tobt. Inmais.

Democrat and Sentinel.

THE BLESSINGS OF GOVERNMENT, LIKE THE DEWS OF HEAVEN, SHOULD BE DISTRIBUTED ALIKE UPON THE HIGH AND THE LOW, THE RICH AND THE POOR.

NEW SERIES.

IN ADVANCE, if not \$2 will be charged.

Twelve lines constitute a square.

Select Poetry.

MAN'S MISSION.

BY H. M. COBB.

When all shall read God's Word aright,

And strive within the sphere of duty;

When they who murmur at their fate

Then each shall best fulfil his mission.

And lighter tasks assign each other;

When men on self shall more rely,

When, grown less selfish, you and I

Behold in every man a brother;

And show each living soul its mission.

When every worker, high and low,

When all haste boldly to the breach

And every heart shall overflow

Shall soorn the wages of exaction.

The still, small voice of intuition-

Truth's torch shall blaze

Along life's ways,

With love for man and not for faction;

Made in Right's wall by mad Ambition

Victorious, each

That place shall reach,

Where none grow weary of their mission.

Each other's faults in love reproving;

That Hope may die in glad fruition-

That every one,

The race may run,

Like Him who shrank not from His mission.

AN IMPRACTICABLE JUROR.

"I've got rather a good story to tell you,"

The Court was trying a "hoss" case A

gentleman borrowed a borse from a friend

new hand at juries, and a religious man,)

not make up his mind that that " wooly hoss"

the old skinflint he'd out for \$70.

No. 12, and remarked,

out of paying for the "hanimal."

And in the cause of Right keep moving,

O, brothers! let our hates grow less-

So that we hand in hand progress,

O, let us leave no good undone,

When, lifted upwards, each obeys

Shall seek to better man's condition;

When small and great

Shall work and wait,

When hearts now cold, in love's calm light,

Shall thrill with peace and glow with beauty;

From " Life Illustrated."

Business Cards,

TERMS: scared so bad he could not utter a word. In THE DEMOCRAT & SENTINEL, is publishanswer to the inquiry as to what was the ed every Wednesday morning, in Ebensburg, Cambria Co., Pa;, at \$1 50 per annum, if Pain matter, our pugilistic juror stepped up to the

ADVERTISEMENTS will be conspicuously inand said with a knowing wink : serted at the following rates, viz: "Look here, George, we can't agree, and I square 3 insertions, I want you to do me a favor. I want you to Every subsequent insertion, go up to my old woman's; tell her to send me down beds and bedding for eleven; also a 1 square 3 months, charcoal furnace and a butcher knife! Tell her I may not be home for three months!" * " 1 year, col'n 1 year,

"Very well," said George, "the things shall be here in one hour " Off went the bailiff, click went the lock,

and up spoke No. 12.

bailiff, (with whom he was well acquinted)

"In Heaven's name, what do you mean?" Johnstown, - - 5,281 92 "I'll tell you what I mean. We have made up our minds not to stay here another night without something in the flesh line to eat. Sooner than starve to death we have resolved to do as other juries sometimes have done; we'll eat one of our companions! Of course, the meanest man will come first.

"But is not the horse worth \$60?" "And when he's gone we'll take the next

"The horse is worth, at least \$50 ?" " And so on, until-"

"Isn't the horse worth \$40, or \$30, or

"Yes we agreed yesterday or the day before that he's worth \$25, but sooner than say on my oath that a horse which could be tied up in a handkerchief, was worth more than \$25, I'd turn cannibal, and then cut up my-

No. 12 became serious and gave in. It Easton, - - \$348,292 46 was the first time he was ever on a jury, and New Hope, - - 14,740 75 it will be his last. He, after leaving court, Bristol, - - - 25,872 42 walked very fast for a few squares, muttering to himself a congratulation to heaven for his | WEST, LOWER NORTH BRANCH AND SUSQUEHANNA escape from what he supposed a murderer's den He is not "round" after court hours as he "used to be."

The joke, which is substantially true, created much laughter.

Disinterested Converts.

Many years ago there resided on the St. Johns river, in Florida, a planter named Hendricks. servants, and when everything went on right, was a very good fellow; but a little deviation from the usual course, sufficed to throw him into a violent passion.

He was well advanced in years at the time the Territory was admitted as a State, and being a man of violent prejudices and possessed of no edueation, it was long before he could become reconciled to the change of dynasty, and many were his threats to leave the United States of Florida, and return to Georgia.

During a revival under the ministration of a Methodist minister, Mr. H. joined the church as one of the converts. For some months after, affairs happened to jog on very smoothly, until, eventually, there occurred one of those violent hail storms and tornadoes so common during the summer months, in tropical latitudes. These carry destruction before them-fruit trees, vegetables, live stock, all falling under the blast of the des-

says a correspondent of the Spirit of the Tames, "about a jury trial which happened After watching the storm for some time from an not a thousand miles from Baltimore City out-house, and witnessing the ruin of his crops, Le rushed wildly into the house, calling out at the

Wife, wife! bring me my 'tother coat-I'm going to Jacksonville." At a loss to account for this sudden determina-

and rode the horse about ten miles when the "critter" died. The owner wished seventy tion, instead of complying with the request, she dollars for his horse, but his friend thought it stopped to question him.

rather dear to pay seven dollars per mile for "Why, what now ?" "Get my coat," thundered he; "I don't see riding horseback in January. A dispute arose that God Almighty favors me more than others; and the case went to court. The evidence and I'll be-(using an expletive that savored was to the effect that there was no way to get strongly of unrighteousness; if I don't go straight over to Jacksonville, and have my name taken off So the case went to the jury; the Judge the church books. You needn't say one word, 1854, - - - - - remarking that it was for them to state the wife," cutting short her expostulations, I'm going 1855, - - - - 1,019.629 78 gable season of the canal, but afterwards amount of money due the plaintiff. They to do it." went out and forty-eight mortal hours argued as to what the horse was worth. Eleven of

Good Times-rood Getting Cheaper.

Those who study only the prices current them, however, had come to the conclusion furnished by their grocer's bills, may not be that the damages ought to be about \$25, as aware of the fact that our staple articles of one of the witnesses had remarked that the critter wasn't bigger nor a whelp, and, he food have been daily growing cheaper. Take thought, he could ha' tied him up in a pocket flour as an example: Nov. 28-six weeks ago -ordinary State flour sold at wholesale for \$9,25a9.311 per barrel. To-day, the same The twelfth juror, (who by the way, was a brand sold for \$7,87\frac{1}{2}a7,93\frac{3}{4}-a fall of \$1,-375 per barrel, or nearly 15 per cent., and loudly contended, however, that the owner of this in the heart of winter with the great the horse ought to have \$70, which was what he demanded. This so enraged the balance channels of cheap transportation closed. A year ago to-day this brand of flour sold for of the jurors, that they swore to be revenged \$7,75a8,871-or nearly a dollar per barrel as soon as they were discharged. In fact higher than now. Will the bakers please they threatened that if he juror No. 12, did was worth only \$25, they would, when occasion offered, knock him on the head. Still

At length the balance of the jury found it 22,50 per barrel; to-day for \$15,75. Sugars was no use trying to change the old man's mind. There he sat, listening to their oaths and arguments. This was too bad, and a " ruse" was resolved upon as the only chance of escape from their horrible, "hungry" confinement One of them, a kind of rough-andtumble fellow, waxing warm, walked up to "This won't do! This place is a sort of

ing to the state of disease) taking during the

heaven to you, you old sinner, while to us it's of its long continuance. - N. N. Times. A SIMPLE, YET CERTAIN CURE FOR PILES .-· Oh, never mind swearing, friend," re-In view of the immense suffering by this displied No. 12; "let's argue the case." "Let's argue, indeed, you old cuss! You've tressing complaint, I request space in your to the reported indebtedness in the motive then proposed another conference on the subcolumns to make known a certain, safe and got the whole of us nearly starved, and yet simple remedy, with the hope that it will be you want to argue ! "No swearing in the jury room, if you copied by other journals, that all afflicted ison of the cost of these two articles the past the negotiations.

please. Why not deliberate? "Deliberate? Well, that's good, decidedwhite pine pitch, made into the size of ordily so! Will you ever give in? Say yes or nary pills, and from ten to eighteen (accordno, for your life's in danger !"

"No," responded No. 12. day, until relief is had. One case among the "Well, then, I'll pitch you out of the many which have been cured, was that of a window, you contrary, stubborn, infernal old person who, after having failed to obtain relief from the most eminent medical skill, and

Saying which he actually took hold of No. even suffered a resort to the knife, without 12 and moved him towards the window, when oftaining relief, has been entirely cured by the latter becoming dreadfully frightened the above, and now enjoys excellent health. Yours, H. A.

"Bailiff! bailiff!" ately rushed to the door and opened it. But taken from the tree .- Albany Atlas.

EBENSBURG, JANUARY 23, 1856.

all was quiet in an instant. No. 12 was Annual Report of the Canal Commissioners of Pennsylvania-

The Canal Commissioners' report for the fiscal year ending on the 30th day of Novem- road and farm bridges, \$1,074 97; lockber last, is before us. We make the follow- keepers \$8,370 00. ing synopsis of its contents:

RECEIPTS .- COLUMBIA PAILROAD. Philadelphia, - \$454,817 25 Paoli, - - - 23,997 95 Parksburg, - 42,784 92 Lancaster, - 59,531 33 Columbia, - 275,920 39

PORTAGE RAILROAD. Hollidaysburg, - \$12,663 17

18,955 09 MAIN LINE OF CANAL. Columbia, (including outlet lock) - \$60,433 98 outlet lock) - \$60,433 98
Portsmouth, - 33,147 43
Harrisburg, - 31,027 91
Newport, - 5,465 44
Lewistown, - 5,822 11
Huntingdou, - 4,284 74
Hollidaysburg, - 32,742 37
Johnstown, - 2,282 01
Blairsville, - 3,338 73
Freeport, - - 2,792 60
Pittsburg - 53,929 90

Juniata aqueduct, - 88 14 Freeport aqueduct, - 213 71 DELEWARE DIVISION.

Pittsburg. - - 53,929 90

Out-let I'k, Po'tsm'h. 1,416 91

Duncan's island br'ge, 1,021 78

Dunnsburg, - - \$24,672 32 Williamsburg, - 41,801 82 Northumberland, - 48,555 84 Beach Haven, - 232,612 47 Liverpool, - - 58,346 82

Expenses of Columbia railroad, \$442,138 50 | unprovement before the spring freshet. Portage railroad, 4206,457 75 Main line of canal, 217,236 60 Susquehanna, North and West Branches, 114,496 87 Deleware division, 60,697 86

Total expenditures, - - \$1,090,427 58 Total receipts, - - - 1,913,121 60

Receipts over expenditures, \$822,694 02 Old tonnage tax on roads competing with public works, - - \$196,925 76

Making the actual profits of the

works over expenditures for

A RECAPITULATION. From this abstract it will be seen that the receipts from the canals and railroads exceeded the expenditures \$822,694 02 To which Branch Canal would be completed in the ear- stocked. It is alleged that there are parties add the tonnage tax, \$196,935 76, and the

over expenditures of \$1,019,629 78. tax, for 1855, is \$37,042 72 over that of 1854; and the net revenue \$48,185 68. Including the tonnage tax, the actual

profits of the two years will appear from the following comparison:

THE COLUMBIA RAILROAD

are thus stated in the report of the Superin- ture of 1855, however, took a different view tendent: "The profit over the working ex- of the subject, and in their liberality to the penses and necessary yearly repairs are \$436,- company, repealed the tax on coal and lumber. 639 39. (\$8,880 less than the previous year.) Without the remotest intention of reflecting equal to eight and three-quarter per cent on on the action of that body, it is with great \$5,000,000; and the net revenue over all deference submitted that the practical workexpenditures, excepting the re-construction ings of the repeal have been prejudicial to of the south track is \$358,832 37, (being the revenue of the Commonwealth. The re-\$25,857 77 greater than last year,) equal to ceipts from those two articles in 1854, amounseven and one-sixth per cent on \$5,000,000." ted to about thirty thousand dollars. This THE ALLEGHENY PORTAGE ROAD.

may have the benefit of it. It is simply year with what they cost previous to 1850.

THE MAIN LINE OF THE CANAL. The Line was in good order throughout the year, but one brake having occurred

THE LOWER JUNIARY DIVISION. UPPER JUNIATA DIVISION

N. B. The pitch should be used in its nat-

UPPER WESTERN DIVISION.

Expenses of line for 1855-repairs, \$16,-343 42, including \$732 98 for breaches; LOWER WESTERN DIVISION.

No extraordinary repairs were required during the fiscal year, except the completion of the rebuilding of the Freeport aqueduct, which was totally destroyed on the 26th of September, 1854. This structure was finished in time for the opening of navigation in 857,059 84 the spring. Its total cost, agreeably to the final estimate of the engineer, was \$38,582-

> SUSQUEHANNA DIVISION. The line was in excellent order during the

WESTERN BRANCH DIVISION.

Navigation was opened on the second of April. A breach occurred on this line from a heavy rais, on the third of July, near Watson's run, which suspended transportation until the eighteenth of the same month. Another occurred in August at the Chilisquaque aqueduct, which detained the boats but a short time.

LOWER NORTH BRANCH DIVISION. Navigation was opened on the sixteenth of March. There were some slight interruptions from breaches and high water.

DELAWARE DIVISION. Net revenue for 1855, \$328,816; or equal to nearly 22 per cent on the original cost of 243,007 77 the line. The increase of the capacity of this

Division is warmly urged. The attention of the Legislature is called to the fact that there is nothing at present to prevent boats from going over the dam crossing the river Lehigh, at Easton, and that point. The property destroyed last spring would pay double the cost of constructing two piers or cribs, to be sunk about one hundred and fifty feet apart, above the abutment of the dam, filled with stone and connected with sticks of timber chained together, so as to admit of their rising and falling with the water, and thus secure a safe entrance to the canal. 405,987 27 The cost will not exceed two thousand dollars, which we respectfully ask to be appropriated \$1,913,121 00 as early in your session as possible, that boatmen may be enabled to have the benefit of the

> NEW ALLEGHENY PORTAGE RAILROAD The engineer on the new road for the avoidance of the inclined planes on the Allegheny Portage, reports that work so far completed as to admit the transportation of freight over it. He also reports that there is an indebtedness of one hundred and forty-five thousand four hundred and fifty-three dollars and sixty six cents, and that to finish the arching of the

tunnel, and some other items named, will require thirty-two thousand one hundred and

twenty dollars more. GENERAL REMARKS.

The Board in their last annual report estimated the gross receipts on the public works for the year 1855, at twenty-two hundred thousand dollars. That estimate, as may be to make it as productive as possible. To this seen by reference to the report, was predica- end it has been suggested that the experiment ted upon the assumption that the Upper North | be tried of holding out inducements to have it ly part of the summer of that year. Instead | willing to do this, if the proper guarantee be operations of the year exhibit a clear profit of this having been accomplished, however, held out. It is, therefore, submitted for the it has not even yet been brought into use, consideration of the Legislature, whether the The gross receipts, exclusive of tonnage and consequently the receipts are less the amount that would have been collected on those ninety-five miles of canal.

It should be stated here, that the tax originally was five mills per ton during the navimodified to three mills for the whole year; thus demonstrating that there's as an equivalent for the injury the State would sustain by The net earnings of the road for the year the construction of the road The Legislawould have been increased the past year, to

The Superintendent of the Allegheny Por- at least fifty thousand, had the tax remained. make a note of the above, for a friend at our tage railroad reports an indebtedness in the But this is not the only loss the Treasury elbow, who buys bread, says he is sure ba- motive-power Department for 1855, of \$25,- has sustained by its repeal. This tax operakers' loaves are smaller than they were one 110 58; and in the repair department of ted as a protection, to that extent, to the six weeks ago Mess Pork sold for \$21,75a power was \$203,358, and for repairs \$35,- works; and when that protection was with-000, add to these a propriations the above drawn, they alleged that they could not carry and most articles in the grocery line are also indebtedness, and it shows an expenditure of coal at all, and that they were therefore unacheaper. Butter and Eggs, Apples and Po- \$228,468 58 for the former, and \$42,766- ble to bear up under the competition of the tatoes, and most other kinds of eatables are, | 75 for the I ter. While this is a reduction railroad, and they abandoned the business, to say the least, no higher. The cold weath- in the whole working expenses of the road and in July sold out their stock to their sucer and the temporary blockading of the roads the past year, as compared with 1854 of cessful rival. It is proper to state that the by snow may cause a little temporary rise in \$63,814 67, and is \$296,966 less than it Board, in their anxiety to retain the transportfarm produce, but this will not last. There cost in 1853, yet the Board are of the opin- ers on the State works, signified their willingis too large a supply in the country to admit | ion that with strict economy in the adminis- ness to make any reasonable reduction in the tration in the affairs of the road, the appro- tolls which might be demanded for that purprintion would have been ample. In two pose. In pursuance of this intimation, the items alone, the Board think there might transporters submitted a proposition which have been a saving of an amount nearly equal was regarded as inadmissible. The Board power department, viz: wood and oil. They ject, should those gentlemen desire it; but have been led to this conclusion by a compar- nothing further was done, and here ended the safety and dispatch of travel

into successful competition with rival improvements north and south of us, and that it compels the company to impose higher rates of charge on the local trade, &c., &c. While there is a degree of plausibility in these suggestions, yet it is believed that they are more specious than sound, when applied to the matter under discussion So far as the publie interests are concerned, all these objections to the continuance of the tax would be very easily obviated by the company itself, by sim-

ply curtailing their profits. THE SALE OF THE MAIN LINE.

In regard to the future of the Main Line of

the State Improvements, the Board feel reluctant in making any specific recommendation. If the past year's experience be regarded as an index to the future, and the subject be viewed abstractly as a mere question of dol-lars and cents, there would not seem to be much encouragement. As has been stated already, the principal transporters abandoned the main line in July last. Should this state of things continue, it becomes apparent from a comparison of the recepts with the expenditures the past year, that on that portion of the line west of the Junction, the State would be largely the loser. But will this state of things be permanent? To arrive at a proper conclusion of this question, it will be necessary to look at the causes which produced it. The most prominent among these, (except the competition of the Pennsylvania Railroad, which has already been discussed,) is the uncertainty that has been felt among business men as to whether the State would retain the ownership of the line. Two successive Legislatures have passed bills for the sale of the main line; and although no sale has been effected, yet the constant agitation of the subject has deterred capitalists from embarking in a business involving the expenditure of thousands, which they had no guarantee might not be swept from them by the time they would get fairly into operation. Another cause which has contributed no little towards producing the result referred to, was the old Portage road. In the active competition of the Pennsylvania Railroad Company. the detention incident to the inclined planes on the old Portage, has operated as a serious This obstruction being now removed, the change will be sensibly felt by those who may engage in the business of transportation the approaching season. The completion of the new road will very much facilitate the transit

The Board, as it has been constituted for the past three years, have not discussed the question of the sale of the main line. For the reasons which have governed them heretofore, they will refrain from doing so now; but they would most respectfully suggest that some definite action should be had, and, if possible, an end put to the suspense which has been hanging over the matter to the prejudice of the revenue for the past two or three years. If the ownership of the line is to remain in the Commonwealth, then policy would dictate that every effort should be exhausted passage of an act providing that if companies should put stock on this line, and the work should be sold within a given time, the parties purchasing it should be required to take the stock at a fair appraised valuation, might not be proper. While it is not perceived that such an act would, to any extent, embarrass the sale of the line, should the sale be subsequently determined upon, it is alleged that it men as would secure the stocking of the line at once. This done, and proper care taken of the transporters on the canal, in the adjustment of the toll sheet, a new life would be infused into the business; a portion of the vast trade of the Ohio and Mississippi valleys. which is annually increasing and which must continue to increase for years to come, would be carried over the State's own improvements, and the tolls augmented in a corresponding ratio. Should the Legislature be disposed to adopt the policy indicated, it is suggested that, to make it available for the approaching spring business, action should be had at an early day

The contract with Messrs. Bingam & Dock, for carrying passengens over the Philadel- fine for an assault on the carpenter of his phia and Columbia railroad, will expire in ship. Consul Keenan protested against the August next. As the Supreme Court have jurisdiction of the Court, as the affair took decided, in effect, that the Canal Commissioners have no legal right to enter into such a contract without the concurrence of the Leg- the consul hurried him on board the steamer islature, the passenger travel, after that peri- Powhattan. The Superintendeut of the Pood, will be thrown open to every one who may lice followed, demanding the prisoner, but think proper to place cars on the road. | Capt. M'Connelly declared that he considered Whether the public revenues, or the comfort | the action of the Court illegal and would reof passengers will be promoted by such an in- sist by force any attempt of the British audiscriminate opening of the road, is very ques- thorities to exercise jurisdiction over Ameritionable. It is, therefore, submitted to the can citizens in American ships. The captain Legislature whether it is not expedient to of the Reindeer afterwards paid the fine, but clothe the Board with full power to make such the consul had been committed for trial on arrangements for carrying passengers as will charge of attempting to rescue a prisoner. best conduce to an increase of revenue, and

of the revenue derived from the tonnage tax has called out many interesting reminiscences riage cartificate. His intended bride is but on coal and lumber, but also of the tolls of the privileges of the ladies Among other | twenty-four, it being her first marriage. This which would have been received on those two things of the kind it is mentioned that by ar | is the only case within the knowledge of the articles, had they been carried over her own ancient act of the good old Scottish Parlia- present Register of a fifth marriage. Last works by the transporters. The Board are ment, passed in the reign of Margaret, about year one man applied for his fourth marriage No breaches of any consequence occurred not ignorant of the arguments which are 1288, it was "ordonit that during ye reign certificate, and during that year more men urged in support of the repeal of this tax, as of her maist blessit Majestie, ilka maiden la- were married the third time than females -well on the two articles under consideration, dee of baith high and low estait shall hae lib. There is, however, a woman in this city of There will be no extraordinary repairs re- as every other description of tonnage. It is erry to speak ye man she likes, gif he refuses about forty years who is now living with her quired for 1856, and the appropriation needed said that this tax is a restriction on trade; that to take her to be his wife, he shall be mulet sixth husband. She was first married at the will be less than the appropriation for 1855. It retards the development of the great agri-Expenses of line for 1855, 842,900; breach-cultural and mineral resources of the Com-That officer, hearing the uproar, immediately rushed to the door and opened it. But taken from the tree.—Albany Atlas.

That officer, hearing the uproar, immediately rushed to the door and opened it. But taken from the tree.—Albany Atlas.

es, \$309,85; bridges, \$500; lock-keepers, monwealth; that it cripples the energies of the make it appear that he is betrothic to another was married to her third husband. She has company, and disqualifies them for entering woman, then he shall be free."

see the door and opened it. But three children.—Buton Traveller.

VOL. 3. NO. 14.

Further News by the America.

New York, January 17 - Count Nesselode has addressed a circular to the representatives of the Russian governments at the loreign Courts, stating that Russia will accept the third point in relation to the neutralization of the Black Sea in the following sense: That the right of Turkey to close the Straits shall be maintained, that no ships of war shall be admitted into the Black Sea, excepting the Russian and Turkish; that the number of ships shall be mutually arranged by Russia and Turkey by special treaty, and by those two powers alone The Allies reject this interpretation.

Count Esterhazy reached St. Petersburgh on the 26th of December. The next day he laid the propositions of Austria before the Russian Cabinet. Count Buol subsequently communicated to Prince Gortschakoff, of Vienna, the terms on which the Western Powers would consent to peace, stating that these terms were approved by Austria. These terms have already been published.

Russia makes known in Count Nesselrode's circular her unwillingness to treat for the neutralization of the Black Sca, but it is expected that she will absolutely refuse her assent to the cession of territory to keep open the Danube.

Appearances strongly indicate that Austria will not take the field against Russia, unless assured of the active support of the Ger-

The Weser Gazette states that an additional article touching the third point has been added to the treaty of December 2d between Austria, France and England. It does not. however, impose on Austria an obligation to take part in the war, as interpreted by the

The Russian Court is displeased with Baron Peabach's mission to St. Petersburgh, and has sent Baron Manteuffel to Dresden to demand positively to what extent Bavaria and Saxony have engaged themselves with the western allies. The advices from Sweden are very warlike; the military commanders have received instructions to have their regiments in the highest state of efficiency before Spring. The indications are that in accordance with

a secret article of the recent treaty, Sweden will take the field in the Spring The Danish government, it is said, consents to the establishment of depots for the English fleet at Kiel, which will rendezvous

there in April. Prince Gortschakoff announces, December 16th, that a detrehment of Cossacks had defeated a strong squadron of Gen Vivan's cavalry, near Kertsch. The English Comman-

der was made a prisoner. Latest accounts from the Crimea state that the Russian troops had been reinfereed by two regiments of Hussars, and also that large bodies of Russian troops were marching from the Crimea to Bessarabid. They had no intention, however, of evacuating their former position, as the places of the retiring troops would be filled from the reserves.

The allies' gun beats were frozen in at Kin-

Omer Pacha has returned to Boukonn Kaleh, renouncing his intention of attacking

The Russians took possession of the defiles of Hassam as soon as Selim Pacha retreated from Erseroum.

The greater part of the Russian army will winter at Kars. Many persons are quitting Erzeroun under apprehensions of a Russian

The Czar has directed the commandent of Finland and the Baltie provinces to report means of defense to the Grand Council of mense quantities of artillery, stores and new

regiments are being enrolled. The house of Palmer & Greene, bankers of Litchfield, has failed.

Advices from India state that the American ship Waverley, with Chinese laborers, put into Manilla to bury the captain, when, some trouble ensuing aboard, the mate shot two or three, and driving the rest below, fastened the hatches and went ashore. When he returned and opened the batches, two hundred and fifty of the Chinese were found to have died from suffocation The mate and erew have been imprisoned by the Shanghai authorities. A serious difficulty had occurred at Hong

Kong, between the American consul and the local authorities, in consequence of the captain of the ship Reindeer refusing to pay a place on board an American ship. The police attempted to imprison the captain, but

FIVE TIMES MARRIED .- A few days since an old man of sixty-one years applied at the Thus has the State been deprived, not only | LEAP YEAR .- The recurrence of leap year office of the City Register for his fifth mar-