New Jersey	3
Delaware	2
Louisiana	2
Maine	1
Michigan	1
Mississippi	1
Alabama	1
Total	161

The old states of Vermont and Rhode Island have had *none*, as well as several of the new states. Louis M'Lane represented Delaware both the times she has furnished a Cabinet officer—once as Secretary of State, and once as Secretary of the Treasury.

THE DAILY PRESS.—A New York paper has well remarked that it is impossible for any person who has not been behind the scenes in a newspaper establishment, to know the labor performed there, in bringing out the daily sheet which is served to you, many readers, with your breakfast, and devoured with about the same avidity. It is an easy task to read the paper—but the toil its preparation costs, is seldom estimated. Besides the news by telegraph from all the principal cities of the Union, the proceedings of Congress, and other public bodies, the contents of all the country newspapers, and the doings in your city are worked over, condensed, boiled down and arranged for your pleasure and instruction. How many hands and heads have expended themselves in filling up the broad page over which your eye wanders! From early morning till long after midnight, they toiled to prepare that mass of editorials and news: and while you were sleeping soundest the presses were rattling, as, under the direction of workmen pale with nightly vigils, they struck off the edition. The whole operations of a daily paper include many laborers—printers, pressmen, editors, reporters clerks, &c. Most of these workmen have a tolerable busy life of it, beginning early and working late and late.

The Appointment of Mr. Darragh.

The appointment of Hon. Cornelius Darragh, of this city, to the office of Attorney General of this State, by Governor Johnston, has given universal pleasure to our citizens. Mr. Darragh is one of the most able and correct attorneys at the bar, always having his cases ready, and managing them with dignity and ability. We have not learned of his intention as to his place of residence, but we are sure we express the feelings of our citizens generally, in hoping he may find it consistent with his interest, and the duties of his office, to continue his residence in this city.

THE GALLERY OF THE ART UNION was closed for the season last week. The New York Post says: "the paintings will now be delivered as soon as can be conveniently done. It is not yet decided whether a second of the series of the Voyage of Life will be selected by the Committee for the engraving to be distributed in 1850. The engravings for next year will be from the second of the series which is much the best of the four. The outline engravings of Rip Van Winkle, from designs by Darley, are not yet finished.

GOOD NEWS FOR LEAN PERSONS—Professor Johnson has proved, according to analysis, that so far as the 'bolting process' is concerned, bran, for a given weight, is the richest, and that the whole grain ground together is one half richer than fine flour. If this analysis be correct lean persons should eat bran bread, and leave pure flour to the fat. The same Professor says that the unbolted flour contains a larger proportion of muscle forming matter.

THE HOUSATONIC & RAILROAD.—Since the construction of the Atlantic and St. Lawrence Railroad, real estate in Portland has advanced in value more than twice the amount of the interest on the investments in the road. Under the beneficial influence of the trade brought by this road, the city is expanding very greatly.

THE LEGISLATURE is at length organized—the Natives having joined the Locofocos in electing a Speaker. We hope we shall hear no more about Whigs affiliating with Natives after this. The Message will be delivered to-day at 12 o'clock.

AN IMPROVEMENT.—We have seen Morely's Patent Window Lock applied, and consider it a valuable improvement, especially in preventing the rattling of windows in windy weather.

THE LADIES will find our Washington Letter of to-day quite interesting.

FROM WASHINGTON.

Correspondence of the Pittsburgh Gazette.

WASHINGTON, JAN. 2, 1849.

THE first day of the year was delightfully clear and beautiful. I, of course, called to pay my respects to the Chief Magistrate. Mr. Polk looked wearied and forlorn, but the Presidentess queened it rarely. The ladies were unanimously of opinion that she was dressed magnificently. Your female readers will be interested in hearing the description of her drapery, which was furnished me by an observant daughter of Eve. Mrs. Polk, says my fair informant, wore a green velvet dress, low in the neck, and with short sleeves; with a lovely and costly white lace scarf, thrown over her shoulders, fastened over the breast with an enchanting diamond pin, dazzling like the lone star of Texas. The yet round and full right arm was clasped by two gold bracelets, and the left by a single one, midway between the elbow and wrist. Her head-dress was of the same material as the dress; handsome pink feathers setting off the entire arrangement, by being entwined with the curls of her dark hair on each side of the head. In her hands she held a perfect love of a fan, which must have cost in an Indian Bazaar, at least a hundred dollars. Colonel Knox Walker stood by the side of this American Juno, with a delicious boquet of exotic and indigenous flowers. I need not describe the other ladies of the household. The maids of honor were handsomely and tastefully decked, but 'paled their ineffectual fires' before the full effulgence of the senior dame.

The President's Levee was not by any means a crowded or brilliant one for the season and the occasion. There was a most remarkable scarcity of members of Congress, of either House. The diplomatic corps paid their *devoirs*, and then or soon after as was consistent with decency, took a bee-line for the front door. Mr. Buchanan and Mr. Bodisco, the first the representation of the most democratic, and the other the deputy of the most despotic government on earth, lingered long and fondly over the scene of the pageant.

From the east room the company very generally adjourned to Mrs. Madison's. That remarkable lady stood up as tall and straight and firm, as when last I had the honor of addressing my compliments to her; notwithstanding, that since then the seasons have twice rolled their courses, and that her eventful social history comprises six and eighty winters. It cannot be said of her, that the 'veteran lags superfluous on the stage.' She wears her years and her dignities well—stands a monument of the period when Washington, Adams, and Hamilton illustrated the history of the Republic.

To-day the committee of elections reported favorably on the case of Mr. Sibley, who claims to represent Minesota, but grounds his right to a seat on the fact that he was voted by the inhabitants of that part of the territory of Wisconsin, not embraced within the limits of the new State. The committee say the number of these people is about four thousand, and they sustain their demand to be represented by a delegate, as much as if they had not been separated from the other inhabitants of the former territory. The position is that the law for the organization of Wisconsin territory, was not abrogated, as to this remaining part of the territory, by the law admitting the State of Wisconsin into the Union. It is expected, that the minority of the committee will make a counter report.

This was about the only thing of any consequence that was done in the House to-day—

In the Senate, Col. Jeff. Davis presented a letter from Messrs. Aspinwall, Stevens and Chauncey, relative to their contract with the Government of New Grenada, for the construction of a Rail Road across the Isthmus of Panama. These gentlemen state, that in 1847, the Government of New Grenada made a grant of exclusive privileges to a French company, which grant and charter was forfeited because the company failed to make the deposit of money required of them, to secure the performance of the work. Full authority was given thereupon, to Gen. Herron, minister resident here, to assign this forfeited contract to any parties in this country ready and able to fulfil it. Such a transfer was accordingly made to them with certain restrictions; among which, are the reservation of the right to New Grenada to buy the road within twenty years after its completion, at a cost of five millions of dollars, and within forty years, for two millions. There are also some alterations proposed in the contract by the assignees themselves, which must be passed upon by the Congress of New Grenada. The papers were ordered to be printed.

The remainder of the day was consumed in debating private bills. JUNIUS.

PENNSYLVANIA LEGISLATURE.

SENATE—1849.

1. Philadelphia City—*Benj Matthias, Wm. A. Crabb.**
2. Philadelphia County—Wm. F. Small, Thomas H. Forsyth, *Peleg B. Savery.*
3. Montgomery—*Geo. Richards.*
4. Chester and Delaware—*H. Jones Brook.*
5. Berks—Jno. Porsteiger.
6. Bucks—*Jonah Rich.*
7. Lancaster and Lebanon—*Jas. Konigmacher,* *Daniel Stine.*
8. Monroe, Carbon, Schuylkill, and Pike—Wm. Overfield.
9. Northampton and Lehigh—*Jacob D. Boas.*
10. Susquehanna, Wayne, and Wyoming—Frs. B. Streeter.
11. Bradford and Tioga—Gordon F. Mason.
12. Lycoming, Clinton, and Centre—*William Harris.*
13. Luzerne and Columbia—V. Best.
14. Northumberland and Dauphin—*R. M. Frick.*
15. Cumberland and Perry—R. C. Sterrett.
16. Mifflin, Juniata, and Union—*J. J. Cunningham.*
17. York—*Philip Smyser.*
18. Franklin and Adams—*W. R. Sadler.*
19. Huntingdon, Bedford, and Blair—*Alexander King.*
20. Armstrong, Cambria, Indiana, and Clearfield—*W. F. Johnston.*
21. Westmoreland and Somerset—Isaac Hugus.
22. Fayette and Greene—Maxwell M'Caslin.*
23. Washington—*G. V. Lawrence.*
24. Allegheny and Butler—*George W. Darrie, John Lewis.*
22. Beaver and Mercer—*David Sankey.*
26. Crawford and Venango—J. Porter Brawley.
27. Erie—*J. B. Johnson.*
28. Warren, Jefferson, Clarion, M'Kean, and Elk—Timothy Ives.*

Those in *Italics* are Whigs. New members are marked (*).

HOUSE OF REPRESENTATIVES.

Adams—*James Cooper.*
Allegheny—*Marshal. Swartzwelder, Christian Snively, Henry Large, Lewis C. J. Noble.*
Armstrong—Jacob M'Cartney.
Beaver—*John Sharp, Dr. Wm. Smith.*
Berks—John C. Myers, Samuel Fegely, William Shaffner, Daniel Zerby.
Bedford—James J. Kirk, Josiah Miller.
Blair—*Joseph Higgins.*
Bucks—James W. Long, Peter D. Bloom, Edward Nickleson.
Butler—Robert Hampson.
Bradford—Arunah Wattles, Chas. Stockwell.
Cambria—*John Fenlon.*
Chester—*Henry S Evans, Thomas K Bull, David J Bent.*
Centre and Clearfield—John B Meek, George Walters.
Cumberland—Abraham Lamberton, *George Ruply.*
Columbia—Stewart Pearce.
Crawford—James Porter, D M Bole.
Dauphin—*John B Rutherford, Thos Duncan.*
Delaware—*James J Lewis.*
Erie—*G J Ball, S Ryman.*
Franklin—*S Siebert, Wm Baker.*
Fayette—Wm Redick, Wm Y Roberts.
Greene—Jno B Gordon.
Huntingdon—*A K Cornyn.*
Indiana—*Wm Evans.*
Jefferson, Clarion, and Venango—Jno S M'Calmont, Thos Hastings.
Lebanon—*Adam Grittinger.*
Lehigh and Carbon—Samuel Marx, Robert Klotz.
Luzerne—*Henry M Fuller, Thomas Gallispie.*
Lancaster—*J. B Stubbs, D G Eshleman, D W Witmer, J B Hover, Joseph W Fisher.*
Lycoming, Clinton, Potter, and Sullivan—Wm. F. Packer, Jno Smyth.
Mifflin—Hugh M'Kee.
Montgomery—David Evans, W T Morrison, Wm Henry.
Mercer—D M Courtney, *Joseph Emery.*
Northumberland—Geo A Frick.
Northampton and Monroe—Charles A Luckenbach, Joseph Lanbach, B S Schoonover.
Perry—John Souder.
Philadelphia City—*John H Diehl, Thomas C Steele, R Rundle Smith, George T Thorn, Craig Biddle.*
Philadelphia County—*Geo P Henzey, Thomas J Herring, Charles Hortz, N Thorn, George Bellas, Adam Martin, Henry C Pratt, Alonzo Robb.*
Schuylkill—*John W Roseberry, Jno A Otto.*
Somerset—*J J Sentzman.*
Susquehanna and Wyoming—Robert R Little, Samuel Taggart.
Tioga—N A Elliott.
Washington—Jacob Cort, *John M'Kee.*
Westmoreland—John Fausold, John P. M'Cullough, Harrison F. Laird.
Warren, M'Kean, and Elk—Alonzo I Wilcox.
Wayne and Pike—Jno W George.
Union and Juniata—*Samuel Wierick, John M'Laughlin.*
York—David F. Williams, Thomas Grove, Geo F Earl.
Democrats in Roman, and Whigs in *Italics.*

RECAPITULATION.

Senate	12	21	
House	50	50	
	62	71	
		62	
Whig majority on joint ballot			9

From Bentley's Miscellany.

Memoir of Captain Marryat, R. N., C. B.

BY G. WHITEHEAD.

The subject of the following brief memoir Frederick, was the second son of the late Mr. Marryat, the eminent West India merchant, and was born July 10, 1792. Having acquired the rudiments of education at an academy in the immediate vicinity of the metropolis, he was sent to a classical school at Ponder's End, kept by a Mr. Freeman. It is to be hoped that the discipline of the school, described by the hero of his earliest novel is no true picture of the treatment he experienced at Ponder's End; but the following anecdote suggests that, whatever punishments were in course of infliction at that seat of learning, he was likely to come in for his one share. The master coming into the school one day, saw young Marryat standing upon his head. Surprised at this reversal of the ordinary practice of mortals, he inquired the reason of it when the lad with audacious readiness replied, "I had been trying for three hours to learn my lesson on my feet, but I couldn't; so I thought I'd try whether I couldn't learn it on my head." There is no reason to doubt him when he says, "Superior in capacity to most of my school fellows, I seldom took the pains to learn my lesson previous to going up with my class. I was too proud not to keep pace with my equals, and too idle to do more." But he acknowledges that beside a little Latin and less Greek, he made some proficiency in mathematics and algebra.

With drawn from his school he was placed with a teacher of mathematics in London, under whose tuition he remained a year, and on the 23d of September, 1806, he entered the navy as a first class boy, on board the Imperieuse, forty four guns, commanded by the illustrous Lord Cochrane.—During his service under this gallant officer, which lasted till the 18th October, 1809, he took part in more than fifty engagements, in which many ships of war and merchantmen were cut out, off the coast of France and in the Mediterranean.

Having chased a ship into the bay of Arcupon, which sought safety under a battery, Lord Cochrane resolved to cut her out, and young Marryat was one of the boarding party. He followed close-closely the first lieutenant who headed the expedition, and who at length, after his party had sustained a severe loss, succeeded in gaining the deck of the enemy. He had scarcely done so when, struck by thirteen musket balls, he fell back a corpse, knocking down his follower in his fall, who was trampled on and almost suffocated by his shipmates, who, burning to revenge their leader, rushed forward with impetuous bravery.

The vessel captured, an examination took place of the bodies of the killed and wounded. Marryat was numbered among the former, and being in a state of stupor was unable to deny the doom assigned to him. But soon arrived the surgeon and his assistants, and with them came a midshipman who bore no good will to Marryat. This worthy youth, seeing the supposed lifeless body of his comrade, gave it a slight kick, saying, "Here is a young cock that has done crowing. Well, for a wonder, this chap has cheated the gallows!" This salutation, with its comment, revived the almost expiring energies of the other, who faintly exclaimed, "You are a liar!" a retort which, notwithstanding the melancholy scene around, produced a roar of laughter.

Shortly after this he was engaged in a rather "untoward" enterprise. His ship fell in with a vessel of a suspicious appearance. It was under French colors, which it soon hauled down, showing no others, and threatening to fire into the English ship if it attempted to board her. Upon this, she was boarded and taken, with a loss of twenty-six killed and wounded on her side, a loss of eleven on ours, and not till then was it discovered that she was a Maltese privateer, and a friend, who had made a like mistake in supposing her opponent to be French. After this unfortunate mistake, the Imperieuse proceeded to Malta.

It was while lying in this harbor that one night, a midshipman—a son of the celebrated William Cobbet—fell overboard. Young Maryatt jumped in after him, and held him up till a boat was lowered to their assistance. For this daring and humane act he received a certificate from Lord Cochrane.

The road from Barcelona to Gerona, which latter place was besieged by the French, had been completely commanded by them, for they had possession of the castle of Montgat. On the 31st July, 1808, Marryat had a hand in the reduction and levelling of that fortress. This proceeding greatly delayed the transmission of the enemy's stores and provisions which were destined for their operations in Catalonia; so much so, indeed, that on one occasion the French General was under the necessity of abandoning the whole of his artillery and field ammunition. During these operations he was twice wounded, and he a third time sustained injury in the defence of the castle of Rosas, under Lord Cochrane. On the arrival of the Imperieuse in the bay, she perceived that the castle of Trinidad—the maintaining of which was essential to the preservation of the main fortress—had been so hotly bombarded by the enemy, that the British portion of the garrison had withdrawn from it. Lord Cochrane, therefore, taking with him a party of officers and seamen, amongst whom was Mr. Marryat, went on shore, and defended the fortress for some days—indeed, until the main fortress was taken, notwithstanding that the castle, by this time a complete ruin, was attacked, sword in hand, by 1200 chosen men of the enemy.

When Lord Cochrane proceeded against the boom constructed by the enemy, before he sent in the fire-ship to attack the French fleet in the Basque Roads, Mr. Marryat was one of the explosion vessels, commanded by CaptainUry Johnson, which his lordship led for that purpose. For his gallantry on that occasion, he received a certificate from Captain Johnson, who brought his services under the notice of the Admiralty and for his whole conduct in the Mediterranean he was recommended in Lord Cochrane's despatches.

The log of the Centaur, flag ship 74, of Sir. S. Hood attests, that in September, 1810, he jumped overboard and saved the life of a seaman named John Mowbray who had fallen from the maintop; and in 1811, when on his passage to join the Æolus on the American station, he leaped overboard, and succeeded in saving a seaman named John Walker but did not succeed in doing so.—But we must give this incident in his own words. One of the fore topmen, drawing water in the chains, fell overboard; the alarm was instantly given, and the ship hove to. I ran upon the poop, and seeing that the man could not swim, jumped overboard to save him. The hight from which I descended made me go very deep in the water, and when I arose, I could perceive blood on the man's hands. I swam towards him; but Oh, God! what horror, when I found myself in the midst of his blood. I comprehended in a few moment that a shark had taken him, and expected that every instant my own fate would be like his. I wonder I had not sunk with fear. I was nearly paralized. The ship, which had been going on a mile an hour, was at some distance, and I gave myself up for gone. I had scarcely the power of reflection, and was over whelmed with the sudden, awful, and as I thought, certain approach of death in its most horrible shape. In a moment I recollected myself, and I believe the actions of five years crowded into my mind in as many minutes. I prayed most fervently, and vowed amendment, if it should please God to spare me. I was nearly a mile from the ship before I was picked up; and when the boat came alongside with me three large sharks were under the stern. These had devoured the poor sailor, and fortunately followed the ship for more prey, and thus leaving me to myself."

Whilst in the Eolus, he jumped overboard and saved the life of a boy for which he received a certificate from Captain Lord James Townsend, nor was this the sole testimonial of approbation accorded to him by that gallant officer. He had previously been mainly instrumental in saving the frigate from ship wreck during a tempestuous hurricane. The ship was on her beam-end, and her top masts and mizen masts had been blown over the side, when the question arose, who would be found daring enough to venture aloft, and cut away the wreck of the main topmast and main yard, which was hanging up and down with the weight of the topmast and top sail yard resting upon it. We must let the captain tell how he conducted himself in this case of awful suspense and dismay.—Seizing a sharp tomahawk, I made signs to the captain that I would attempt to cut away the wreck, follow me who dared. I mounted the weather rigging of one of the most hardy seamen followed me: sailors will rarely refuse to follow when they find an officer to lead the way. The jerks of the rigging had nearly thrown us overboard, or jammed us with the wreck. We were forced to embrace the shrouds with arms and legs; and anxiously did the captain, and officers and crews gaze on us as we mounted, and cheered us at every stroke of the tomahawk. The danger seemed passed when we reached the cat harpens, where we had foot room. We divided our work, some took the lanyards of the topmast rigging, the slings of the mainyards. The lusty blows we dealt were answered by corresponding crashes, and at length down fell the tremendous wreck over the larboard gunwale. The ship felt instant relief she righted and we descended amidst the cheers and the congratulations of most of our shipmates." For this heroic deed, Lord James Townsend gave him a certificate, and reported him to have "conducted himself with so much courage, intrepidity, and firmness, as to merit his warmest approbation.

When he belonged to the Spartan, he was put in command of a boat, and cut out the Morning Star, and Polly, privateers from Haydock's Harbor, and likewise a revenue cutter and 2 privateers in Little river.

Mr. Murryatt obtained his promotion as lieutenant in 1812, and in the following year was appointed to l'Espeigle, Captain J. Taylor, in the West Indies. Whilst on service in this vessel, he once more risked his life, in an unsuccessful attempt to save the life of a sailor who had fallen overboard in a heavy sea. Lieutenant Marryatt was picked up, utterly exhausted, more than a mile and a half from l'Espeigle.—Having burst a bloodvessel, he was left behind in the West Indies, in sick quarters, and after a time was sent home invalided.

In January 1813, he joined the Newcastle, 58, Captain Lord George Stuart, and led an expedition which was dispatched to cut out four vessels off New Orleans. This he did with a loss of 1 officer and 12 men. He acquired his commander's rank in 1815, and in 1820 commanded the Beacon, sloop, at St. Helena, from which he exchanged into the the Reserio, 18, in which vessel he brought home duplicate despatches, announcing the death of Napoleon. He was now actively engaged in the preventive service, in which he effected thirteen seizures. Appointed to the Larne, 18, in March 1823, he sailed to the East Indies, where, until the Burmese war in 1825, he was fully employed as senior officer of the naval forces, the order of Com modore Grant being, that none should interfere with or supersede him. Sir Archibald Campbell, the commander-inchief was received on board the Larne, at Calcutta, and Commander Marryatt led the attack at Rangoon. When Captain Chads of the Arachne, relieved him in September 1824, he had lost nearly all his ship's company. He now proceeded to Penang and Calcutta, returning to Rangoon, in December 1824, and in the following February sailed with the late Sir Robert Sale, of glorious memory, on an expedition to reduce the territory of Bassien. On his return in April, having successfully performed this perilous duty, he was promoted to a death vacancy and commanded the Tees, which, on her arrival, in England, he paid off.

Capt. Marryat commanded the Ariadne in the Channel and Western Islands, from November, 1828, to November, 1830. Twice thanked for his service in the Burmese war by the Governor General of India, he received three letters of thanks from Sir Archibald Campbell, commander-in chief of the forces, and was five times recommended by him. He was likewise thanked for his expedition with Sir Robert Sale, and was three times recommended and thanked, by Commadore Coe. In June, 1826, he received the decoration of C. A., and—an honor, a record of which must not be omitted—he was presented by a medal by that admirable institution, the Humane Society, for his daring and humane exertions to save the lives of so many men. That society has not on its list a name so worthy of honor as that of Marryat.

In 1827, the Captain published 'A Code of Signals for the use of Vessels employed in the Merchant Service.' That admirable invention is now in use in the royal and mercantile service, not only of this country but foreign nations. He twice received the thanks of the Ship Owners Society for it, and, the publication having been translated into French in 1840, was brought under the notice of Louis Philippe, from whom he received the gold cross of the Legion of Honor.

In connection with this last distinction, we have a story to relate, which we are sorry to feel ourselves constrained to tell, because it presents our late king in a light which it is not pleasant, and has not been customary to regard him. William IV, had read and had been delighted with "Peter Simple." It was likely that so true and striking a picture of naval life and manners would have captivated a sailor. He expressed a wish to see the author. The captain standing in an anteroom in his favorite attitude, the king came forth, and observing him, asked a gentleman in waiting who he was. The captain overheard the question, and said, addressing the gentleman, "Tell his majesty I am Peter Simple." Upon this, the king came forward, any received him graciously. Some time after this his majesty was waited upon by a distinguished member of the government, to request permission for the captain to wear the order conferred upon him by the King of the French, and to obtain, if not some further promotion, some higher distinction for one who had so long and ably served his country. The former request was granted as a matter of course; and as to the latter the king said:—"Do best know his services: give him what you please." The minister was about to retire; when his majesty called him back. "Marryat! Marryat! by the bye, is not that the man who wrote a book against the impressment of seamen?" "The same your majesty." "Then he shan't wear the order and he shall have nothing," said his majesty.

Every reader will make his own comment upon this. The work in question had been written by a man who had the best interest and honor of his profession at heart, who had done all in his power to maintain them, and whom the Earl of Dundonald—best known as Lord Cochrane, the hero of Basque Road—in a letter recently written, has thus characterized: "He was brave, zealous, intelligent, and even thoughtful, and active in the performance of his duties.' It is painful to expose one act of injustice on the part of a sovereign whose nature, in the main, was very upright, and generous.

In 1829, Marryat turned his attention to authorship, and having published 'The Naval Officer; or, Midmay,' the reception of which gave him encouragement, he set to work with an earnestness and zeal which he brought to all his undertakings.—'The King's Own,' 'Peter Simple,' and 'Jacob Faithful,' followed each other in rapid succession. To these he added, in the course of a few years, 'Japhet in search of a Father,' 'Newton Foster,' 'Mildmay,' 'Poor Man Easy,' 'The Pacha of Many Tales,' 'The Poacher,' 'The Phantom Ship,' 'Snarly Yow; or, the Dog Fiend,' 'Percival Keane,' 'Masterman Ready,' 'Poor Jack,' 'The Settler,' 'Olla Podrida,' 'Diary in America,' in Two Parts; 'Monsieur Violet's Adventures,' &c. All these works obtained considerable popularity, and even gained the author a reputation which very few modern writers of fiction have succeeded in acquiring.

It would be unprofitable to dwell upon the genius of Marryat as a novelist. His merits lie upon the surface, and are obvious to every man, woman, and child, who take up one of his works and find themselves unable to lay it down again. He tells plain and straight-forwardly a story, tolerably well constructed, of diversified incidents, alive with uncommon characters, and, as his experience was large and had been acquired over a wide expanse, he had always something to tell which would excite curiosity or rivet attention. He had one quality in common with great men, and in which men of finer genius than himself have been deficient—a thorough manliness of heart and soul, which, by clearly showing him what he was able to accomplish, preserved him against the perpetration of the sublime nonsense, and drivelling cant which nowadays often pass for fine writing and fine sentiment. 'Peter Simple' has been pronounced his best novel; but we confess we like 'Jacob Faithful' as well as well; although we think it would have been better if the Dominie had been mitigated, who is rather an extravagance than an original, and if that passage had been discarded in which the parish-boy tells us he read Tacitus and Horace at a charity-school

Capt. Marryat had been seriously ill for more than a year, from the bursting of a succession of blood-vessels, which forbade all hopes of his recovery, and on the 9th of Aug. 1848, his sufferings were brought to a termination.

This gallant officer and distinguished man had two sons in the navy. The elder was a lieutenant, and bade fair to have proved himself a worthy son of his father. He jumped overboard and saved the life of a seamen in the Tagus, and his exertions at the wreck of the Sybar were of the most heroic kind. He perished with nearly the whole of his crew in the wreck of the Avenger. The younger son is still a midshipman, and has, we are told, displayed talents as a hydrographer.

Independent Way to California

Those whose thoughts are anxiously fixed on the visions of wealth which glitter and dazzle in the gold placers of California, will be attracted at once by the head of this article. An independent way of getting to California is the very thing they want—and to which their most anxious thoughts have been turned. A writer in the National Intelligencer, gives the following description of this way, which, it appears to us is feasible and worthy of attention, and rather the best way that has been mentioned. It is a way which particularly commends itself to Pittsburghers who may have made up their minds to have a hand in the gold speculation, as they could rig out their wagons and fixtures, and be placed so far on their journey by steamboats, as to obviate much of the fatigues of the journey contemplated by the writer in the Intelligencer, whose plan is as follows:

"The independent route is for a man to fit up a wagon and pair of horses, and, taking his family with him, go the land route.

From New York to New Helvetia, Settlers Fort, by the map is 2,530 miles; by the usual travelled route about 3,000 miles. From New York to St. Louis, 1,074; from St. Louis to Fort Leavenworth 307; from Fort Leavenworth to Fort Laramie, 617; from Fort Laramie to South Pass, 315; from South Pass to Gold Diggings, Feather River, about 750; making the whole distance from New York 3,063 miles.

The half way house or middle station on this route is at the intersection of the road with the Nebraska river, about 250 miles west of Fort Leavenworth, due west from New York, longitude about 21deg. 40min. west. Here in some future time may be a great City of the Plains—it may be called Neo-Ursula. From this place to Fort Laramie is a pleasant ride over the plains of 350 miles, where is destined to be another great city.

The settlers most wanted in California and on the land route are household and personal mechanics, blacksmiths, carpenters and builders, farmers makers, tin plate workers, hatters, tailors, shoemakers, female mechanics, milliners, mantua-makers, seamstresses—all these will be wanted as permanent settlers, because those who dig gold will spend it, and the industrious mechanics will finally obtain it.

A mechanic who wishes to go to California should take his wife and children with him. For this purpose he should prepare a wagon (on springs with good indian rubber cover) and a pair of horses: this is a house on wheels; his family is with him; he is at home; his loading should consist of light articles of furniture and food, the light tools belonging to his trade, light articles of books—printed books for children and spelling books and New Testaments; these he can exchange on the way for food, thus giving food for the mind and receiving food for the body; an axe and rifle and as many light articles of merchandise as he has room for will complete his load. With such an equipment a man may travel through the settlements and make the journey over the plains an excursion of pleasure.

He should take a blank book with him and keep a journal. This, if well kept, might sell for enough to pay his expenses; at any rate, it would be pursued with satisfaction by his children and grandchildren: the future historians and the antiquaries will look for these journals and treasure them up with great care.

By choosing this mode of travelling a man is commander of his own team, and all his cares are with him; he can stop where work is is plenty and prices high. He may find "El Dorado" before he reaches the gold mines. If he continues his journey he may reach Fort Leavenworth by the first of March. Here he joins the caravan and proceeds to Fort Laramie, which he may arrive at, by the middle of April. Here will be a resting place; perhaps he may conclude to abide here for a season. There the gold diggers will concentrate on the return from California; here comes the Indians with their Buffalo meat and game and furs to exchange for clothing and ammunition; here mechanics will be wanted to supply the wants of all the various multitude who congregate near Fort Laramie.

Let the mechanics, then, aim to arrive at Fort Laramie; from thence he can take his leisure to go into California.

WASHINGTON, Dec. 25, 1848. C. F. L.

GOLDEN THOUGHTS.—I never yet found pride in a noble nature, nor humility in an unworthy mind. Of all trees, I observe that God has chosen the vine—a low plant that creeps upon the delpful wall; of all beasts, the soft and patient lamb; of all fowls the mild and guileless dove. When God appeared to Moses, it was not in the lofty cedar, nor the spreading palm, but a bush, an humble, slender, abject bush. As if He would by these selections check the conceited arrogance of man. Nothing producth love like humility; nothing hate like pride.

Ward Nominations—Whig Ticket.

For the accommodation of our Whig fellow citizens, we publish the following list of nominations in the several wards, of candidates to be voted for at the ensuing election.

FIRST WARD.

Select Council—James T. Kincaid.
Common Council—R. C. Sawyer, Allen Cordell Wash. Mason.

SECOND WARD.

Select Council—Isaac Jones.
Common Council—Wm. J Howard, Sr., Archibald M'Farland, Henry Woods.

THIRD WARD.

Select Council—Harrison Parry.
Common Council—M W Lewis, Willard Leonard, Robert J Smith, Edward Gregg, T J Duncan, William McKee.

FOURTH WARD.

Select Council—F Lorentz.
Common Council—David Holmes, R M'Knight, John Willock.

FIFTH WARD.

Select Council—Thomas Hays.
Common Council—Geo. Hamilton, J L Patterson, Dr. Robert Haslet, J Allen, Jr., James Crawford, Wm. Young, Alexander Bradley.

SIXTH WARD.

Select Council—Capt. W Dawson.
Common Council—Daniel Armstrong, Robert A Cunningham, Geo. Lamburn.

SEVENTH WARD.

Select Council—R T Friend.
Common Council—Robert King, J D Wick.

EIGHTH WARD.

Select Council—Henry Stimple.
Common Council—Jacob Grier, A P Osgood.

NINTH WARD.

Select Council—Hugh Robinson.
Common Council—Robert Hill.

KENTUCKY LEGISLATURE.—Difficulties in organization seem to be epidemic this year, Kentucky has her troubles also. A despatch to the Louisville Journal, is to the following purport:

FRANKFORT, Dec. 30.

In the Senate, old officers elected.

In the House of Representatives, no organization. Judge Robertson and Willis G. Hughes, Whigs, and Grocebeck, Democrat, nominated for Speaker. Five ballots but no election.

First ballot, Robertson 29, Hughes 24, Groesbeck 30.

After the third ballot, Groesbeck was withdrawn and Barlow put in nomination.

Result of fifth ballot, Robertson 31, Hughes 21, Barlow 30.

PERMITUS TO WRITERS.—At the close of the year 1849 a complete set of the volumes of the Leisure Hour Tract Society will be awarded to the writer of the best article on each of the following topics:

1. The best authentic narrative, suited to lead the impenitent to the cross.
2. The best article on the duty of individual Christian effort for the salvation of souls.
3. The best article on novel reading.
4. The best religious anecdote.

Yours,

S. S.

THE LARGEST BODY YET.—A RACE OF GIANTS.—Mr. and Mrs. Randall, the celebrated Scotch giant and gianless, have recently had a son born to them, at their residence, near Mineral Point, Wisconsin, whose weight at three days old was twenty-two pounds! This is their first child, and is, we believe, the first successful experiment, in modern times, in the production of a race of giants. They do great things in Wisconsin now-adays.—*Rochester American.*

The Whigs of Boston are making extensive arrangements to celebrate the election of Gen. Taylor, on the 22d February next, Which is washington's birthday as well as the anniversary of the battle of Buena Vista.

CHARGE OF LIBEL.—Messrs. G. B. Zieber, Stokes & Brother, and T. R. Callendar, were on Saturday, held to bail at Philadelphia, in $500 each, charged with libel upon the Rev. John H. Gihon, of the Universal Church, contained in the National Police Gazette, for which paper they are agents.

The U. S. Quartermaster at New Orleans offers to receive sealed proposals for the purchase of the U. S. steamships Alabama, New Orleans and Fashion.

One of Adams & Co.'s agents at Norwich, Conn., has been arrested on suspicion of having taken a package of money, amounting to $2,500, which was entrusted to him.

For the Gazette

MR. EDITOR:—Permit me, through the medium of your paper, to inform the ladies, that they may congratulate each other on the coming of the end of one of the most tedious and unpleasant parts of the business connected with their department of domestic economy. I would confidently assure them that on obtaining one of Colver's Patent Concave Beater Churns, now being exhibited near door in Alderman John's office, St. Clair street, they will hereafter expend very little, if any more time and labor in the procurement of the very article is not intended for the benefit of the patentee and venders of the article, but having witnessed its operations, and after close examination, being fully satisfied that it is the end of improvements, he so fully influenced by a desire for the accommodation of those both by observation and experience, to be a