

For President, JAMES BUCHANAN, of Pennsylvania. DEMOCRATIC ELECTORAL TICKET.

SENATORIAL ELECTORS. GEORGE W. WOODWARD, of Luzerne. WILSON McCANDLESS, of Allegheny. Gen. ROBT. PATTERSON, of Philadelphia.

- REPRESENTATIVE ELECTORS. 1. Peter Logan. 2. George H. Martin. 3. John Miller. 4. F. W. Beckius. 5. R. McKay, Jr. 6. A. Apple. 7. Nimrod Strickland. 8. Abraham Peters. 9. David Eister. 10. R. E. James. 11. John McReynolds. 12. P. Damon. 13. H. C. Eyer. 14. John Clayton. 15. Isaac Robinson. 16. Henry Fetter. 17. James Burnside. 18. Maxwell McCaslin. 19. Joseph McDonald. 20. Wm. S. Callahan. 21. Andrew Burke. 22. William Dunn. 23. John S. McCalmont. 24. George R. Barrett.

For Canal Commissioner, WILLIAM SEARIGHT, of Fayette.

BLANK DEEDS, of a superior quality, for sale at this office.

Thanks.—To Hon. Linn Boyd, Hon. R. Brodhead, Hon. W. H. Seward of Congress; Wm. P. Schell, Isaac Leech, Jr., and P. U. Hook, Esqrs., of the Pennsylvania Legislature, for valuable documents.

The Public Works.

The grave and reverend legislators, whom the sovereign people elected last fall, to promote their interests by fair and impartial legislation for the good of the Commonwealth, do not appear to have bestowed that consideration on the project for leasing the public works which its importance deserved. We cannot see how the opponents of this measure dare to go once more with unclean hands before their constituents and ask their suffrages for a re-election. Economy in monetary matters, as well as an increase of revenue to the treasury, whereby taxation would be diminished, our enormous state debt reduced, and the wishes of the people gratified in our opinion, are facts conclusive why a change for the better should be made of the system of managing our public improvements. A certain revenue is offered the state, by the company proposing to lease, of one million of dollars a year, for ten years to come, and the agreement is explicit, that the works will be kept in as good repair as when received from the State. The actual revenue for last year, when the whole business of the Central Road was thrown upon the line of Public Improvements from Hollidaysburg to Pittsburg, amounted only to about \$243,000 after the expenses of Legislation, the Auditor General's Office, Canal Commissioners Office were deducted. Therefore at least an increased revenue of \$800,000 can be derived by accepting the proposition. Much time is annually consumed by the Legislature concerning our State works, which costs money, and while the proposal to lease, if accepted, would avoid this, at the same time the expenses of the Canal Commissioners, and Auditor General's Offices would be largely decreased.

There must be some causes operating at Harrisburg to disappoint the expectations of the people on this subject, because it admits of no doubt but that three fourths of the voters of the State are in favor of a measure calculated to replenish the treasury. Perhaps each member has a friend or two who are enriching themselves upon the "spoils of office," for whose interests he works in opposition to the interests of the people, his constituents. Legislation should be adopted to the advantage of the many and not for the purpose of enriching a few. We have no interest in leases, none in the public works, we would not have any if we could, and perhaps, as Father Ritchie once expressed himself, "we could not have, if we would;" but we have a deep interest in the wishes of the people; and desire their potential voices to be heard, and therefore urge once more the necessity and the profit of a change, fully conscious, that if such does not take place, the receipts for this year will exhibit no more satisfactory profit from the State improvements than resulted last year.

The New Postage Road.

In another column will be found the proceedings of the House of Representatives, in reference to this important work, showing an appropriation of \$400,000 towards its completion. The propriety of making a double track cannot be doubted, as it is conceded by all practical men that a road across the mountain with heavy grades, having but a single track, would be an intolerable nuisance. The present new road looks more like a cow-path than a railroad, but the increased width necessary for a double track will give it fairer proportions. The Senate should concur in the appropriation as made by the House and have the new road constructed without any unnecessary delay, for it seems impossible that the present Portage canal last longer than a year more, without being re-laid with new iron. The Appropriation Bill makes provision for paying the back debts on the public works, and when this is done, the Canal commissioners intend to make Cash Payments, in all future cases, if the appropriations are sufficient. A change "devoutly to be wished for." This Bill will no doubt pass this week.

A Thing Much Needed.

Application has been made from this county to the Legislature for the passage of a bill authorizing two weeks court every three months, instead of one week, as at present. The vast amount of common-law business, which at the last court occupied an entire week, renders this change necessary, and the people wish it. We learn that the bill is opposed, by certain gentlemen not residents of the county, on the ground that the weeks specified conflict with their courts. We would say to them that we desire a bill made to suit the Cambria lawyers, and if it interferes in any way with your courts please have your present arrangement altered to suit you. We desire no interference and will not break it with impunity.

The attempt has been made to deprive A. Boyd Hamilton of the Public Printing at Washington. We consider this coup de 'etat of the committee on Printing as unfair, and a flagrant act of injustice towards the contractor. We are indebted to Mr. Kutz, M. C., from this state for a small hand bill published by Mr. Hamilton in reply to the resolution introduced into congress to deprive him of the printing, in which he states that he has not "neglected or delayed" the work entrusted to him, and if this is true, as we have no doubt it is, we cannot conjecture why this proscription of the man who discharges his obligations should be allowed to proceed. From his pamphlet we also make the following extract and from the fact of our having been through his large establishment, we are of the opinion that he can do what he says.

"The contractor has invested more than \$50,000 to fulfil his contract; he has the best and only establishment in this city for the prompt execution of the work; he has one hundred operatives in his employment, practical and experienced persons, and he is fully prepared at all points to execute the public printing; he made his bids in good faith, at low rates; he has not met with the consideration due to one who profers through his economy and labor to work cheaply for the public, on the contrary he has encountered an opposition as unjust and ungenerous as ruinous. The very economy of his bids has been alleged as a crime. His means have been slandered, and his credit impaired.

The Weather.

Horrible roads—mud a foot deep—every body stays at home—nothing doing—are the consequences of rain, rain for weeks. Much damage must result from such continual rains, and we hear that the Pennsylvania Railroad, near Johnstown has been partly washed away by the flood. The Bridges at Harper's Ferry, Va., have gone, also one over the Shanandoah. The Sun has not been in these parts for nearly a month—Yesterday, snow fell nearly all day. The farmers have not yet done any seeding. In the midst of all our troubles concerning the mud, and rain and with the fact staring us in the face that such weather never was "heard tell on" in the memory of that distinguished individual, "the eldest inhabitant," Mrs. Swisshelm editress of the Pittsburg Visitor says:

"Thank heaven for the return of the mud, the soft mud—black, yellow or red, no matter what color, every hue of the comfortable old-fashioned mud is welcome, doubly welcome, after its long absence. It tells that the late dirty earth, like the hard and stony heart of a sinner, has been reached by the divine influence. It is at last melted into sympathy for the sorrows of the poor—has relented and opened her bosom to her shivering children, who for a time were cast off, and whose tears fell, unheeded, upon her stony breast. The mud, the welcome mud, is her promise to supply their wants, is the sign of her return to her maternal duties!"

ITEMS.

Gov. Bigler has vetoed the bill, recently passed by our State Legislature, authorizing the Pennsylvania Railroad Company to hold real estate for depots in West Philadelphia. Kossuth is now at Newark, N. J., en route for Boston. The "sober second thought" of the people has somewhat sullied the enthusiasm which raged so furiously in his behalf four months ago.

An Apportionment Bill has passed the Senate of this State, in which Cambria, Westmoreland and Indiana form the 21st Congressional district. The Legislature of New York adjourned sine die at 6 o'clock on Saturday morning, having had a wake all night. \$10,000 was appropriated to the New York Volunteers. Would that our Legislature acted likewise.

The second trial for the election of six representatives in Providence, Rhode Island, on Friday, resulted in the election of Americus V. Potter, Democrat, by 98 maj., over all. He is the first democrat ever elected in that city. Sensible at last.

The Harrisburg Keystone comes down like "a thousand of bricks" on the horde of borers that hang around the capital every session. Hit 'em again, they have no friends.

Jenny Lind Goldsmidt gives three concerts in New York on the 18th, 21st and 24th May. She then goes to Sweden.

On the 7th, April, a terrible fight occurred at Havana between a party of American and English sailors. Several persons were killed. The military were called out and suppressed the riot.

5,159,641 pounds of maple sugar are made annually in Vermont, being 2,573,293 lbs., more than are made in all the rest of New England.

At Halifax, Nova Scotia, on Thursday last, a foot of snow had fallen.

A large meeting was held at Greensburg, on 13th inst., at which resolutions were passed censuring Col. John McFarland for his exertions in favor of Ligonier county in the Pennsylvania Senate. Right.

The Chambersburg Valley Spirit, on and after the 1st July next, will be enlarged and worked off by steam. We expect to obtain one of those "one horse locomotives," which the Pittsburg Post says are in use on the Portage Railroad, to work our edition off—provided, we can ever find one.—Truly, a difficult matter.

Mr. Clay.

The Washington Telegraph says:—"The many conflicting accounts sent off from this city, render it not a little embarrassing to those who are here to satisfy the public mind respecting the true condition of the health of this gentleman.—Mr. Clay is feeble, and subject to frequent changes, generally produced by the varying weather. He passes most of his hours in the day in sitting up, or promening his chamber. It is only occasionally that he is obliged to keep his bed in day time. When the weather continues favorable for any length of time, his improvement is always very manifest. We entertain the hope that, with the continuance of good weather for a number of days, he may deem it prudent to enjoy the balmy breath of spring in his carriage."

The Magazines. Blackwood.—The February number of this justly celebrated Magazine contains an admirable review of "Alison's Life of the Duke of Marlborough," a complete history, in itself, of the eventful life of that remarkable man. Also, an able article on the "Results of Revolution in Europe," and other interesting and invaluable compositions.

North British Review.—This, the youngest of the British Reviews, promises to rival its contemporaries both in the selection of articles and the manner in which it is conducted. The number for February notices at length a new edition of the "Works of Milton, the Poet," and "Carlyle's Life of Sterling." The "Literature of the New Testament" well repays a second reading, and a history of "France in January, 1852," imparts a complete knowledge of events on that part of the continent. Knowledge seekers should not be without them. See Advertisement.

Graham's Magazine.—This favorite American Magazine increases in value, monthly. The May number has an engraving of the "Bavarian May Queen" charming picture; a portrait of Stewart A. Godman, Esq., editor of "The Illustrated Family Friend," a capital article on "Dandies" that will please all except those "hits," and a variety of literary contributions by eminent authors. Price \$3 per year; two copies for \$5. Graham for May is, decidedly, the "Gem of the month."

Pennsylvania Legislature.

HARRISBURG, April 15th.

SENATE.—A very large number of petitions, &c., were presented.

Mr. Matthias presented a remonstrance from the Board of Trade of Philadelphia, against the proposed lease of the railroad and canals of the State to a company.

Mr. Fernon presented a remonstrance from the Board of Trade against the passage of the bill regulating the construction of piers in the river Delaware and defining the rights of owners of property fronting on the Delaware and Schuylkill.

The following bills were considered and passed:

To incorporate the Rossiter Mining Company. To divorce John R. Wood and Caroline his wife.

The Senate then took up the motion to make the bill relating to capital punishment the special order for Monday next, and the motion was negatived—yeas 13, nays 19.

On motion of Mr. Packer, the bill to aid free people of color to emigrate to the colony of Liberia, was referred to the committee on Finance.

HOUSE.—The general appropriation bill was again taken up, and amended by appropriating \$207,000 of the North Branch Canal loan and a sum not exceeding the same amount of the balance remaining in the State Treasury after the payment of the August interest, to the avoidance of the Inclined Planes on the Allegheny Portage Railroad, under a certain restriction fully set forth. The amendment was adopted by a vote of yeas 58, nays 30.

The House amendments on an omnibus bill, restricting the compulsory features of the infraction laws, so far as relate to salted provisions, and which were stricken out in the Senate, were insisted on in the House this morning, despite the remonstrances of the Board of Trade and many merchants of Philadelphia, which were presented and read, on motion of Mr. Flanigan.

Pennsylvania and Iowa.

We have just examined a map, showing the line of railroads which are completed and projected (and some under contract), that are designed to bring the States of Pennsylvania and Iowa into a close, and we trust, perpetual union, with the exception of twenty-five miles, between this city and Pittsburg. We find that by the 1st of May, we shall have a continuous railroad to Chicago, in Illinois, which twenty years ago, was a military post, but has now 40,000 inhabitants. From this point railroads are making to Dubuque and Davenport, in Iowa—to Cairo, at the mouth of the Ohio; and the bill lately passed by the Senate, through the influence and energy of Senator Jones, of Iowa, granting one and a half millions of acres of land to that State, for railroad purposes, (if passed by the House of Representatives), will make a continuous railroad to Council Bluffs, on the Upper Mississippi, with branches to Keokuk and Dubuque, intersecting the main line at Iowa City. Any one who will examine the map, will see the vast extent of country which will be brought into use by these improvements, and may possibly form some idea of the trade and travel which will ensure to the benefit of our city and State. Pennsylvanian.

The Democratic House.

The Harrisburg Keystone says, "we were scolded no little, publicly and privately, for intimating in the Keystone, in the early part of the session, that although a majority of the members of the House were elected as Democrats, every Whig measure that was pressed would command a majority of votes, and we doubted whether any Democratic measure would prove so fortunate. We made no defence to all this, for we were too well convinced that the House itself would vindicate us and in the end prove that our suspicions were well founded.—Look at the vote chartering the Mauch Chunk bank. And observe closely the vote on every other new bank bill that comes up. Tell us, then, whether the House is Democratic in fact or only in name. Look again at the numerous extravagant acts of incorporation of every imaginable hue that are passed. Look at Governor Bigler's glorious vetoes, and then tell us whether we wronged this Democratic House by the intimation referred to. It is high time for the Democratic masses to take this matter in hand, and elect representatives who will not vote for Whig measures. We shall use our best endeavors at all times to lay before them the yeas and nays upon all questions involving party principles, that they may know who are faithful and who are not, and if they re-elect those who have failed in their duty to the party which elected them, they shall do it with a full knowledge of the facts."

House of Representatives.

THURSDAY, April 15, 1852.

APPROPRIATION BILL. The bill to provide for the general expenses of government, the repairs of the canals and railroads, and other general and special appropriations, came up in order.

The section making an appropriation to the Allegheny portage railroad pending. Mr. McCune moved to amend as follows:—"that \$200,000 of the sum authorized to be borrowed for the completion of the North Branch canal, agreeably to the provisions of an act of Assembly, approved April 24, 1852, together with any amount not exceeding \$200,000, which may remain in the Treasury after paying the several sums appropriated by the provisions of this act, be and the same is hereby appropriated to the improvement of the Allegheny Portage railroad, to be expended as follows:

"\$150,000 of the said appropriation or so much thereof as may be necessary to be expended in the ultimate completion of a double track from the foot of plane No. 4, to the point of intersection of the road to avoid plane No. 2 and 3, with the long level and to the straightening of the road, and laying the north track in a heavy T rail on the long level, from said point of intersection to the point where the Pennsylvania railroad company's road diverges from the Portage railroad, for the purpose of avoiding plane No. 1. The balance of said appropriation shall be expended at such points as the Canal Commissioners may direct, between the foot of plane No. 4 and Hollidaysburg: Provided, That before any of the said balance shall be expended for the purpose herein contemplated, William Melnor Roberts and Edward F. Gay, civil engineers, be, and they are hereby appointed to act in conjunction with Robert Faries, the present engineer on the said Allegheny Portage railroad, for the purpose of re-examining the line of said road between the foot of plane No. 4 and Hollidaysburg, with a view to avoid all the planes between said points, or as many as may be deemed most practicable, and for the best interests of the Commonwealth; and that after said Engineers, or a majority thereof, shall have decided upon the most practicable route from the foot of said plane No. 4 to Hollidaysburg and shall have made their report to the Canal Commissioners, then the said Canal Commissioners shall order the said work to be prepared for letting, and put the same or such portions thereof as they may deem most expedient, under contract: Provided, That the expenses of said survey shall be paid out of the foregoing appropriations."

Mr. Hart moved to add to the end of this the following:

"That the said board of Engineers are hereby authorized and required to fix and determine upon the terms by which the Commonwealth may make use of the Pennsylvania railroad, when it avoids plane No. 1 of the Allegheny Portage railroad, fixing the rate of tolls to be received by the Pennsylvania railroad company for freight transported in cars other than those belonging to said company, and the rates of toll to be received by the Commonwealth for motive power, for all freight carried on said portion of the Pennsylvania railroad company's cars, and report the same to the board of Canal Commissioners who are hereby authorized, should they deem it expedient, to enter into contract with said Pennsylvania railroad company upon the terms so reported by said Engineers, such contract to be continued for such length of time as may be agreed upon by the parties aforesaid:—Provided, That the Pennsylvania railroad company shall proceed to lay down and complete a second track on that portion of their road as soon as practicable after the completion of said contract."

Mr. Kean opposed the amendment to the amendment.

Mr. Hart advocated it.

Mr. Bonham followed in reply.

The Speaker replied to the latter gentleman and explained the objects of the amendment.

The amendment was agreed to—yeas 58, nays 30.

The question now recurring upon the amendment proposed by Mr. McCune, as amended by the addition of Mr. Hart, it was adopted without a division.

Mr. Hart moved to add this proviso: Provided, That if the said engineers, or either of them, refuse to act in the premises, the Governor is here authorized to supply the vacancy by appointment; which was added by unanimous consent of the House.

Mr. Bonham moved another section in these words:

For the purpose of building a lock at Uhlers, two locks and the enlargement of the aqueduct, and widening the prison of the canal at New Hope, on the Delaware division of the Pennsylvania canal, the sum of \$60,000; which after being debated by Messrs. Bonham, Lilly and Ely, was agreed to.

The bill was still under consideration when the House Adjourned.

Arrival of Kossuth.

WASHINGTON, April 14. Kossuth's return creates no excitement. He arrived without noise, and will depart without confusion. He has been quite retired since his return. Numbers of Senators and Representatives have called upon him. His desire is to see Henry Clay again, after which Kossuth leaves for New York. That desire he was unable to accomplish. Probably he will be more successful to-morrow, when he will depart.

The government is prosecuting the forgeries of the Mexican vouchers with extraordinary diligence. William R. Brown, of Michigan, is on trial in the criminal court; the Hon. A. W. Buel, of Detroit, is his counsel.

The mechanics and laborers on the extension of the Capitol, resume work to-morrow.

The Texas bond holders met to-day; they appointed a committee, and adjourned without a full decision. The opinion is that they will take what Texas offers, and bide their chance for the remainder.

FROM OUR EXCHANGES.

The Maumee Times tells a fresh water fish story which will do to put on record by the side of the Tribune's Sea Serpent story. A fish, it seems, was caught in the Maumee river, with a seine and took two horses and thirty fishermen to draw it in. The Times says it was the largest fish ever taken in those waters. It measured from the tip of its nose, or mouth, to the end of its tail, 23 feet 4 inches, and in circumference, in the largest place in its body, it was 4 feet 9 inches. On opening it, it was found to contain in its stomach two good sized muscalonge, about half a barrel of pickerel, together with a very respectable compliment of the smaller members of the finny tribe. There were also found in his insides two joints of stove pipe, a pair of old boots, and a remnant of an India rubber over coat.

A crust of bread, a pitcher of water, and a thatched roof, and love; there is happiness for you, whether the day be rainy or sunny. It is the heart that makes the home, whether the eye rests upon a potato patch or a flower garden. Heart makes home precious, and it is the only thing that can.

A fine fellow having taken a bee in his hand, received its salute; whereupon he ran to his mother, and said, "Oh, mother, how hot that pretty fly is! He ought to drink some ice water!"

THE CHEVALIER WYKOFF.—This notorious personage, who is now in prison in Geneva, for attempting to secure a wife by abduction, is quietly at work making stockings, suspenders, and other useful articles. The king of Sardinia refuses to pardon him, or even to commute his sentence.

A PRINCELY CONSUL.—It was stated in the foreign news, the other day, that Prince Pierre Bonaparte was to be sent to the United States as a Consul, with a salary of 15,000 francs or about \$6,000. It appears that it is the port of Charleston, S. C., to which he is to be sent. He is a cousin of the Prince Consort of France, is an ex-Representative, ex-Montagandist, &c., and succeeds Count Choiseul in the Consulate.

WONDERS OF THE TELEGRAPH.—Direct communication was had, on Friday evening, between the New Orleans telegraph office and the office of the New Orleans line in Hanover street, New York, the whole extent of near 3000 miles of wire having been successfully worked in a single circuit. Despatches were sent from New York to New Orleans, sixty minutes ahead of time.

JOHN FULLWOOD.—We are happy to say to the numerous friends of this Gentleman, who was so badly injured a short time since, by the collision of locomotives, near Latrobe, that he is doing as well as could be expected. Reports have obtained currency, that his leg would require amputation and that his life was despaired of. On the authority of his physician, we can assure his friends that he is in a fair way of recovering.—Greensburg Argus.

Mrs. GAINES'S CASE.—The U. S. Supreme Court, which re-commenced its session in Washington, last week, it is stated, has refused a re-hearing to Mrs. Gaines, widow of Gen. Gaines, by a vote of 4 to 2. This we suppose ends the chapter. Had her claims been sustained, she would have been probably the wealthiest person in the United States. There have been times, during the progress of the suit, when, it is said, she might have compromised for half a million of dollars.

ANOTHER FIRE AT THE CAPITOL.—We learn by the Washington papers that a fire occurred on Wednesday, in the room occupied by the Supreme Court of the United States. The only damage done was the destruction of a few tables and transcripts of papers, including some rough minutes and memoranda, which can all be replaced without much trouble. It is understood that the fire was accidental.

The English papers lately stated, that the copy of the Bible used on the occasion of the admission of General Washington to the order of Masons, was exhibited to the brethren assembled at a meeting of the Lodge of Virtue, under the Albion Hotel, Manchester. A citizen of Fredericksburg, Va., contradicts this story, and says that the Bible in question is still in use in the Fredericksburg Lodge, No. 4, the archives of which state, that "George Washington entered" an apprentice on the "4th day of November, 1752," was "passed, March 3d, 1753," and was "raised August 4th, 1753." He is also recorded as "present" at subsequent meetings of the Lodge.

The funeral of Bishop Hedding, we learn from the New York Commercial, took place at Poughkeepsie on Monday, April 12. Bishop Waught, of Baltimore, the now senior Bishop of the Methodist Episcopal Church, who was telegraphed to immediately on the death of Bishop Hedding, was present at the interment, and delivered the funeral discourse. Bishop Morris, of Cincinnati, and a large concourse of the Methodist clergy were also present. Bishop Jones, who is in attendance at the New Jersey Conference, now in session at Trenton, also delivered a funeral discourse before the Conference.

THE SIERRA MADRE REVOLUTIONISTS.—Brigadier General O. F. JOHNSTON, formerly Attorney General of Pennsylvania, Col. WHEAT, Maj. HOWELL and others, have arrived at New Orleans, from the Rio Grande, it is said in quest of "material aid" for the purpose of carrying on the Sierra Madre Revolution. There is no doubt that another attempt, upon a large scale, will be made to effect the independence of the State of Tamaulipas and the adjoining country, and it is said that the forces will be commanded by an American General of distinction.

GOLD.—Some days ago, says the Albany Register, Mr. R. W. Hyde, who lives on the Troy and Poestenkill Plank-Road, within the limits of the city of Troy, opened a well on his premises, and found gold in it, in the shape that it is found in the California diggings. A returned Californian has identified the auriferous findings and declares they are the "real thing," and promise most abundantly.

AN IMPORTANT FACT.—General Samuel Broston, in a late speech, is said to have stated a fact not generally known, and which is of importance to the families of soldiers who were murdered by order of Santa Anna, at Goliad, in 1836. It is that the Legislature of Texas, several years ago, passed an act giving to the next of kin of each soldier who fell in that massacre, 1600 acres of land, to be located in any of the unappropriated lands belonging to the State.

A SINGULAR TESTIMONIAL.—We learn from a correspondent, that 10,000 square feet of land, in the Washington Cemetery, near New York City, have been deeded to trustees for the erection of a monument, 150 feet high, to Henry Clay, the cost of which is to be raised by subscriptions, from twenty-five cents to one dollar, from the ladies of the United States. This is a singular mode of testifying the respect and gratitude of the donors, however large may be the measure of their admiration. To most of the monumental honors have rather too posthumous a character to be contemplated with satisfaction or delight.

The Spirit of the Times says, on the subject of racing time:—"No horse ever went a mile within a minute, although it has been alleged of the Flying Dutchman. Such a feat is impossible, for it would require to have a horse with a stride of ninety feet, and perform it once every second. The best time ever made was in a four mile race, by Fashion. The time was 7 minutes and 38 1/2 seconds.

In a recent ride to Peoria, we discovered the following literary placard upon a gate post:—"For Sail a Too story Hows And bra the One exper to Go to Californy."

We had the curiosity to inquire, and found that the intelligent "Oner" was not a subscriber to any paper.—Galesburg News Letter.

PADDY MILLS.—Two Irish foot Pats, staying on the National Road, saw a mile stone, which read "208 miles from Cumberland. After deciphering the letters, one says to the other:—"Thread lightly, Mike; that's an odd fella; 208 years said, and his name is 'Miles from Cumberland.'"

A Correspondent of the Norristown Herald tells a story of an intelligent member of the House of representatives from Berks county, who a few years ago, on one of the officers of the House, placing on his desk a couple of sticks of sealing wax, turned to his next neighbor and inquired, "if they gave them mint-sticks every day."

Queen Victoria, at her last levee, wore a white silk train, brocaded with silver, and trimmed with silver blonde and pink satin ribbons. The petticoat was of white satin and tulle, trimmed with pink satin ribbons and silver, and the head-dress was formed of diamonds, with a green wreath.

MACREADY'S OPINION OF THE STAGE.—An exchange paper vouches for the truth of the following statement:

Mr. Macready, the eminent tragedian, now resides at Sherborne, in the bosom of a most interesting family of twelve children. Among many excellent rules for the government of his family is one, from which, it is said, he has never departed. It is, that no one of his children should ever, on any pretence, enter a theatre, or have any visiting connection with actors or actresses.

The southern Ohio and Indiana paper report that most of the fruit—cherries, peaches, apples, and pears, which had escaped the extreme cold of the past winter had been destroyed by the late frosts. The Brookville (Ind.) Advertiser says the loss is incalculable, and the present impression is that \$500,000, or fifty years of constant horticultural application will not bring back our orchards to what they were last summer.

Trunks are now manufactured in England in such a shape as to be small or large at the pleasure of the traveller, and the quantity of articles he may wish to carry with him. The principle is very simple. The trunk is of two independent parts, without hinges; one sliding over the other, and fastened with straps and padlocks. Of course its size will depend entirely on the quantity it contains.

BALTIMORE, April 15.—The New Orleans mail came through this morning. I see by the Picayune that a suit has been brought at New Orleans, by Bishop Kenrick, late of Philadelphia, and now Archbishop at Baltimore, for the heirs of Mrs. Campbell, late of Germantown, Pa., and the heirs of the late Mrs. Caroline Clark, wife of John Barnes, of Philadelphia, to recover the immense estate of Daniel Clark, deceased, lately claimed by Mrs. Myra Clark, the widow of Gen. Gaines. Several other similar suits are being brought by different heirs, which will lead to a long, tedious, and vexatious trial.

French Spoliation Claims. In the United States Senate on Thursday, 14th the Philadelphia Argus, Mr. Bradbury having the floor, proceeded to reply to the arguments of Mr. Felch, speaking for nearly an hour, and strongly arguing the justice of these claims, which every Congress had admitted in their reports upon the subject. He argued also the gross injustice of the delay that had been practiced. When he had concluded, the amendment proposed by Mr. Borland, and another proposed by Mr. Dodge, of Iowa, were rejected.

Several slight amendments were then made to the bill, after which it was ordered to be engrossed—yeas 26, nays 10. The yeas were as follows:—Nays, Messrs. Adams, Adams, Brodhead, Chase, Dodge of Iowa, Douglas, Felch, King, and Walker—10.

This vote is a most gratifying one, and shows that justice will yet be done to the sufferers by this act of our Government. Among the nays is Brodhead, of our State, who by this vote misrepresents nine-tenths of his constituents. All over the State are to be found those who are the claimants under this relief act, and in this city many a family will be made glad when this long-delayed act of National justice is consummated. We hope the House will act promptly when the matter comes before them.