



**Jeffersonian Republican.**

Thursday, November 6, 1851.

**The Official Vote.**

The Harrisburg "Telegraph" publishes a table of votes given at the recent election, which foots up a little different from that we published last week. The following are the totals.

**FOR GOVERNOR.**

Bigler,	186,499
Johnston,	178,034
Cleaver,	1,713

Total vote, 366,246  
Bigler's majority over Johnston, 8,465

**CANAL COMMISSIONER.**

Clover,	184,021
Strohm,	175,444
McDonald,	1,875

Clover's majority over Strohm, 8,577

**JUDGES OF THE SUPREME COURT.**

Black,	185,893
Campbell,	176,039
Lewis,	183,887
Gibson,	184,408
Lowry,	185,464
Coulter,	179,238
Comly,	173,635
Chambers,	174,381
Meredith,	173,391
Jessup,	172,232

It will be seen by the foregoing, that Black ran highest on the Democratic ticket, and Campbell lowest—while Coulter ran highest on the Whig ticket, and Jessup lowest.

Coulter's majority over Campbell, 3,199.

At the gubernatorial election in 1848, the whole vote polled for Governor was 333,744. Governor Johnston received 168,522—Mr. Longstreth 168,221.

At the Presidential election in the same year, the gross vote polled was 368,751. General Taylor received 185,513—Gen. Cass, 171,776.

**Farmers' and Mechanics' Bank of Easton.**

The Directors of this Institution have called for an additional instalment of five dollars on each share of the Capital Stock to be paid on or before the 17th instant.

**The next Congress.**

The members of the 32d Congress have now been elected in all the States but Mississippi and Louisiana. In these, probably, two Union Whigs will be returned to seven Democrats, of various hues. The Whigs will have from eighty-five to ninety members, the Free Soilers eight or ten, and the Democrats, a clear regular party majority of fifty or thereabouts.

**Later from California.**

By the arrival of the steamship Cherokee, Captain Windle, at New York on Monday, from Cienfuegos, we have 17 days later intelligence from California. The Oregon, at Panama, from San Francisco, has upwards of two millions of gold dust on freight.

Advices by this arrival, relative to mining operations, are of the most favorable character.

It appears that the Democratic party have been completely successful in the recent State election in California. By the reports received by a former arrival, it was supposed by many that the Whig candidate for Governor, Reading, was elected; but the returns were incomplete and deceptive, and the majorities, in most of the counties then to be heard from, have come in for the Democratic candidates.

The Legislature will be democratic in both branches, by large majorities.

**Kossuth's Address to America.**

The Pennsylvania of the 25th ult., publishes Kossuth's Address to the people of the United States. It would fill about six columns of the Jeffersonian. He tells us if the United States had been a neighboring nation at the time of the Hungarian revolution, all Europe would have been revolutionized. The following paragraph is extracted from the close of the address.

"Free citizens of America! You inspired my countrymen to noble deeds. Your approval imparted confidence. Your sympathy consoled us in adversity, lent a ray of hope to the future and enabled us to bear manfully the weight of our heavy burdens. Your generous fellow feeling will still sustain us, until we realize the hope, the faith, that Hungary is not lost forever." Accept, in the name of my countrymen, the acknowledgments of our warmest gratitude and our highest respect. I, who know Hungary so well, firmly believe she is not lost; and the intelligent citizens of America have decided, not only with impulsive kindness, but with reason and policy, to favor the unfortunate but not subjugated Hungary. The sound of that encouraging voice is not like a funeral dirge, but as the shrill trumpet that will call the world to judgment. May your great example, noble Americans, be to other nations the source of social virtue; your power be the terror of all tyrants—the protector of the distressed; and your free country ever continue to be the asylum for the oppressed of all nations."

37 Snow fell about ten days ago in the mountainous regions of Pennsylvania, New York, and the Northern States generally.

**State Agricultural Fair.**

The first State Agricultural Fair ever held in this State, came off last week at Harrisburg—commencing on Wednesday and continuing three days. From the Telegraphic reports published in the Philadelphia papers we gather the following in relation to it.

The attendance of citizens and strangers was very large, and the display in the highest degree creditable, though not equal in extent and magnificence to the displays in some of the other States where State Fairs have become regular annual festivals. As a beginning, it was highly encouraging. The enclosure was well filled with a great variety of stock of the most approved and favorite breeds, and a very extensive display of agricultural implements, and every variety of articles connected with the working of the farm.

On the 30th, it was opened to the public, and was attended during the day by an immense number of persons, and the results, both as regards the character of the exhibition, and the interest it has excited throughout the State, were in the highest degree satisfactory and encouraging to the projectors of the enterprise. Over fourteen thousand persons were admitted within the enclosure. Governor Johnston and lady were present a considerable portion of the day, and also Mr. Buchanan. The several trains arriving during the day were all crowded to excess, and hundreds were unable to obtain any thing like comfortable lodgings for the night.

On the 31st, the day being very fine, the grounds were crowded to excess. It was, in fact, the great day of the festival, into which all of interest connected with the Fair was crowded. The ploughing match took place at 9 o'clock, and excited no little interest.

Numerous ploughs were entered for the contest, and the ploughmen represented various portions of the country. The ground selected was a field of twenty acres, immediately adjoining the grounds of the Fair, and by its excellent soil and fine situation admirably suited to the purpose. Among the ploughs entered, were several of Messrs. Prouty and Mears, of Boston; St. Clair, of Baltimore; Hall and Spears, of Pittsburg; Pouley, of Montgomery, and Cressler, of Cumberland.—The ploughing was generally good. The match was witnessed by from three to four thousand persons, among the number were Gov. Johnston, ex-Gov. Ritner, and Judge Jessup, with many others who have taken the liveliest interest in all connected with the Fair.

The ploughing match being over, the premiums on stock, &c. were awarded. The awards of premiums being concluded, the society repaired to the Capitol, for the purpose of listening to the annual address, to be delivered by the Hon. Andrew Stevenson. Here the crowd was as dense and compact as could well be conceived. Every available position was occupied, and a large proportion of ladies present.

The address of Mr. Stevens was a truly able and eloquent one. He began by forcibly comparing agriculture with commerce and manufactures as sources of national wealth and greatness; and while he did not seek to depreciate the importance either of commerce or manufactures, he felt that the true basis of a nation's wealth was in its agriculture. The honorable gentleman then proceeded to show that agriculture was the true source of the power of Great Britain.

During the wars with France, he said, she derived from a tax upon the products of her soil, the enormous sum of six and a half millions of pounds sterling; while from all other sources she realized but three millions two hundred thousand pounds. The reason for the superiority of Great Britain over all the rest of the world in this department of art and science—for agriculture embraced both—was mainly attributable to the early efforts and interest manifested in that kingdom in the formation and promotion of Agricultural Societies.

The efforts of Sir John St. Clair to promote British agriculture was referred to, and an extract of a letter from Geo. Washington to that distinguished nobleman was quoted, to show how much the cause of agriculture interested that great statesman and patriot.

The honorable gentleman then proceeded to speak of the importance of agriculture in a political point of view, and especially as it important in a republican government like ours, where the yeomanry constitute the chief defence from invasion. He spoke also of the great and rapid progress of the age, the advance of science, and the peculiar character of our energetic mixed population for inventions and discoveries applicable to every-day wants and requirements of civilized and progressing life.

The honorable gentleman, in conclusion, passed an eloquent eulogium upon the art and science of agriculture, which he said had never been held in the highest regard by the ancients, was the stay and support of civilization, and the surest source of national wealth and prosperity. The address was quite long, occupying an hour and three quarters in its delivery. It was listened to with profound attention, and its sentiments frequently applauded.

38 The Common Council of Galveston, (Texas) have passed an anti-stove-pipe ordinance, forbidding the inhabitants of the city, under a penalty of \$10 for each offence, to use stove-pipes of iron or other metal, in any of their buildings, and imposing a similar fine upon any stove-maker or seller who shall make, sell or put up, any such stove-pipe. We believe the privilege of using stove-pipes is not denied to the inhabitants of any other city in the Union.

39 The recent election in Virginia for members of Congress, resulted in the choice of 13 Locofocos and 2 Whigs—same as in last Congress. The vote on the new Constitution is overwhelming in favor of it. An election for State officers under it will soon be held; when the Whigs talk of a prospect of carrying the State, in consequence of the extension of the right of suffrage by the new Constitution.

**Paganism in the United States.**

A temple for pagan worship has been opened at San Francisco, by the Chinese. This is the first idol temple that has been erected in this country, since those days in the dim and misty past, when the ruins recently discovered by Stephens in Central America, were populous with a great, and highly advanced nation, whose name and fate are now unknown.

**Death of the Wife of Gov. Ujhazy.**

We learn from the Washington Telegraph that Major Toehman and lady have received a letter announcing that the wife of Governor Ujhazy, the Hungarian exile, died at New Buda, Decatur county, Iowa, on the 11th inst. The venerable Hungarian patriot in announcing the sad tidings thus concludes his letter:

"The cup of my sorrows is full. I have lost my beloved wife! She departed this life after a few days' illness. Could I have foreseen that my exile was to shorten her days, I would have given my head to the foes of my country, to preserve the life of the best of mothers. Your most affectionate, unfortunate friend."

**The Revolution in Northern Mexico.**

Caravajal, the leader of the revolutionary forces in Northern Mexico, with 1100 men, designed to attack Matamoros on the 17th ult. Four hundred Texan Rangers under Capt. Youl, had joined the Revolutionists—a number of troops belonging to Fort Ringold had deserted and also joined them.

Later advices state that a small body, probably the advance guard of the revolutionist, had succeeded in penetrating the city of Matamoros.

Some skirmishing took place, when a sharp engagement ensued, of brief duration, when the Revolutionists were compelled to retire, with the loss of three men. A considerable number on the side of the Mexicans were killed.

Another large body of American troops have deserted and joined the Revolutionists.

Orders have been forwarded to New Orleans, for more troops for the different posts on the Rio Grande.

The Mexican war steamer Neptune, from Tampico, arrived at the mouth of the Rio Grande river with reinforcements. They were transferred to a small United States schooner. A body of 200 Texans started to attack them when the Mexican troops composing the reinforcements hastily returned with their artillery to the Neptune.

Gen. Carvajal was expected to make a formidable attack on the city of Matamoros on the 25th inst.

The Mexican garrison continued their operations to defend the place, and a hard fought battle was anticipated.

Application had been made to the American authorities by the Mexican commander, for permission to march the troops on the American side of the Rio Grande, which of course, was refused.

Gen. Persifer F. Smith was using every exertion to prevent any American Expedition crossing the Rio Grande. He was engaged in planning a complete change in the system of frontier operations against the Indians.

NEW ORLEANS, Nov. 2.—The steamship Fanny arrived with Rio Grande dates to October 30th—six days later.

The attack on Matamoros commenced on 21st, and on the 22d Caravajal had possession of the city.

Within four squares of the Plaza the government troops still held out, suffering a loss of 150 killed and wounded.

The revolutionists lost but three, including Captain Ford who commanded a company of Texans.

Gen. Avalos was wounded. No quarter was given to Americans during the engagement.

Mr. Longstreth, a merchant, doing business at Matamoros, was killed.

The city was set on fire on the 23d, and the Custom House and other buildings were destroyed.

Mr. Devine's stores were also burned. The American Consul was wounded.

THANKSGIVING.—The Governors of thirty-one States it is said, have fixed upon November 27th for the uniform observance of the annual Thanksgiving, being the result of a correspondence with them by the Governor of Ohio.

In Virginia the Episcopal Diocesan has appointed the first Thursday in November.

A Maine paper says that the "rum capitalists of Boston have raised the sum of \$100,000, with which to operate on the Maine legislators next winter, to effect the repeal of the Liquor Law, and have pledged \$400,000 more, to be used if necessary."

Men may err and err be forgiven; but poor woman with all his temptation and but half his strength, is placed beyond the hope of earthly salvation, if she but once be tempted into crime. "Taint just."

39 The number of Marshals and Assistants employed in taking the United States census, was 3,144.

**The Senate's Double Mileage—Who took and who refused it.**

We have already called attention to the fact that, in defiance of what appears to be the clear dictates of natural justice and of positive law, a majority of the United States Senators holding over from the last to the present Congress helped themselves to some Forty Thousand Dollars extra from the Federal Treasury in the guise of Constructive Mileage for a supposititious journey from Washington to their several homes and back again between the 3d and 5th days of March last. Having now the facts more completely before us, we propose to show individually who took and who refused this enormous gouge.—But first as to the preliminary facts:

The U. S. Senate transacted little or no business during the first two of the three months to which the last session of Congress was limited by the Constitution. The daily sittings scarcely averaged two hours in length, and rarely were held more than four days in any week. If any Senator ventured a word in favor of giving more time to business, he was sneered down as a demagogue by the old staggers, and the old game of do-nothing elaborately persisted in. Finally, as the Session drew near its close, a majority of the Opposition Members united in a conspiracy to stave off and utterly prevent decisive action on the River and Harbor Improvement bill by moving amendments, talking against time, reading old reports, &c. In this way the last week of the Session was mainly wasted, and the 31st Congress finally adjourned at noon on the 4th of March, the conspiracy having succeeded in staving off a decisive vote on the River and Harbor bill, which was finally given up by its friends at 4 A. M. on the 4th of March in order to save the vitally necessary Appropriation bills. The desperate struggle on the River and Harbor bill had prevented decisive action on much important Executive business, compelling President Fillmore to convene the new Senate on the 4th of March expressly to transact that business. The new Senate accordingly met, remained in session ten days, for which each Senator received his \$8 per diem, or \$80 in all, while the new Senators, who had been summoned to Washington on purpose to attend this Special Session, received also their Mileage for the journey, as was right. [We do not say the number of miles for which they took mileage was right in every or any case; it may or may not have been—but] these Senators were entitled to Mileage and took it as follows:

Miles.	Mileage.	
James A. Bayard Del.	220	\$88 00
Richard Brodhead, Pa.	396	158 40
Solomon Foot, Vt.	1,340	536 00

The following Senators, who were as much entitled to constructive Mileage for the Extra Session as any others—that is, not at all—did not take it—we trust because they scorned to soil their fingers with the unclean stuff—viz:

Miles.	Mileage.	
George E. Badger, N. C.	610	\$244 00
John Bell, Tenn.	224	89 60
John M. Berrien, Ga.	1,520	608 00
James W. Bradbury, Me.	1,350	540 00
Jesse D. Bright, Ind.	1,562	744 80
Andrew P. Butler, S. C.	1,395	558 20
Lewis Cass, Mich.	2,162	864 80
Salmon P. Chase, Ohio	1,436	574 40
John H. Clarke, R. I.	900	360 00
Henry Clay, Ky.	1,120	448 00
John Davis, Mass.	880	352 00
Jefferson Davis, Miss.	3,970	1,588 00
William C. Dawson, Ga.	1,550	620 00
Robt. M. T. Hunter, Va.	230	92 00
William R. King, Ala.	2,200	880 00
Willie P. Mangum, N. C.	660	264 00
James M. Mason, Va.	286	114 40
Jacob W. Miller, N. J.	564	225 60
James A. Pearce, Md.	260	104 00
Thomas G. Pratt, Md.	84	33 60
William H. Seward, N. Y.	1,108	443 20
Truman Smith, Conn.	720	288 00
Presley Spruance, Del.	300	120 00
Joseph R. Underwood, Ky.	1,450	580 00

In all, twenty-four Senators who have this declined to take the Constructive Mileage, and we trust will persistently refuse, although undeniably as much entitled to it as the others. Of these twenty-four fifteen are Whigs and nine Opposition or "Southern Rights" men. Among them is William R. King, President pro tem. of the Senate, who, though not yet taking it himself, gave the following certificate, but for which not a dollar of Constructive Mileage could have been drawn—viz:

WASHINGTON, March 13, 1851.  
"I certify that the compensation allowed by the foregoing schedule, to Senators of the United States, is according to law."  
WILLIAM R. KING,  
President of the Senate pro tempore."

And now we come to the roll of Senators who have taken the Constructive Mileage and walked off with it—viz:

Miles.	Mileage.	
David R. Atchison, Mo.	4,240	\$1,696 00
Solon Borland, Ark.	2,520	1,008 00
Jeremiah Clemens, Ala.	2,600	1,040 00
James Cooper, Penna.	460	184 00
Augustus C. Dodge, Iowa	3,600	1,440 00
Henry Dodge, Wis.	3,990	1,596 00
Stephen A. Douglas, Ill.	3,710	1,484 00
Samuel W. Downs, La.	5,600	2,240 00
Alpheus Felch, Mich.	2,242	896 80
Henry S. Foote, Miss.	5,160	2,064 00
William H. Gwin, Cal.	10,020	4,008 00
John P. Hale, N. H.	1,134	453 60
Hannibal Hamlin, Me.	1,476	590 40
Samuel Houston, Texas	6,240	2,496 00
George W. Jones, Iowa	4,000	1,600 00
Jackson Morton, Fla.	3,340	1,336 00
Moses Norris, Jr., N. H.	1,180	472 00
R. Barnwell Rhet, S. C.	1,280	512 00
Thomas J. Rusk, Texas	5,868	2,347 20
Wm. K. Sebastian, Ark.	3,800	1,520 00
James Shields, Ill.	3,334	1,334 00
Pierre Soule, La.	5,186	2,074 40
William Upham, Vt.	1,300	520 00
Isaac P. Walker, Wis.	2,960	1,184 00
James Whitcomb, Ind.	2,032	812 80

In all, twenty-five Senators who took this Constructive Mileage—the whole sum thus taken amounting to Thirty-five Thousand Seven Hundred and Nineteen Dollars and eighty cents, drawn from the Treasury as compensation for journeys never made, by men chosen to guard the Public Money from embezzlement and peculation. And we must deplore the appearance of three Whigs (given above in Italics) on this black list beside John P. HALLEZ, N. H., (Independent,) in whose election the Whigs participated. We must yet cherish a hope that there is some mistake as to one or more of these names in the official record or the transcript of it made for us, and that they did not take the money. If they did, the aggregate pocketed by them amounts to \$2,493 60, leaving \$33,226 20, or about thirteen-fourths of the whole, as the amount bagged by the Opposition. But Jackson Morton was elected by that party, with

the help of two or three Whig bolters from the regular Whig nomination, and is about half-and-half in politics, so that half of his pile ought to be charged to the Locofoco side, reducing the Whig slice to less than one-twentieth of the whole. We would have cheerfully raised this amount to keep the Whig party wholly clear of this unclean business. And should any Whig Congressman be hard up hereafter, we insist that he shall appeal first to his constituents before joining in any such raid on the Treasury.

—Let us call the attention to a few facts, by way of enforcing our view of the atrocity of this Constructive Mileage.

There is now standing unrepealed on the records of Congress a law which prescribes that no Member shall receive for Mileage at any Session more than eight dollars per day from the close of the preceding to the beginning of that Session for which the Mileage is received. The justice and reasonableness of this provision are manifest. A. B. says, "I want \$1,000 from the Treasury for my expenses going home after the Session and returning for this." "Stop!" says the law; "there was but an interval of forty days between the two Sessions; I prefer to pay you \$8 per day for that interval, as though you had served straight through from the beginning of the former to the end of the latter session!"—Had this law been respected in the case under consideration, no Senator could have received more than \$8 for Constructive Mileage even if such Mileage were justly chargeable at all.

—The proper accounting officer of the Treasury, (Elisha Whitelsey, First Controller,) rejected the charge for Constructive Mileage at the Extra Session consequent on the accession of Gen. Taylor to the Presidency, adjudging it authorized by no law but prohibited by several, (which he quoted,) and utterly unprecedented till 1845, save in a single doubtful instance, (where a new Senator transferred from the House demanded Mileage as if he had come from home expressly to attend the Senate, and was allowed it.) In March, 1845, Constructive Mileage, as a general rule, was first authorized by Vice-President Dallas and Secretary Dickens, but a full half of the Senators refused it some of the residue expressed in taking it they did so in accordance with the Vice-President's decision rather than their own convictions.

The House has repeatedly and undevotedly voted new and express objections to the Constructive Mileage rapacity, which the Senate has in no case voted down, but has finally united without dissent in enacting one—only taking care to postpone its operation. We have thus the Senate itself—this last Senate—voting against the principle of Constructive Mileage.

Mr. Fillmore, now President, was Vice-President when Constructive Mileage was charged for the second time in 1849. He was dead against it, and would have crushed it if the opportunity had been afforded him. But Mr. Secretary Dickens, having first ascertained his opinion informally, held back the accounts until after Mr. Fillmore had vacated the Chair of the Senate to give that body a chance to choose a President pro tem. (so that the Government would not be left without a legal head in case of the death of both the elected President and Vice-President) when Mr. Atchison of Mo. was chosen President pro tem, and at once put through the accounts. Constructive Mileage included, thereby constraining \$1,696 into his own pocket. The accounts were not thus held back when Geo. M. Dallas was Vice-President.

—Hon. Wm. M. Gwin, Senator from California, was paid his \$8 per day and \$4,008 Mileage for attending the late regular Session of Congress, and \$8 per day likewise for his attendance on the short Executive Session which followed. He here pockets \$4,008 more Constructive Mileage in attending this Executive Session, though he did not travel one mile for this purpose. That \$4,008 is equal to the average earnings of twelve energetic, industrious mechanics through a whole year. Was it right for Gwin to take that money from the Treasury? What entitled him to it?

—Stephen A. Douglas, Sam. Houston and Isaac P. Walker, are all candidates for the next President, and Henry Dodge has strong friends who hope to see him nominated. These four gentlemen have together taken \$6,748 of Constructive Mileage at this one haul. Is it not that rather "piling up the agony?" If either of them should happen to have a Testament, we respectfully advise him to study the passage (Luke xix.) which speaks of the "good servant," who having been "faithful in a little," was elevated to "power over ten cities." The converse of this reward of true integrity we leave to their own reflections.

—Hannibal Hamlin is a Senator whose name we were both surprised and grieved to find on the Constructive list. By the transcript of the official schedule which has been sent us, it seems that Mr. H. served 2 days at the late Called Session, and received his daily stipend there for, leaving the Senate on the 5th of March, and we presume he started for home, or whatever else his business called him, either that night or next morning.—Practically, therefore, he did not attend the Called Session at all, but merely staid over a day or two after the close of the regular Session. Yet he walks up to the trough, and takes his \$500 40 of Constructive Mileage! Is not this quite too bad! Several others likewise left some days before the Called Session was brought to a close; but they did not forego the Constructive grab on that account.

—We should like to add something on the general subject of Congressional Mileage, in favor of Straight and opposed to Circular Routes; but this article is already too long.—One or two instances we will notice, however merely to keep the subject fresh in the public mind:

HENRY CLAY takes Mileage for 1,120 miles travel from Lexington Ky., to Washington and home again, or 560 miles each way. Samuel P. Chase makes 1,436 miles from Cincinnati, Ohio, to Washington and back, or 718 miles each way—156 more than Mr. Clay takes, though he prettily surely comes through Cincinnati to reach Washington. We must get him to show Mr. Chase the way. Indiana would also seem a great deal farther from Washington on the Congressional mileage map than any other, as Mr. Bright takes pay for 1,892 miles (931 each way,) and Mr. Whitcomb for 2,042 miles, or 1,016 each way. We must get Old Hal to step over into Indiana and put up a few guide-boards on the great roads leading towards Washington.

Of the Senatorial Fire-Eaters, Messrs. R. B. Rhett, Pierre Soule, W. K. Sebastian and S. Borland 'go in' for the Constructive Mileage. The Union is evidently safe from any overt rebellion on their part. Where will they get such rich ticks' as these in their contemplated Southern Confederacy! We feel

sure they will stop with us, at least so long as they can hold on to their seats in the Senate.

—We are to have a Presidential Election next year, and we shall doubtless have lots of these "Constructive" heroes circulating on the stump and figuring in franked pamphlets as revellers and denouncers of the frightful corruption of the Galpin, Gardner or some other claim, and of political rascality and corruption generally. Do you think these are the lads to do such a business efficiently?—What should we say to an exposure of Galpinism by Gwin, Downs or Hamlin!

NOTE.—That whatever Turners, Sawyers, 'Gov. Browns,' etc., the Senate may contain, should revile us on account of this Expose, is a matter of course. That they may be able to pick some flaws, to detect some mistake of detail in the above tables, is possible. But can they thus divert public attention from the substantial facts above set forth! We have done our utmost in this Expose, as in that of 1848-9, to place the facts clearly before our readers. If we have made any mistake we will gladly correct it. But that we did not before and do not yet intentionally misstate a single point, even the blackguards who have assailed and will again assail us, well know.

Will not the People look into these facts! Will not the Press disseminate them! If we have made a mistake correct it, but PROCLAIM THE FACTS!

**Singular Circumstance.**

The Memphis Enquirer relates the following curious and interesting occurrence:

"Since the commencement of the term of the Circuit Court for our county, it became necessary for Merriweather, brother of the gentleman some time since murdered in our county, to attend as prosecutor of Peterson, the perpetrator of the horrid crime. It so happened that he rode the horse which his deceased brother was riding on the day of his murder by Peterson. He was in the company of some friends, and travelled the same road. The horse is a very fine spirited bay, docile in temper, and with an intelligent eye. When they approached near the scene of the murder, the horse manifested evident signs of alarm and restlessness. Observing the singular conduct of the horse, Merriweather determined to give him the rein, and watch his movements. As he approached near the spot of the murder, he elevated his head and tail, and appeared to be watchful, and frequently uttered the short so peculiar to spirited horses when apprehensive of danger. The noble animal finally smelt the ground, and trailed the course by which the body of his former master had been conveyed by his murderer. He finally reached the spot, smelt the ground and pawed and snorted. He then made a circle in the woods at a moderate trot, returned to the place where the body was found, and repeated the same ceremony. This he did several times in succession; and when reined up it was with great reluctance that he was forced to leave the place. Is this instinct, reason, or what is it?"

**The Last Triumph of Pride.**

"Proteus," of the Newark Daily Advertiser, in a letter from New York, says: "The wife of a man of means, and the daughter of a wealthy citizen of this city—people too fond of show—recently died. She had been called beautiful before a family of children had gathered round her, and she had not renounced her claim to that title. She died, and a large concourse was invited to the funeral. The coffin was made of rose-wood, inlaid with silver, lined with plaited satin. The whole top was removed, and the deceased lay in state in her narrow home. She was dressed in a white merino robe, made like a morning gown, faced with white satin, profusely quilted and ornamented.—The sleeves were open, similarly lined and wrought—a stomacher of