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☞ V. B. PALMER is Agent for this paper at his several agencies in New York, Philadelphia, and Boston, and is authorized to receive subscriptions and advertisements for us.

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

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☞ CINCINNATI DAILY GAZETTE—Advertisements and subscriptions, for this paper, will be received and orwarded from this office.

DEMOCRATIC WHIG STATE TICKET

FOR CANAL COMMISSIONER.
JOSHUA DUNGAN,
Of Bucks County.

FOR AUDITOR GENERAL
HENRY W. SNYDER,
Of Somerset County.

FOR SURVEYOR GENERAL
JOSEPH HENDERSON,
Of Washington County.

Antimasonic and Whig Nominations for Allegheny County.

FOR THIRTY SECOND CONGRESS,
THOMAS M. HOWE,
OF ALLEGHENY.

FOR SECOND SESSION, THIRTY FIRST CONGRESS,
HARMAR DENNY,
OF PITTSBURGH.

FOR SENATE,
JAMES CAROTHERS,
OF WILKINS.

FOR ASSEMBLY,
MORGAN ROBERTSON, Pittsburgh
T. J. BIGHAM, Lower St. Clair.
R. C. WALKER, Elizabeth.
JOHN MCLURKEY, Robinson.
JAMES FIFFE, Snowden.

DISTRICT ATTORNEY,
FRANCIS C. FLANEGIN, Pittsburgh.

COMMISSIONER,
EBENEZER BOYLES, North Fayette.

AUDITOR,
WM. FLINN, Lower St. Clair.

COUNTY SURVEYOR,
D. N. COURTNEY, Ohio.

☞ SEE NEXT PAGE FOR LOCAL MATTERS TELEGRAPHIC NEWS, &c.

RISE IN THE RIVER.—Our rivers are now in fine navigable order, with every probability of a continuance throughout the season. The rains have been heavy; on Wednesday night it poured down in torrents, and the sudden rush of water has done some injury to the banks of the canal above this city, but transportation will not be hindered thereby, as the river can be used as far as Freeport.

We may now look for a brisk business for some months, and we heartily wish all our merchants, manufacturers, and business men in general, a prosperous fall season. The route through Pittsburgh, between the east and west, will this fall and winter present attractions over any other, owing to the completion of the Central Rail Road to Hollidaysburgh. This will, we doubt not, produce a sensible effect upon the business of the place.

Improvement of the Ohio River.

A novel project has been started for the improvement of the navigation of the Ohio, in low water. Its originator is CHAS. ELLET, Jr., Civil Engineer, a gentleman whose abilities and information are undoubted. In furtherance of his plan, he has memorialized Congress to grant an appropriation to test its utility, and the committee to whom the memorial was referred have reported favorably through their Chairman, Mr. Underwood. From this report we have derived the following facts in relation to the project.

The plan proposed by Mr. Ellet is exceedingly simple, and may be explained in a few words. He alleges, truly, that the navigation of the Ohio, and that of many other rivers dowing into the Mississippi, is always good when the channel is well supplied with water; and that it is often interrupted, and some times for very long periods, by a greater or less deficiency of the natural supply of water.—He proposes, therefore, to correct the faults of the navigation simply by furnishing water to the river which in times of low water shall be collected in times of flood, and from which it may be discharged by appropriate sluices and valves whenever it is needed to replenish the falling channel. The physical questions which arise in deciding on the practicability or propriety of adopting this plan are:

First, what is actually the quantity of water which it would be necessary to supply per hour, or per diem to maintain the navigation at any given height during the ordinary droughts of summer? and,

Secondly, where can this water be collected and stored in sufficient volume to secure a full supply during the sixty or eighty days of low water which frequently occur in the summer months?

On the first point, the testimony offered by Mr. Ellet, was entirely satisfactory to the committee. It is founded on actual observations and surveys made by himself, on the discharge of the Ohio river over the bar at Wheeling, in almost every navigable condition of the stream. The facts obtained from these measurements he has carefully applied to authentic records of the daily height of the water in the channel, at Wheeling so as to determine the number of cubic feet which flow past that point, day by day, through a period of six consecutive years.

The results of this inquiry demonstrate that the volume of water which is annually discharged by the river would be sufficient, if it passed off uniformly, to maintain a constant depth of nine feet on the Wheeling bar. The fact is thus established that there is abundance of water supplied by nature to secure a permanent navigation on the river, if she is in the power of man to control, or only partially to control, and regulate its discharge.

To secure a depth of nine feet is not necessary, even were it possible, and Mr. Ellet's attention was especially directed to the possibility of securing a depth of *three* feet, during the season of drought. From certain data and calculations made by him, and given in the report, it is ascertained that to maintain a depth of three feet on the bar at Wheeling—which will be equivalent to the maintenance of full three feet on any part of the river below Wheeling, and very near that amount above Wheeling—we must be able to draw 1,400,000,000 cubic feet from the reservoirs every week. The problem, therefore, seems to be reduced, says the report, to the simple determination of the dimensions of a reservoir capable of furnishing this quantity of water at the head of the Ohio, and the possibility of finding space in the upper valleys for the creation of such reservoirs. This is really the whole problem; for, if we can create a reservoir that will supply a draught of three feet for one week, we may, by multiplying such reservoirs, supply a volume sufficient to maintain the same depth for one or more months; and hence throughout the droughts of summer.

But it is known that a reservoir only *one mile square* and 50 feet deep will hold nearly 1,400,000,000 cubic feet of water, and will be capable, therefore, of maintaining a depth of three feet in the Ohio during a period of seven days.

These reservoirs the Committee propose to find on the waters of the Allegheny river, and probably on the waters of the Monongahela, though it is not mentioned. The report says that it is obvious that a dam, 50 feet high, on the Allegheny, would create a pond or lake 25 miles long, of which the average depth would be 25 feet, and the average width certainly one fourth of a mile. Such a reservoir will contain 4,000,000,000 cubic feet, or three times as much water as has been found to be necessary to support a navigation of three feet for a period of seven days. In fact, such a lake would suffice to keep up a depth of three feet during a space of three weeks together—allowing nothing for the contents of the lateral branches which the lake would form in this space of 25 miles.

The report states that pools equally large have been formed on the Kentucky river and at other points in the United States, for the purposes of slack water navigation, and that dams more formidable have been built in various parts of the world. The project does not involve the construction of any description of works which have not already been built in this country and Europe, and the committee are decidedly of the opinion that the plan is feasible.

The Committee, while entirely convinced of the practicability of the scheme, are not prepared to present sufficient evidence of the cost of preserving any particular depth of water. In the opinion of Mr. Ellet, a depth of three feet can be secured throughout the ordinary summer droughts for a sum not exceeding $250,000; and a depth of four feet, which will be sufficient to float the Pittsburgh and Cincinnati packets, for a sum not exceeding $500,000. Of the sufficiency of these sums Mr. Ellet expresses much confidence; but it is not necessary, in the judgment of the Committee, that they should be correct to justify the construction of the works. The sum of $500,000, which is the cost stated for a permanent navigation four feet deep on the Ohio, is only about the one third part the cost of enlarging three miles of the Erie Canal at Lockport; and $250,000, the estimated cost of a navigation for steam boats of three feet draught, is less than the annual cost of maintaining the Erie Canal, in New York. In truth remarks the report, it is difficult to conceive of a plan more simple to execute, or easier to maintain, than that which is now offered for the improvement of the navigation of the Ohio. The construction of a few dams will complete the work; the employment of one agent at each dam, and a superintendent of the whole system, completes the outfit.

The Committee very appropriately recommend that any appropriation for permanent works of this description should be preceded by accurate and minute surveys of the sites which these works are to occupy, of the lands which will be flooded, and careful measurements of the volume, of water which can be retained in each reservoir, and estimates in detail of the dams and the procurement of the sites, and also the measurements of the quantity of water flowing past the Ohio, in every condition of the surface, similar to those which have been made by Ellet, at Wheeling, should be taken at other points on the river—at Pittsburgh and Cincinnati—that Congress may know, from actual survey, what depth will be produced at each of these points by the passage of given volumes of water in given times.

The Committee are informed by Mr. Ellet that the cost of making these surveys and measurements will not exceed the sum of $15,000, and that they can be accomplished during the current year, and in time to lay the results before the next Congress.

The Committee present strong arguments in favor of this improvement, if it shall be found practicable, founded on the incalculable benefits it will confer upon the Western country, for which the Ohio is the great highway to the East; and recommend an appropriation of $20,000 for the purpose of making the surveys. This appropriation has passed the Senate, and will probably pass the House.

The plan appears to us entirely feasible, provided sites for reservoirs can be provided which will not injure the navigation, or produce sickness through a wide extent of country. In some of the mountain gorges and valleys, and on the upper region of the Allegheny it is probable such sites can be found We hope, at any rate, that the appropriation will pass both Houses, and thorough surveys be made.

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Two young girls were horribly burned in New York on Friday night, in consequence of their clothes taking fire from a camphene lamp which one of them was attempting to fill with fluid while lighted. One of the unfortunate girls, Mary Heeney, was conveyed to the hospital, and but little hopes are entertained of her recovery.

A new steamship, to be called the Carribean, is now nearly ready for launching at New York.—She is 1500 tons burthen, and is to be propelled with two powerful steam engines with shafts detached, in order to run double or single. This fine vessel is intended as a regular packet between New Orleans and Chagres, and will be under the command of Captain Wright, formerly of the Alabama.

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Correspondence of the Pittsburgh Gazette.

NEW YORK, Sept. 22.

The musical excitement, created in this city by the arrival of Jenny Lind, has not at all abated. Indeed it increases with each day and hour, and if she were to remain with us a month, or a year, she would fill Castle Garden, even if it were twice as large as it is now, to its utmost capacity. Her fifth concert took place last night, and the audience was larger by at least 1000 persons than at any previous concert; and Jenny sang, perhaps, better, for she seemed more calm and composed, and less nervous than heretofore.

Mdlle. Lind, since she arrived in this city, has realized one of those creations, a kind of eternal apotheosis, which the world awards and extends to genius. The laudation she has received has been equalled by her extraordinary merit, and the whole world stands ready to do her homage. The liberality of Mdlle. Lind surpasses her extraordinary genius, and she has endeared herself to the people of this city, never to be forgotten. Her donation of $10,000 to various societies in this city is a type of her intended gift. All, are all, of her profits from her tour in the United States, are devoted by her to the establishment of free schools in her native land, Sweden. Her sixth concert will take place on Tuesday next, after which she will go to Boston for a week, and then return here, and remain until December, when she will start on a tour to Philadelphia, Baltimore, and the western and south western States—so that you will have an opportunity of hearing her in your city.

As one excitement is always attended by other excitements, so in this case, is there considerable excitement to see the new Tragedy, written by Mr. Isaac C. Pray, of this city, which Mr. Buchanan, the American Tragedian, brought out in Boston, some ten days ago. Mr. Buchanan, who is a nephew of Mr. Buchanan, late Secretary of State, took Boston by storm. His personations of *Hamlet* and *Othello* were pronounced, by the Boston critics, unequalled, and by their fiat he is placed at the head of the profession. Arrangements are made for his appearance at the Broadway Theatre, and if we can judge from the excitement, he should say that he will fill the house for a month. The new tragedy has been entirely successful.—The editor of *the* theatrical paper of the city, "The Prompter's Weekly" pronounces it to be the best tragedy of modern times, and he is good authority. B.

WASHINGTON, Sept. 23

THE RAILWAY LOANS SETTLED.—The City Council on Friday night acted finally upon the propositions to loan the credit of the city in aid of the construction of various Railways to connect with the city. We understand that there were five applications for aid before Council, and the Council has wisely, we think, determined to submit four out of the five to a vote of the electors, at the annual elections. The total amount of aid proposed by Council is one million of dollars, to be divided as follows:

To the Ohio and Mississippi Railway,	$600 000
" Hamilton and Eaton do.	150 000
" —Belpre do.	150 000
" Covington & Lexington do.	100,000
In all,	$1,000,000

The St. Louis appropriation was agreed to by a vote of 25 to 8; the Hamilton and Eaton, by a vote of 25 to 7; the Belpre by a vote of 28 to 5; the Lexington by a vote of 25 to 8.

This almost unprecedented unanimity in Council, in favor of these loans, we think reflects the feeling of the people, and indicates a like unanimity in the final vote of the electors. We think a decided majority *will be polled in favor of the loans and that such a vote will be right and proper.*—[Cin Gazette.

SUICIDE—EFFECT OF PUBLIC EXECUTIONS.—Robert Steele, a young man aged nineteen years, residing near Parkersburgh, Va., hung himself a few days since. He attended the execution of young Green, in Jackson county, after which he had repeatedly expressed his admiration of death by hanging. A singular comment is this upon the effect of public executions.

MANUFACTURE OF CORN STARCH.—At Oswego, N. Y., there is a manufactory which turns out 40,000 pounds of what is said to be the whitest and most beautiful starch for all domestic purposes, for the laundry and pantry, and consumes 200 bushels of corn per week. This new application of corn may prove valuable to western farmers especially, and create an increased demand for corn, as starch is very extensively used.

THE CUBA AFFAIR.—A dispatch of Saturday, from Washington, says:

"The Spanish Minister, at the request of Mr. Webster, returned last night from New York, and had a long conference with him. The business relates to Cuba, and we understand that another attempt is to be made on Cuba. The descent is first to be made upon Hayti, for the overthrow of Faustin Soulouque.

FROM WASHINGTON.

Correspondence of the Pittsburgh Gazette.

WASHINGTON, Sept. 22.

Projected Tariff Movements—Slight Hope of Success—Interesting Fight Between Ritchie and his Democratic Friends—Proposed Hejira of Ritchie

To morrow, immediately after the Naval Appropriation Bill shall have been disposed of in the House, it is expected that another attempt will be made to introduce and pass either Mr. Vinton's, or Mr. Hampton's, or Mr. Ashmun's proposition for a modification of the Tariff. If it be made and fail, as I very much fear it will, the fact will stand recorded upon the journal, in characters of inefaceable distinctness that the Democratic party of Pennsylvania have denied to the suffering industry of that State the relief which a majority of the people's representatives, without them stood ready to accord. So far as I can learn, not a man of the four who have already voted outright against any change in the present ruinous system is prepared to reverse his course, even if his vote would effect the object which the friends of efficient protection have in view. All of them, I believe, but Job Mann are candidates for re-election, and it seems are determined to brave it out. Well, the presumption certainly is not violent that if the constituents of these members can patiently bear with their previous course on this and numerous other occasions, in reviving in their decision the sentiments of the great mass of the people of Pennsylvania, they will also tolerate any action they may choose to take on this, which so vitally concerns their prosperity. But Mr. Gilmore who has voted right, and probably would continue to do so, if present, has gone home, to defend himself against accusations based on his absence when several divisions upon important subjects were called for. He would vindicate himself, from actual survey, what depth will be produced at each of these points by the passage of given volumes of water in given times.

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From the National Intelligencer.

Reception of the Turkish Commissioner.

On Saturday last AMIN BEY, Commissioner of His Imperial Majesty the Sultan of the Ottoman Empire, was presented to the PRESIDENT by the Secretary of State. All the Heads of Departments and several other distinguished persons were present. On being introduced to the President, AMIN BEY made an address in the Turkish language, of which the following is a translation:

I have had the honor to be appointed by the Government of his Imperial Majesty the Sultan of the Ottoman Empire to visit the United States of America, with the view of strengthening those relations of peace and friendship which so happily have always existed between the two Governments.

I have it much at heart to execute the wishes of my Sovereign in an acceptable manner, and, though the two countries are so far separated, commerce and the increasing facilities of travel cannot fail to bring them nearer to each other. With their extension, more intimate relations will hereafter naturally arise between the Ottoman Empire and the Great Republic of the New World.

It has occasioned His Imperial Majesty much pleasure to know that he has won the approbation of this Government, and that the American People by the course which he recently pursued in favor of the unfortunate Hungarians, whose position had claims on those feelings of humanity and benevolence which at all times occupy the heart of His Majesty.

I am instructed by my Government to visit the institutions of public and private industry of this country, and to inform myself of the system of education so successfully followed in the U. States, for the purpose of making a report on the same.

The hospitable and kind attentions which I have received from the American people, since my arrival in the New World, I regard as so many evidences of good will and respect towards my revered Sovereign, whose unworthy servant I am; and I beg leave to take the present opportunity of expressing to you, as the Chief Magistrate of this truly great country, how deeply grateful I am for them.

To these observations the President made the following reply:

SIR: Your arrival in this country is not unexpected. The Representative of this Government at Constantinople informed us, some months ago, of the purpose of the Sublime Porte to send a public agent to this country. The Government of the United States received this information with pleasure, and I am happy to day to realize too anticipations which we have indulged.

The high consideration due to your sovereign and his government, and what we learn of your own intelligence and character, conspire to make you a welcome visitor.

The occasion is striking as well as pleasing.—From the Bosphorus you come, on an errand of peace and of friendly inquiry, to the western shores of the Atlantic. From a country of so much antiquity, and so much history, your Government, with a far seeing intelligence, has dispatched you to this our Western Republic, that you may acquaint yourself with its civilization, its institutions, its extent, and its power; and with the causes which, in little more than two centuries, have raised up and established a community of more than twenty five millions of people, under forms of government entirely free, and yet such as have been able, as we trust, to make the American character not unfavorably known in the world.

In the name of the American Government and People, I bid you welcome. The country is before you, and all open to your examination and inspection. Whatever there is in our political organization, in our system of education and instruction, in our commercial regulations, or in the organization and equipment of our means of national defence, whether in the army or in the navy, will be readily subjected to your inquiry.—Competent officers will be instructed to conduct you to the dock yards and public arsenals; the hospitals for invalids and the various institutions for the relief of the poor, the insane, the blind, and the impotent, will invite your attention.—You will pass along, with opportunities to observe the great lines of communication, of canals, and rail roads; and you will visit and examine those manufacturing establishments, the produce and growth of private enterprize, which have enabled the vessels of the United States to bear samples of the skill and industry of their people all over the Levant. You will see the broad fields of American agriculture, producing wheat, maize, rice, cotton, and tobacco. Finally, sir, you will have an opportunity of beholding the mountains, and the rivers, and the lakes of this continent, and be able to report accurately, when you return to the Sublime Porte, what is the extent of the territory of the United States, and what is the scale of magnitude on which those natural features of the earth which have attracted your attention.

While you remain in the country, Mr. Commissioner, everything which it is in your power to do, the wishes of your Sovereign respecting the success of your mission shall not be disappointed; and I trust, with you, that its effect may be a greater extension of friendly and commercial relations between the Ottoman Empire and the Republic of the new world. Amin Bey! you have said, and said truly, that His Imperial Majesty, your Sovereign the Sultan, has won the approbation of the American Government and People, by the course pursued by him in favor of those unfortunate Hungarians whose recent condition had claims on the feelings of humane and benevolent all over the world; and I tell you, in no way, indeed, and cordially the people of this country. Not disposed to interfere with the affairs of other nations, they have yet long and earnestly hoped that the principles of civil and religious liberty would, by some means, be introduced into the institutions of the great mass of the human family. Their sympathies have been with those who have struck for liberty and against oppression. They love lovers of justice, of mild governments, of humanity, and of every thing which promotes the cause of political and social happiness among men.

I repeat, Mr. Commissioner, the pleasure I have in welcoming you hither, and reasure you of the disposition of this Government to make your mission agreeable to yourself and satisfactory to your intelligent Sovereign, the Sultan of the Ottoman Empire."

The address of Amin Bey was interpreted to the President by Mr. Brown, dragoman of the American Legation at Constantinople, who in like manner interpreted the reply of the President to the Commissioner, who listened to it with profound attention, and from time to time evinced the deep impression it made upon him.

The Internal Improvement Test.

It is hoped that parties may be made to show their hands in Congress on the great question of internal improvement. We desire to see a test vote, to ascertain the sincerity of the various wings of Locofocoism. We desire to see the Opposition on the record once more, in support of the views of Mr. Polk, the Baltimore convention, the late Coalition convention at Syracuse, and the "*state* of the distinguished Democrats of Richmond"—or like men receding from that school, and boldly admitting that the policy of the Whigs and the Administration on this subject is the true policy. Let us know who are the friends and who are the enemies of internal improvement, without dodging or equivocation. If the Locofoco representatives of the North and West are disposed to go with the Abstractionists and disunionists on this subject, as on the tariff, let them frankly say so to their constituents. If they are otherwise disposed, let them undeceive their Southern allies, and admit that their Baltimore resolutions are all sham and bubbles.

In the name of the American People, we wish to know the difference on this subject between a Locofoco and a Whig accordingly. We wish to see the first session of Congress under a Whig administration signalized by the passage of a Harbor and River Bill, and by its signature by a Whig President. Four bills in succession that have passed Congress for the improvement of the western lakes and rivers have been defeated by Locofoco Executives. Mr. Tyler vetoed two of them. Mr. Polk vetoed one and retained the other; and all this was in deference to the views and opinions of that wire-drawing and hair-splitting class of politicians who, under Locofoco domination, always exercise the most baneful influence upon every thing that wears the aspect of progress or improvement.

These are the men who are always uppermost when Locofoco sm is in the ascendant. They dictate the policy of the administration. They blast the industrial interests of the country by repudiating all measures for their protection. They are now seeking to introduce Canadian competition to the injury of our agriculturists. They prevailed—ayes 35, noes 15. This is not so bad an amendment, for if the Secretary proceeds with due caution and deliberation, the printers cannot impose upon him to any greater extent than they could upon Congress, and ten per cent. upon the actual cost of doing the printing, will be no very alarming amount. My own opinion about the sale to Burke is, it is only a pretext for covering up an intended haul upon the public funds, and that as soon as it shall be consummated Ritchie will take the helm again. The upshot of this business will probably be that somebody will get a very liberal gratuity, and that Congress will build a printing office to do its own work in, together with that of the departments.

After a very hard day's work, beginning at ten in the morning and ending at ten at night, the Senate passed the Civil and Diplomatic Appropriation bill.

We have reports of an active movement, in Georgia and South Carolina, towards a forcible resistance of the laws and authority of the federal government. Some attempt at secession seems likely to be made in both States. Conventions will be held, but what these bodies will resolve to do I have no idea. We only know, at present, that in South Carolina particularly, a most excited state of feeling prevails. Should any thing like insurrection occur, I have no doubt that the result will be more disastrous to the parties concerned therein, than was the nullification of 1832.

JUNIUS.

KIDNAPPER SENTENCED.—A white man named Fay, sometime since arrested in Rockingham Co., (Va.,) upon the charge of having kidnapped a negro in Rockbridge, was a few days since sentenced in the Rockbridge Court to six years' confinement in the Penitentiary.

BY AUTHORITY.

PUBLIC ACTS

Passed during the First Session of the Thirty First Congress.

[PUBLIC—No. 32]

AN ACT granting the right of way, and making a grant of land to the States of Illinois, Mississippi, and Alabama, in aid of the construction of a rail road from Chicago to Mobile.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the right of way through the public lands be, and the same is hereby granted, to the State of Illinois for the construction of a rail road from the Southern terminus of the Illinois and Michigan Canal to a point at or near the junction of the Ohio and Mississippi rivers, with a branch of the same to Chicago, on Lake Michigan, and another via the town of Galena, in said State, to Dubuque in the State of Iowa, with the right, also, to take necessary materials of earth, stones, timber, &c., for the construction thereof: *Provided*, That the right of way shall not exceed one hundred feet on each side of the length thereof; and a copy of the survey of said road and branches made under the direction of the Legislature, shall be forwarded to the proper local land offices respectively, and to the General Land Office at Washington City, within ninety days after the completion of the same.

SEC. 2. *And be it further enacted*, That there be and is hereby granted to the State of Illinois for the purpose of aiding in making the rail road and branches aforesaid, every alternate section of land designated by even numbers, for six sections in width on each side of said road and branches; but in case it shall appear that the United States have, when the line or route of said road and branches is definitely fixed by the authority aforesaid, sold any part of any section hereby granted, or that the right of pre-emption has attached to the same, then it shall be lawful for any agent or agents to be appointed by the Governor of said State, to select, subject to the approval aforesaid, from the lands of the United States most contiguous to the tier of sections above specified, so much land in alternate sections or parts of sections, as shall be equal to such lands as the United States have sold, or to which the right of pre-emption has attached as aforesaid, such lands being equal in quantity to one half of six sections in width on each side of said road and branches, the State of Illinois shall have and hold to and for the use and purpose aforesaid: Provided, That the lands to be so located shall in no case be further than fifteen miles from the line of the road, *And further provided*, That the construction of said road shall be commenced at its southern terminus, at or near the junction of the Ohio and Mississippi rivers, and its northern terminus upon the Illinois and Michigan Canal simultaneously, and continued from each of said points until completed, when said branch roads shall be constructed, according to the survey and location thereof: *Provided further*, That the lands hereby granted shall be applied in the construction of said road and branches respectively, in quantities corresponding with the grant for each, and shall be disposed of only as the work progresses, and shall be applied to no other purpose whatsoever. *And provided further*, That any and all lands reserved to the United States by the act entitled, "An act to grant a quantity of land to the State of Illinois, for the purpose of aiding in opening a canal to connect the waters of the Illinois river with the se of Lake Michigan, approved March second, eighteen hundred and twenty seven," be and the same are hereby reserved to the United States from the operation of this act.

SEC. 3. *And be it further enacted*, That the sections and parts of sections of land which by such grant, shall remain to the United States, within ten miles on each side of said road and branches, shall not be sold for less than double the minimum price of the public lands when sold.

SEC. 4. *And be it further enacted*, That the said lands hereby granted to the said State shall be subject to the disposal of the Legislature thereof, for the purposes aforesaid and no other; and the said rail road and branches shall be and remain a public highway, for the use of the Government of the United States, free from all toll or other charge, upon the transportation of any property or troops of the United States.

SEC. 5. *And be it further enacted*, That if the said rail road shall not be commenced within ten years, then said State of Illinois shall be bound to pay to the United States the amount which may be received upon the sale of any part of said lands by said State, the title to the purchasers under said State remaining valid; and the title to the residue of said lands shall re-invest in the United States, to have and hold the same in the same manner as if this act had not been passed.

SEC. 6. *And be it further enacted*, That the United States shall at all times be transported on the said rail road, under the direction of the Post Office Department, at such price as the Congress may by law direct.

SEC. 7. *And be it further enacted*, That in order to aid in the construction of said central rail road from the mouth of the Ohio river to the city of Mobile, all the rights, privileges, and liabilities hereinbefore conferred on the State of Illinois, shall be granted to the States of Alabama and Mississippi respectively, for the purpose of aiding in the construction of a rail road from said city of Mobile to a point near the north of the Ohio river, and that public lands of the United States to the same extent in proportion to the length of the road on the same terms, limitations, and restrictions in every respect shall be, and is hereby granted, to said States of Alabama and Mississippi, respectively.

HOWELL COBB,
Speaker of the House of Representatives
WILLIAM R. KING,
President of the Senate pro tempore.

Approved, the assent of the United States to an act of the General Assembly of Maryland, passed at the December session, eighteen hundred and forty four, chapter two hundred and eighty seven.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of the United States be and the same is hereby given to the act of the General Assembly of Maryland, passed at the December session, eighteen hundred and forty four, chapter two hundred and eighty seven, entitled, "An act supplementary to an act entitled, an act to amend the act incorporating the Chesapeake and Ohio Canal Company," passed at December session, eighteen hundred and thirty one, chapter twenty hundred and ninety seven," and to each and every provision thereof; and that the same be and are hereby extended to so much of the said canal as lies within the District of Columbia, in as full and effectual a manner as if the several provisions aforesaid were hereby formally enacted.

Approved September 20, 1850.

[PUBLIC—No. 34]

AN ACT to suppress the Slave Trade in the District of Columbia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the first day of January, eighteen hundred and fifty one, it shall not be lawful to bring into the District of Columbia any slave whatever, for the purpose of being sold, or for the purpose of being placed in depot, to be subsequently transferred to any other State or place to be sold as merchandise. And if any slave shall be brought into the said District by its owner, or by the authority or consent of its owner, contrary to the provisions of this act, such slave shall thereupon become liberated and free.

SEC. 2. *And be it further enacted*, That it shall and may be lawful for each of the Corporations of the cities of Washington and Georgetown, from time to time, and as often as may be necessary, to abate, break up, and abolish any depot or place of confinement of slaves brought into the said District as merchandise, contrary to the provisions of this act, by such appropriate means as may appear to either of the said Corporations expedient and proper. And the same power is hereby vested in the levy court of Washington county, if any attempt shall be made within its jurisdictional limits to establish a depot or place of confinement for slaves brought into the said District as merchandize for sale contrary to this act.

Approved Sept 20, 1850.

[PUBLIC—No. 35.]

AN ACT to supply a deficiency in the appropriation for pay and mileage of members of Congress for the present session.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of one hundred and sixty thousand dollars be, and the same is hereby, appropriated out of any money in the treasury not otherwise appropriated, for the payment of mileage and per diem of Senators, members of the House of Representatives, and Delegates in Congress, at the present session: two thousand three hundred and thirty dollars, for additional expense of stationery for members of the House of Representatives, during the present session: *Provided*, That the mileage of the Senators and Representatives from California for the distance from Oregon City, computed according to the most usual traveling route within the limits of the United States; and the per diem of said Senators and Representatives for the session shall commence from the day on which the constitution of California was first communicated to the two Houses of Congress, respectively:

And that the sum of fifty thousand dollars, in addition to the sum already provided for, in the Civil and Diplomatic Appropriation bill, be and the same is hereby, appropriated for the contingent expenses of the House of Representatives:

And that Hugh N Smith and Almon W. Babbit, late claimants for seats in the House of Representatives, from New Mexico and Utah, be allowed their per diem of five dollars, from the day of their arrival in Washington, to the day when their claim to a seat was rejected by a vote of the House of Representatives, and also, the sum of two thousand dollars each for their mileage: *Provided*, That no per diem shall be allowed, for any time previous to the commencement of the present session of Congress.

Approved September 20, 1850.

[PUBLIC—No. 36]

AN ACT to repeal so much of the act approved eleventh of August, of eighteen hundred and forty eight, as extends the provisions thereof to Macao.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the act "to carry into effect certain provisions in the treaties between the United States and China, and the Ottoman Porte," giving certain judicial powers to ministers and consuls of the United States in those countries, approved the eleventh day of August, eighteen hundred and forty eight, as extends jurisdiction over, or the right to exercise any of the powers conferred by said act, in Macao, be, and the same is hereby repealed.

Approved September 20, 1850.

FALL IMPORTATION OF HARDWARE.

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Are now prepared with a large and fresh stock of English, German, and American Hardware, to offer superior inducements to buyers. Those wishing to purchase will promote their interest by looking through our stock, as they are determined to sell on the most reasonable terms. sep19

DR. WEBSTER'S FAMILY SINCE HIS EXECUTION—The Evening Post has a letter from a correspondent at Boston, giving some facts appertaining to the family of the late Professor Webster, which are not without interest, though they curiously illustrate the strange follies of which poor human nature is capable:

"Daily, even to the present period, you may see persons driving up to the dwelling house of Mrs. Webster, Cambridge, for the purpose of at least looking at the outside of the house where her late husband lived. The day after the execution, a carriage drove up, and a lady, (at least apparently one) and her two daughters, (a Mrs. P.) from New York, alighted and desired to enter and see the corpse, stating that they had come on purpose. When the application was objected too gently, they insisted upon entering, till they were more peremptorily refused.

"Among the mass of communications and letters which the family have received since his arrest, (and they have been so numerous that the postage alone, which they have been obliged to pay, might have supported them for half a year) was one from a Baptist clergyman, of Kentucky, who offered, if the family would send him enough money to pay his traveling expenses, to come on and use his influence with the Parkman family, as his deceased wife had been a distant relation of theirs, and with Gov. Briggs, who belongs to the Baptist persuasion, to procure a pardon for the convict.

"Another man presented himself at the house, a short time before the execution, and desired an interview with Mrs. Webster, for the purpose, as he stated, of making some important communications to her. They proved to be that he had hit upon a scheme to effect the prisoner's escape, that when the line or route of said road and branches is definitely fixed by the authority aforesaid, sold any part of any section hereby granted, or that the right of pre-emption has attached to the same, then it shall be lawful for any agent or agents to be appointed by the Governor of said State, to select, subject to the approval aforesaid, from the lands of the United States most contiguous to the tier of sections above specified, so much land in alternate sections or parts of sections, as shall be equal to such lands as the United States have sold, or to which the right of pre-emption has attached as aforesaid, such lands being equal in quantity to one half of six sections in width on each side of said road and branches, the State of Illinois shall have and hold to and for the use and purpose aforesaid: Provided, That the lands to be so located shall in no case be further than fifteen miles from the line of the road, *And further provided*, That the construction of said road shall be commenced at its southern terminus, at or near the junction of the Ohio and Mississippi rivers, and its northern terminus upon the Illinois and Michigan Canal simultaneously, and continued from each of said points until completed, when said branch roads shall be constructed, according to the survey and location thereof: *Provided further*, That the lands hereby granted shall be applied in the construction of said road and branches respectively, in quantities corresponding with the grant for each, and shall be disposed of only as the work progresses, and shall be applied to no other purpose whatsoever. *And provided further*, That any and all lands reserved to the United States by the act entitled, "An act to grant a quantity of land to the State of Illinois, for the purpose of aiding in opening a canal to connect the waters of the Illinois river with the se of Lake Michigan, approved March second, eighteen hundred and twenty seven," be and the same are hereby reserved to the United States from the operation of this act.

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