THE JOURNAL.

HUNTINGDON, PA.

Wednesady Morning, April 20, 1853.

S. L. GLASGOW, Editor.

WHIG STATE TICKET:

FOR CANAL COMMISSIONER,
Moses Pownall, of Lancaster county.

FOR SURVEYOR GENERAL,
Christian Myers, of Clarion county.

FOR AUDITOR GENERAL,
Alexander K. McClure, of Franklin co.

Agents for the Journal.

The following persons we have appointed Agents for the HUNTINGDON JOURNAL, who are authorized to receive and receipt for money paid on subscription, and to take the names of new subscribers at our published prices.

We do this for the convenience of our subscribers living at a distance from Huntingdon.

JOHN W. THOMPSON, Esq., Hollidaysburg,
SAMUEL GOEN, East Barree,
GEORGE W. CORNELIUS, Shirley township,
JAMES E. GLASGOW, Clay township,
DANIEL TEAGUE, Esq., Cromwell township,
Dr. J. P. ASHCOM, Penn township,
Dr. H. L. BROWN, Cass township,
J. WAREHAM MATTERN, Franklin township,
SAMUEL STEFFEY, Jackson township,
ROBERT M'BURNEY, " "
Col. JNO. C. WATSON, Brady township,
MORRIS BROWN, Springfield township,
WM. HUTCHINSON, Esq., Warriorsmark tp.

We will make appointments for the other townships probably in our next issue.

☞ Hon. S. A. Douglas of the U. S. Senate; Col. R. A. M'Murtrie of the State Senate; Col. S. S. Wharton, J. L. Gwin and A. M'Connell, Esqrs., of the Lower House, have our thanks for continued public favors.

☞ The communication of our correspondent at Cassville shall appear as soon as we can make room for that kind of matter.

New Advertisements.

Our friend, David Gwin, son of Judge Gwin, has opened a very splendid assortment of new and fashionable Spring and Summer goods, in the corner room of his father's private residence. See his advertisement in in this week's issue. Mr. G. is a young man who possesses excellent business qualities and is truly a Republican in feeling. If he does not succeed in the mercantile business, it will not be because he is not a clever fellow and does not sell at very low prices. Call and examine his goods and you will discover what we have said is emphatically true.

Eliel Smith, Esq., advertises his farm for sale in this week's issue. He wishes to move to the west and would like to sell. We have no doubt a bargain can be obtained in the purchase of it. The farm is a good one and has a desirable locality.

Report of Samuel W. Mifflin, Esq., Broadtop Railroad, &c.

Our readers will find on the editorial page of this week's issue, the elaborate Report of Samuel W. Mifflin, Esq., Principal Engineer, employed by the Directors to survey and locate the Broad Top Railroad. The speediness with which Mr. Mifflin has executed his labors thus far, the general satisfaction which seems to prevail in regard to them, and the Report of the same now before us, are only additional evidences of the ability for which he has long been distinguished as an Engineer, and as a man of indomitable energy and untiring industry. It is unnecessary for us to say any thing in regard to the Report for our readers have it to peruse for themselves.—We can only assure them that whatever is in it can be relied on as a correct statement of facts made from personal examination.

According to the information we have received from some of the Directors, there is now sufficient stock subscribed to grade the road, and if there is any impression abroad, no matter from what source it originated, that the building of the Broadtop Railroad was merely a picture of the imagination, without any possible tangible existance, it is certainly without any foundation. That the road will be built and that the whistling of engines will be heard among the coal peaks of the Broadtop Mountains, there is now no room for the least shadow of a doubt. All that will be required on the part of the friends of the undertaking and others whose interests its construction may favorably affect, to insure its final completion and consequently a full realization of their cherished hopes, will be a faithful adherence to their present purpose.

The Engineers are now locating the road, and about the first of June ensuing there will be a letting of the same. Its exact terminus at the Borough of Huntingdon is not yet known, as that will depend very much on the inducements offered by those individuals owning the ground where it may likely terminate. Eastern capitalists and others who have money, are certainly standing in their own light by not investing it in this Broadtop project.—The coal mines of Broadtop, it has been ascertained by skillful Geologists, will be inexhaustible, and the coal being of a superior quality, there cannot be any doubt of the safety and wisdom of any investment made to secure or open up the same, if the demand for coal in market should never increase; but from present indications, judging from the spirit of improvement abroad in regard to railroads and other projects, that demand must evidently increase, and consequently be that much more material advantage to those immediately concerned.

☞ The *locofocos* are still crying Galphanism against the Whigs, to pull wool over the peoples' eyes whilst they are engaged in robbing the National Treasury. Many of them already have their arms up to their shoulders, in Uncle Sam's coffers, whilst thousands of others are prowling around like hungry wolves, ready to grab every penny that may chance to fall at their feet. They forget, or would have the people forget, that the *principal* of this very Galphin claim, about which they have made so much noise and shamefully and dishonestly abused the Whig party, was authorised by a locofoco Congress, and *paid by the Polk Administration*. If they can't be altogether honest, they ought to try to have at least the semblance of honesty, so that they might be regarded as respectable American citizens.

☞ The cars have again changed their time of running, and for general information and the convenience of those in the county, living away from the Pa. Railroad, we insert the following from the last Schedule of time, which will appear but once in the *Journal*. The trains will stop at every regular station.

Passenger trains going Westward.

Mount Union,	6	o'clock,		P. M.
" "	8	"	22 min.	A. M.
Mill Creek,	6	"	18 "	P. M.
" "	8	"	40 "	A. M.
Huntingdon,	6	"	33 "	P. M.
"	8	"	35 "	A. M.
Petersburg,	6	"	50 "	P. M.
"	9	"	12 "	A. M.
Spruce Creek,	7	"	05 "	P. M.
" "	9	"	27 "	A. M.

Passenger trains going Eastward.

Spruce Creek,	7	o'clock	55 min.	A. M.
" "	7	"	53 "	P. M.
Petersburg,	8	"	10 "	A. M.
"	8	"	08 "	P. M.
Huntingdon,	8	"	30 "	A. M.
"	8	"	27 "	P. M.
Mill Creek,	8	"	43 "	A. M.
" "	8	"	40 "	P. M.
Mount Union,	9	"	01 "	A. M.
" "	8	"	59 "	P. M.

The Public Examination of the Shirleysburg Female Seminary.

MR. EDITOR—By giving the following article an early insertion in your valuable paper, you will confer a favor on many of your friends. This institution, like most other great and good institutions, has had to struggle with many difficulties in its infancy. But under the auspices of its present worthy principal, it is rapidly overcoming them all. The public examination of the pupils, which took place on the 7th and 8th April inst., was an occasion truly pleasureable and interesting. The young ladies acquited themselves and their teachers. All the questions on the various studies in which they were examined, were answered with an accuracy and promptness rarely equalled —never excelled. While they bore the merit of being prompt and accurate, they were free from the imputation of reciting by rote merely, as is too often the case; for, while the book was generally adhered to with a very commendable degree of correctness, the point at issue was frequently expressed nearly in the pupil's own words. Thus shewing, that *principles* were imbeded in their minds so as to be familiar to them. The compositions of the young ladies were excellent throughout; and many of them would have done honor to an institution of the first order. Where all deserve so well it is difficult to particularize; but it is hoped it will not be considered any disparagement to others, to say, that Miss HOLLIDAY, presented views on the subject of Intemperance, which, if adhered to more generally by young ladies, might have a strong influence in restraining young men from that abominable vice, which so greatly prevails at this day. Miss WILSON'S composition on the "Improvement of the Mind," showed that she sets a right estimate on the *noblest part* of 'the noblest work of God:' and that she understands the use of her own mind. The composition on 'Parting,' by Miss DORSEY, was beautiful and touching, and evinced the finest feeling; and so of others which I have not space to enumerate. The music, also, deserves particular notice. The singing was of the finest kind, with a piano accompaniment by Miss G. J. M SMITHSON, the accomplished instructress. The whole was concluded by a very short, but exceedingly appropriate and pointed address, by Rev. J. CAMPBELL, Principal. By reference to the advertisement in another column of your paper, it will be seen that the terms of this institution are quite low, offering inducements seldom equalled by institutions of a similar kind. The progress and proficiency of the pupils for the term which has just now closed, was sufficient to convince any one, that the advantages enjoyed here are equal to those of the most celebrated institutions, if the same length of time were given. A SPECTATOR.

Shirleysburg, Apr. 9th 1853.

☞ Graham's Magazine, for May, has reached us, and is, as usual, a most excellent number. We regard this publication one of the best of the kind known to the literary world.

Engineers' Report on the Survey of the Huntingdon & Broad Top Rail Road.

In presenting you with my first report, I must beg leave to refer to a survey made by myself four years ago, under the auspices of several gentlemen of this vicinity.—A line was carried from the West end of Huntingdon, up what is called Little Valley, to the head of Sink's Run, down Sink's Run to the Raystown Branch of the Juniata, across and down said Branch, to the mouth of Shoup's Run, and thence by Shoup's Run to the Crawford Mine. This line was twenty-nine miles long. The valley through which it ran is crossed by numerous streams, separated by heavy summits, and profile was altogether a rougher one, than a casual inspection of the ground would lead us to suspect.

Another line was then carried back from Crawford's bank, through the Valley, lying between Broad Top and Terrace Mountains, to the mouth of Tatman's Run, and thence by the valley of James Creek, to intersect the first line at Brumbaugh's.—This line proved but twenty-four miles in length, but was disfigured by an immense Tunnel, between the head waters of Shoup's and Tatman's Run, the expense of which, overbalanced the advantages gained, by shortening the distance. To avoid this expensive tunnel, and at the same time to obtain the advantage of a direct route, a line was suggested passing outside of Terrace Mountain, along the valley of the Raystown Branch, to a junction with the second line, at the mouth of Tutman's Run. Calculation showed that a grade of fifty feet per mile, would be sufficient, for a descent from the mines, to the crossing of the branch, and it was believed that the grade would be sufficient to carry us over the numerous ridges, which fill up the loops of the Juniata, and under the margin of the stream, impracticable by reason of its length.

It was to this route, that my attention was first directed, upon the organization of the Corps, in January last, but after two weeks careful examination the line was abandoned, the fifty feet proving insufficient for surmounting the ridges above referred to, and the winding caused by this circumstance, increased the length of our line to twenty-seven miles. Nothing then remained, but to return to the valley route, and endeavor to find some means of avoiding the objectionable summits mentioned above. A valley which we have named Middle Valley, lying between Little Valley, and the Raystown Branch, was examined, but although its summits were few, they were altogether too high to be passed, without extensive tunnelling. A third, called for distinction sake, Narrow Valley, and separated from Little Valley by a very narrow Ridge, called Backbone, was next examined, and here our search was to a great degree successful, although not practicable throughout its entire length, it nevertheless affords an opportunity of avoiding some of the worst features of Little Valley.—The obnoxious summits are reduced to three, and the height and length of the bridges, across the streams, considerably abridged. After connecting this survey with that made along the mountain, the line was extended to Hopewell and Sandy Run.—The time consumed in these surveys was 60 days, and the number of miles examined amounts to 65, which, considering the small number employed, and the fact that only three of the whole number had ever seen service before, is very creditable to their industry.

A map and profile of the route above described, has been prepared for the inspection of the Board, and an estimate of the cost of grading the entire length, to Hopewell, and a branch of four miles in length, from Stonerstown to Crawford's Bank on Shoup's Run. It will not be necessary to describe in detail, the first twenty miles, from Huntingdon, to the head of Sink's Run, but the character of the next Division deserves a special notice. From the head of Sink's Run, to the Raystown Branch at Stonerstown, there is a fall of 180 feet in $2\frac{3}{4}$ miles. For reasons hereafter to be given, it is necessary to confine the grade to 20 feet per mile, or 58 feet in the whole distance, leaving an excess of 130 feet elevation, to be overcome by excavation 40 feet deep, at the summit, and of considerable extent, and the erection of a Bridge 90 feet above the bottom of the stream, and 500 feet in length. This Bridge and the embankment at its eastern terminus, (which I propose filling up by means of a dirt train, and a temporary track of trestle work) is the only really heavy job of grading in the whole line.

After passing Stonerstown, the Line divides at the end of 24 miles from Huntingdon, the northern branch following the right bank of Putt's Run to the head, then crossing the summit with a moderate cutting, it takes the left bank of Shoup's Run, and on entering Shoups Gap encounters a deep cutting through a ridge, which we have named Carburry's Peninsula.—This cut is 40 feet deep, but of very limited extent. It is composed of rock, and opens immediately upon Shoup's Run, which will be crossed by a Bridge 20 feet high, for which the rock cut, furnishes good material. The grades of the main line, can be carried a short distance, beyond the bridge to Donaldson's Sawmill 26 miles, from Huntingdon, Here we strike the bottom of the valley, which presents an even surface perfectly level transversely, but rising rapidly in the direction of the mines. Following this surface, our grade is doubled in effect, and the power of a Locomotive reduced one half, but as the stream divides at this point, and both branches present facilities for mining, no better place, for a division of the trains, could be chosen. The distance by this line, to Crawford's Bank will be 28 miles, from Huntingdon.

Returning to the Junction, and following the the Hopewell Branch the 25th mile exhibits a rough profile, across the triple summits of School House Ridge, and Red Cliff. It is believed that considerable improvement may be made in this profile, by the actual location, especially at Red Cliff, but the estimate is returned, in accordance with the profile, so that if anything can be saved, it may be applied to reducing the curvature of Clark's Ridge on the 26th mile. The profile at this point exhibits the outline of a semicircle of 630 feet radius, having 50 feet cutting in the middle, and 40 feet embankment at the ends. If we estimate, at the usual rate, the value of the distance and the curvature that might be saved by passing straight through, the actual cost will probably justify a tunnel at this spot. After passing Clarke's Ridge, the ground becomes very favorable, neither excavation nor embankment of great extent are encountered. The line crosses Six Mile Run at a moderate elevation and in sight of the Riddlesburg Bank, and terminates on the bank of Sandy Run, above Hopewell.

The whole distance from Huntingdon to the Riddlesburg Bank will be 29 miles, and to Hopewell Furnace 31 miles.

It will be superfluous in me to indite a panegyric on the coal mines of Broad Top, their great extent, their unrivalled excellence, and the facilities for mining and draining which everywhere exist, are too well known to the Directors and the great body of the Stockholders, to require a laborious encomium. It is best to take all these facts as established, and proceed to count the cost of transportation.

It is difficult to find reliable data, upon which to base an estimate of cost generally. Much that is published on this subject is erroneous, and it is not always practicable to distinguish between the false and true. In regard to coal, however, one unquestionable source of information exists in the ten years experience of the Reading Rail Road, whose triumphant success, over the most formidable obstacles, has fully established the fitness of Rail Roads for Coal transportation. From a mass of documents kindly furnished me by the Engineer of that road, I have computed the following data. A first class Locomotive weighing 20 to 22 tons, is able to draw 400 tons of Coal on a level and straight road, at the rate of 12 miles per hour.

The cost of transportation, under these conditions is equal to one-third of a cent per ton per mile. The loss of power from adverse gradients, is equal to 50 per cent. upon the four-tenths of a foot in every hundred feet, or twenty-one feet per mile, and in this proportion *very nearly* for every other gradient. To produce an equal loss of power by curvature, would require a deflection of 21 degrees, in every hundred feet, an amount never resorted to in practice, except on turnouts and crossings.

The result of our surveys shows that the greatest part of the proposed line can be economically graded by using the maximum of four-tenths of a foot per hundred feet for adverse grades, and hence it has been deemed expedient, to resort to considerable expense in those few cases, where the inequality of the surface required it.

As an equivalent grade to this, in the opposite direction, when the engine will only have to draw the weight of the empty cars, the proportion of one foot per hundred has been adopted as giving ample play to the powers of the engine and being well adapted to the surface over which it will pass.

It is not worth while to go into a minute examination of the curves and gradients on the proposed line, which as yet extist only on paper, and may be considerably modified in the progress of location. It will be sufficient to state, that ample room exists for such an arrangement, as will prevent only a resistance equivalent to four-tenths per hundred feet on straight lines, and hence the power of our engines may be safely set down, as equal to the carriage of 200 tons of Coal at every trip.

Taking the above data, and making all reasonable allowance for the superior economy which operations so large as these of the Reading Rail Road necessarily produce, we may set down the cost of transporting coal from Crawford's or Riddle's to the canal at Huntingdon at 25 cents per ton.

A charge of 50 cents per ton which would be in proportion to the charges of the Coal Road would leave the company a profit of 25 cents per ton.

Two locomotives making nine trips each per week, would deliver at Huntingdon, one hundred and eighty-seven thousand tons of Coal in the course of a year, yielding a revenue of forty-six thousand eight hundred dollars.

This would be equivalent to six per cent interest on a capital of seven hundred and eighty thousand dollars, a sum much more than sufficient to equip the road and put it in active operation.

I have said nothing about the general trade of the road, because in the short time that I have been employed, I have been too closely occupied by the organization of an undisciplined corps, to find time to collect the necessary statistics, and I do not wish to deal in conjectures.

In my report on the final location of the line, I hope to be able to present this subject in a satisfactory light.

The selection of a Depot, and point of connection with the Canal and Pennsylvania Rail Road, are among the earliest requirements of the road. Until this point is determined, the location of the first half mile cannot be settled. With this single exception, I would recommend that the entire line above estimated be advertised for contract on the first of June, a period sufficiently remote for a final location.

S. W. MIFFLIN, *Engineer.*

Huntingdon, April 13th, 1853.

ARRIVAL OF THE AMERICA.

HALIFAX, N. S., April 13.—The steamship America, from Liverpool, with European dates to the 2d inst., arrived here at 8 o'clock, this evening, with 98 passengers.

The steamship Pacific, from New-York, arrived at Liverpool, at 9 o'clock on the evening of the 30th ult.

The City of Manchester sailed on the 30th ult., with 147 passengers for Phil'a.

The steamer Great Britain arrived at Liverpool on the 2d fron Australia.

ENGLAND.—Another election riot has occured at Blackburn.

Strike movements are taking place among the railway operatives at Liverpool, Glasgow, Manchester and other parts of the country.

Sixty-four ships are up at Liverpool for Australia.

SCOTLAND.—Arrangements have been completed for giving Mrs. Stowe a public reception at Glasgow.

FRANCE.—The French budget for 1854 has been much reduced.

A deputation of London Merchants presented an address to the Emperor, expressing friendly feelings towards France. The Emperor made a very conciliatory reply.

The next day the Emperor received a deputation from the English Atlantic and Pacific Junction Company. The Ambassadors of Peru and Grenada accompanied the deputation, and in reply to the address made by the deputation, the Emperor promised to give the undertaking his countenance.

The Legislatiff corps assembled at Paris on the 30th ult.

M. Delareur, the French Minister to Constantinople, has sailed from Marseilles.

The Madiais are expected to reach Paris on the 7th, to meet a deputation from the London Bible Society.

Pipo Rich, who had been placed upon trial for the killing the Archpishop of Paris, has been acquitted of the murder, but is condemned for his share in the insurrection.

Nandorf, the pretended Dauphin has enlisted as a private soldier in the Dutch Army.

The Assembly has given a splendid *fete* to the Emperor and Empress, on which occasion 257 prisoners were pardoned, and the sentence of 400 others commuted.

The papers of paris say that a noted refugee has left Paris for London.

An address to President Pierce from the European Democratic Committee, has been forwarded by a well known agent—probably Count Pulsky—the real object of which is supposed to be to endeavor to procure arms for a future occasion.

Business generally was dull in Paris.—Exports to the U. S. has nearly ceased.

ITALY.—Negotiations are still going on respecting the confiscation of the property of the naturalized Piedmontese.

SARDINIA.—The Government of Sardinia had sent special instructions to its Minister at Vienna, that if Austria refuses to concede certain stipulations, he was to demand his passport and quit Vienna.

SWITZERLAND.—Several outbreaks by armed peasantry have occured in Switzerland, but they were put down by the military.

GERMANY.—An insurrection was to have taken place in Posen on the 5th of April, but the affair was discovered by the Police, who ascertained that the head quarters of the conspirators was in London.

The American lady arrested recently at Heidelberg, for having republican papers in her possession, and thereby being taken as an agent for the Revolutionary committee, has been condemned to six weeks imprisonment at Masbrace.

PRUSSIA.—A conspiracy was discovered at Berlin, on the 29th of March, and 20 arrests were made. Some eighty houses were also searched, and arms and ammunition found.

AUSTRIA.—The Austrian troops continue to make arrests of Hungarians.

Eighty political refugees have been shipped on board the steamer Giovanni at Genoa. Their destination being America.

RUSSIA.—A disastrous fire has occurred at Cronstadt, when all the principal timber wharves were burned, involving a loss of 600,000 rubles.

Russia produce, amounting to 100,000 rubles, has been burned by a fire at Narva.

POLISH.—Radetzky publishes a proclamation, announcing an amnesty to all concerned in the recent troubles.

PERSIA.—A rumor was in circulation on the Paris Bourse that Persia had broken off her diplomatic intercourse with England.

MOROCCO.—The Emperor of Morocco is reported to be dying.

TURKEY.—Conferences continued at the last accounts from Constantinople concerning the holy places.

The agreement in relation to the new bank to be established at Constantinople has been signed by the Governor. English Capitalists are to furnish the bulk of the capital.

The ultimatum of Prussia to the Porte had not been presented up to the 15th of March.

AUSTRALIA.—Port Philip dates to January 5th have been received. Affairs at the diggins and trade generally was brisk.

Flour was selling at Port Philip at £25 per barrel.

☞ The U. S. Senate adjourned on last Monday a week. One of their last acts was the confirmation of James Buchanan to the Court of St James, England.

Splinters and Shavings.

SCARCE—good butter.

PLENTY—street Loafers.

SHOWERY—Thursday last.

COMING—the Fourth of July.

GOING—the Goods of those who advertise.

☞ The Legislature adjourned yesterday.

RICH—the fisticuff in the diamond on Thursday evening last. Where was Job?

☞ Thomas Jefferson was born on the 2d of April, 1743.

☞ Benjamin Franklin died on the 17th of April, 1790.

☞ A man that will stop his paper and not pay up, has not the fear of God before his eyes.

☞ The United States Senate adjourned on Monday, the 11th instant.

☞ The amount of money in the U. S. Treasury, subject to draft is $18,054,297 80.

☞ Hon. J. J. Crittenden has declined a public dinner tendered to him at Mobile.

☞ The Embargo Law was repealed on the 14th of April, 1814.

☞ Paris was given back to the French on the 13th of April, 1436.

A BORE—the man that whistles in a printing office, and thinks it a "small business."

☞ Arthur Spring, the murderer of Mrs. Lynch and Mrs. Shaw, was sentenced to be hung on Saturday last.

☞ There is a prison in Paris occupied exclusively by women, who bake, mend, and wash for all the other prisons.

☞ The Block of Limestone from Braddock's field, intended for the Washington Monument, is at Pittsburg, finished, and ready for shipment.

☞ The Siamese Twins are about commencing a tour again through the U. States and Europe, for exhibition.

☞ The health of Vice President King is getting worse, and it is feared that he will never depart from Mobile alive.

☞ The subscription for the new Opera House in New York has reached $165,000, and is still going forward with spirit.

☞ Black snow is reported to have fallen at Walpole, N. H., on the 30th ult. A letter written with it had the appearance of having been written with pale black ink.

☞ Cato Smith, aged 75 years, the wealthiest colored man in Chester county, Pa., committed suicide a few days ago; $1000 were found in his pocket.

☞ At Peru, Ill., John Kelser has recovered $3357 damages from the owner of a canal boat, for carelessly losing his carpet bag containing gold dust.

☞ Rhode Island, Connecticut, Vermont, Maine, Massachusetts, and Minnesota have all given popular majorities against the sale of ardent spirits.

☞ The Parisian ladies, who don't like the Emperor, have adopted a novel way of expressing their contempt. When he goes to the opera, they look at him through the wrong end of their glasses.

☞ A duel took place in Cincinnati, between a grandson of Ex-President Harrison, and the son of an extensive banker. On the second fire, the descendant of the President received a bullet in the arm. Cause—a young lady.

☞ The Governor and Legislature of Maryland visited Harrisburg, on Saturday last, on the invitation of the Governor and Legislature of Pennsylvania. We hope they were cordially received and hospitably entertained.

NOVEL CONVENTION.—Andrew Jackson Davis and others propose a Convention to investigate the origin and inspiration of the Bible at Hartford on the 2d day of June. We haven't heard that the American Bible Society has concluded to "stop the press" to await the result of this discussion.

☞ The Japan Expedition, is not, it is now said, to be countermanded, but reduced from 236 guns to less than 130 and to about 2100 men instead of 3123. The Vermont ship of the line will form no part of the squadron, as was originally intended, and chiefly, it is said, on account of the want of men.

☞ Robert J. Walker has refused the French Mission. He is a confirmed invalid, suffering from the gout, and cannot undertake any office. We presume the disease was first contracted about the time he delivered that celebrated speech at Southampton, England, on the arrival, at that place, of Kossuth, the great Hungarian Impostor.

☞ A number of whelps, the offsprings of a lioness which died on the voyage to England, have been given over to the maternal charge of a female terrier. The canine mother was deprived of her young, and the lions substituted, without her knowledge, and the strange family go on as harmoniously as possible.

THE WORLD'S FAIR IN N. Y.—It is said that more than fourteen hundred packages of articles for exhibition in the Crystal Palace, in Reservoir Square, have already arrived at New York from foreign ports, and fears are entertained that there will be insufficient room in the building to accommodate all the applicants.

A FEMALE VOTER.—A woman has been sent to jail at Cincinnati, for 20 days, on bread and water, for voting in one of the wards of that city, at the late election, by dressing in male attire, and passing herself off as a man. It appears she attempted to vote a second time, when her vote was challenged, a row ensued, and her hat being knocked off, her sex was discovered, and she was arrested.

☞ 'Tis blessed to die early, when purity accompanies us to the tomb. We can bear to gaze upon the pale, sweet face of a child, half-buried in its pillow of flowers, for we feel that the innocent is well. But our heart sickens, our mind becomes unsettled, when we know that the being lying in her narrow house before us, perished in sin. Young, fair, lovely, affectionate, yet erring. The fruit of pleasure perished in ashes upon her lip, and she is now—what?

☞ A gentleman of Peoria, Ill., who had been for some time paying his addresses to a young lady of that place, last week asked her hand in marriage, which was refused. He plead for some time after, and declared if she still resisted his suit, he would commit suicide. She informed him such an alternative would not influence her in the least. At this, he loaded his gun, and standing in front of the house, placed the muzzle in his mouth, and with his toe he pulled the trigger.