

E. BEATTY,  
PROPRIETOR AND PUBLISHER.

TERMS OF PUBLICATION.

The CARLISLE HERALD is published weekly on a large sheet, containing forty columns, and furnished to subscribers at the rate of \$1.00 if paid strictly in advance; \$1.75 if paid quarterly; or \$2 in all cases when payment is delayed until after the expiration of the year. No subscriptions received for a less period than six months, and none discontinued until all arrearages are paid, unless at the option of the publisher. Papers sent to subscribers living out of Cumberland county must be paid for in advance, or the payment assumed by some responsible person living in Cumberland county. These terms will be rigidly adhered to in all cases.

ADVERTISEMENTS.

Advertisements will be charged \$1.00 per square of twelve lines for three insertions, and 25 cents for each subsequent insertion. All advertisements of less than twelve lines considered as a square. The following rates will be charged for Quarterly, Half Yearly and Yearly advertisements:

	3 Months, 6 Months, 12 Months.
1 Square, (12 Lines)	\$3.00 \$5.00 \$8.00
2 " " " "	5.00 8.00 12.00
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5 " " " "	11.00 18.00 30.00
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Advertisements inserted before Marriages and Deaths, 8 cents per line for first insertion, and 4 cents per line for subsequent insertions. Communications on subjects of public or individual interest will be charged 5 cents per line. The Proprietor will not be responsible in damages or errors in advertisements. Ordinary notices not exceeding five lines, will be inserted without charge.

JOB PRINTING.

The CARLISLE HERALD JOB PRINTING OFFICE is the largest and most complete establishment in the county. Large and small presses, and a general variety of material suited for Plate and Engraving work of every kind, enables us to do Job Printing at the shortest notice and on the most reasonable terms. Persons in want of Bills, Blanks or any thing in the Jobbing line, will find it their interest to give us a call. Every variety of BLANKS constantly on hand.

All letters on business must be post-paid to secure attention.

General & Local Information.

U. S. GOVERNMENT.

President—FRANKLIN PIERCE.  
Vice President—(do facto), D. R. AITCHESON.  
Secretary of State—WM. L. MARCY.  
Secretary of Interior—JAMES M. CATLIND.  
Secretary of Treasury—JAMES GUTHRIE.  
Secretary of War—JEFFERSON DAVIS.  
Secretary of Navy—JAS. C. DODD.  
Post Master General—JAMES CAMPBELL.  
Attorney General—CALVIN CHASE.  
Chief Justice of United States—R. B. TANEY.

STATE GOVERNMENT.

Governor—JAMES POLLOCK.  
Secretary of State—AMBRIDGE G. CURTIN.  
Surveyor General—P. BRADLEY.  
Auditor General—E. BANKS.  
Treasurer—ELI SLIFER.  
Judges of the Supreme Court—E. LEWIS, J. S. BLACK, W. B. LOWRE, G. W. WOODWARD, J. C. KNOX.

COUNTY OFFICERS.

President Judge—Hon. JAMES H. GRAHAM.  
Associate Judges—Hon. JOHN RUPP, Samuel Woodruff.  
District Attorney—Wm. J. Shearer.  
Prothonotary—James H. Noell.  
Recorder—John M. Gregg.  
Register—William Lytle.  
High Sheriff—Joseph McDermond; Deputy, James Widner.  
County Treasurer—N. W. Woods.  
Coroner—Joseph C. Thompson.  
County Commissioners—John Bobb, James Armstrong, George M. Graham, Clerk to Commissioners, William Hilley.  
Directors of the Poor—George Sheaffer, George Brindley, John C. Brown, Superintendent of Poor House—Joseph Lobach.

BOROUGH OFFICERS.

Chief Burgess—Col. ARMSTRONG NOBLE.  
Assistant Burgess—Samuel Gould.  
Town Council—H. C. Woodward, (President) Henry Myers, John Gutzwiller, Peter Monyer, F. Gardner, H. A. Sturgeon, Michael Shearer, John Thompson, David Sipe.  
Clerk to Council—William Wetzell.  
Constables—Joseph Stewart High Constable; Robert McCarty, Ward Constable.

CHURCHES.

First Presbyterian Church, northwest angle of Centre Square. Rev. CONWAY P. WING, Pastor. Services every Sunday morning at 11 o'clock, A. M., and 7 1/2 o'clock, P. M.  
Second Presbyterian Church, corner of South Hanover and Pomfret streets. Rev. Mr. JAMES, Pastor. Services commence at 11 o'clock, A. M., and 7 o'clock, P. M.  
St. John's Church, (Prot. Episcopal) northeast angle of Centre Square. Rev. JACOB B. MOSES, Rector. Services at 11 o'clock, A. M., and 6 o'clock, P. M.  
English Lutheran Church, Bedford between Main and Louthier streets. Rev. JACOB FRY, Pastor. Services at 11 o'clock, A. M., and 7 1/2 o'clock, P. M.  
German Lutheran Church, Louthier between Hanover and Pitt streets. Rev. A. H. KRAMER, Pastor. Services at 10 1/2 o'clock, A. M., and 6 1/2 P. M.  
Methodist E. Church, (first charge) corner of Main and Pitt streets. Rev. S. L. M. CUSICK, Pastor. Services at 11 o'clock, A. M., and 7 1/2 o'clock, P. M.  
Methodist E. Church, (second charge) Rev. J. M. JONES, Pastor. Services in College Chapel at 11 o'clock, A. M., and 6 o'clock, P. M.  
Roman Catholic Church, Pomfret, near East street. Rev. JAMES BARRETT, Pastor. Services on the 2nd Sunday of each month.  
German Lutheran Church, corner of Pomfret and Bedford streets. Rev. I. P. Aeschold, Pastor. service at 10 1/2 A. M.

When changes in the above are necessary the proper persons are requested to notify us.

DICKINSON COLLEGE.

Rev. Charles Collins, President and Professor of Moral Science.  
Rev. Herman M. Johnson, Professor of Philosophy and English Literature.  
James W. Marshall, Professor of Ancient Languages.  
Rev. Otis H. Tiffany, Professor of Mathematics.  
William C. Wilson, Lecturer on Natural Science and Curator of the Museum.  
Alexander Schum, Professor of Hebrew and Modern Languages.  
Benjamin Arbogast, Tutor in Languages.  
Samuel D. Hillman, Principal of the Grammar School.  
William A. Sully, Assistant in the Grammar School.

CORPORATIONS.

CARLISLE DEPOSIT BANK—President, Richard Parker; Cashier, Wm. M. Beaton; Clerks, Henry A. Sturgeon, Joseph C. Huffer. Directors, Richard Parker, Henry Saxton, John S. Storer, John Zug, Henry Logan, Robert Moore, Samuel Wherry, John Sanderson, Hugh Stuart.  
CUMBERLAND WATER COMPANY—President, Frederick Watts; Secretary and Treasurer, Edward M. Biddle; Superintendent, A. F. Smith. Passenger trains twice a day Eastward, leaving Carlisle at 7 15 o'clock, A. M., and 4 15 o'clock, P. M. Two trains every day Westward, leaving Carlisle at 9 o'clock, A. M., and 2 30 P. M.  
CARLISLE GAS AND WATER COMPANY—President, Frederick Watts; Secretary, Lemuel Todd; Treasurer, Wm. M. Beaton; Directors, F. Watts, Richard Parker, Lemuel Todd, Wm. M. Beaton, Edward M. Biddle, Dr. W. W. Sle, Franklin Gardner, Henry Glass.

CORNER of Hanover and Louthier sts. CARLISLE.—The undersigned has always on hand a large stock of superior Cabinet Ware, in all the different styles, which he is prepared to sell at the lowest prices. He invites attention particularly to the PATENT BRASS BOTTLE DRAWER, a most useful article, which entirely obviates all objections. The bottom can be attached to all bottles. They have given entire satisfaction to all who have them in use. CUFFS made to order at the shortest notice. JACOB WETTER.

ELASTIC BELTS.—Just received a lot of Black and Colored Silk and Worsted Elastic Belts, by GEO. W. HITTNER.

MOUS. DE BEGES.—Just received another lot of Cheap Do Dages, Dalabes and Far macka Cloths. G. W. HITTNER.

# Carlisle Herald.

A Paper for the Family Circle.

VOL. LVI.

WEDNESDAY, SEPTEMBER 5, 1855.

NO. 1.

## HERALD AND EXPOSITOR

### Whig County Convention.

In pursuance of the call of the Whig County Committee the following delegates met in Convention at the Court House in Carlisle, on Monday the 3d inst.

Carlisle, E. Ward—Augustus A. Line, Stephen Keepers.  
Carlisle, W. Ward—Wm. M. Penrose, Wm. Skiles.  
Dickinson—Thomas Paxton, John Lee.  
Hopewell—D. S. Runsha, John Robinson.  
Lower Allen—W. D. Shoop.  
Upper Allen—Dr. T. L. Cathcart.  
Newton—Samuel M. Sharp, Geo. Harlan.  
Newville—Capt. John Bricker, Jos. Laughlin.  
Hampden—Thos. B. Bryson, Henry Rupp.  
Shippensburg—John McCurdy, R. P. McClure.

The Convention was organized by appointing THOS. B. BRYSON, of Hampden, President, and R. P. McClure, of Shippensburg, and Dr. Cathcart of Upper Allen, Secretaries.

Before proceeding to nominate a ticket the following preamble and resolution were adopted, and signed by all the delegates, to wit:

WHEREAS, this Convention has assembled as the representatives of the Whig Party of Cumberland County, and with the purpose of promoting the political views of that party, therefore:

Resolved, That before this Convention will take any action on the subject for which it has convened, it is expedient and proper, that we declare to each other, that we are severally members of the Whig Party and pledge our honor as men and representatives that we belong to no other political organization. And as a testimony thereof we sign our names hereto and direct that the same be published.

Wm. Skiles, Joseph W. Patton,  
Joseph Laughlin, Stephen Keepers,  
John McCurdy, Thomas Paxton,  
John Lee, Henry Rupp,  
Samuel M. Sharp, John Bricker,  
W. M. Penrose, A. A. Line,  
John Robertson, Thos. B. Bryson,  
R. P. McClure, T. L. Cathcart,  
W. D. Shoop, D. S. Runsha,  
Geo. Harlan, B. Given.

On motion it was Resolved, That the Convention proceed to nominate a Whig County Ticket.

The yeas and nays having been called were as follows:

Yeas—Messrs. Bricker, Bryson, Given, Cathcart, Keepers, Line, McClure, McCurdy, Penrose, Patton, Paxton, Rupp and Skiles.  
Nays—Messrs. Harlan, Laughlin, Lee, Robinson, Renshaw, Sharp and Shoop.

The Convention then proceeded to ballot for candidates, when the following gentlemen were chosen:

Assembly.  
FREDERICK WATTS, Esq., Carlisle,  
HENRY RUPP, Hampden.

Commissioner.  
WILLIAM M. HENDERSON, N. Middleton.

Treasurer.  
WILLIAM S. COBEAN, W. Ponsboro.

Director of the Poor.  
DAVID LESHNER, Hopewell.

Auditor.  
GEORGE LEE, Dickinson.

Coroner.  
JONH DUNFEE, Newville.

On motion. Resolved, That this Convention deem it inexpedient to nominate a Whig candidate for the office of Sheriff.

Messrs. E. Beatty of Carlisle, was appointed Senatorial Delegate, and Messrs. Thomas Paxton and Thomas L. Cathcart Representative Delegates to the Whig State Convention, to be held at Harrisburg on the 11th September.

The following named gentlemen were appointed as a Whig County Committee:

Carlisle, East Ward—William Bentz,  
West Ward—Thomas B. Thompson,  
Dickinson—Thomas Lee, jr.  
Hopewell—D. S. Runsha,  
Lower Allen—Wm. P. Dill,  
Upper Allen—Wm. M. Eccles,  
Newton—Henry Kendig,  
Newville—Michael Zeigler,  
Hampden—George Rupp,  
Shippensburg Bor.—Dr. W. D. E. Hayes.  
Tp.—Philip Koonz.

South Middleton—Joseph W. Patton,  
North Middleton—Parker Henderson,  
Southampton—William Pilgrim,  
Mifflin—William Knettle,  
Monroe—David Coble,  
East Ponsboro—Jacob G. Rupp,  
West Ponsboro—Levi Trego,  
Silver Spring—John Coyle,  
Mechanicsburg—Benj. Eberly,  
New Cumberland—Charles Oyster.

Messrs. Penrose, Bricker, Line, Rupp and Patton the Committee appointed reported the following preamble and resolutions which were adopted:

WHEREAS a crisis in the political history of

the county has been reached and amid the strife of warring elements it is necessary to re-affirm and vindicate the essential principles of the Whig party. Therefore

Resolved, By the Whigs of Cumberland County in County Convention assembled:  
First, That the existence of the Federal Union is the palladium of our prosperity and liberty, and that in view of its inestimable value we would shun all sectionalism and solemnly protest against any course which would merge the Whig party into disunionists either North or South.

Second, That all men have a natural and indefeasible right to worship Almighty God according to the dictates of their own consciences, that no human authority can in any way whatever control or interfere with the right of conscience and that no preference should ever be given by law to any religious establishments or modes of worship.

Third, That while we believe the time has come for a radical change in the naturalization laws, we believe also that the principle should be fairly, openly and honestly avowed and the organization to effect the end should be a fair, open and honest organization.

Fourth, That we have no affinity with modern Democracy and that the present National Administration by its imbecility, by its approval of the repeal of the Missouri Compromise, by the removal of Governor Reeder and by its almost innumerable short comings in every thing magnanimous or statesmanlike, has merited and should receive the condemnation of every good citizen.

Fifth, That having for many years contended for the principles and measures of the Whig party, which we believe to be eminently national, conservative and patriotic, and being as ardently attached to them as ever, we cannot consent to abandon the standard under which we have so long battled; and therefore we pledge ourselves one to the other to give the ticket this day nominated our most cordial and zealous support.

Sixth, That the best interests of the State would be promoted by the sale of the Public Works.

On motion it was Resolved, That the proceedings of this Convention be signed by the officers and published in the Carlisle Herald and the Shippensburg News.

THOMAS B. BRYSON, President.  
THO. L. CATHCART, R. P. MCCLURE, Secretaries.

RECKLESS RAILROAD RACE.—Smash Up and Narrow Escape of the Passengers.—One of the most inexcusable acts of recklessness that we ever heard of, took place on the Albany and Boston railroad, on Tuesday afternoon. As the 4 30 train got within a few miles of Chatham, a train on the Hudson and Berkshire railroad was discovered going towards Chatham also. A challenging signal was immediately given from the Albany engine to the Hudson to catch them if they could. The train from Albany consisted of engine, one or two baggage cars, and three coaches heavily loaded with passengers. The one from Hudson had two coaches with a few passengers, consequently it was light and gained upon the other about five seconds to the mile. Both engines were "wide open," and doing their best. After running about three miles side by side, the Hudson and Berkshire track takes a curve round a rock and a stream, and crosses the Western railroad track nearly at right angles—the engineer of the Albany train calculated that the Hud on train would lose three seconds in going round the rock, while the engineer of the Hudson train imagined he could gain still more, as his train was now under full headway. Having gained fifteen seconds, and got even with the Albany train, the Hudson engineer thought he could get over the crossing ahead. The calculations were very close, and would have done for horse-boat captains, but was criminal in railroad engineers.

Instead of gaining, the Albany engine lost two seconds, and struck the other train in the centre of a passenger car, cutting it in two, and carrying the entire Albany train through the car. As the Albany truck struck the other, the engine was misplaced, and struck the sleepers instead of the rails, and just after passing through the car, jumped around crosswise of the track, considerably wrecked. Had the engine of the Albany train gained a few seconds instead of losing, the Hudson train would have struck the Albany cars in the centre, and the loss of life and limb that would then have ensued can be easily imagined. The car from Hudson had but three passengers, who escaped miraculously—the conductor being the only one hurt, and he not very seriously. Whether the Western Railroad Company will reward the engineers for their close calculations, or discharge them for their recklessness, we do not know. The matter is before the board of directors for investigation.—Albany Knickerbocker.

BOUNTY LAND WARRANTS.—The total number of applications received at the Interior Department in Washington, for bounty land warrants under the last general act of Congress, up to the close of August, was 209,800, of which 109,060 were acknowledged, 25,582 allowed, and 23,988 warrants or certificates issued. Nine hundred and eighty of the claims examined are for soldiers of the revolution or their widows, of which number five hundred and twenty-two have been allowed; sixty-three to the soldiers themselves, now living, and four hundred and fifty-nine to the widows of revolutionary men.

### TERRIBLE RAILROAD ACCIDENT.

#### Twenty-One Persons Killed.

A frightful railroad accident occurred near Burlington, New Jersey, on the Camden and Amboy Railroad, on Wednesday forenoon, by which twenty-one or two persons were killed, and a much larger number severely injured. The Philadelphia Ledger, of Thursday, has the following account of this terrible catastrophe:

"The train of cars which left Philadelphia, for New York, at ten o'clock, consisting of five passenger cars, baggage car and locomotive, had reached Burlington just before 11 o'clock. It then stopped, waiting for the arrival of the 8 o'clock New York train, from Jersey city, which passes at this place. After waiting for from five to ten minutes, and the New York train not appearing, the Philadelphia train went forward slowly, watching for the approach of the downward train. It had gone forward about a mile and a quarter when the New York train came in sight. The whistle for the breaks and to reverse the engine was blown, and the Philadelphia train commenced backing, and soon got under rapid headway for Burlington again. In this reverse movement, the passenger cars, usually placed behind and coming after the locomotive, were now in front, and pushed forward by the locomotive. The engineer being with the locomotive, of course had not the advantage of seeing what was ahead of the backward going train. He had run but a quarter of a mile, and a mile from Burlington, when the first passenger car came in collision with a light pleasure wagon, driven by Dr. Hannegan, of Columbus, N. J., who attempted to cross the track in front of the cars.

The wagon contained Dr. Hannegan, his wife, and two children. The former, it is said, is hard of hearing, and by this infirmity caused an accident nearly similar, but not so fatal, near Beverly, about a year ago. The doctor had seen the cars pass as he was driving down the road, and supposing all safe, neglected to keep a proper lookout. The first passenger car struck the two horses in the wagon, just as they were crossing the track, killed them instantly, and threw one thirty feet on one side of the track, and the other forty yards on the other side. The wagon was turned round and upset, none of its inmates being injured, except in slight bruises. The front car, A, after striking the horses, ran forward, and off the track, about one hundred yards, and over a small embankment. The second car, B, was thrown directly across the track. The third car, C, went through car B and stopped diagonally across the road, the fourth car, D, followed and ran into car C. The fifth passenger car and the baggage car stopped without leaving the track. The two latter were not injured, but three of the other passenger cars were knocked to pieces, and many of their occupants were killed, wounded, and maimed.

It is impossible to describe the horrible scene that ensued. The cars were piled upon each other, and numbers of human beings were lying among the ruins—some dead, some dying, some shrieking from pain. Those saved in the train, and the passengers on the down train, aided by citizens of Burlington, who were quickly informed of the terrible accident, went to work to rescue the wounded and dying from the ruins. As soon as taken out they were conveyed to Burlington, where many private houses, as well as Agnew's and Kelly's taverns, were thrown open to the admission of the wounded, while the Lyceum was appropriated for the reception of the dead. Some had been crushed to death instantly, leaving scarcely a trace to recognize them by; some had been torn limb from limb by the splinters, benches and floors, and their remains scattered in every direction. Many were suffering from crushed limbs, broken backs, and injured and lacerated bodies. The scene was a heart-sickening one; but amid all its terrors, there were noble instances of resignation, a self-sacrificing spirit from the sufferers, which honored human nature.

It was nearly an hour before all the dead and wounded were extricated and placed in the hands of persons ready to aid them.—Eleven dead bodies were taken out of the ruins, and others were so badly injured that they died as soon as they got to the hotel at Burlington. It is supposed that from fifty to sixty persons have been wounded, some seriously, and others slightly.

The Ledger makes a list of killed twenty-one—The North American has it twenty-two—Among the list are Mr. George W. Ridgway, oil merchant; Alexander Kelley, Queensware do.; Baron de St. Andre, French Consul; Edward P. Bacon; Spring Garden; Wilson Kent, of the firm of Dyott & Co.; Mrs. Clement Barlay, Catharine Bigelow, and George Ingersoll, son of Lieut. Harry Ingersoll, all of Philadelphia. Among the injured are Dr. Andrew Porter, of Harrisburg, and a number of Philadelphians.

TWO NEW STATES.—It is believed that before the close of the next Congress, both Kansas and Minnesota will apply for admission into the Union. The late census of the latter territory, shows that she has already nearly the requisite population, and the inhabitants of both are rapidly increasing. Minnesota will, of course, come in as a free State, but how it will be with Kansas remains to be seen.

### STILL LATER FROM EUROPE.

#### ARRIVAL OF THE CANADA.

#### BOMBARDMENT OF SWEABORG.

#### SANGUINARY BATTLE ON THE TCHERNAY.

#### The Russians Repulsed with a Loss of Four Thousand Men.

HALIFAX, Aug 29th.—The Cunard steamer Canada arrived here at 4 o'clock this morning, with Liverpool dates to 18th inst., and one week later than previous advices. The Canada left Halifax at 7 o'clock for Boston. The news by this arrival is quite stirring and important, though not decisive.

#### BOMBARDMENT OF SWEABORG.

The city and fortifications of Sweaborg were bombarded by the allied fleet on the 11th inst., with terrible effect. The place was literally destroyed.

By the arrival of a steamer, intelligence has been received from the Baltic fleet, embracing a continuous account of the operations at Sweaborg from the 9th to the 11th instant.—The destruction of property and loss sustained by the Russians was immense. The allies suffered only trifling losses. On the 13th, after the bombardment, the fleets returned to Narva.

The Russian fleet at Sweaborg was not destroyed, but the damage done the place was most disastrous. An immense conflagration was caused by the bombardment, which raged for forty five hours, destroying storehouses, magazines, arsenals, &c. The various powder magazines in the place blew up, together with other military stores, projectiles, &c.

The despatches of the French and English Admirals do not say anything about the Russian ships at Sweaborg. The allies lost no lives in the engagement, and only two officers and thirty men belonging to the English fleet were wounded. The French escaped with about the same number of wounded. Sweaborg, however, did not surrender, notwithstanding the terrible blow the allies claim to have inflicted upon it.

#### GREAT BATTLE ON THE TCHERNAY.

Very important news from the Crimea had been received at London. Early on the morning of the 16th the Russian army under Gen. Liprandi attacked the line of the Allies on the Tchernay. The Russians were 60,000 strong, and the battle lasted for three hours, proving a most sanguinary contest. The Sardinians fought most bravely with the Allies, and repelled the Russians with terrible loss. Four or five thousand Russians were killed and 400 were taken prisoners. The loss of the Allies was but small. The Russians were in complete retreat when the French reserve came up.

Omer Pacha had received orders to return to the Crimea instead of going to Asia.

A St. Petersburg dispatch says that Gortschakoff has received orders to sink the Russian fleet if Sebastopol falls.

#### THE SECRET EXPEDITION.

The London Morning Post, the ministerial paper, says that it has reason to expect stirring, and, hitherto, unexpected news from the Crimea. This is supposed to refer to the great secret expedition.

#### FROM ASIA.

The latest accounts from Asia Minor says that Kars has been completely invested by the Russians, and the first parallel opened; and that all communications with Erzerum has been stopped. Turkey is sending reinforcements to the aid of Kars.

#### FRANCE.

Wednesday, the 15th, being the fete of Napoleon, was a holiday on Bourse. The festival was celebrated at the theatres, with illuminations, &c., and the commutation of the sentences of 2,000 prisoners.

Immense preparations were made for the reception of Queen Victoria, whom the Emperor went to meet at Boulogne on Tuesday.—The Empress would not be present at the reception.

Ex-President Fillmore was introduced to the Emperor by Minister Mason.

#### RUSSIA.

It is reported that the commissariat of the Southern Russian Provinces has declared that it is impossible to provision more men than are now in the Crimea, consequently no further reinforcements will be sent there at present.

#### AUSTRIA.

Negotiations continue between London, Paris and Vienna respecting Austria's continued occupation of the Principality.

The London papers say that the negotiations have arrived at the point of a triple treaty, binding France, England and Austria not to conclude an arrangement separately with Russia.

#### ENGLAND.

Her Majesty Queen Victoria, escorted by six ships of war, crossed the British channel to Boulogne on the 17th, on her long contemplated visit to France.

#### THE MARKETS.

Breadstuffs.—Flour is dull at a decline of 6d per bbl. Sales of Western Canal at 39s a 40s; Ohio 42a43s, and Baltimore and Philadelphia 40s a 42s. Wheat is a trifle lower, with but a small speculative demand. Corn is dull at a decline of 12s 6d; quotations nominal.—White Corn 43s a 44s; Yellow 37s a 38s 6d. The weather has been favorable, and the accounts from the agricultural districts encouraging.

TO KEEP MILK SWEET.—A. Boyd, a correspondent of the Scientific American, states that he has practiced a peculiar method, with much success, of preserving milk sweet in the pans. It simply consists in placing a piece of new hammered iron or three twelve-penny nails in each tin pan, then pouring the warm milk on them. He believes that electricity has something to do with producing the result. He has tried many experiments before he hit upon this one, which he found to preserve the milk sweet for a longer time than any other plan tried by him. It is worth a trial by our farmers and dairymen.