

Mormonism and "Spiritual Wifism" in Lee County.

We had of late years entirely lost track of William Smith, brother of the prophet "Joe." In 1837 we knew him well. He was then keeping tavern in Plymouth, a small village in Hancock county, nearly thirty miles from Nauvoo. He had a number of "Saints" frequenting his house, but he never had much influence with the great body of Mormons. "Bill," as he was familiarly termed by his "gentle" acquaintances, was always regarded as one of the lesser lights. Compared with his older brother Joe, or his younger brother Hiram, he was an inferior man. He had much less capacity than the former, and far less cultivation than the latter. Yet he was by no means deficient in that peculiar shrewdness which, from the mother of the prophet down to the youngest of her children was a characteristic of the Smith family. Bill, however, lacked caution. He had not the faculty of concealment which distinguished Joe and Hiram. Perhaps this was the reason that the two latter induced him to take up his residence outside of the holy city. This weakness of Bill conduced to his popularity where he lived. He obtained a reputation for frankness and candor that was denied his shrewder brothers, and when he became a candidate for Legislative honors, he polled many votes outside of the Mormon organization.

After the murder of Joe and Hiram, Bill made a desperate attempt for the succession. But he carried too few guns. Rigdon was a bigger man than Bill, Strang was bigger than Rigdon, but Brigham Young was the biggest of them all. But Rigdon, Strang and Bill, were all too big to play second fiddle to Brigham. Each drew off with his particular adherents, and set up on his own account. Brigham and the great mass of the saints made their hegira to Salt Lake, Rigdon and his followers to Pennsylvania, and Strang to Beaver Island. Bill commenced a kind of nomadic life. We met him repeatedly afterwards on the southern rivers, travelling up and down, lecturing on Mormonism in the principal cities and towns, seemingly fond of the notoriety which attached to him. Within the last five or six years we had heard but little of him, and we supposed he had either subsided into peaceful retirement or had made his submission to Brigham Young, and become a citizen of Utah.

Our first impression was correct. William Smith as we have before stated, was a few followers, he settled in Lee county, Illinois. There he maintains the distinctive tenets of Mormonism, keeps up "stated preaching," and practices many of the peculiarities for which the sect are famous. Last week he was brought before the circuit court at Dixon at the instigation of a "spiritual wife." We copy what follows from the Dixon Telegraph:

"At the present term of our circuit court, William Smith was brought before the court on a charge of adultery. He was an affidavit made by one of the female members of the church, in which she set forth that she had been induced to believe that it was necessary for her salvation that she should become his spiritual wife; the result of which was the same that usually accompanies cases where no spiritualism is claimed. On account of the inability of the witness to attend at this term the case was continued. The defendant says that all that arises in pretense from the same source. As another witness in the same case, we may state that Smith has himself now pending in the same court, an application for a divorce on the ground that his wife while at Nauvoo, was initiated into the mysteries of, and, as he says, 'took seven degrees' in spiritual wifery. So that it seems according to his ideas of the doctrines of that particular branch of the church militant, what is sauce for the goose is not sauce for the gander."—Chicago Press.

The Slave Trade.

We learn from a credible source that three Portuguese Captains and one Catalan merchant, arrived from Cuba by the *Cherokee* and *Black Warrior* steamers, and are now in this city making arrangements for despatching vessels to the Coast of Africa to engage in the Slave Trade, between that Coast and Cuba. They have already contracted for three clippers to be built at Baltimore, and are making other preparations in this city.

It is known that there are in this city several merchant houses extensively engaged in the slave trade, and that half a dozen vessels have recently left this and other American ports, for the African Coast. These vessels clear for some Cuban port, where they never arrive; and being provided with false papers and sailing under the American flag, they succeed in reaching the Coast, obtaining cargoes of Slaves and landing them in Cuba, with the connivance and complicity of the Spanish authorities. Our correspondence from Havana has contained important statements on this subject from time to time.

Our Authorities would do well to exercise more than ordinary vigilance in regard to vessels clearing for Cuban ports.

—N. Y. Times.

THE VICE PRESIDENCY.

The Vice Presidency has been vacant, beyond this time, on the following occasions, viz:—Twice by the death of the Vice President, viz:—George Clinton, April, 1812; his term expiring March 3, 1813; Elbridge Gerry, November, 1814; his term expiring March 3, 1817. Once by the resignation of John C. Calhoun, December 28, 1832; his term expiring March 3, 1833. Twice by the death of President Harrison and Taylor, and consequent accession of Vice Presidents Tyler and Fillmore to the Presidency—the former in April, 1841; the latter in July, 1850—leaving the Vice Presidency vacant for the remainder of their respective terms, and the President of the Senate with the right of succession to the Presidency. The powers and duties of the Vice President and the President of the Senate *pro tem.*, are precisely the same, except that the latter votes as a Senator and has the casting vote.

REMARKS.

The press does not seem clearly to understand, as well it may not, in the mass of confusion of the end of a session, what provision was made in regard to relief notes. The provision in the appropriation bill, that all sums due to the Commissioners of the Sinking Fund are to be paid over in the most defaced of this filthy currency, which is to be cancelled, and never again re-issued.—Herald.



The Susquehanna Register.

H. H. FRAZIER, EDITOR.
MONROESE, PENN'A.

Thursday Morning, May 5, 1855.

WHIG STATE TICKET.

FOR CANAL COMMISSIONER,
Moses Powell, of Lancaster county.

FOR AUDITOR GENERAL,
A. M. McClure, of Franklin county.

FOR SURVEYOR GENERAL,
Christian Myers, of Clarion county.

Register Office Removed.

The Printing Office of the Susquehanna Register is removed to the REAR OF LYONS & CHANDLER'S STORE, fronting on Chestnut street.

Profession and Practice.

The leaders of the Democracy, whether in the Legislature or out of it, whether newspaper editors or bar-room politicians, always claim to be the peculiar friends of the poor man, and continually bewail the existence of our enormous State debt, and the consequent burden of taxation to which the people are subjected, as evils that every possible means should be used to remove. It might be expected that men who talk so feelingly on this subject would at least avoid doing anything to make our burdens still more grievous to be borne. But alas! the professions and the practice of the political demagogue seldom correspond. Men who, to-day, proclaim aloud their love for the dear people, and zeal for their interests, will to-morrow give their voices in favor of a further addition to our State's indebtedness, and that for a purpose that to many simple-minded men would seem worse than useless.

For example, five or six thousand dollars of the people's money was recently expended by our Democratic rules at Harrisburg—and for what? Why, to furnish a public entertainment to the Legislature and State officers of Maryland, and the city fathers of Baltimore. A grand banquet was prepared, at which our Democratic Governor Bigler presided; and, as the Harrisburg Democratic Union informs us, "the dinner was capital, the champagne of the finest brand and in the greatest abundance." As a natural consequence, many of the public servants of the sister States got gloriously drunk together, at the public expense, so that several of them might be seen, in the small hours of the night, clinging affectionately to lamp or sign posts, or to whatever else might afford them "material aid" in supporting their spiritual afflictions.

Now, whether the people, temperance people and others, desire to have their money expended in "champaign of the finest brand," for politicians and office-holders to get gleefully intoxicated on, we are not prepared to say; but as Governor Bigler presided over the supper, and the whole affair was undoubtedly a Democratic measure, it will no doubt receive the cordial approval of all the blindingly obedient of that party. They will not presume to say that our law-makers ought not thus to unbend themselves, after the legislative toils of the winter, or that the poor man should not be taxed to pay for the frolic; for the Governor and the Legislature have decided that it is all right, and surely they know best.

Besides, there may be more in the matter than appears on the surface, and the entertainment may have been got up with the laudable intention of saving the Union. The Baltimore papers inform us that Governor Bigler has withdrawn his requisition for McCreary, of Maryland, charged with kidnapping the Parker girls; wherefore it is probable that the worthy Executive entered into a "compromise" treaty for suppressing all "agitation," and strengthening the bands of union—that is to say, slavery.

On the whole, we think it would be exceedingly rash to say anything against this six-thousand-dollar dinner, inasmuch as it was got up by the plain, homely Democratic leaders, who are the dear friends of the people, and very careful how they spend their money.

It is well known that the mass of the Democratic party are strongly opposed to corporations, monopolies, &c.; and it is more by appealing to this hostility than by any other means, that many of the politicians of that party have acquired popularity and office.

Let us see how their acts correspond with their professions in this respect. A great many Acts of Assembly were passed by our State Legislature during the last session, but very few of them were of much importance or utility to the people in general. How, then, have our Legislators been employed? Principally, it would seem, in creating corporations! One hundred and seventy-five corporations, of various kinds were created during the last session. Among these were more than thirty Railroad Companies, a still larger number of Plank Road Companies, eight Mining Companies, three or four Banks, &c. &c.

Comment is unnecessary.

A headed bill, which selected by an American speculator in Glasgow, Scotland, has sailed from Clyde, to commence a new cotton mill at New York.

Montrose Borough Lines.

The Borough of Montrose having been enlarged by the act of incorporation some ten or twelve years after the original town plot was established at the location of the county seat in 1812, by the addition of 40 perches to its southerly side and 20 to the north, its boundaries were still further enlarged by an act of the Legislature passed two years ago, by the addition of 50 more perches on the southerly side, 30 on the eastern, and 20 on the western, making 240 perches, or three-fourths of a mile from north to south; and 212' from east to west, embracing an area of 318 acres. The Town Council having given the requisite two weeks' notice of their intention to run and mark the lines according to this latest extension, proceeded on Monday last (May 2d) to do so, that the lines and corners might be well defined and hereafter generally known, by posts well set in the ground at the crossings of all the roads running out of town.

For the information of those who may be interested in knowing, it may be well to state that the northeastern corner is on land of Isaac Post, a few rods above the Plank Road; the northwestern in the pathway to the south barn of Gilbert Warner, Esq.; the southwestern in a lot of A. Chamberlin Esq., south of the Peckins road; and the southeastern extends 16 rods into the farm of the late Samuel Gregory, Esq.

The eastern line crosses the Millford and Owego Turnpike a few rods above the Farm house of Judge Jessup, leaving that in the township, and the Plank road takes in all on the New Millford road south of Charles Sprout's, and all on the old Binghamton road south of Harvey Tyler's. The western line barely includes the house of Mrs. Scott on the Owego road, and the southern line includes the dwellings of Walter Foster and Elijah Mott on the Springville road.

Court Proceedings.

Abel McDonald, convicted of passing counterfeit money, was sentenced, April 30th, to pay a fine of \$10 and costs of prosecution, and to undergo an imprisonment in the Eastern Penitentiary, in the county of Philadelphia, in solitary confinement at hard labor, for the term of two years.

Joshua W. Curtis vs. The Montrose & Harford Plank Road Company. Verdict for plaintiff for \$243.

Albert Myrick vs. John F. Dunmore. Verdict for plaintiff for \$219.60.

Township of Dimock vs. R. T. Stephens. Appeal. Verdict for plaintiff for \$550.

In the matter of petition of Thomas Walter Boots for change of name to Walter Boots Thomas, the Court decreed, April 10th, that the Probationary enter and publish the same according to the Act of Assembly &c., upon the prayer of the petitioner.

S. N. Chittenden and S. Johnson vs. The New York Mutual Insurance Company. Verdict for plaintiff for \$2,652.08.

A CANINE BALL PLAYER.

We saw several boys and a dog playing ball, the other day, on the village green. The dog—a fine, black-coated specimen of his race—seemed quite as much engaged in the sport as any of the company, and was certainly the most active individual among them. Whenever the ball eluded the ball-club stroke and bounded away to a distance, he was after it like a flash, and speedily returned to where the boys stood, with it in his teeth. He didn't appear to belong to either "side"; in particular, but was runner in general for both, so that much business on his hands (figuratively speaking) as one dog could well attend to.

Whether this is any improvement in ball-playing, as far as the boys are concerned, may be questionable; but we considered the intelligence and promptness displayed by the four-footed player as quite remarkable, and determined to learn his name and cultivate his acquaintance, at the first opportunity.

An advertisement appears in the last number of the Harrisburg Democratic Union, offering a reward of three hundred dollars for the capture of a fugitive slave. Not having ever seen any thing of the kind in a Northern newspaper before, we take this to be another evidence of the advance of liberal ideas among the progressive Democracy. They are certainly far ahead of those benighted persons who, instead of helping to arrest the fugitive, would rather aid him to escape, even at the risk of incurring the penalties of the law. In their zeal for the cause of slavery, they voluntarily go farther than the law requires, and proclaim the runaway far and near, so that the "friends of the Union" may be on the look-out to nab him, and thereby secure the three hundred dollars, and the satisfaction of having performed a noble action.

Three cheers for the progressive Democracy.

PURVIS'S MORTALITY.

The May number of this excellent magazine is fully equal, if not superior, to any of its predecessors. Besides literary notices of German, French, English, and American publications, it contains eighteen well-written articles on a variety of subjects, among which is "Old Ironsides," a posthumous paper of J. Fenimore Cooper. "Miscellaneous and Babylon." "The Student Life of Washington." "Alison's Horrors," and "The Last of the West," are among the signs of good reading. New York, G. R. Putnam & Co. 50 p. per year.

Kossuth and the London Times.

The London Times, which during the Hungarian contest, was distinguished for its Austro-Russian articles, has not intermitted its malignity toward Kossuth, as appears from the following incident:—In its number of the 18th April, the Times stated that "the house in the occupation of M. Kossuth" had been searched by the authorities, in virtue of an order from the Home Secretary and that a great quantity of arms, munitions and other warlike materials had been found. And thereupon the Times proceeded to read a long homily to Kossuth, including such sentences as this: "All that we have learned hitherto of the character of M. Kossuth, of his conspiracies and ridiculous juggleries," and so forth, in an equivalent strain of ridicule and invective.

Now it appears that such a house in the occupation of M. Kossuth has any existence, but the following are the facts:—Mr. Hale, the inventor of a certain rocket, (used in our Mexican war, by the way,) at Rotherhithe, had been visited by Kossuth before and after he came to America. On his first visit he had suggested certain improvements to Mr. Hale, and after his return to England Mr. Hale called on him and stated that his suggestions had been applied with success. Subsequently, according to *The Daily News*, "A Hungarian soldier, a deserter from the Austrian army, called on him for charity. Mr. Kossuth having ascertained that the man had some experience in the art of making rockets, and subsequently in the chemical department of the sanitary establishment, thought that he might be suited to the work of Mr. Hale's factory, and accordingly recommended him to that gentleman for employment. The man was taken on, but in consequence either of his inattention or misconduct, was shortly afterwards dismissed; and it is just possible that out of revenge, he resorted to the Home Office, and foxed its astute chief with the rock-and-ball story of the 'old house at Rotherhithe.' It must be repeated that this is only conjecture, and possibly involves an unjust accusation against a true-hearted Hungarian."

Mr. Hale has written a letter protesting against the police entry of his premises, stating that no gunpowder and not an arm of any kind was found except the rockets; Lord Palmerston boldly asserting that arms were found, and 500 lbs of powder, which is gross fabrication.—*Tribune*.

Religious Troubles.

Appear to be rife in Cincinnati. Late by the most exciting contest for Specially Directors, in which the Catholic candidates were all defeated. A few days ago we mentioned that the Mayor of the city had forbidden a Protestant street preacher from holding forth on the Sabbath, on the plea that his sermon against the Catholics had the tendency of inciting a riot. It appears by the Cincinnati Atlas of Monday, the 25th inst., that on the very Sunday on which he was forbidden to speak, the preacher in question did, as usual, mount upon the head of a barrel in the midst of the market space, and was speaking to a crowd of a hundred or more respectable persons, when the Mayor, attended by the regular police, and a large body of special officers, approached upon the ground, and seizing him, obliged him to desist. This was in the morning. In the afternoon of the same day, under the direction and auspices of Archbishop Purcell, a great Catholic procession, numbering from five to ten thousand men, with badges, flags, banners, and a large number of bands of music, marched through the streets to the Catholic church bells were rung during the whole time, the brass bands, comprising nearly all in the city, were playing, and the procession marched through half the town, blocking up the streets, making a very ostentatious parade, which created a great deal of excitement, sufficient to render some of the streets impassable to church-going people, and to disturb the stillness of the Sabbath. The Mayor had out a large police force to protect the procession. These circumstances will explain the telegraphic statement we published, relative to a public call upon the Mayor to resign. That officer appears to have been determined at all hazards to prevent a riot on the occasion; but, in doing so, has thoroughly aroused the Protestant population, and added fuel to a religious excitement which was already very deep and bitter.

BRITAIN'S HAPPY FAMILY.

The Queen, Alexandra Victoria, was born May 24, 1819.

Prince Francis Albert Augustus Charles Emmanuel of Saxe-Coburg and Gotha, was born Aug. 26, 1819.

The twins were married at the age of 21, on the 10th of Feb., 1840. The issue has been:

Victoria Adelaide Mary Louise, born Nov. 22, 1840.

Albert Edward, born Nov. 9, 1841.

Alice Mand Mary, born April 25, 1843.

Alfred Ernest Albert, born Aug. 6, 1844.

Helena Augusta Victoria, born May 25, 1846.

Louisa Caroline Alberta, born March 18, 1848.

Arthur William Patrick Albert, born May 1, 1850.

A son not yet named, born April 7, 1853.

Eight children—four sons and four daughters—in 13 years, and all alive and well!

PRESIDENT PIERCE'S PERSONAL HABITS.

The Washington correspondent of the New York Courier, says, of General Pierce, "that he drinks no wine, and that those who enjoy an intimate personal acquaintance with him; say, that the terrors and afflictions of his later years, and the pressure of onerous public duties since his election, have impressed upon him, with a deep sense of religious responsibility, and given a tinge of gravity to his character, which shines in an observable contrast with the ardent vivacity of his temperament, at earlier periods of his life."

The Albany Argus is guilty of the following:

Disa, by Hanover—about a tavern.

The body of an incite named Cleve, was found on the way side one evening last week, near Mt. Morris, Livingston county, where he had been down and died in a fit of intoxication. The Union says he had been drinking about the tavern, and of course had no option.

Death of Judge Gibson.

PHILADELPHIA, May 3, 1855.
Hon. John Hamilton Gibson, Judge of the Supreme Court, and for many years Chief Justice of the state, died at 2 o'clock this morning, at the United States Hotel, in this City, where for several days his afflicted family have been awaiting in agonizing suspense the termination of his honored life. His disease was an affection of the stomach, which, completely baffles the best medical treatment.—*Tribune*.

Blessing the Beasts.

Grace Greenwood in a letter from Rome, dated January 28th, furnishes this description of a peculiar religious ceremony:

We went last Sunday to see the blessing of beasts—an annual ceremony which takes place at the church of San Antonio Abate.

There was an immense crowd of all descriptions and classes of people; among the rest, a vast concourse of beggars—the crippled and maimed in endless varieties, wrecks and remnants, divisions and subdivisions of men.

A priest stood on the steps of the church, with a holy water sprinkler in his hand, and a little boy at his side, bearing the benediction. The animals were trotted up before him; he read a form of benediction in Latin, shook the sprinkler at them, and they were good for a twelvemonth. Of course this is done for a consideration, as what is not, in the way of church parades, privileges and immunities? The first applicants for a benediction after our arrival, were two miserable old cart-horses, who looked as though the blessings of all the fathers of the Church could not keep them on their legs for twenty-four hours. I fear the rite was extreme unclean to them; and yet the owner doubtless led them away, rejoicing in the faith that the crows were cheated of the poor skeletons for a year to come.

Next came a drove of donkeys, with their heads and tails decorated with gay ribbons. One of these committed the error to be apprehended a sinistral impropriety of braying in the midst of the ceremony. So absurd, ludicrous, and pompously farcical was this scene—so stupid, yet so consciously ridiculous, seemed the chief actors, that it struck me the benediction might have commenced, without great inappropriateness with an apostolic: "Dearly beloved brethren!"

Do not think me irreverent from this or anything of the kind that I may say. I feel a daily increasing indignation and contempt towards the monstrous absurdities of this system of religion and the actors therein. To reverence such things and such men were an insult to the God in whom I believe.

There came up a sudden and violent shower, and we were driven, for shelter, into the church, where we were brought into more intimate relations with the lower classes than was altogether safe or savory. I am a democrat, even in Italy, till it comes to garric and *papa*, when I must confess, my democracy assumes an abject character. After the storm was passed, the Pope's stud came, mostly driven in carriages, magnificent turnouts. Then following those of the cardinals, scarcely less stately and gorgeous. Next came twenty-four superb horses, belonging to Prince Plombino, attached to one carriage, all decorated with plumes and ribbons—really a beautiful sight.

The horses which were to run in the Corso were blessed amid unusual demonstrations of popular feeling; and so it ended, the oddest, absurdest, most utterly ridiculous religious ceremonial I ever beheld.

To-morrow, Carnival begins. It is late at night; all is quiet in the streets, except the noise of hammers next door, where they are putting up a balcony. The sound at this hour, has something strange and sinister in it; something so soulful-suggestive, that it almost gives one a to-be-hung-next-morning sort of a feeling.

We need not however go so far for examples of this kind; for here, in this city, bureaus, bedsteads, barrels of salt, &c. &c. are "blessed" for "a consideration," but at this concern us only, from the fact that an attempt is now being made to educate American youths as well as possible, who are hereafter to wield the destinies of the Republic, by men engaged as principals in this sort of business.

High Salaries.

When the amendment to the General Appropriation Bill, increasing salaries of officers, was before the House of the late Congress, Thaddeus Stevens made the following remarks:

"Now if the Whig Administration were to continue in power, I should think the salary enough, as it has been large enough while Whigs have been in office. But it is the policy of the Administration that is about to come in, to increase all salaries. I believe that the salaries of the Heads of Departments have been increased \$2,000 each by the Senate, and that the ministers abroad are to be allowed \$8,000 for houses, &c. Now, sir, that is right. Democrats cannot live upon such small salaries as Whigs can. They have not the same powers of economy. I am in favor of carrying out the wishes of the people. The people must have known, when they voted in this Administration, that they would be extravagant; that they would not be as economical as the Whigs had been. The people have spoken. Let their will be obeyed. Let the Democratic party put up all their salaries to the highest point, and let the country know it, and then, perhaps, hereafter, the country will pass another verdict."

The Buffalo papers state that a new arrangement has been effected upon the Buffalo and New York City Railroad, whereby a special Express, or Lightning Line is to be run every day between that city and New York, leaving Buffalo at 7 A. M. and arriving in New York at 9:30 P. M.; and leaving New York at 6:30 A. M. and arriving in Buffalo at 3:20 P. M. By this arrangement, passengers from the New York towns, will be enabled to take their choice of routes to the west. The New York train is exclusively for Buffalo, and the passenger and baggage cars run through Buffalo. No effort will be made to keep these trains fully up to their advertised time, and the arrangement will be a most convenient one for the public, serving the interests of night travelers in the city and suburbs, through passengers, and the west, after a day's ride, to pass comfortably upon the lake.

The Railroad Massacre near Chicago.

ACCOUNT OF A PASSENGER.
Sir: Having been a passenger on the express train out of Chicago Ill., on the fatal eve of the 24th ult., it occurred to me (and afterwards was suggested by some connected with *The Tribune*), that some of the numerous incidents of horror and thrilling interest that fell under my own eye, in connection with the awful collision might, in some measure satisfy the public mind. And certain I am, that it will give a more truthful representation of the tragedy than has yet appeared in the eastern prints. Railroad corporations are marvelously ignorant of the details of such calamities, and exceedingly prone to give the best side of the matter to the public eye. Would that they were generally gifted in preventing them! If, occasionally, a lovely wife, blooming daughter or noble son of some of the managers or proprietors of our railroads should be numbered with the crushed and mangled victims of their guilty recklessness, it would doubtless exert a most hallowed influence for the safety of the traveling public. We left the Rochester, Syracuse and Chicago Railroad for the great Southern Michigan Railroad about 9 o'clock P. M. (being some two hours behind time) about six miles out of Chicago, at a place known as the Junction. Some of the officers of the fatal passenger train expressed themselves as being greatly displeased with the detention. We started about 4 of 10 o'clock P. M. for Toledo, Ohio. Some four miles from the junction and ten from Chicago, the Central and Southern Michigan roads cross each other—a most unwise and dangerous arrangement, as many have often said, and as the event has proven. As the trains approached the crossing they were plainly in sight of each other for several miles. The moon shone most beautifully, the prairie is perfectly level, and no excuse for the collision can be found that will satisfy the intelligent beholders and the sufferers by it. When we remember that these are rival roads—that a jealous and bitter feeling exists between them—that one engineer was angry with the detention, and that the trains were long in sight of each other before the collision, the feeling scalds over us, and in common with many others we are reluctantly forced to believe that the engineer on our train and probably on the emigrant and freight train bound for Chicago, urged on the engine in the bloody hope of being able to pass the crossing before the other train came up. But alas! they each fastened on to terrible destiny. We were behind our time and the freight train had the right of way.

Our train while moving with great velocity, at least forty miles per hour, struck the fifth car of the emigrant train, and as the angle was very obtuse which we made with the other train, they came thundering and crushing on, piling the dead, wounded and slightly injured, in horrid broken cars. Screams and groans, and wailings, were their mingled in terrific discord.

Parents, writing in agony over their crushed offspring; children wailing over their dead and dying fathers; the wails of many a mother after death the wail of life yet lingered in the night air, and left leg of the corpse, which remained limp and moist, even bleeding slightly when pricked. No delusion, notwithstanding, could be maintained as to the reality of death for the other parts of the body were completely mortified, and interment became necessary before the two limbs above mentioned either stiff or cold. The writer of the letter mentioned that this strange circumstance has produced the greatest awe in the minds of those who witnessed it, and that the emperor had been so impressed that he had forbidden the subject to be alluded to in his presence.—*Paris correspondent of the Atlas*.

Prof. Allen, late of McGrawville, was on 30th ult., married to Mary E. King, daughter of Rev. L. King, of Fulton. This is a case of amalgamation. The parties are the same who, some time ago, at Fulton, attempted the feat which they have fully accomplished. It created great excitement.

Allen, the colored gentleman, denied that there was any ground for the report that they wished to get married, and the went off to a distance to teach school. His denial was vehemently doubted at the time, especially as it was notorious that he had the color of his hair, and that he had signified his purpose to have a white wife. His denial and her flight was a rare to congenial intention, and a few days thereafter they were married in New York, as above stated, and forthwith sailed for Europe.

IMPORTANT RAILROAD CONNECTION.

The construction of a wide gauge railroad from Sudus bay on Lake Ontario through Seneca Falls to Ithaca, there to connect with the direct lines of road leading to New York and Philadelphia, seems determined on. A general meeting of those interested was to be held at Seneca Falls on the 26th of April. New York and Philadelphia will all be connected in the Great Chicago swamp, and the water surrounded us on every side, to the depth of from one to four feet. Two little children were drowned.

I doubt not that the killed will be found to number nearer 30 than 20, and the injured are believed to reach from 60 to 100 persons. 21 were seen dead before we left Chicago the next morning. And several of the injured came as passengers the next day to Toledo. After the accident—if we may call it an accident—we saw no one of the officers of our train except the conductor and one brakeman, both of whom were wounded. The Southern road had done nothing to assist or relieve us at 4 o'clock the next morning, but the Central sent down an engine with physicians and aid as soon as they could. Terrible guilt certainly attaches to some person or persons, and the authorities of Illinois owe it to themselves and to the public, to scrutinize the matter closely. Thankful for the preservation of our lives, we pray that we may never be called to witness another such scene.

N. B. Watson, Pastor of the Bethesda Baptist Ch. N. Y. City, [New York], April 30, 1855.

A quarter of a million worth of the new Silver coinage was issued from the Philadelphia Mint, April 26th. The scarcity of change will now we hope, be obviated. The coin consists of quarters, dimes and half cents.

The New Surrey.

A large number of persons are engaged in making the survey for a new railroad up the Lehigh to Scranton, via White Haven. The road is to pass on the side of the river to a point a short distance above the Turb-Hole, where it will cross and pass up on the other side. It is confidently asserted that should the grade be found as favorable as is anticipated, the whole line will be put under contract the present season. The stock we believe is owned in Philadelphia.

By the time, in connection with the Lehigh railroad, a direct railroad communication will be opened from the Lackawanna, Wyoming and Lehigh coal fields to New York by the New Jersey Central railroad, and to Philadelphia by the Erie, Delaware and Norristown or the Behlendorf Delaware road. An extra rail, we understand, is to be laid on the new road, so as to combine both the wide and the narrow gauges.

It requires no prophet to foresee that, if put in operation, this road will do a large and profitable business, not only in transportation of coal, but passengers, merchandise, &c. The distance from Great Bend, where the Lackawanna and Western connects with the Erie railroad to New York, by the latter road, is 214 miles; while by the way of Scranton, Mauch Chunk and Easton, it is several miles less than that; and besides by this route Philadelphia is brought nearly 100 miles nearer to that populous and wealthy region, than by any one now in existence.

The Lake Superior Copper Mines are not, as has been generally supposed, a new discovery of the present generation; neither are the present miners the first diggers in that region for the mineral treasure. The huge mounds scattered over the country, have left traces behind them of a race long since passed on to the great beyond, and have recently been brought to light by the discovery of ancient mines, tools, &c., in the Lake Superior region. In 1818, the first of these old mines were discovered, and in it was found a mass of pure copper weighing six tons, which had been raised by ancient workings, and rolled along the gallery. These ancient mines extended over a tract of country 100 miles long running from N. E. to S. W. A great number of ancient tools have been found. They all consist of hard stones, with single and double grooves, for the resawing of handles like those now employed by blacksmiths for holding their wedges. The marks of old fires extended everywhere, showing that they employed heat in their mining operations;—by heating the rock first, then cooling it quickly with water to soften it—the plan for softening copper. When did these ancient miners work these mines, and who were they?

GEN. ERAL HAYNAU'S CORPSE.—A most extraordinary account has reached us in a private letter from Vienna to a high personage here, and has been the talk of our salons for the last few days. It appears that the circumstance of the death of General Haynau presented a phenomenon of the most awful kind on record. Ever many days after death the warmth of life yet lingered in the right arm and left leg of the corpse, which remained limp and moist, even bleeding slightly when pricked. No delusion, notwithstanding, could be maintained as to the reality of death for the other parts of the body were completely mortified, and interment became necessary before the two limbs above mentioned either stiff or cold. The writer of the letter mentioned that this strange circumstance has produced the greatest awe in the minds of those who witnessed it, and that the emperor had been so impressed that he had forbidden the subject to be alluded to in his presence.—*Paris correspondent of the Atlas*.

Prof. Allen, late of McGrawville, was on 30th ult., married to Mary E. King, daughter of Rev. L. King, of Fulton. This is a case of amalgamation. The parties are the same who, some time ago, at Fulton, attempted the feat which they have fully accomplished. It created great excitement.

Allen, the colored gentleman, denied that there was any ground for the report that they wished to get married, and the went off to a distance to teach school. His denial was vehemently doubted at the time, especially as it was notorious that he had the color of his hair, and that he had signified his purpose to have a white wife. His denial and her flight was a rare to congenial intention, and a few days thereafter they were married in New York, as above stated, and forthwith sailed for Europe.

IMPORTANT RAILROAD CONNECTION.

The construction of a wide gauge railroad from Sudus bay on Lake Ontario through Seneca Falls to Ithaca, there to connect with the direct lines of road leading to New York and Philadelphia, seems determined on. A general meeting of those interested was to be held at Seneca Falls on the 26th of April. New York and Philadelphia will all be connected in the Great Chicago swamp, and the water surrounded us on every side, to the depth of from one to four feet. Two little children were drowned.

I doubt not that the killed will be found to number nearer 30 than 20, and the injured are believed to reach from 60 to 100 persons. 21 were seen dead before we left Chicago the next morning. And several of the injured came as passengers the next day to Toledo. After the accident—if we may call it an accident—we saw no one of the officers of our train except the conductor and one brakeman, both of whom were wounded. The Southern road had done nothing to assist or relieve us at 4 o'clock the next morning, but the Central sent down an engine with physicians and aid as soon as they could. Terrible guilt certainly attaches to some person or persons, and the authorities of Illinois owe it to themselves and to the public, to scrutinize the matter closely. Thankful for the preservation of our lives, we pray that we may never be called to witness another such scene.

N. B. Watson, Pastor of the Bethesda Baptist Ch. N. Y. City, [New York], April 30, 1855.

A quarter of a million worth of the