

Andrew J. Rhey, Editor. EBENSBURG, PA.

Thursday, June 3, 1852.

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

SENATORIAL ELECTORS. GEORGE W. WOODWARD, of Luzerne. WILSON McCANDLESS, of Allegheny.

- REPRESENTATIVE ELECTORS. 1. Peter Logan. 2. George H. Martin. 3. John Miller. 4. F. W. Beckius.

For Canal Commissioner, WILLIAM SEARIGHT, of Fayette.

The Editor is now absent, having gone with the crowd to Baltimore to witness the proceedings of the National Convention.

Important. The long unsettled claims of those who have furnished materials upon the Portage Railroad are at length to be adjusted.

Fare Reduced. The Pennsylvania Rail Road Company have reduced the fare on their road from Pittsburgh to Philadelphia, to \$9, by Railroad and Canal, and \$10 by Railroad and stage.

Portage Rail Road. We publish this week the very able and satisfactory report of Messrs. Roberts and Gay relative to the location of the road for the avoidance of the planes. It will be seen that these two eminent Engineers fully sustain Mr. Faries in his location of the road, and urge its immediate prosecution to completion.

Democratic National Convention. This day assembled at Baltimore on Tuesday last, but as yet we have not had any account of its proceedings. The result will be looked for with no ordinary interest.

BALTIMORE, May 31. The city is literally overflowing with delegates and strangers, drawn hither by the Democratic National Convention, which assembles to-morrow.

SECOND DISPATCH. The two sets of delegates from Georgia, have not yet arranged their difficulties, though they have spent most of the day in caucus.

There is to be a grand mass meeting held in Monument Square, to-night, which will be addressed by many able speakers from all parts of the country.

The friends of Gen. Cass pretend to much confidence, so also do the friends of Messrs. Buchanan and Douglas. Gen. Butler is gaining strength. We have conversed with several delegates instructed for Gen. Cass, who say they will easily wheel round if necessary.

The meeting in Monument Square, this evening, was an immense one, and was attended by not less than ten thousand persons.

Arrival of Thomas F. Meagher. PHILADELPHIA, May 28. The Irish patriot, Thomas F. Meagher, has arrived at New York, having escaped from Van Driemen's Land.

Portage Road--Engineers' Report. We give below the Report of Messrs. ROBERTS and GAY, says the Harrisburg Keystone, appointed by a law of last session to examine, in connection with Mr. FARIES, Principal Engineer of the road, a portion of the proposed route to avoid the inclined planes upon the Allegheny Portage railroad. It will be perceived that the report sustains the line recommended by Mr. FARIES and concurs with him entirely in the correctness of his estimates as to the cost of the work.

On the subject of the avoidance of the planes, we have heretofore, on different occasions, given our views at length. The state has wisely, in our humble opinion, undertaken the work--its importance and usefulness a little time will undoubtedly show to the satisfaction of all who may now doubt.

TO THE BOARD OF CANAL COMMISSIONERS OF THE STATE OF PENNSYLVANIA. GENTLEMEN:--In pursuance of the 20th section of an act of the Legislature of Pennsylvania, approved May 4th, 1852, the undersigned have met on the line of the Allegheny Portage Railroad, and made an examination from the foot of Plane No. 4, to Hollidaysburg.

The mountain region embraced within the limits designated, has been subjected to repeated examinations of experienced engineers, and its topographical features are now accurately defined and well known. Messrs. Clarke & Holgate, Nathan S. Roberts, Col. Long, Moncre Robinson, Sylvester Welch, Hother Hage, Charles S. Schlatter, J. Edgar Thomson, Edward Miller, and others, have at different periods from 1824 to the present time, made careful instrumental surveys, and Mr. Faries, the Engineer of the New Portage Railroad, has had the advantage of their experience combined with his own personal explorations and observations.

The route traced, and recommended by Mr. Faries, to avoid the planes from No. 4 to No. 10, inclusive, commences a short distance below the foot of plane No. 4, (being the continuation of the new line already located, under contract, and in process of construction; thence to Johnson, avoiding planes Nos. 1, 2, and 3,) and continues along the western slope of the main range of the Allegheny mountain, parallel with, and almost touching the Pennsylvania Railroad, for five miles, to the crossing of a small branch of the Clearfield, where the two lines diverge.

The line surveyed for the new Portage road, continues on a very direct course from this point of divergence to Sugar Run Gap, more to the south, and passes the mountain ridge by a tunnel 1800 feet in length; the grade at the eastern approach of the tunnel being about twenty feet above that of the Pennsylvania road.

The whole length of the new Portage road will be 45 miles--18 miles from Hollidaysburg to the Summit, and 27 miles thence to Johnson. The summit is 150 feet lower than the summit on the present road, which reduces the total ascent and descent 300 feet, and adds  $\frac{1}{2}$  to the working capacity of the road.

From the foot of plane No. 4, along the western slope of the mountain, to the Summit, the distance is 53 feet per mile. From the Summit to the junction with the present Portage road, about two miles above Hollidaysburg, the highest gradient employed is 75 feet per mile,

on straight lines, reduced proportionally on curves. The minimum radius of curvatures in a few instances, is 700 feet.

There are some heavy cuts and fills, naturally incident to a mountainous country, but not extraordinary difficulty is encountered, and as a whole, we regard the line as remarkably favorable. The tunnel is advantageously located at the narrowest and lowest depression of Sugar Run Gap, where the highest point is but 135 feet above grade; whilst at the Pennsylvania Railroad tunnel, a few hundred yards further north, the working shafts are 200 feet deep.

From our examination of the route, we are of opinion that Faries' estimate of the cost of completing the work, on the plan he has proposed, is sufficient; and we think he has selected the best ground for a road, avoiding all the planes which can be found between the foot of plane No. 4, and Hollidaysburg.

We have carefully investigated the main question, presented for our consideration, by the terms of the 20th section of the act to which we have referred, and have no hesitation in expressing a decisive opinion in favor of the adoption of the route as traced for avoiding all the planes.

It has, as we know, been suggested, that planes No. 6, 7, and 8,--the three highest and steepest planes on the Eastern slope, beginning at the summit, should be retained and modified and improved, so as to render them mere effectual and economical in their operation. To accomplish this, a new line must necessarily be constructed on a different route, from the foot of plane No. 4, to the head of plane No. 6.

It is so well known to the Board, that it is perhaps scarcely necessary for us to repeat that the present Portage R. R. is a worn-out public work, and that for the proper economical accommodation of the increasing business seeking the State improvements, some efficient change is indispensable, at the earliest possible period.

The day for temporary expedients of any kind, in a great work of this character, is passed--the old Portage, once the wonder of the age in which it was constructed, has done its work, and sound policy, as well as true economy, dictates that the commonwealth should, without the necessary delay of a single day, apply the most radical and perfect remedy.

It appears to be conceded that even in the event of postponing the construction of the new line, a large expenditure is absolutely necessary to place and maintain the present road in a fit condition to do justice to the transportation interests; to some extent this cost must be encountered, but by a judicious application of the funds to be expended, with a view to a new line, a considerable portion of the work may be made permanently available.

The whole length of the new Portage road will be 45 miles--18 miles from Hollidaysburg to the Summit, and 27 miles thence to Johnson. The summit is 150 feet lower than the summit on the present road, which reduces the total ascent and descent 300 feet, and adds  $\frac{1}{2}$  to the working capacity of the road.

Our opinion is, that the road should be graded for a double track throughout, at once; believing that on the opening of continuous railroads through Pittsburgh, into and across Ohio, Indiana, Illinois, Missouri, Kentucky, &c., the Penn. and the Allegheny Portage roads, will both be crowded with business.

We do not feel called upon to offer elaborate views, with respect to the future prospect of business on the State improvements, but we cannot refrain from remarking, that in our opinion, the immense growing business between Philadelphia and Baltimore and the great West, passing through Pennsylvania, will afford an abundant and profitable source of revenue to all the main lines now in progress; and that a fair spirit of generous rivalry will lead eventually to the good of all.

This is, we are confident, will be found in the line we have described, avoiding all the planes which can be found between the foot of plane No. 4, and Hollidaysburg.

line we have described, avoiding all the planes which can be found between the foot of plane No. 4, and Hollidaysburg, avoiding all the planes. All of which is respectfully submitted.

W. MILNOR ROBERTS, EDWARD F. GAY. May 15, 1852: The views entertained by Mr. Roberts and Mr. Gay, in the foregoing Report, I am happy to find, fully approve of the policy and practicability of avoiding all the planes on the Allegheny Portage railroad.

Respectfully, ROBERT FARIES. From the Public Ledger.

Public Officers of the Commonwealth--Judges of the Supreme Court. Jeremiah S. Black, Somerset, Somerset County.

Ellis Lewis, Lancaster City, Lancaster County. Walter H. Lowrie, Pittsburgh, Allegheny County.

John B. Gibson, Carlisle, Cumberland county. George W. Woodward, Wilkesbarre, Luzerne County.

First Judicial District, composed of the City and County of Philadelphia--Oswald Thompson. Second District, composed of the County of Lancaster--Henry G. Long.

Third District, composed of Northampton and Lehigh--Washington McCarty.

Fourth District, composed of Tioga, Potter, McKean, Elk and Clearfield--R. G. White.

Fifth District, composed of the County of Allegheny--Wm. B. McClure.

Sixth District, composed of the Counties of Erie Crawford and Warren--John Galbraith.

Seventh District, composed of the Counties of Bucks and Montgomery--Daniel M. Smyser.

Eighth District, composed of the Counties of Northumberland, Lycoming, Centre and Clinton--Alexander Jordan.

Ninth District, composed of the Counties of Cumberland, Perry and Juniata--James Graham.

Tenth District, composed of the Counties of Westmoreland, Indiana and Armstrong--J. M. Burrell.

Eleventh District, composed of the Counties of Luzerne, Wyoming, Montour and Columbia--John N. Conyngham.

Twelfth District, composed of the Counties of Dauphin and Lebanon--John J. Pearson.

Thirteenth District, composed of the Counties of Bradford, Susquehanna and Sullivan--David Wilmont.

Fourteenth District, composed of the Counties of Fayette, Washington and Greene--Samuel A. Gilmore.

Fifteenth District, composed of the Counties of Chester and Delaware--Townsend Haines.

Sixteenth District, composed of the Counties of Franklin, Bedford, Somerset and Fulton--F. M. Kimmel.

Seventeenth District, composed of the Counties of Beaver, Butler, Mercer and Lawrence--Daniel Agnew.

Eighteenth District, composed of the Counties of Venango, Clarion, Jefferson and Forest--John C. Knox.

Nineteenth District, composed of the Counties of York and Adams--Robert J. Fisher.

Twentieth District, composed of the Counties of Mifflin and Union--A. S. Wilson.

Twenty-first District, composed of the County of Schuylkill--Charles W. Hegins.

Twenty-second District, composed of the Counties of Monroe, Pike, Wayne and Carbon--Nathaniel B. Eldred.

Twenty-third District, composed of the County of Berks--J. Pringle Jones.

Twenty-fourth District, composed of the Counties of Huntingdon, Blair and Cambria--George Taylor.

JUDGES OF THE DISTRICT COURTS. District Court, composed of the City and County of Philadelphia--George Sharswood, President; George M. Stroud and J. J. Clarke Hare, Associates.

District Court, composed of the County of Allegheny--Walter Forward, President; Henry W. Williams, Associate.

The Wheeling Bridge Case. WASHINGTON CITY, May 28.

The Supreme Court, through Judge McLEAN, (Judges TANEY and DANIELS dissenting,) has decided:

1st. No change will be made in the original decree, unless by providing safe and convenient passage for all boats having chimneys eighty feet from the water.

2d. The Court will sanction neither of the plans proposed by defendants; but if they can make a draw not less than two hundred feet wide, in the Western Bridge, and make that channel equally safe and convenient as the Eastern channel was before the erection of the suspension bridge, they may try the experiment at their own risk and responsibility.

3d. The decree heretofore filed shall be recorded, and (unless the obstruction to navigation be removed or remedied before the 1st of February,) the suspension bridge shall be abated.

4th. Defendants are ordered to pay the costs, amounting to over fifteen thousand dollars.

Assistant Postmaster General. WASHINGTON, May 27.

The Republic announces the appointment of Wm. H. Dundas, as temporary Assistant Postmaster General, in place of Col. Fitz Henry Warren.

FROM OUR EXCHANGES. According to Livingston's Law Ledger for 1852, our country has 25,000 lawyers, whose annual income is not far from \$36,000,000.

FEMALE MAMMOTH--Catharine Scholey, 34 years of age, and weighing six hundred and eleven pounds, is to be exhibited at Columbus, Ohio. She is a native of Pickaway county in that State.

The Michigan Central Railroad, has been completed to Chicago, and on the 21st inst., a train of cars arrived there, carrying 500 first class and over 300 emigrant passengers.

TWO WORDS TO A BARGAIN--Japanese. "We won't have free trade. Our ports are closed and shall remain so." American. "Then we will open our ports, and convince you that you're wrong."

Wife, said a man, looking for a boot-jack, 'I have places where I keep my things and you ought to know it.' 'Yes,' said she, 'I ought to know where you keep your late hours--but I don't.'

DEATH OF A CHILD BY RATS--A little child died in Boston, a few days ago, in consequence of rats entering its cradle during the night, eating off one of its fingers, and gnawing the flesh off its arm to the bone, in a most frightful manner.

Arrangements are already being made in many of the cities and towns of the United States for celebrating the approaching anniversary of American Independence.

GOOD STORY SPOILED--The New York Express copies the article from the Pennsylvanian, which stated that Mrs. Clay had never visited Washington, and says "This is a very good story, and we are sorry to spoil it, but truth requires the correction. Mrs. Clay, then, in her day, has been one of the gayest and most graceful women of the Federal Metropolis, and is so remembered by many in the District of Columbia."

Several lumps of gold were discovered in a mine in the village of Mineral Point, (Wisconsin,) on Saturday, the 1st inst., worth from two to four dollars. On the Monday following half the town turned out to search for the "hidden treasure," and in a short time found a "lead" containing gold, silver and diamonds, and before noon two hundred dollars worth of these precious metals were taken from the earth.

ANOTHER AMERICAN PRISONER RELEASED--Mr. John Cunningham, engineer on the Havana Railroad, who had been imprisoned at that place since the 8th day of September last, charged with carelessness and neglect of duty in running the engine and train off the track, whereby some 20 or 30 passengers were wounded, one of whom died, was acquitted conditionally and placed at liberty on the 12th inst.

Dr. Mayo, in his "Philosophy of Living," says that a "spare habit, maintained by intellectual and bodily activity, short of overfatigue and exhaustion, constitutes the wholesome condition of economy. It is met with in persons of the mixed temperament, in its most faultless character. It is seen in the sanguine and the bilious, but then it is less exempt from the diseases to which each of the latter is prone."

THE MAINE LIQUOR LAW IN HAVANA--The American captain at Havana, having been much troubled on account of the drunkenness of their crews, who purchased liquor of the fruit boats which came out to get them, got up a petition to the authorities to have the nuisance abated. It was signed by forty-five captains then in port, and received the endorsement of Judge Sharkey the Consul. After considering the matter, a regulation was issued by the Captain of the Port, forbidding the sale and affixing the following penalties: first offence, the destruction of the liquor; second offence, the confiscation of the boat and destruction of the liquor; third offence, the former penalties, with the addition of two months imprisonment, and then a term of years on board a man-of-war.

At the Convention of Congregational Ministers, held at Boston on the 26th inst., the committee on Tobacco, appointed last year, made a report. They stated that the annual export of tobacco, amounts to \$9,219,251, and the imports in the article of cigars, to \$2,520,812, and the annual cost of cigars in the United States, is \$20,000,000.

LETTER FROM JOHN MITCHEL, THE IRISH PATRIOT--The Limerick (Ireland) Reporter says: "Father Kenyon, of Templeberry, has just received a long letter from his friend John Mitchell. The letter was written in December; it affords a glowing picture of the present position and prospects of the exile and his family, who are enjoying the sweets of domestic happiness in Van Diemen's Land. Mr. and Mrs. Mitchell and their children are all in the best health; John Martin is living with them, and his health also is greatly improved. John Mitchell has taken a large tract of land, which he is farming himself, and which affords him constant occupation. He writes in high spirits, by no means in love with the Whigs, however; and his aspirations for the liberation of Ireland are said to be as vigorous and as constant as ever."

A recent letter from San Francisco, says: "The extensive, and well known firm of Hussey, Bond & Hale, of this city, are constructing a large fire proof store, and what is a remarkable fact, they are importing stone from China for the erection of this building. Who could have dreamed of this a few years ago? Now we have not only stone from China, but the workmen to put up our buildings."

It is now stated that Louis Napoleon is about to marry a daughter of Don Pedro by his second marriage. If this alliance should take place, Louis Napoleon would be brother-in-law to the Prince de Joinville, his most inveterate enemy, the mother of the intended bride being a daughter of Beauharnais.

Mr. Meagher, the Irish Patriot, who has just arrived in New York, is about twenty-nine years of age, is very corpulent, and his exposure to a Southern sun gives him a dark, swarthy appearance. Mrs. Meagher was unable to accompany him in his flight. Mr. Meagher has, we are informed, abundant means to enable him to live comfortably. His father is estimated to be worth £700,000, and there are but three children--one the distinguished exile who has just reached our shores, another who is a captain in the Pope's Guard at Rome, and a third is a barrister in the city of Dublin. The father is a member of the British Parliament, and is also Chairman of the Waterford and Limerick Railway Company.

The migration Westward, especially of German immigrants, the Albany Argus states, is very large. The cars and boats from New York are crowded with them, and in one week three thousand had been conveyed over the central railroad line. The great majority of them appeared to be in comfortable circumstances.

The Bath (Me.) Mirror states that a Mrs. Darah, residing at Winnegance, apparently died Saturday before last. Preparations were made for her funeral the Sunday following. On handling the body it was discovered to be slightly warm; and there were other indications that although her blood was not perceptibly in motion, she was yet alive. The lancet was applied and blood flowed quite freely, and the application of glass to the mouth and nostrils indicated a slight respiration. Up to Thursday her condition appeared to be improving, but there were no signs of consciousness. Her body will be kept until there are indications of decay.

The New Bedford Mercury, which is very severe on President Fillmore for his Mormon appointments. It says--

"The appointment of Brigham Young as governor, was perhaps, a proper policy under all circumstances--but the retention of that shocking brute in office, after he had expelled the judges appointed by the United States, appears to us a cowardly policy. Yet in comparison with the appointment of such an ignorant scamp as Orson Hyde as a judge of the supreme court of Utah, the retention of Young is a small matter. We think the President erred grievously in appointing this Hyde to a judicial station--and we think this way of allowing the Mormon to control both the executive and the judiciary of Utah is against the interest of the people of the United States who are not Mormons, if not against good morals."

THE BERLIN CORRESPONDENT OF THE London Times gives the following as an incident which occurred lately in Upper Silesia. One night there appeared to a wealthy widow a messenger from St. Peter, surrounded by a supernatural glory, and holding in his hand a draft for 100 thalers, payable to bearer, drawn on her by her lately deceased husband, to meet the fees and other expenses attendant on his entry into heaven. The affectionate widow, anxious to do all honor to her husband's signature, and to facilitate his entrance into paradise hastened to look up the money, but as she unfortunately had only 70 thalers by her, was compelled to request his angelship would call again to-morrow for the balance. The clerical gyan of the place, on being consulted the next day prevailed on the widow to allow him and the chief magistrate to witness the payment so that when the heavenly messenger appeared again according to appointment he was roughly seized by profane hands and incarcerated; but the strangest part of all is, that the next morning his prison was found empty, and his mode of escape remains a secret.

Thomas Francis Meagher. We have already announced the arrival of this gentleman in New York a few days since, having succeeded in making his escape from Van Diemen's Land. He is described as being 29 years old, very corpulent and much browned by exposure to a Southern sun. His name is pronounced Mahler, the a as in the word mamba. The Courier and Enquirer gives the following account of his escape:

Mr. Meagher arrived on Wednesday night, in the brig Acorn, from Perambuco, having escaped to that place in an American whaler. He says he had partial liberty on the ticket of leave at the time he escaped, and did not violate its condition. Having made arrangements for his flight, (a fleet horse was in his stable, and armed with pistols,) he addressed a letter to the magistrate of Ross, twenty miles distant, in a township of the district out of which he was not permitted to go; in the letter he returned his ticket of leave, and said he would remain at his house that day until 12 o'clock, when the leave expired, in order to give an opportunity of arresting him if they could. When the magistrate read the letter, he ordered the chief of the police to arrest Meagher, but he refused. Meagher waited six hours after the time, in order not to give the British authorities any cause for saying he had violated his pledge. He was accompanied by three young English settlers, who supplied him with horses, and had horses themselves. The moment the police entered the house he passed out another door, mounted his horse, came around to the front, and told them to arrest him if they could. The next moment he put spurs to his horse and with his friends was soon out of sight. He travelled 180 miles to the coast, embarked on a whaler boat, and thence on a ship, the name of which he keeps secret.

On arriving in New York, he proceeded quietly to the house of his friend, Richard O'Connell, in Dean street, Brooklyn, where he is now staying.

Last night he was welcomed by a large number of Irish societies, and a great excitement prevailed amongst the Irish population. Mr. Meagher addressed a large crowd in front of the house, and said that his only regret was in leaving Smith O'Brien and John Mitchell behind him. He is a fine military looking young man, and an excellent orator. It has been deemed prudent to defer any public demonstrations in New York in honor of Meagher's arrival, until he can recover from the fatigue of his voyage. Tuesday next is talked of as the day for giving him a fitting welcome.