MOUNTAIN SENTINEL.

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. Gen. ROBT. PATTERSON, of Philadelphia. REPRESENTATIVE ELECTORS.

1. Peter Logan. George H. Martin. 14. John Clayton. 15. Isaac Robinson. John Miller. 16. Henry Fetter. F. W. Bockius. 17. James Burnside. 5. R. McKay, Jr. A. Apple. 18. Maxwell McCaslin Nimrod Strickland. 19. Joseph McDonald. 18. Maxwell McCaslin. Abraham Peters. 20. Wm. S. Callahan. 9. David Fister. Andrew Burke. William Dunn.

For Canal Commissioner. WILLIAM SEARIGHT, of Fayette.

men. The Editor is now absent, having gone with the crowd to Baltimore to witness the proceedings of the National Convention. This will account for any lack of Editorial.

Important.

persons interested is directed.

Fare Reduced.

The Pennsylvania Rail Road Company have reduced the fare on their road from Pittsburg to Philadelphia, to \$9, by Railroad and Canal, and \$10 by Railroad and stage. All right, but

Portage Rail Road.

We publish this week the very able and satis factory 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. The Canal Commissioners have accordingly determined to place the work under contract as soon as possible, and in another column will be found the advertisement of the Superintendant for letting that portion of the road for avoiding the planes upon the eastern slope of the Allegheny Mountain, and straightening the curves upon the long level between planes Nos. 1 and 2.

Democratic National Convention.

Of course it is impossible for us to predict with tively narrow bounds. certainty who will be the Democratic nominee ;

BALTIMORE, May 31.

and strangers, drawn hither by the Democratic National Convention, which assembles to-morrow. The wires are being pulled in every con- of divergance to Sugar Run Gap, more to the ceivable direction, and there is an incomprehen-The two-third rule will doubtless be adopted by gar Run for about three miles, where it curves the working capacity of the road.

Monument Square, to-night, which will be ad- waters of Sugar Run and Fetter's Run ; it then he has provided for a double track through the dressed by many able speakers from all parts of crosses the two main branches of Fetters's Run tunnel, and at the important cuts and generally

ton, to-day, to get their cue.

SECOND DESPATCH. not yet arranged their difficulties, though they Here it curves and crosses Blair's Run, and one roads through Pittsburg, into and across Chio, W. Williams, Associate. have spent most of the day in caucus. The U- of its tributaries, by an embankment, and a cut Indiana, Illinois, Missouri, Kentucky, &c., the nion delegates demand half the vote of the State. through the spur near the foot of the plane on Penn. and the Allegheny Portage roads, will The Convention will have to decide the matter. the right side of the valley. Thence it is traced both be crowded with business. Mississippi will give five votes for Buchanan .- along the side-hill above the present Portage We do not feel called upon to offer elaborate The friends of Gen. Cass pretend to much con- road, crossing it above Plane No. 9, and contin- views, with respect to the future prospect of fidence, so also do the friends of Messrs. Bu- uing below it until it reaches the plane about business on the State improvements, but we chanan and Douglas. Gen. Butler is gaining half-way down, where it crosses it again. It cannot refrain from remarking, that in our opinstrength. We have conversed with several del- continues along the sloping side-hill above the ion, the immense growing business between Phiegates instructed for Gen. Cass, who say they present road, gradually approaching it, crossing ladelphia and Baltimore and the great West, will easily wheel round if necessary. The it between planes No. 9 and 10, and immediate- passing through Pennsylvania, will afford an friends of Mr. Buchanan are holding a caucus ly above the latter plane it cuts through the abundant and profitable source of revenue to all this evening at Carroll Hall.

ing, was an immense one, and was attended by not through a dividing ridge to the waters of Dry the good of all. The opening of the Buffalo less than ten thousand persons. Numerous able Run ; thence down the valley of Dry Run to the and Albany and New York and Eric railroads, and eloquent speeches were made principally point of intersection with the present road, be- although they are parallel with, and apparently urging the support of the Union. The meeting tween Duncansville and the junction of Penn-rival to the N. York canal, seems to have had a their own risk and responsibility.

Delaware Bailroad Company.

Some think that John Davis, of Indiana, will be selected as Chairman of the Convention.

Arrivat of Thomas F. Meagher.

Portage Road---Engineers' Report.

Beliefly be-

KETS and GAY, says the Harrisburg Keystone, a few instances, is 700 feet. appointed by a law of last session to examine. in connection with Mr. FARIES, Principal Engisteeper to the mile on the eastern slope, whilst ter. the difference in distance is but about five miles and the cost of construction of both entire lines must be considerably in favor of that of the State. The engineers upon the Central road 11. John McReynolds. 23. John S. McCalmont, stand at the head of the profession, as well as 24. George R. Barrett. Messrs. Roberts and Gay. Such a concurrence gives the best possible guarantee, that what has been done by Mr. FARIES, has been well done, and that this indispensable connection in the main line of our state works will be completed & Ohio Railroad, and in curvature equally good. fer the western and lake trade. with reference to utility, permanence and economy, the three cardinal principles that should ever govern in all such enterprises.

The long unsettled claims of those who have we have heretofore, on different occasions, gi- sing a decisive opinion in favor of the adoption furnished materials upon the Portage Rail Road ven our views at length. The state has wisely, of the route as traced for avoiding all the are at length to be adjusted. The advertisement in our humble opinion, undertaken the work-planes. of Capt. West the Superintendant will be found its importance and usefulness a little time will in another column, to which the attention of all undoubtedly show to the satisfaction of all who planes No. 6, 7, and 8,—the three highest and

the State of Pennsylvania. GENTLEMEN :- In pursuance of the 20th section of an act of the Legislature of Pennsylvait might be further reduced to the mutual ad- nia, approved May 4th, 1852, the undersigned of plane No. 4, to the head of plane No. 6. The vantage of the company and the travelling pub- have met on the line of the Allegheny Portage Railroad, and made an examination from the foot of Plane No. 4, to Hollidaysburg, "with a view to avoid all the planes between said points for the best interest of the Commonwealth :" upon which we have the honor to present the and, at a future day, when the increased trade. following report :

The mountain region embraced within the limexaminations of experienced engineers, and its a dead loss to the commonwealth, It would altopographical features are now accurately defi- so force the heavy trade of the Portage road, ned and well known. Messrs. Clarke & Holgate, Nathan S. Roberts, Col. Long, Moncure Robinson, Sylvester Welch, Hother Hage, Charles S. Schlatter, J. Edgar Thomson, Edward Miller, and others, have at different periods from 1824 perhaps scarcely necessary for us to repeat that surveys, and Mr. Faries, the Engineer of the New Portage Railroad, has had the advantage This body assembled at Baltimore on Tues- of their experience combined with his own perday last, but as yet we have not had any account sonal explorations and observations, so that the dispensable, at the earliest possible period. of its proceedings. The result will be looked field for re-examination, originally a wide one, for with no ordinary interest, which we hope to has, through the laborious investigations of kind, in a great work of this character, is pasbe enabled to lay before our readers next week. these gentlemen, been reduced within compara-

The route traced, and recommended by Mrbut we hope, nay we believe, that Pennsylvani- Faries, to avoid the planes from No. 4 to No. 10, dictates that the commonwealth should, without a's illustrious statesman, James Buchanan, will inclusive, commences a short distance below the be the choice of the august body. If our most foot of plane No. 4, (being the continuation of ardent hopes are in this particular gratified, we the new line already located, under contract, nations and calculations in connection with the can go into the campaign with a positive cer- and in process of construction ; thence to Johnstainty of achieving a glorious victory at the town, avoiding planes Nos. 1, 2, and 3,) and ing to the State, (over the present mode of operpolls. Mr. Buchanan's name will insure suc- continues along the western slope of the main ating,) by the construction of the line or the cess, it matters not who will be the nominee of range of the Allegheny mountain, parallel with, the pie-bald opposition. However, if the Na- and almost touching the Pennsylvania Railroad, tional Convention shall deem it best to select for five miles, to the crossing of a small branch the sums that may be realized, from the sale of another distinguished Democrat as our standard of the Clearfield, where the two lines diverge .bearer, still we hope and expect to elect him, The Pennsylvania line inclines to the left, and but yet the result we do not consider so certain passes through the main ridge of the mountain as if Mr. Buchanan led on the phalanx of De- at Sugar Run Gap, by a tunnel 3570 feet in line, a large expenditure is absolutely necessary length, and thence descends by the left bank of to place and maintain the present road in a fit The following telegraphic despatches we clip Sugar Run, and along the slopes of the eastern condition to do justice to the transportation infrom the Phila. Evening Argus of Monday last : face of the mountain to Altoona, a new town about six miles from the Portage Railroad, with countered, but by a judicious application of the The city is literally overflowing with delegates which it is connected by a branch.

continues on a very direct course from this point permanently available. around the spar of the mountain, and passes In Mr. Faries' estimate of the cost of com-Many of the delegates are going to Washing. waters of Fetter's and Blair's Run. It passes would not be material. thence along very favorable sideling ground Our opinion is, that the road should be gra-

the foot of plane No. 4, and Hollidaysburg. From the foot of plane No. 4, along the wes- it is important not only that the State should tern slope of the mountain, to the Summit, west keep her canals themselves in good order, but of the tunnel, a distance of six miles, the aver- that she should at the earliest moment practi-PHILADELPHIA, May 28. age grade is 53 feet per mile. From the Sum- cable, complete the most perfect system of con-The Irish patriot, Thomas F. Meagher, bas mit to the junction with the present Portage necting them, which the character of the interarrived at New York, having escaped from Van road, about two miles above Hollidaysburg, the vening country permits.

We give below the Report of Messrs. Rob- curves. The minimum radius of curvatures in

neer of the road, a portion of the proposed route traordinary difficulty is encountered, and as a when it is considered that the actual cost per to avoid the inclined planes upon the Allegheny whole, we regard the line as remarkably favora- mile will be less than the average cost of most Portage railroad. It will be perceived that the ble. The tunnel is advantageously located at of our Eastern roads, we think there can be no report sustains the line recommended by Mr. the narrowest and lowest depression of Sugar good ground for hesitation or delay. We there-

FARIES and concurs with him entirely in the Run Gap, where the highest point is but 135 fore respectfully, but earnestly recommend the correctness of his estimates as to the cost of feet above grade ; whilst at the Pennsylvania adoption of and speedy commencement of operthe work. From the facts presented it would Railroad tunnel, a few hundred yards further ations on the line traced from the foot of plane seem too, that Mr. FARIES, by fair inference, is north, the working shafts are 200 feet deen- No. 4, to Hollidaysburg, avoiding all the planes. also well sustained by the line of the Central The excavation in the latter, at the entrances, railroad, upon which the tunnel through the and from one of the shafts, are now over 100 summit is about double the length of that adop- feet in length, and experience has shown that ted upon the State line, the grade nineteen feet the tunneling will not be of a difficult charac-

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 pane

We have carefully investigated the main question, presented for our consideration, by the terms of the 20th section of the act to which we On the subject of the avoidance of the planes, have referred, and have no hesitation in expres-

It has, as we know, been suggested, that may now doubt. Without adding anything fur- steepest planes on the Eastern slope, beginning ther at present, we respectfully call attention to at the summit, should be retained and modified and improved, so as to render them more effec-To the Board of Canal Commissioners of tual and econimical in their operation. To accomplish this, a new line must necessarily be constructed on a different route, from the foot distance is five miles, and the total rise 434 feet requiring an average grade of 86.67 feet per

mile. There is no material physical obstacle in the way ; but we cannot but regard such a line or as many as may be deemed practicable, and as merely a temporary expedient. It would involve the necessity of using assisting engines, which is anticipated, should demand the avoidance of those planes, these five miles must be its designated, has been subjected to repeated abandoned, and the money expended would be already exceeding 200,000 tons per annum, to be dragged up 150 feet higher than by the proposed new line.

It is so well known to the Board, that it is to the present time, made careful instrmental the present Portage R. R. is a worn-out public work, and that for the proper economical ac modation of the increasing business seeking the State improvements, some efficient change is in-

> The day for temporary expedients of any age in which it was constructed, has done its work, and sound policy, as well as true economy, the necessary delay of a single day, apply the most radical and perfect remedy. Our examiquestions submitted to us-that the direct savroute proposed, will more than pay the interest on the entire cost of the work, independently of engines, old rails, &c. &c.

It appears to be conceded that even in the event of postponing the construction of the new terests; to some extent this cost must be enfunds to be expended, with a view to a new line, The line surveyed for the new Portage road, a considerable portion of the work may be made

The whole length of the new Portage road south, and passes the mountain ridge by a tun. will be 45 miles-18 miles from Hollidaysburg sible amount of caucusing going on. Nearly all nel 1800 feet in length; the grade at the eas_ so the Summit, and 27 miles thence to Johnsthe delegates have already arrived. Cass stock tern approach of the tunnel being about twen- town. The summit is 150 feet lower than the is falling to-day, while the prospects of Bucha- five feet above that of the Pennsylvania road .- tummit on the present road, which reduces the nan, Douglas and Marcy are each improving .- Thence it is traced along the right bank of Su- total ascent and descent 300 feet, and adds 1 to

There is to be a grand mass meeting held in over the favorable dividing ground between the pleting the line with a single track, we find that and cuts through the dividing ridge between the along the route, where the additional outlay County of Philadelphia—George Sharswood,

along the left side of the valley of Blair's Run ded for a double track throughout, at once ; be-The two sets of delegates from Georgia, have to a point just above the foot of plane No. 8 .- lieving that on the opening of continuous rail-

ridge, crosses a small branch of Blair's Run, the main lines now in progress; and that a fair The meeting in Monament Square, this even- which puts in at the foot of the plane, and passing spirit of generous rivalry will lead eventually to wide, in the Western Bridge, and make that sylvania railroad branch from Altoona. This is decisively beneficial, instead of an injurious ef-The Maryland House of Delegates, to-day, the line we have examined, and which was tra- fect, on the business and income of the New passed the bill chartering the Chesapeake and ced with a view to avoid all the planes between York State works. We look for a similar result in Pennsylvania. If this view be correct,

highest gradient employed is 75 feet per mile, This, we are confident, will be found in the Warren.

on straight lines, reduced proportionally on line we have described, avoiding all the planes which can be constructed and opened throughout by the Fall of 1853. From the action of the There are some heavy cuts and fills, naturally Legislature, we infer that it is their intention to incident to a mountainous country, but no ex- make a complete work across the mountain, and All of which is respectfully submitted.

W. MILNOR ROBERTS. EDWARD F. GAY.

May 15, 1852:

The views entertained by Mr. From our examination of the route, we are of Roberts and Mr. Gay, in the foregoing Report, opinion that Faries' estimate of the cost of com- I am happy to find, fully approve of the policy pleting the work, on the plan he has proposed, and practicability of avoiding all the planes on the Allegheny Portage railroad. Indeed, it you ought to know it.' 'Yes,' said she, I ought tral railroad line. The great majority of them would seem that a doubt could not exist in the mind of any one who would thoroughly investi- I don't.' No. 4, and Hollidaysburg. In regard to grides gate the project, but that it is the only mode by and cost, we believe it is superior to the New which the main line of the State works can be York & Erie, the Pennsylvania or the Baltimore sustained, and enabled to compete, successfully

Respectfully, ROBERT FARIES.

From the Public Ledger. Public Officers of the Commonwealth-Judges of the Supreme Court.

Jeremiah S. Black, Somerset, somerset Coun-

Ellis Lewis, Lancaster City, Lancaster Coun-

Walter H. Lowrie, Pittsburgh, Allegheny

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

PRESIDENTS OF THE COURTS OF COMMON PLEAS. 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-Washingtom McCartney.

Faurth 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 precious metals were taken from the earth. Bucks and Montgomery-Daniel M. Smyser.

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

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

Luzerne, Wyoming, Montour and Columbia-Twelfth District, composed of the Counties of Dauphin and Lebanon-John J. Pearson.

Thirteenth District, composed of the Counties of Bradford, Susquehannah and Sullivan-Da-

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

Chester and Deleware-Townsend Haines. Sixteenth District, composed of the counties of Franklin, Bedford, Somerset and Fulton-F. M

Seventeenth District, composed of the counties

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

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 Schuvlkill-Charles W. Hegins.

Twenty-second District, composed of the Counties of Monroe, Pike, Wayne and Carbon-Nath-

of Berks-J. Pringle Jones.

JUDGES OF THE DISTRICT COURTS. District Court, composed of the City and President : George M. Stroud and J. J. Clarke

District Court, composed of the County of Allegheny-Walter Forward, President; Henry affords a glowing picture of the present position

The Wheeling Bridge Case.

WASHINGTON CITY, May 28. The Supreme Court, through Judge M'LEAN,

feet from the water.

plans proposed by defendants; but if they can as vigorous and as constant as ever." make a draw not less than two hundred feet channel equally safe and convenient as the Eastern channel was before the erection of the suspension bridge, they may try the experiment at

3d. The decree heretofore filed shall be be recorded, and (unless the obstruction to naviga- dreamed of this a few years ago? Now we tion be removed or remedied before the 1st of have not only stone from China, but the work-February,) the suspension bridge shall be aba-

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

Assistant Postmaster General.

Wm. H. Dundas, as temporary Assistant Post-master General, in place of Col. Fitz Henry

FROM OUR EXCHANGES.

According to Livingsten's Law Ledger for 1852, our country has 25,000 lawyers, whose years of age, is very corpulent, and his expoannual income is not far from \$36,000,000.

rears of age, and weighing six kundred and eleven pounds, is to be exhibited at Columbus, Ohio. She is a native of Pickaway county in that

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.

won't have free trade. Our ports are closed and way Company. shall remain so." American. 'Then we will open our ports, and convince you that you're

Wife,' said a man, looking for a boot- York are crowded with them, and in one week jack, 'I have places where I keep my things and three thousand had been conveyed over the cento know where you keep your late hours-but

died in Boston, a few days ago, in consequence Saturday before last. Preparations were made of rats entering its cradle during the night, eat- for her funeral the Sunday following. On haning off one of its fingers, and gnawing the flesh dling the body it was discovered to be slightly off its arm to the bone, in a most frightful man- warm; and there were other indications that

Arrangements are already being made in tion, she was yet alive. The lancet was applied many of the cities and towns of the United Stat's and blood flowed quite freely, and the applicafor celebrating the approaching anniversary of tion of glass to the mouth and nostrils indica-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 severe on President Filmore for his Mormon and the correction. Mrs. Clay, then, in her day, pointments. It sayshas been one of the gayest and most graceful women of the Federal Metropolis, and is so remembered by many in the District of Columbia. She has, however, been an excellent wife and mother, and always distinguished for her dom- judges appointed by the United States, appears estic qualities.

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

ANOTHER AMERICAN PRISONER RELEASED .-Mr. John Cuuningham, 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 Cumberland, Perry and Juniata-James Gra- the engine and train off the track, whereby some 20 or 30 passengers were wounded, one of Tenth District, composed of the Counties of whom died, was acquitted conditionally and placed at liberty on the 12th inst.

Ber Dr. Mayo, in his "Philosophy of Living." says that a "spare habit, maintained by intel lectual and bodily activity, short of overfatigue signature, and to facilitate his entrance into and exhaustion, constitutes the wholesomest paradise hastened to look up the money, but as condition of economy. It is met with in persons she unfortunately had only 70 thalers by her, of the mixed temperament, in its most faultless was compelled to request his angelship would character. It is seen in the sanguine and the call again to-morrow for the balance. The cler. 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 the chief magistrate to witness the payment so American captains at Havana, having been much that when the heavenly messenger appeared troubled on account of the drunkenness of their again according to appointment he was roughly crews, who purchased liquor of the fruit boats seized by profane hands and incarcerated; but which came out to get them, got up a petition the strangest part of all is, that the next mornto the authorities to have the nuisance abated. ing his prison was found empty, and his mode It was signed by forty-five captains then in port, of escape remains a secret. and received the endorsement of Judge Sharkey of Beaver, Butler, Mercer and Lawrence-Dan- 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. The convictions for the first offence had been rigidly put in force, and all the liquor in possession of the offenders had been poured into the sea.

Ministers, held at Boston on the 26th inst., the at the time he escaped, and did not violate its Twenty-third District, composed of the County committee on Tobacco, appointed last year, made condition. Having made arrangements for his a report. They stated that the annual export flight, (a fleet horse was in his stable, and arm. Twenty-fourth District, composed of the Coun- of tobacco, amounts to \$9,219,251, and the im- ed with pistols,) he addressed a letter to the ties of Huntingdon, Blair and Cambria-George ports in the article of cigars, to \$2,520,812, and magistrate of Ross, twenty miles distant, in a the annual cost of cigars in the United States, township of the district out of which he was not is \$20,000,000.

TRIOT .- The Limerick (Ireland) Reporter says: house that day until 12 o'clock, when the leave "Father Kenyon, of Templederry, has just expired, in order to give an opportunity of ar received a long letter from his friend John Mit- resting him if they could. When the magistrate chel. The letter was written in December: it read the letter, he ordered the chief of the poand prospects of the exile and his family, who her waited six hours after the time, in order not are enjoying the sweets of domestic happiness to give the British authorities any cause for sayin Van Dieman's Land. Mr. and Mrs. Mitchel ing he had violated his pledge. He was accomand their children are all in the best health ;-Judges Taney and Daniels dissenting,) has de- John Martin is living with them, and his health also is greatly improved. John Mitchel has ta-1st. No change will be made in the original ken a large tract of land, which he is farming decree, unless by providing safe and convenient himself, and which affords him constant occupapassage for all boats having chimneys eighty tion. He writes in high spirits, by no means in love with the Whigs, however; and his aspira-2d. The Court will sanction neither of the tions for the liberation of Ireland are said to be

> 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 men to put up our buildings.

Res It is now stated that Louis Napoleon is about to marry a daughter of Don Pedro by his hind him. He is a fine military looking young second marriage. If this alliance should take man, and an excellent orator. daughter of Beauharnais.

Mr. Meagher, the Irish Patriot, who has just arrived in New York, is about twenty-nine sure to a Southern sun gives him a dark, swar. FEMALE MAMMOTH.—Catharine Scholey, 34 thy 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 chil. dren-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 bar. rister in the city of Dublin. The father is a member of the British Parliament, and is also Two Words to a Bargain .- Japanese. "We Chairman of the Waterford and Limerick Reil.

The emigration Westward, especially of German immigrants, the Albany Argus states is very large. The cars and boats from New appeared to be in comfortable circumstances.

The Bath)Me.) Mirror states that a Mrs. DEATH OF A CHILD BY RATS .- A little child Darah, residing at Winnegance, apparently died although her blood was not perceptibly in moted 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, whig is very

"The appointment of Brigham Young as gov. ernor, was perhaps, a proper policy under all circumstances-but the retention of that shock. ing brute in office, after he had expelled the 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 stationand 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 or the United States who are not Mormons, if not against good morals."

CAPTURE OF AN ANGEL. - The Berlin corres ondent of the London Times gives the following as an incident which occured lately in Uper Silesia. One night there appeared to a weal. thy widow a messenger from St. Peter, surrounded by a supernatual 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 gyman of the place, on being consulted the next day prevailed on the widow to allow him and

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 Dieman'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 Maher, the a as in the word mana. The Courier and Enquirer gives the following acco'at

Mr. Meagher arrived on Wednesday night, in the brig Acorn, from Perambuco, having escaped to that place in an American whaler. He At the Convention of Congregational says he had partial liberty on the ticket of leave permitted to go; in the letter he returned his LETTER FROM JOHN MITCHEL, THE IRISH PA- ticket of leave, and said he would remain at his lice to arrest Meagher, but he refused. Meagpanied 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 keep

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

Last night he was welcomed by a large num ber 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 be-

It has been deemed prudent to defer any put Washington, May 27.

The Republic announces the appointment of to the Prince de Joinville, his most inveterate gher's arrival, until he can recever from the fagher's arrival, until he can recever from the fagher's arrival, until he can recever from the fagher's arrival.

as the day for giving him a fitting welcome.