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SATURDAY MORNING, OCTOBER 27, 1849.

THE PACIFIC RAIL ROAD CONVENTION.—We have condensed the proceedings of this great Convention, which is important to the whole country, as much as practicable, and yet, leave enough to give our readers an intelligible account of its action. We hope their length will not deter any from a careful perusal. Pittsburgh is directly interested in this matter, and persons are now living here, in the prime of life, who will yet see passengers and freight pass through here direct by Rail Road to California and Oregon; and to read in the morning papers, telegraphic news from San Francisco, of the day before, giving the latest news from China, and India.

"HYMNS *for the use of the Methodist Episcopal Church.* Revised edition. I will sing with the spirit, and I will sing with the understanding also.—1 Cor. xiv, 15. New York: Published by Lane and Scott."

The hymn book at present in use in the Methodist Episcopal Church, is probably more widely circulated than any publication on the American continent, except the Bible,—it not being extravagant to say that millions have been printed and distributed in that extensive denomination. But in this age of progress and reform, nothing is stable but the Holy Scriptures, and the old Hymn Book has to give way to its *revised* successor, title page of which is given above. In this revised Hymn Book, the classification has been changed, some few old hymns left out, and a large number of new ones introduced, but substantially the new book is a fair representative of the old one. We also observe some very decided improvements, among which are a title is given to every hymn, descriptive of its contents—the names of the authors are given in the index to the hymns, a great improvement—and an index to each verse is also given.

On the whole, we like the new Hymn Book much, and have no doubt it will meet with general acceptability. The copy before us is most beautifully printed and bound—so small matter, by the way, in a work which will be so extensively circulated.

Sold by Robt. Hopkins, agent for the N. Y. publishers, Apollo Buildings, 4th street.

RAIL ROADS IN ILLINOIS.—A wonderful ferment exists, at the present moment, in Illinois, in relation to rail roads. A convention has lately been held in Hillsborough, in that State, which was the largest which ever convened in the State on any subject. The Alton Telegraph says:

"We witnessed many public gatherings on different occasions; but never before had such an assemblage greeted our eyes. The procession was the largest we have ever seen in Illinois for any purpose, and it supposed numbered 1,500. This is but about one third of the number at the barbecue, estimated not less than a thousand."

A contest is going on about the point to be selected from the Wabash shall terminate, on the Mississippi. Great opposition is manifested to Alton, St. Louis, and a determination evinced to build up a city in Illinois. The towns which are struggling for the rail road centres, on the Mississippi, are Alton, Chester, Quincy, and Cairo.—The most active interests are those of Alton and Chester. Alton is twenty miles above St. Louis, and Chester is sixty miles below, at the mouth of the Kaskaskia river. Illinoistown is opposite St Louis on the American bottom, frequently overflowed. The Hillsborough Address states that Alton and Chester are the only two places on the Illinois side of the Mississippi, upon which great towns can be built. Whether this be true or not, it is obvious that Alton, Illinoistown, and Chester, are the real rivals for the Mississippi crossing of the great Railroad Line.

The Legislature is now in session, and some law will doubtless be passed on the subject—The Louisville and Cincinnati people are in favor of the great central road, across the State, starting at Vincennes. Pittsburgh interests require that Terre Haute shall be the point of crossing the Wabash. We shall watch the proceedings with great interest.

SOUTHERN FANATICISM.—A Convention of Slave-holders lately held in Mississippi, *resolved*, that the passage, by Congress, of the "Wilmot Proviso, would be regarded by them as an unjust and insulting discrimination to which the slave States cannot, without political degradation, submit, and to which "this Convention *will not submit.*"

The Convention also *resolved* that the passage of any law abolishing slavery in the District of Columbia, would itself make it the duty, as it is the right of the slave States, "to take care of their own safety" and to treat the free States as enemies.

The Convention also passed a resolution, requesting the Legislature of Mississippi to pass such laws as would best encourage the emigration of slave holders with their slaves, *to the new territories of the United States.*

We learn from the Minnesota Chronicle that a battle was recently fought at Pocagomon Lake, between a family of Half Breeds, named Le Praire and a band of Chippewas. There were five Half Breeds and from ten to twelve Indians. The fight lasted about three hours. The Indians lost one man killed, two mortally, and three or four slightly wounded. The Half Breeds suffered no loss, with the exception that one of the ears of Louis Le Praire was taken off by a rifle ball.

MEETING OF THE TRUSTEES AND ALUMNI.—The Trustees and Alumni of the Western University, met at the FOURTH Ward School House last evening.

The meeting was organized by calling Dr. BIDDLE to the Chair; and appointing THOMAS HAMILTON Secretary.

Mr. M'CANDLESS offered the following resolutions, which, seconded by Mr. Stockton, were unanimously adopted:

The Rev. JOHN BLACK, D. D., for many years an honored and distinguished Professor of this Institution, having departed this life, the Trustees and Alumni of the University have met to pay appropriate honors to his memory. *Therefore,*

Resolved, That the decease of this venerable and excellent man is a public calamity, and we lament his loss and shall cherish the remembrance of his virtues as a patriot, a philanthropist and a christian.

Resolved, That we deplore his loss, and will pay proper respects to his memory, by attending his funeral to-morrow at the appointed hour.

Resolved, That in testimony of our high regard, a copy of these resolutions be communicated to the family of the deceased, and published in the papers of the city.

Resolved, That the President of this meeting communicate the foregoing resolutions to the family of the deceased.

On motion the meeting adjourned

D. H. RIDDLE, Chairman.

THOMAS HAMILTON, Secy.

The funeral of Dr. BLACK will proceed to the Cemetery, this morning, at 10 o'clock.

OUR CATTLE SHOW AND FAIR.—As to the immense crowd that was in attendance on the occasion, it exceeded all expectations. We have seldom, if ever, seen so vast a multitude in our town as that which thronged our streets on last Thursday—the second day of the exhibition. The day previous was exceedingly inclement—so much so, as to awaken serious apprehensions that the whole affair would prove a failure. It rained incessantly during the morning and until noon of Wednesday, when the cloud broke off, and though cold and cheerless, the prospect began to brighten for the second day's exhibition, which always proves to be the great day of the Fair. At an early hour on Thursday, every avenue to our town was thronged with carriages, buggies, two horse wagons and horsemen—so that by 10 o'clock in the forenoon, there could with difficulty be found a place even to hitch a horse—a to stabling them any where, that was totally out of the question. The Society's report will furnish our readers with all desired information as to the stock manufactures, &c., and we therefore omit in this place any reference to these matters.

We would remark here, however, that, on the whole, the Exhibition was generally satisfactory; though not as entirely as we could have wished. So deeply impressed were our citizens with the importance of these annual exhibitions, as well to the agricultural interests of our county, as to the interests of our borough, that decided measures have already been adopted (and others will shortly be taken) to put the Society on such a footing as must hereafter secure to it a permanent growth and prosperity. To some of these matters we shall refer in our next.—*Washington Reporter.*

THE CUBA INVADERS.—Round Island has been completely evacuated. The last remnants of the once formidable armament left the place on the 11th instant. They were taken across to Pascagoula by Passed Midshipman Dyer, whence forty of them took passage in the mail boat for New Orleans, and the others, about twenty five in number, in the steamer Mobile. No obstruction was offered by the United States vessels to their peaceful departure. Simultaneously with this movement, the Government fleet has departed. The squadron, embracing the sloop of war, Saratoga, Lieutenant Ward, and the steamer Vixen, which had recently arrived on the station, goes to Pensacola, where, upon the arrival of Commander Nicholson, such arrangements will be made for their winter cruising in the Gulf of Mexico and among the West India Islands as the protection of our commercial interest may demand. In this connexion we may say, that, although complaints have, at different times, been made of the conduct of some of the naval officers while on the Round Island station, that these, upon investigation, have not to be unfounded, and it has been established that the officers have throughout conducted themselves in becoming and gentlemanly manner.—*Pa. Reg.*

LIFE AND HEALTH INSURANCE.—A new office for life and health insurance has been opened in this city by Mr. Samuel Fahnestock, who is agent for the Mutual Life and Health Insurance Company of Philadelphia. This mode of providing for sickness, and for the support of surviving relatives, has become quite common in this country and in Europe. Those who wish to take such precautions would do well to wait upon Mr. Fahnestock, who will impart all necessary information.

Vote for Canal Commissioner—Official.

We give below complete returns of the vote for Canal Commissioner, by which it will be seen that the vote given for Fuller falls short of the vote given for Middleswarth last year 31,153—and that for Gamble 22 090 short of that given for Painter. The majority for Gamble agreeably to the returns made, is 11,729—but owing to a mistake made in the return from Bradford, it is in reality one hundred and fifty less, or 11,579—Gamble's real majority in Bradford being only 103, instead of 253—agreeably to the returns made by the election judges. It is easy to see that if the Whigs had turned out in their strength they would not only have elected their candidate for Canal Commissioner, but have carried both branches of the Legislature, and given an important impulse to the popular feeling in favor of a protective tariff.

The following are the official returns for 1848 and 1849:

COUNTIES.	Painter.	*Middlth.*	Gamble.	*Fuller.*
Adams,	1785	2314	1252	1615
Armstrong,	2813	1864	1929	1618
Allegheny,	6130	8244	5103	6253
Beaver,	2339	2591	2022	2319
Bedford,	2736	2600	2579	2523
Berks,	3390	4113	6927	2867
Blair,	1424	2256	1310	1730
Bradford,	3700	6992	2057	2434
Bucks,	5204	5063	4657	4443
Butler,	2310	2303	1911	2106
Carbon,	1000	746	756	490
Cambria,	1440	1118	1375	1128
Centre,	2540	1636	2993	1382
Clarion,	2209	1134	1851	940
Chester,	5101	4898	4238	5085
Clearfield,	1105	603	891	526
Crawford,	2778	2398	2483	2201
Columbia,	3134	1922	2413	1648
Clinton,	997	792	1001	670
Cumberland,	3085	2968	2909	2558
Dauphin,	2257	3203	2108	2783
Delaware,	1489	1971	1311	1713
Elk,	277	116	259	151
Erie,	2696	3305	1369	2503
Fayette,	3277	2710	2645	2113
Franklin,	3001	3736	2695	3067
Greene,	2350	1297	2017	1081
Huntingdon,	1864	2277	1330	1739
Indiana,	1568	2258	1250	1729
Jefferson,	926	642	870	463
Juniata,	1190	1108	1099	929
Lancaster,	5519	9766	4224	7133
Lebanon,	1807	2922	1788	2378
Lehigh,	2966	2221	2594	2317
Luzerne,	3653	2899	3140	2575
Lycoming,	2267	1831	2130	1521
McKean,	406	363	365	229
Mercer,	3103	3462	2618	2424
Mifflin,	1585	1432	1305	1031
Montgomery,	5337	4522	5081	3698
Monroe,	1635	372	1303	251
Northumberland,	2038	1486	1574	1111
Northampton,	2407	2160	2932	2215
Perry,	2056	1343	1419	927
Phila city,	20977	25919	19292	19100
" county,	595	117	654	119
Pike,	600	277	546	282
Potter,	3531	4181	3651	3478
Schuylkill,	1077	2703	964	2141
Somerset,			330	149
Sullivan,			1361	1361
Susquehanna,	2375	1505	2079	1183
Tioga,	1850	1124	1631	1183
Union,	1580	2911	1520	2131
Venango,	1513	935	1028	517
Warren,	1130	901	913	513
Washington,	3972	3006	3610	3576
Wayne,	1402	745	1297	621
Westmoreland,	4953	2689	4097	2397
Wyoming,	930	750	766	763
York,	4319	4122	4035	3359
Total,	166930	161294	141810	133111

Popular Education.

PHILADELPHIA, October 20, 1849.

To the Editors of the National Intelligencer

GENTLEMEN: A Convention of the Friends of Public Education has just closed its deliberations in this city. The Convention was attended by delegates from fifteen States of the Union and was marked by the urbanity, intelligence, and dignity of its members. Speeches of deep thought and commanding eloquence were delivered, and listened to with a profound attention, which, from such an auditory, was of itself evidence of their value.

The Convention organized by appointing—

The Hon. Horace Mann, of Massachusetts, *President.*

Vice Presidents.

Joseph Henry, of Washington.
John Grescom, of New Jersey.
Samuel Lewis, of Ohio.
The Right Rev. Alonzo Potter, of Pennsylvania.
G. B. Duncan, of Louisiana,

Secretaries.

Charles Northend, of Massachusetts.
P. Pemberton Morris, of Pennsylvania
S. D. Hastings, of Wisconsin.
Sol. Jenner, of New York.

And a business committee, who reported the following programme of subjects for the consideration of the Convention, which were all, after due reason, and a comparison of sentiment from the different States represented, referred to select committees, with instructions to report at the next annual meeting of the Convention, to be held in Philadelphia on the fourth Wednesday in August 1850.

Topics for consideration relating to the organization and administration of a system of public instruction, adapted to different sections of the United States.

1. TERRITORIAL, OR CIVIL SUBDIVISIONS OF THE STATE.—Involving the extent to which the District system should be carried, and the modifications of which the same is susceptible.

2. SCHOOL ARCHITECTURE.—including the location, size, modes of ventilation, warming and seating, &c., of buildings intended for educational purposes.

3. SCHOOL ATTENDANCE.—including the school age of children, and the best means of secuing the regular and punctual attendance of children at school.

4. GRADES OF SCHOOLS—the number and character o' each grade.

5. COURSE OF INSTRUCTION.—Physical, intellectual, moral and religious, esthetical, industrial; studies, books, apparatus, methods.

6. TEACHERS—Their qualifications, their examination, and compensation Normal Schools, Teachers' Institute, Books on the Theory and Practice of Teaching.

7. SUPPORT.—Tax on property, Tax on Parents, School Fund.

8. SUPERVISION.—State, County, Town.

9. PARENTAL AND PUBLIC INTEREST.

10. SUPPLEMENTARY MEANS.—Library, Lyceum, Lecture.

Resolutions were also adopted—

1st. That a committee of five be appointed to report to the next annual Convention a plan for the national organization of the friends of education.

2d. That a committee of one from each State be appointed, with whom the committee of five shall confer.

Under the first resolution the Chair appointed the following gentlemen to be the committee:

The Right Rev. Alonzo Potter, D. D., of Philadelphia.
Gov. D. Haines, of Hamburg, Essex county, New Jersey.
Henry Barnard, Esq., Hartford, Connecticut.
George M. Wharton, Esq., of Philadelphia.
Edward C. Biddle, Esq., of Philadelphia,

Under the second resolution the following committee was appointed:

State.	Name.	Residence.
Alabama	Norman Pinney	Mobile.
Arkansas	Wm. B. Butts	Little Rock.
Connecticut	H. Barnard	Hartford.
Delaware	—— Hall.	
Florida	Hon. Thos. Baltzell	Tallahassee.
Georgia	Rt. Rev. —— Elliott	Montpelier.
Illinois	John S. Wright	Chicago.
Iowa	Thos. H. Benton, jr.	Iowa City.
Indiana	Hon. Amory Kinney	Terre Haute.
Kentucky	Robt. J. Breckenridge	Lexington.
Louisiana	Joshua Baldwin.	
Maryland	J. H. Latrobe.	
Maine	Wm. G. Crosby	Belfast.
Massachusetts	Wm. B. Fowle	Boston.
Missouri	James L. Minor	Jefferson City.
Michigan	Saml Newbury	Jackson.
Mississippi	Judge Thatcher	Natchez.
N. Carolina	Gov. Moorehead.	
N. Hampshire	Prof. Haddock	Dartlimell.
New Jersey	Theodore F. King.	
New York	Christopher Morgan	Albany.
Ohio	Samuel Galloway	Columbus.
Pennsylvania	Thos. H. Burrows	Lancaster City.
R. Island	E. R. Potter	Kingston.
S. Carolina	Judge Huger	Charleston.
Tennessee	Philip Lindsey	President State University, Nashville.
Texas	Gen. Henderson	San Augustine.
Virginia	Gov. Jas. McDowell.	
Vermont	Gov. H. Eaton	Enosburg.
Wisconsin	Rev. A. C. Barry	Racine.
Minnesota Territory	Alexander Ramsey.	

The subject is of of great national importance and no doubt many minds in all parts of the country are full of valuable information in regard to it, The publication of these committees will point out an avenue through which this information may be rendered available. All persons interested in the cause of education are requested to give it their attention. M.

From the St. Louis Republican.

PACIFIC RAIL ROAD CONVENTION.

ST. LOUIS, Tuesday, Oct. 16.

At 9 o'clock, the Convention was called to order by the President *pro. tem.*, Judge Ellis.

The proceedings of Monday's session were then read and approved; after which,

Honorable George Darsie, of Pennsylvania, from the committee appointed to report officers and rules for the government of the Convention, submitted the following report, which was unanimously adopted:

The committee appointed to select officers for the permanent organization of the Convention, and to recommend rules for the government of its deliberations, *Report*, That they have agreed to recommend,

FOR PRESIDENT,

Hon. STEPHEN A. DOUGLASS, of Illinois.

FOR VICE PRESIDENTS,

W. J. TOTTEN, of Pennsylvania.
SAM'L FORRER, of Ohio.
SAM'L EMERSON, of Indiana.
HENRY J. EASTIN, of Kentucky.
Hon. JOSEPH WILLIAMS, of Iowa.
OTHO. BRACKETT, of Wisconsin.
HENRY S. GEYER, of Missouri.
JNO. BIDDLE, of Michigan.
AMHERST K WILLIAMS, of New York.
Hon. W. B SCATES, of Illinois.

FOR SECRETARIES,

A. B. CHAMBERS, of Missouri.
W. H. WALLACE, of Iowa.
A. S. MITCHELL, of Kentucky.
W. G. MINOR, of Missouri.
T. A. STUART, of Illinois.

Mr. George C. Sibley, in behalf of the St Charles delegation, then submitted the following resolutions for the consideration of the Convention:

Resolved, That this convention does consider the prime subject of its appointment and meeting to be, to elicit an expression of the public opinion, and the public will, as far as can be done on this occasion, in reference to the establishment of a Rail Road and Telegraph to connect the commerce of the Atlantic and Pacific Oceans, for the benefit of our Union. That we deem the establishment of such road and telegraph to be an enterprize entirely worthy of the prompt, decisive, and liberal action of the National Legislature. That it is emphatically called for by the national interests That it belongs to, and is obligatory on Congress to take such immediate order on this measure, as is consistent with the energy and power of this great nation.

Col. Sharp, of Illinois, then moved that a committee of one from each State represented, be appointed to report resolutions for the consideration of the Convention.

Mr. Bond, of Illinois, moved so to amend the motion that three delegates be appointed from each State. He urged the propriety of his amendment in a few pertinent remarks. Several of the States were represented by a large delegation which held conflicting opinions in regard to the subject matter presented, and he was desirous, where these differences existed, they should be represented on this committee.

Mr. Van Swearingen then moved the previous question, which was seconded, and ordered

The Chair then put the question, "Shall the question of the motion as provided for the appointment of the committee by the Chair, and insert "that said committee be apointed by the several delegations, subject to the decision of the Convention," and it was rejected.

The question was then put on the second proposition before the Convention, viz: "that said committee consist of three members from each State represented, and be appointed by the Chair," and it was adopted.

On motion of Dr. Hope, of Illinois, the resolution offered by Mr. Sibley, on behalf of the St. Charles delegation, was then taken up for consideration and read, after which.

Colonel Benton was loudly called, and took the stand amidst the most rapturous applause. He said being fully sensible of the value of time, he did not propose, in what he should say to the Convention, to consume a single moment in debating upon the importance of the object for which the Convention was assembled, as he took it for granted that every member had duly considered that part of the subject and made up his mind in relation thereto. In what he should say he deemed it appropriate to the occasion to proceed at once to what concerns the practical business of the Convention. In doing so, he begged to bring before the Convention the latest information which he had upon the subject. A letter, not written with the expectation of being laid before any assembly, but for himself alone, and as an apology for not being able to do what was expected, had been recently received by him, a few sentences from which he would bring before the Convention. He alluded to a letter from a member of his family, Mr. Fremont, now upon the Bay of Francisco. He read extracts from it, which he could not answer in detail some questions asked him. He says in that letter:

"I shall be anxious to receive the least information relative to your plan for railroad—what the prospects are for its adoption—and towards what part of this country it will probably be directed. In conversation with Mr. Butler Kingand Gen. Persifer F. Smith, a few days since, this subject was a subject of great interest. I remarked that the line explored in my last journey was admirably calculated for the road, passing the mountains between the Arkansas and Del Norte, with scarcely an inequality of position, and which would be obtained since our disasters, which would have been the character of its extension further west to the Great Basin. A reference to the map will show you that this line crosses the valley of the Del Norte at the northern edge of the New Mexican settlements, in handsome and fertile country, where a branch road might be thrown down the valley of the river and through the settlements to Santa Fe, &c. The road would enter the Basin at the Southern end of the Mormon settlements, and cross by way of Humboldt river. About midway of that river's course, a large valley opens into it, and up this lies an excellent way to a low pass near the head of the Lower Sacramento Valley—Before reaching this pass, a way diverging to the north, affords a very practicable valley road into Oregon, and, in my opinion, far the best by which you can reach that country. Immediately after this conversation, Gen. Smith determined upon a party to explore that part of the route which I have last described, with a view to report upon it at the ensuing session of Congress. He afterwards called upon me to request that I would send him a written communication to the same effect in order that hereafter the credit of the suggestion might remain with me. It is not improper to say the work pass into other hands, left private memoranda inadequate to such undertakings here.

This is the account which Col Fremont gives of the line of his last exploration. In letters which were previously written from the base of the Rocky Mountain, from Bent's Fort, given an account of his explorations that far, he says:

"We have met with very reasonable success, and some good results, in the first long step in our expedition. To avoid the danger of snow storms on the more northern route, I followed out the line of the Southern Kansas, (the true Kansas river)—and so far added something to geography. For a distance of four hundred miles, our route led through a country affording abundant wood, game, and grass. We find that the valley of the Kansas affords by far the most eligible approach to the mountains. The whole valley soil is of very superior quality, and the route very direct, between 38 and 39 degrees. This would add materially to emigrant and good settlements, certainly four hundred miles, and is, therefore, worthy of consideration in any plan of approach to the mountains."

After reading these extracts from Mr. Fremont's letters, Col. Benton spoke at some length in explaining the routes spoken of.

The resolution introduced by Mr Sibley, of the St. Charles delegation was then adopted, after some length, by Messrs. Krum, of St. Louis, Hope, of Illinois, and White, of Indiana, after which, the previous question was ordered and put, viz—"Shall the resolution be adopted?" and it was carried in the affirmative.

Mr. Snyder, of Illinois, moved the following resolution:

Resolved, That the powers of the Committee of Resolutions be so restricted as to prevent the Convention from acting upon any one of the points included in the resolution last adopted.

Pending the consideration of the above resolution, the committee adjourned until three o'clock in the afternoon.

AFTERNOON SESSION.

Mr. Curtiss, of Iowa, offered the following resolution:

Resolved, That a committee of one from each State be appointed to draft a memorial to Congress, presenting the objects and desires of the Convention.

Mr. Austin, of Kentucky, moved to refer this proposition to the Committee on resolutions, considering that they had but little or nothing to do any way.

The motion of Mr. Austin was rejected, and the resolution of Mr. Curtiss adopted.

Judge J. H. Birch, of Missouri, offered the following:

Resolved, That the present state of geographical and topographical information concerns with the statistics of population and of wealth, in denoting the belt of public territory along or near the 40th parallel of north latitude as the starting point, and the general course of the emigrant route to the Southern pass in the Rocky Mountains, as the line of the projected National Railways to the Pacific Ocean.

Mr. Latrop, of La., moved to lay the resolution on the table.

The question was then put, and the resolution was laid on the table.

The President announced the following gentlemen as constituting the committee on Resolutions:

Iowa—V. P Antwerp, G H Walworth, Wm. Thompson.
Tennessee—Le Roy Pope, Jr, E J Carrell, Geo. W Smith.
Kentucky—H. J Eastin, A S Mitchell, James Harper,
Pennsylvania—George Darsie, Chas Naylor, J H Reed.
Wisconsin—Chas Bracken, J R Murray, Edw Vaughers.
Illinois—Richard Bond, Wm B Warren, Thos Hayne.
Indiana—Albert S White, R W Thompson, A T Ellis.
Michigan—John Biddle.
Louisiana—Chas C Labrop.
New York—Amherst K Williams.
Missouri—A A King, J Loughborough, T B English.
Ohio—D W Deshler, J H Sullivan, Henry Stoddard.

On motion, the Convention adjourned until to morrow morning, 9 o'clock.

WEDNESDAY, Oct. 17, 1849.

The Convention was called to order by the President, the Hon. S. A. Douglas, and on invitation, the proceedings were opened by prayer, by the Rev. Dr. Potts, of the Second Presbyterian Church of this city.

The credentials of the Lieut. J. F. Maury, of Virginia, from the Board of Directors of the Virginia and Tennessee Railroad, and Robert Chambers, of New Jersey, were then presented, and on motion their names were added to the number of Vice Presidents, and to the Committee on Resolutions. Mr. Ely, of Marion co, Mo., offered the following resolutions:

Resolved, That the committee on resolutions be instructed to introduce no resolution designating any point for the Eastern termination of the Pacific Railroad, or recommending its passage, as a national work, through any of the States of the Union.

Resolved, Also, that this Convention deems it inexpedient to introduce any motion touching either of the above mentioned points, and believes that the discussion of these questions should be left to competent engineers appointed by authority of Congress.

Mr. Ely disclaimed any intention of casting a fire brand into the Convention by the introduction of these resolutions, and urged, in a brief manner, their adoption.

On motion of Mr. Hudson, of St. Louis, the above resolution was referred to the committee appointed to present resolutions for the consideration of the Convention.

The Chair announced the following gentlemen to constitute the Committee to memorialize Congress:

W. F. Bowden, of Wisconsin;
A. K. Williams, of New York;
Charles Naylor, of Pennsylvania,
J. F. Maury, of Virginia;
John G Law, of Ohio;
G. W. Lincoln, of Tennessee;
O. H. Smith, of Indiana;
W. S. Wait, of Illinois;
John Biddle, of Michigan;
James Clark, of Iowa;
Thomas Allen, of Missouri;
Basil Duke, of Kentucky;
C. C. Lathrop, of Louisiana;
Robert Chambers, of New Jersey.

Mr. Hall, of Ill., offered the following resolutions, which, on his motion, were referred to the Committee on Resolutions:

Resolved, That we believe a Railroad from the States to the Pacific to be practicable, and ultimately calculated to be of immense benefit to the United States and its citizens; that, with these convictions, we recommend an early survey of the entire line by the General Government, and that its final construction be prevented from becoming a political engine, or a speculation monster.

Resolved, That we further recommend that the said Railroad may commence at some point over which the General Government have entire control, and then thence run westward to the Pacific Ocean; and that one of the earliest measures in connection with the said work be, to guard the lands along the same from falling into the hands of speculators, to the future exclusion of the superior rights of workmen on the road.

Resolved, That the said Railroad, when finished, be open to all the world, and that its revenues be kept down at the lowest rates adequate to the current expenses of its attendance and repairing.

On motion, Lewis Maury, of Virginia, and the Hon. R. Chambers were added to the Committee on Resolutions.

Col. Curtis, of Iowa, moved the adoption of the following resolution:

Resolved, That the contemplated work should commence immediately at a point without the limits of the organized States of the Union, and run through the most feasible pass of the Rocky Mountains to the Bay of San Francisco on the Pacific, and that it should be completed within ten years.

Mr. McCabe, of Mo., moved to lay the resolution on the table, which was adopted

On motion of Mr. Hudson, of Mo., the motion to lay the resolution on the table was reconsidered, and the resolution of Col. Curtis was taken up.

Upon this resolution, the Hon. O. H. Smith, of Indiana, addressed the Convention.

When Mr. Smith concluded his remarks, Judge Douglass, the President of the Convention, said: the time had arrived when he was compelled to vacate the chair and duties imposed upon him by the Convention as its presiding officer. He felt the course incumbent upon him, in order that he might maintain his rights and privileges and maintain the rights and privileges of those who sent him to this Convention. He would not have taken this step at the present time had he not received a gentle intimation through the press that in maintaining those rights, and availing himself of the privilege of discussing them before the people, was unbecoming in him as Chairman of the Convention. In passing a mere meeting of the people on the road, however, he was called upon, and, in response, had freely expressed his views in relation to this measure. For this he had been impugned. He therefore felt himself called upon, by a sense of duty, to vacate the chair and in so doing, would invite H. S. Geyer, of St. Louis, one of the Vice Presidents, to preside over this Convention.

Mr Geyer took the chair, when Judge Douglass was loudly called upon, and took his stand.

The substance of the remarks of the Honorable O. H. Smith, and Judge Douglass in reply—also, the remarks of the Hon. R. W. Thompson, will be prepared for publication at an early day.]

Judge Douglass having concluded his remarks—

Judge Williams, of Iowa, obtained the floor, and in his usual happy manner addressed the Convention.

After he concluded, the Convention took a recess until 3 o'clock, P. M.

AFTERNOON SESSION.

The resolution of Col. Curtis, offered this forenoon was laid upon the table.

The Secretary announced to the Convention, that a delegation from Maryland and an additional delegation from Virginia had been reported; thereupon,

On motion, Jno. G. Elder, of Maryland, was invited to take a seat as one of the Vice Presidents of the Convention;

Gen. Shields of Missouri, moved that the Hon. Geo. Darsie, of Pennsylvania, be now elected as President of the Convention during the remainder of its session, which motion was carried by acclamation.

Mr. Darsie took the chair as presiding officer of the Convention, and acknowledged the compliment paid him, by a few brief and pertinent remarks.

Franklin Steele, Esq., a delegate from the territory of Minnesota, appeared as a delegate, and was invited to a seat as one of the Vice Presidents.

Mr Samson Mason, of Ohio, from the committee appointed to draft resolutions for the consideration of the Convention, submitted the following, which were read:

1. *Resolved*, That this Convention is, in its spirit and object, strictly national, having no party, no sectional, no legal interests to serve or promote, but having at heart the interests of the whole country.

2. *Resolved*, That it is the duty of the Congress of the United States to make immediate provision for the construction of a great trunk Railroad to the Pacific Ocean, in California, with a branch road to Oregon, from some point in the Mississippi valley, or on the frontier of the States, as may be found, from examination and surveys, to the most eligible and convenient, with reference to the existing and prospective state of the country, and the population and convenience of the whole Union, and that it should be diligently prosecuted by the Federal Government.

3. *Resolved*, That the various lines of railway, now either complete or under process of construction, from the Atlantic States, (Charleston, Richmond, Baltimore, Philadelphia, New York, and Boston, tending to, and connecting with the Mississippi valley, are only parts of the great whole; which the General Government is asked to consummate by the Missouri and Pacific Railway; and that these Eastern connections now being prepared for it by uniting all interests, guarantee the perfect nationality of this work.

4. *Resolved*, That, as an important means, as necessary and preliminary to the construction of such a road, it is the first duty of the American Congress, immediately upon its assembling together, to make provision for the establishment of military posts, from the western confines of our Western States to the Pacific Ocean; that there posts shall be established immediately, in all proper places, not far distant from each other; and that civilized and productive settlements should be encouraged around them, by liberal sales or grants of the public lands, by extending ample protection to the settlers, and to the transport of their stores and merchandize, &c., &c.; so that by these means full opportunities may be afforded to our Topographical Engineers for the immediate reconnoissance and survey of our vast possessions, reaching to the Pacific, and one or more practical roads, with facilities of travel, immediately formed for our citizens, across our own territories from the Atlantic to our Pacific shores.

5. *Resolved*, That the Congress of the United States be memorialized to construct, or authorize the construction, of a National line of Telegraph along the route, which may be determined upon by national authority for the great Railway to the Pacific.

6. *Resolved*, That a Committee of five be appointed by the President of this Convention, to prepare and publish an address to the People of the United States, urging their co-operation in procuring such action on the part of Congress as may be necessary to carry out the views of the Convention.

The Hon. R. W. Thompson, of Indiana, was then called, and took the stand, and at some length examined the several routes upon which it was proposed the road should be located. He contended that it was the duty of the General Government—and he strongly emphasized the word *duty*—to build a rail road which should connect the waters of the Pacific Ocean with those of the valley of the Mississippi. He contended that such rail road should be a central and a national one; that, in order to make it central, three lateral branches should be constructed from its eastern terminus—one to reach Memphis, another to reach Chicago, and another to reach St. Louis.—He contended that the Convention should, by their action, express their preference for such a central road, and then leave to Congress the performance of their duty; and if they did not make such a road, to hold them strictly responsible at the bar of public opinion. If the Convention resolved upon this great project, and presented some definite action, there was no danger to be apprehended from Congress; public men always loved the people too well not to reflect their will, and such a measure, he contended, would be their will, and conciliate all sections of the Union. After dilating, in an eloquent manner, upon the practicability of the measure, and its vast importance to the world, he concluded by submitting the following resolutions in lieu of those reported by the Committee:

Resolved, That, in the opinion of this Convention it is the duty of the General Government to provide, at an early period, for the construction of a Central National Railroad from the valley of the Mississippi to the Pacific Ocean.

Resolved, That in the opinion of this Convention, a Grand Trunk Rail Road, with branches at St. Louis, Memphis, and Chicago, would be such a central and national one.

Resolved, That a committee be appointed to communicate to the convention to be held at Memphis, the foregoing resolutions, and to request the concurrence of said Convention therein.

The amendment being read, the question was put "shall it be adopted?" and it was carried by almost an unanimous vote. [Much applause succeeded.]

The Honorable Charles Naylor was then called upon to address the Convention. He took the stand, but owing to an indisposition declined going into a general examination of the measure. After some few remarks relative to the territory acquired from Mexico, and the advantages of the Gila route through that country, he took his seat.

A communication from the Tennessee delegation, inviting the members of the Convention to attend the Memphis Convention to be holden at Memphis, was then read, and ordered to be spread upon the minutes.

On motion, it was ordered that a committee of fifty delegates from this Convention be appointed as delegates to attend the Convention to be held at Memphis on the 23d instant, and that the Hon. R. W. Thompson, of Indiana, be selected as the chairman of said committee.

The Convention was then addressed by Colonel W. W. Roberts, of Pennsylvania, after which it adjourned until nine o'clock to morrow (this) morning.

From the New England Farmer.

Cottage Architecture—Landscape Gardening.

MR. EDITOR: Perhaps there is nothing in which more taste can be displayed than in cottage architecture and landscape gardening. And yet, how little we see in the country, compared with the number who have the means to gratify this kind of taste, did they really possess it! Men of property will thoughtlessly build a plain, square house in the dust of the road-side, with only a rod of ground in front, covered with weeds and mullein, and congratulate themselves on the pleasant site, and its proximity to "passing." Such men have no taste, and not a few of them deride it. They claim to be utilitarians, republican in their notions, and while they have have no expenses to incur for "other people's eyes," they seem to be insensible to the fact that degree of neatness and taste would soon become a new source of pleasure to themselves, and much enhance the value of their property.

The objects of taste in rural affairs are generally things permanent; not transitory, passing away in a month or a year, but objects which will endure for many generations with most of their beauties to the praise of him who invites refinement with utility. Hence its importance.

I know that practical farmers are inclined to turn a deaf ear to such suggestions; but I do not perceive that a house handsomely located, neatly built, and a garden neatly laid out and planted, would be any more annual expense, than one built or laid out without tasteful considerations. Besides, who has not felt, that a beautiful object is an incentive to and lightens labor, and will engage the attention, that moments otherwise lazily spent will now be usefully employed? How can a person labor for that which he does not cherish? or toil in a garden with satisfaction, that has been planned in defiance of the rules of good order and taste? Let the favorite of gardens be as well as every other person's) motto be "Perpetual improvement."

Respecting cottage architecture, a number of beautiful plans have of late years been designed by architects, and adopted by builders. Look at Roxbury, which is unrivalled for its beautiful new cottages—erected upon rocks in the midst of brambles—and one will be astonished at what taste and head work have accomplished, assisted by the hands. Here are found every variety and color which ingenuity can invent.

Not many years ago, the most open sites were chosen for building; but now the most sequestered, and woody, if not too far from a principal road, are those which are sought for. The cost of such situations gives a greater opportunity, for a display of taste, as handsome, shady forest trees are suffered to remain, while the ground is interlaced with walks and shaded with cultivated flowers and shrubbery—thus preserving the beauty of nature's wildness and the products of horticulture. And it is remarkable how a road cut through a piece of woods, with here and there a cluster of flowers, will redeem the wildness of nature.

Different situations of cottages seem to require, I think, different forms of architecture. The English style, with bay or semi octagon windows, strikes us as best fitted for a level piece of ground near the street, that will bear more shelter than most