The Pittsburgh Post.

WEDNESDAY MORNING:.....MARCH 19.

FOR PRESIDENT:

JAMES BUCHANAN.

(Subject to the decision of the National Convention.)

DEMOCRATIC STATE TICKET.

CANAL COMMISSIONER:
GEORGE SCOTT, OF COLUMBIA CO.
AUDITOR GENERAL:
JACOB FRY, Jr., MONTGOMERY CO.
SURVEYOR GENERAL:
TIMOTHY IVES, POTTER COUNTY.

[SPECIAL DESPATCH.]

The River at Cairo.

[By the Union line.]

CAIRO, March 18, 1856.

River still falling, with 8 feet water in the channel to St. Louis. The steamers F. J. Tenbue, Cumberland and Adelia of the West, from New Orleans, Alvin Adams, from St. Louis, passed here this evening. Weather clear and pleasant.

OUR COAST AND OTHER DEFENCES.

English writers in speaking of a war with this country, are in the habit of representing us as entirely unprepared for such an event, and one wise writer says that the English fleet could bombard and blow down all our seaport towns in three months, and blow our whole navy out of water with a single broadside. Of our fleet of war vessels very little can be said. It is shamefully small and inefficient, and will remain so we suppose till a war actually begun teaches our Congressmen a little common sense on that subject. But the harbor defences of our Atlantic and Gulf coasts are already quite respectable for strength and number of guns, and would give Johnny Bull a very warm reception with his floating batteries. On all the fortifications on the Atlantic and Gulf coasts there are mounted, or ready to be mounted, 5,817 guns, generally of large calibre and long range; and on our lake coasts 312 guns. The cost of these fortifications has already been $21,272,786; and it will take $6,136,732 to complete them according to the original plans. For the defence of Boston harbor alone there are 329 guns mounted; for the harbor of New York 1,000 guns; for Philadelphia 204 guns; Baltimore 231; for Norfolk (Va.) 550; for Charleston 325 guns; and the Louisiana coast 504. Other smaller forts are erected along the coast at assailable points; and to garrison all these fortifications in time of war would require 30,490 men. In one year these defences could be doubled in strength at no very large addition at cost. The fortifications of the harbor of San Francisco on the Pacific coast, are progressing rapidly, and will soon have mounted over 500 guns of large calibre, and completely command ing the entrance to that harbor. When completed, all the navies in the world could be sunk in a persevering attempt to reach the city.

One gun on land is worth three afloat. The constant motion of ships and gun boats on the waves renders their aim uncertain, and their fire less destructive; while from land batteries skilful gunners and engineers can make every shot tell upon the ships. During the last year a special Board of Commissioners was appointed to examine our coast defences, and they recommend the substitution of 8 and 10 inch Columbiads for smaller guns on our seaport forts. They are the heaviest and most tremendous guns now known, and no ship's sides within medium range could resist their balls and shells for a moment.

These land batteries are doubtless the cheapest and most certain means of defence in a war with a maritime nation and Yankee ingenuity would soon devise means of destruction to the enemy's vessels as yet unused in Europe. Colt's submarine battery, which proved a failure in the Baltic, has been tried with success in the harbor of New York. One explosion directly beneath a ship would utterly destroy the largest man of war in the world.

Confident as the English profess to be of their power to humble us in three months with their mighty navy, it may be doubted whether they could make a single shot reach New York city in three years from their ships; and in less than half that time New York could be made as impregnable from the sea as Cronstadt or Sebastopol; neither of which did the English and French fleets combined dare approach from the seaward.

But, notwithstanding our coast defences already completed, and the ease and speed with which they could be greatly strengthened, there is still urgent need of a large addition to our navy. It is impossible to fortify all assailable points, and in case of war England or France could destroy in a year more property by bombardments and descents at undefended points than would treble our naval force. To undertake to build up a navy equalling in force the British navy would be useless. In 1850 England had 120 line-of-battle ships, carrying from 60 to 120 guns each, and 150 war steamers, besides 60 or 70 merchant steamers for which 80 pound armaments were prepared, and 200 more steamers capable of bearing lighter armaments. We have but 12 war steamers, carrying in all but 75 guns, and 10 or 12 more merchant steamers could be armed if needed. We have but 10 line-of-battle ships fit for service. But our ships for efficiency are unsurpassed, and could be manned by the best sailors in the world. Six more war steamers of the largest class will soon be completed; and Congress now propose to provide for the construction of twelve more to be completed as soon as possible. Our government could then put afloat upon emergency about 40 war steamers, 10 line-of-battle ships and about 50 vessels of war of smaller classes. Add to these the almost innumerable fast-sailing and daring privateers that would clear from our ports, and the commerce of England would be swept from the seas in spite of all the protection her vast fleets could afford. Our coast defences, if assailed, could soon reduce those fleets, and in case of descents of armies upon our coasts, the numerous railroads would soon concentrate military forces that would drive them into the sea.

In no event could the result of a war be dishonorable to this nation. England has twice tried it in vain, when her relative strength was far greater than now; and it is evident, notwithstanding the bluster and big words of her press, that her statesmen have no serious inclination for a third trial with a nation that supplies her people with food, and her manufactories with employment. We could starve her into good behavior in two years, and give her numerous repetitions of the 8th of January at New Orleans in the meantime.

THE GRISWOLD DIVORCE CASE.—The Philadelphia Court of Common Pleas, on Saturday, refused the motion to vacate the divorce in the case of Griswold vs. Griswold, because there was nothing to show that a divorce was ever granted. They say that there is no entry of a decree of divorce on the docket—or that the proper notice of an intention to apply for such a decree was ever given to the respondent. This being the case, Dr. Griswold, who has married again on the supposition that a divorce *was* granted, is at the present time in danger of a prosecution for bigamy. Upon the general allegations of the case, the Court expressed an opinion hostile to Mrs. Griswold; they say that she knew of the application for a divorce, acquiesced in the proceedings, and by advice of her counsel, at that time interposed no objections to the effort of Dr. Griswold to annul the marriage, and also informed him that she would never return to his habitation. After this decision, Mr. Cuyler applied for permission to substitute copies of the record in place of the lost papers.

THE PHILADELPHIA CATASTROPHE.

By the Philadelphia papers of Monday afternoon we learn that the dead bodies of eighteen of the victims of the Ferry-boat catastrophe had been recovered up to that time. Their names are as follows:

John C. Little, harness maker; he resided in Camden, but worked in Philadelphia. Abraham Jannie, a wheelwright by trade, in the employ of Benjamin Franklin, of Dock street. Frederick A. Thompson, 13 years of age, was drowned; he resided with his father, James Thompson, on Fourth street, near Mickle, in Camden, and at the time of the calamity was with his father on board the boat. Francis Fitzpatrick, 64 York Avenue. Two Germans, names unknown; supposed to be brothers; stout built, and apparently 34 or 40. McCaffey, a dyer, of Camden. James M. Shermer, 38 years of age, a gilder. Mr. S. leaves a wife and three children, living in Fourth street, below Mickle, Camden. Mrs. Mary Ann Diggs, aged 23, colored, the wife of Wm. H. Diggs, barber, of Camden; Mrs. W. was married but two weeks since. John S. Newton aged 38, poultry dealer of Cooper's Hill, N. J. Emery Riley, colored barber, South Camden Morris Bailey, colored, Camden.

Up to Monday afternoon the number of bodies recovered was eighteen. As several of these were persons who were not before missed, it swells the estimated aggregate loss seriously. The total number of victims will be more apt to exceed fifty than to fall short of that terrible aggregate. The following are the missing:

Miss Elizabeth Fullerton, Mr. Fidel, Charles Wetherby, Henry Lelarge, Thomas Allen, Miss Sallie Carman, Mr. Crisp, S. Briggs, Edward Muschamp, Albert Roberson, J. P. Parsons, Chas. Hollingshead, John Purvice, Mr. Clark, Mrs. Shade and child, child of Mr. Giversen, J. W. Steward, (colored,) Myher Rumbourg, Rudolph Carlin, Miss Jones, Elijah Hutchinson, (colored,) Luther Onley, (colored,) Alexander Claxton, and an unknown man, agent of the "Jersey Blue."

FUSION NOT DANGEROUS.

The Republicans fused with the Democrats so long as they could get office by it. They now turn round and fuse with the Know Nothings in order to defeat the Democrats. The first election under this new fusion movement come off in the borough of Lawrenceville, in this county, on Saturday last, and behold the result. The Democrats beat the whole combination two to one. Here are a few of the official returns:

Democrats.	Whigs.	Fusionists.
W. James,	104	Know Nothing.
H. [illegible]	104	K. N.
[illegible]	104	K. N.
[illegible]	104	K. N.