

DEMOCRATIC NOMINATIONS.

FOR GOVERNOR, FRANCIS R. SHUNK, of Allegheny co. CANAL COMMISSIONER, MORRIS LONGSTRETH, of Montgomery co.

WHIG NOMINATIONS.

For Governor, JAMES IRVIN, of Centre co. Canal Commissioner, JOSEPH W. PATTON, of Cumberland co.

"JOURNAL OF THE PEOPLE."—We have received the second number of a new tri-weekly paper, published by HOSMER & Co. 170 Broadway, New-York, with the above title. Amid the deplorable servility that characterizes the party press at the present day, it is really cheering to meet with a journal which has the independence, without the hope of party reward, and with the certainty of party denunciation, to advocate "the greatest good of the greatest number."

GREAT BEND & TUNKHANNOCK RAILROAD.

We last week published a Report of Wm. B. Foster, Esq., of a re-examination of the projected North Branch Canal extension. This examination was made, we understand, at the instance of the North Branch Canal Company, under the following circumstances: A delegation from the Company had been at Boston to induce capitalists to take stock in the concern: The Bostonians proposed that a re-survey or examination of the finished, unfinished and requisite work on the line should be made by a competent engineer; and assured the delegation that if the Report of such Engineer should promise as favorably as their own representations, the necessary capital should be at once invested. The required examination has been made, and the report is even more favorable than was anticipated by the most sanguine. It appears that the State has expended upon the 107 and 21-100 miles, to be thrown into the hands of the Company, over three millions of dollars, and that the total cost of completing that whole distance is estimated at \$1,106,037 only. Hence we may reasonably infer that the North Branch Canal will be speedily finished.

The N. Y. & Erie Railroad, now under contract far west as Binghamton, will probably be completed to that point within a year from this time; each contractor being bound to finish his work within eighteen months from the time of his undertaking, and an immense force being now at work upon the line. We this week publish (omitting valuable statements, details, &c.) a Report by a late State Engineer of a route for a Railroad between Great Bend and Tunkhannock, a distance of forty miles, to connect the N.Y. & Erie Railroad with the North Branch Canal. Nature seems to have designed this route for a Railroad. What an immense amount of Coal, Iron, &c. might thus find its way into the Chenango Canal—and what quantities of Gypsum, Salt, Lime, &c. would be transported in return. The freight on the North Branch Canal would be thereby more than doubled; while the Railroad stock could not be otherwise than profitable to its holders. This Road must soon be built—inducements for its early construction seem to us to be irresistible.

A BLIND ADHERENCE TO PARTY, NO VIRTUE. We are in the daily receipt of testimony from high and worthy sources, that men may be independent in thought, word and deed, and still be politically honest—that men may form opinions for themselves, and in the exercise of a sound discretion, act in accordance with well-grounded convictions, upon questions affecting the common welfare, regardless of party caprice or the denunciation of interested political leaders, and yet merit the approbation of all sensible men, for exalted patriotism. Many, very many are now of opinion, that the People's interests would be better promoted by sending to the halls of our Legislature, men who, instead of continually and only watching the yeas and nays of party upon important questions which arise, would investigate the subjects under consideration, exercise sound judgment in relation to them, and vote independently with a view to the public good. It is thought that men thus acting conscientiously, and from a sense of duty, would be entitled to more credit than one who, on his return from Harrisburg, could only boast that he had defeated every bill the passage of which was desired by those who opposed his election. Hear Gen. Zachary Taylor, who seems

REPORT Of a Survey of a Route for a Rail Road from Tunkhannock, Wyoming Co. by the way of the Great Bend, Susquehanna County, to Binghamton, New York. By James D. Harris, Engineer. Read in the House of Representatives, May 23, 1839.

TUNKHANNOCK, February 25, 1839. To JAMES D. HARRIS, Esq., Engineer. Sir—Having contemplated the survey of a route for a rail road from Tunkhannock to the Great Bend, and thence to Binghamton, agreeably to your instructions, I have the honor of submitting the following report and estimate thereon.

As the time allotted to making the survey was limited, it was impossible to enter so minutely into an examination of the proposed route as was desirable, or as would be indispensably necessary to a final location; but the survey was sufficiently accurate to demonstrate the entire practicability of the plan, and to furnish data for an estimate tolerably correct.

The survey was commenced at the Tunkhannock-bridge. This point was chosen, in order to afford an opportunity of connecting with the canal either at the village of Tunkhannock, or on the opposite side of the creek, as might be deemed most expedient. Assuming a point five feet above the bottom of the canal at Tunkhannock as the basis of my operations, I proceeded up the valley of the Tunkhannock creek, on the west side of the stream to station No. 12, where it was deemed best to cross the creek, in order to avoid steep high banks and short curves which must have been encountered by continuing on the west side.

From station No. 12 to station No. 50 1/2, the line continues on the east side of the creek, passing over ground generally favorable to the formation of a road.

At station No. 50 1/2, the line re-crosses to the west side of the Tunkhannock, and pursues that side of the stream to the mouth of Martin's creek, station No. 164, where, leaving the former stream, the line proceeds up the latter creek to the summit dividing the waters of Martin's creek from the Salt Lick.

Between stations 50 1/2 and 164, the ground is more irregular than on the part preceding; several bold points occur along the creek, at one of which between station 134 and 136, a considerable portion of rock excavation is required. Three bridges, each of fifty feet span will also be required on this part of the line.

The valley of Martin's creek is so uniform, that a short description of it will suffice. A series of narrow flats alternately occupying either side of the creek and bounded by high hills extends nearly the whole length of the stream.

In order to shorten the distance and take every advantage afforded by the flats, it was necessary to cross the creek several times; consequently, the number of bridges is increased. But the materials for the construction of those bridges are abundant and convenient, therefore, they do not oppose a serious objection to this plan, and the objection entirely vanishes when we take into consideration the distance saved by their use, and the diminution in the aggregate cost of the road.

In consequence of the lowness of the flats along Martin's creek, the formation of the road will consist principally of embankment. At the summit the plan of the road will be level for a distance of twenty-four chains at an elevation of 545 feet above the assumed base at Tunkhannock.

A thorough cut of sixteen chains is required at the summit, the greatest depth of which is twenty-three feet, but as the ground from this point descends regularly to the proper level at the extremities of the cut, this depth does not oppose an obstacle of much magnitude to the construction of the road. The material to be moved will be principally clay and detached rock. No indications of solid rock are presented and it is believed that no solid rock will be encountered.

From the summit, station 420 to station No. 458, the line is carried down the east side of the valley, crossing the main branch of the Salt Lick, and also another branch of the same stream near New Milford.

The line was originally intended to pass down on the east side of the village of New Milford, but finding it impossible to preserve the proper grade and cross the last mentioned stream with a bridge sufficiently high, it became necessary to change the line and carry it down on the west side of the village. It is believed that no objection can be urged against this change. The ground is equally favorable for the formation of the road, and the business of the village will be as well accommodated. At station No. 458 the line crosses to the west side of the Salt Lick, and from this point continues on the west side to the river at Great Bend, station 520.

The valley of the Salt Lick is very irregular in its formation, presenting a series of prominent points, with intervening depressions and ravines, requiring in one case considerable excavations, and in the other heavy embankments. Some portion, both of the excavation and embankment might be avoided by increasing the curvature of the road and consequently the distance, but as such a course would be so evidently sacrificing utility, it was thought inexpedient to adopt it.

It is proposed to cross the Susquehanna at Great Bend and extend the line down the north side of the river to Binghamton. In crossing the river three points are presented for consideration:

First—By carrying the line in the rear of the village, along the brow of the steep bank and approaching the river about one chain above the site of the present bridge.

Secondly—By a line diverging from the first route near station No. 523, and passing along the left side of the street to the river at the site of the present bridge.

The third line would diverge from the first at the point above mentioned, and approaching the river about eight chains below the bridge would cross at that point.

All these routes are entirely feasible, and the expense of grading would be nearly the same on each, therefore, so far as expense alone is concerned their claims are equal, but it is believed that the second line will accommodate the business of the village better than either of the others. The estimate is therefore based on the adoption of this line.

The plane of the road crossing the river 76.1 feet above the assumed base at Tunkhannock; 11.5 above the flood of 1833, and 29.9 at the surface of the river where the survey was made.

The length of the present bridge is 516 feet between the abutments. A bridge of this length might be thought sufficient for the passage of the river, but by the formation of the embankment on the north side of the river, a large volume of water which flows in high floods, finds its way over the flats on that side, will then be confined to the channel of the river; it is therefore proposed to make the new bridge 750 feet in the clear between the abutments, in order to give vent to this additional volume of water.

An embankment of about thirty chains in length, averaging about twelve feet in height will be required; extending from the north end of the bridge to the hill at station 538; from this point to the State line the ground is very favorable.

The estimate terminates at the state line, but the survey was extended to Binghamton, in order to ascertain the practicability of the route for a road from the state line to that place. The result of the survey exhibited not only the feasibility of the route but a peculiar adaptation of the ground to the proposed improvement.

The grading of a road would, in general be very light, the grades would be easy and the curvature slight.

By inspecting the following table of grades, it will be perceived that the highest ascending grade from Tunkhannock to the summit, is 28 feet per mile, and from the summit to Great Bend, the highest grade is 36 feet per mile.

It will also be observed that from Tunkhannock to the summit, the plane of the road is either level or ascending, and from the summit to the State line, level or descending. The expense of grading in some instances might have been diminished by an undulating plane conforming more strictly to the surface of the ground, but doubting the expediency of such a plan it was not adopted.

From Tunkhannock to the summit at station No. 416, the average grade is 17.38 feet per mile. From the summit to Great Bend average 33 feet per mile, and from thence to Binghamton 2 feet per mile.

Distance from Tunkhannock to summit, 31 m. 16 chs. Summit to Great Bend, 8 44 Great Bend to state line, 2 62 State line to Binghamton, 13 34

Distance from Tunk'k to Binghamton, 55 76

In constructing the road it will be necessary to interfere with and occupy 84 chains of turnpike and 228 chains of common road, which must therefore be rebuilt anew on different ground.

Estimated cost of grading a rail road from Tunkhannock to the Great Bend, prepared to receive the rails for a single track, 39 miles 60 chains, \$231,053 90.

Estimated cost of grading from Great Bend to the state line, 2 miles 62 chains, \$31,467 20.

Cost of superstructure per mile, \$4,582 00. Estimated cost of road from Great Bend to the state line, 2 miles and 62 chains, \$48,474 46.

RECAPITULATION.—From Tunkhannock to Great Bend, \$470,152 54; Great Bend to state line, \$48,474 65. Whole distance 42 miles and 42 chains, \$518,627 20.

On a review of the route it is probable that improvements might be made in the line so as to lessen the curvature and distance, and reduce the aggregate cost of construction.

Respectfully submitted, J. M. NESBIT, Principal Assistant Engineer.

TUNKHANNOCK, February 28, 1839. To Franklin Lusk and Henry Drinker, Esqrs., committee of citizens of Susquehanna county.

GENTLEMEN—The reconnaissance made by the undersigned of the route of the proposed rail road from Tunkhannock to the Great Bend, and thence to Binghamton in New York, enables him to submit a few general remarks in relation to the route and kind of road contemplated by the estimate.

The route was examined at the time that the survey was in progress under the immediate direction of Mr. Nesbit, my principal assistant on the survey. The undersigned passed up the valley of the Tunkhannock to the mouth of Martin's creek, and thence up the valley of Martin's creek or in its immediate vicinity to the summit between Martin's creek and Salt Lick creek, thence down the valley of the Salt Lick creek to the village of Great Bend and by the valley of the river to Binghamton, the termination of the Chenango canal.

Notwithstanding the country through which the rail way was traced may be termed hilly, and in some parts mountainous, a pass was found to exist as above described which presents a favorable route for the road. The nature of the ground will be better understood by examining the accompanying report of Mr. Nesbit, and an inspection of the table of grades. A tabular statement of the radii of the curves has not yet been prepared, nor has a map of the route, as the time which could be spared from other duties would not permit. It is believed that no curves will be necessary with shorter radii than 1,000 feet in any case. It will be seen on examining the report of Mr. Nesbit that no extraordinary difficulties are met with on the route.

The estimate embraces so much of the line as lies between Tunkhannock and the state line and has been made for a single track with sidings or turnouts amounting in all to one and a half miles between those points; the road formation to be fifteen feet wide at the plane of the road in all cases, and wider at turnouts; the superstructure to consist of cross-ties eight feet long and ten inches square, of white oak or chestnut, upon which are to rest wooden rails of white oak five by eight inches; the rail to be plated with an iron bar three-fourths by two and one-fourth inches, upon which the locomotives and trains will move. This will form a substantial road and it is supposed will be well adapted to the heavy transportation expected to be done on it. The expenses of the road may be materially reduced by reducing the breadth of the road formation to twelve feet, and by using the timber which is in the immediate vicinity of the route for the superstructure which is of a less durable kind than that proposed to be used, also using iron one half by two and one-fourth inches, (which is the lightest admissible for transporting coal and heavy articles) instead of three-fourths by two and one-fourth iron. As oak and chestnut timber is scarce on the route, the chief part of the ties and rails if of that kind, would have to be procured at the river, and could be transported by means

of the road itself to the middle portions of the line.

A road upon the reduced scale of permanency might suit the immediate demands of the district of country interested in it, but it would be more economical to make it as permanent as the estimate contemplates if the funds can be commanded.

The circumference of the steepest grades being on the Salt Lick side of the summit favors the preponderance of trade and tonnage which will move from south to north.

Very respectfully, Your obedient servant, JAMES D. HARRIS, Engineer.

FROM THE ARMY!

From the N. O. Picayune, July 15. Late from Mexico.

Council of War in Gen. Scott's Camp—Order to march upon Mexico—March Countermanded—Santa Anna's Preparations—The Column of Honor—Letter from General Taylor—The Republican upon Mexican Victories, &c. &c.

One Day Later from Vera Cruz. The steamship Galveston, Capt. Haviland, arrived yesterday from Vera Cruz, touching at Tampico and the Brazos. She left Vera Cruz at 2 o'clock on the afternoon of the 8th instant, Tampico on the afternoon of the 10th, and Brazos Santiago on the evening of the 11th. She arrived at the S. W. Pass on the night of the 13th, having made a very fine run.

The Galveston brought no later news direct from the army of Gen. Scott, for there had been no further arrival of couriers at Vera Cruz. We learn nothing more of the march of Gen. Pillow, and remain still in the dark as to his position. The Palmetto left Vera Cruz shortly after the Galveston and arrived at Tampico on the 10th. She may shortly be expected, and possibly may bring later news.

From Tampico we have some verbal intelligence not without interest. The American prisoners had not arrived there, but were at a place about forty leagues distant—probably Huajuap. On the 8th inst. Col. DeKusey of the Louisiana Regiment, left Tampico, at the head of about two hundred men, intending to proceed to the relief of the prisoners. He took with him a small force of regular artillery, a portion of his own regiment and some of the mounted men of Tampico—a serviceable description of force raised in town. It is more than probable that the colonel will have a brush with the enemy before he gets back. There are said to be pretty strong parties of guerrillas on the road to be followed.

Accounts of the health of Tampico, and especially the Pennsylvania regiment, are more favorable.

From a file of the Sun Anahuac, published at Vera Cruz, we have a few items of intelligence. The night of the 7th inst. a fight occurred at Vera Cruz between two Mexicans, in which one stabbed the other so severely that he died instantly. No names are given.

The U. S. schooner Flirt went up from the naval anchorage on the 5th and returned the next day. The object of the movement was not known.

Capt. Mayo of the navy and Governor of Alvarado having received intelligence that Father Jarasa was in the vicinity and designed to surprise and take Alvarado, went off in pursuit of him at the head of one hundred and fifty men, proceeding up the river. At last days the expedition had not returned to Alvarado, nor had any account been received from it.

The editor of the Sun of Anahuac has seen the Republican of the 25th June, containing Mr. Buchanan's letter, with which we are all familiar, and the pretended proceedings of the American council of war. Upon the information thus derived the editor founds an article which we give below. [His views are more fully developed on the Spanish side, but the English article is sufficient.] As to the court martial alluded to in the proceedings will be found in the news from the city of Mexico:

From the Sun of Anahuac, 25th inst. WHAT COURSE WILL GEN. SCOTT PURSUE?—The late intelligence which we have received from Mexico of the correspondence between Mr. Buchanan and the Mexican Minister of Foreign Relations, treating of peace, has it seems to us, altered the course which Gen. Scott was to pursue.

We have deferred our remarks until now, because we were afraid to be too hasty in our speculations.

It seems likely to us that Gen. Scott will not advance any further until he receives orders from Washington to do so. But will the cabinet at Washington give the order? We doubt it very much, because it would throw more difficulties in the way of the negotiations.

It must have struck the mind of every one who has read the correspondence above alluded to, that the tone of the Mexican Government has altered very much, if we should judge from the few lines addressed to Mr. Buchanan by the Mexican Premier in answer to his propositions of peace. We do not see, in his letter, any of that arrogance which in every instance before has characterized the Mexican diplomatic correspondence—but on the contrary a pretty polite, though short answer, in which he says he declines answering the arguments of Mr. Buchanan; until Congress, to whom he refers the matter and who have solely the power to decide, shall have acted upon them.

In a note which he addressed to Congress, he presses upon them to take immediate action upon them.

But, in the meantime, what is Gen. Scott to do? Will he take up his line of march for the capital while there, are hopes entertained for peace? This is not at all probable. We therefore come to the conclusion that he will not make a step forward until all hopes for concluding a treaty of peace are lost.

By the way of Tampico we received a copy of El Republicano, from the city of Mexico, of the 30th of June, also a number of the 26th, which was missing from our previous file. Both papers contain matters of great interest.

The Council of War spoken of yesterday, was held on the 24th. It is not alluded to in Mr. Kendall's letters which came down to the 30th. Yet the facts are said to be derived from a responsible source and they look plausible—Gen. Worth's opinions particu-

larly so. The Republican of the 25th says nothing about the subject, but in that paper of the 30th is another postscript to which is prefixed in large letters "Very Important." This postscript mentions the receipt of letters announcing the embarkation of 180 men at Vera Cruz from Tampico, who had marched immediately for Puebla. (This is probably Gen. Cadwallader's detachment.) The letters further said that Gen. Scott had already ordered the march of the first brigade, consisting of fifteen hundred troops with ten guns and a mortar, towards the city of Mexico, when he learned that the train was detained at Nopalucan, (forty miles this side of Puebla and fifty one beyond Perote; that he thereupon countermanded the march upon Mexico, and dispatched a force to the assistance of the train coming up. The letters then speak of the review of the troops which took place on the 26th. The number of troops is set down at 8,500 men without including those who occupy the fortifications of San Juan, Loreto, &c. But the most important paragraph is that Gen. Scott would probably postpone his march upon the city until the 10th July, to allow these reinforcements to come up. We give these various pieces of news as we find them, but the reader will constantly bear in mind that our advices direct from Puebla are later than these by the city of Mexico.

The Republican, in this same postscript, thinks it very probable that Gen. Taylor will abandon Saltillo, Matamoros and other towns in the north of Mexico and shortly proceed to Vera Cruz, to assist in the taking of the capital, which is now, it adds, the object of the aspirations of the Americans. It is very anxious that the Government should direct Generals Valencia and Salas, now at San Luis, that they harass the retreat of Gen. Taylor.

We see an order of Santa Anna issued on the 10th, admitting provisions of various kinds into the city free of duty. This is to last only as long as martial law prevails.

Another law has been issued modifying a previous one directing the closing of shops every afternoon. They are now to be closed only on Thursdays. The object of closing the shops was to compel every body to turn out for military drill.

On the 25th, Santa Anna issued, through the Secretary of War, a brief but stringent decree, to this effect:—The army of the enemy being about moving upon this capital with a view to attack the same, and the moment having arrived to act boldly, energetically and uniformly, to repel our common enemy in a manner decisive and happy for our arms, it is decreed that, martial law having been declared, it shall be strictly enforced, and that no other authority whatever shall be recognized than that of the general in command of the army of the East. This General is Lombardini. The decree is followed up by another greatly restricting the intercourse between the city and country, and pointing out who may go and come.

The details would be uninteresting here. The Republican urges the formation of a body of troops under the name of *Columba de Honor*—something like the Legion of Honor—in which officers of all grades, not actually on duty in defence of the city, shall serve as private soldiers. Quite an eloquent article is devoted to the support of this subject, but Santa Anna will look with a jealous eye upon every suggestion coming from this quarter.

Robberies are said to be very frequent in the capital, and no adequate force is detailed to prevent them.

The Republican blames the Government for not communicating at once with Mr. Trist, without referring the subject matter of Mr. Buchanan's letter to Congress. It holds that it is the business of the Executive thus to manage negotiations, and refer the result to the wisdom of Congress. To refer overtures thus is to break them off in the outset. That paper takes good care to prevent the inference from this remark that it favors peace. It is on the contrary open-mouthed for war. It would not grant a truce for a single day, nor omit preparation for defence. However, it concludes its article by trusting that the Executive as well as Congress will show themselves "extremely difficult in relation to peace, and not consent to one unless the conclusion of it shall protect in every particular, the honor, the good name and interests of the nation." We regard this as a concession on the part of the Republican and a good omen of peace.

The papers contain accounts of several outrages committed by the Americans at Puebla. We do not believe a word of them. Some of the stories are utterly preposterous. One paper pretends that Gen. Scott is driven to make a desperate attempt upon the capital by the scantiness of his resources and the discontent of the volunteers! Mexicans are not unprepared for him, it adds.

[From the N. O. Picayune, 7th inst.] INTERESTING FROM THE CITY OF MEXICO

The Diario del Gobierno of the 25th ult. contained the proclamation of Gen. Kearny to the Californians, from which it is copied in to El Nacional, the official gazette of "the free and sovereign state of Puebla," published at Puebla.

Proclamation to the People of California. The President of the United States having devolved upon the undersigned the civil government of California, he enters upon the discharge of his duties with an ardent desire to promote as far as possible the interests of the country and well being of its inhabitants.

The undersigned is instructed by the President to respect and to protect the religious institutions of California, to take care that the religious rights of its inhabitants are secured in the most ample manner, since the Constitution of the United States allows to every individual the privilege of worshipping his Creator in whatever manner his conscience may dictate.

The undersigned is also instructed to protect the persons and property of the quiet and peaceable inhabitants of the country, against each and every enemy, whether foreign or domestic; and now assuring the Californians that his inclinations are less than his duty demand the fulfillment of these instructions, he invites them to use their best efforts to preserve order and tranquility, to promote harmony and concord, and to maintain the authority and efficiency of the laws.

It is the desire and intention of the United States to procure for California as speedily as possible a free Government like that of their own territories, and they will very

soon invite the inhabitants to exercise the rights of free citizens in the choice of their own representatives, who may enact such laws as they deem best adapted to their interests and well being. But until this takes place, the laws actually in existence, which are not repugnant to the constitution of the United States, will continue in force until they are revoked by competent authority; and persons in the exercise of the public employments will for the present remain in them provided they swear to maintain the said constitution and faithfully to discharge their duties.

The undersigned by these presents absolves all the inhabitants of California of any further allegiance to the Republic of Mexico, and regards them as citizens of the United States. Those who remain quiet and peaceable will be respected and protected in their rights; but should any one take up arms against the government of this territory, or join such as do so, or instigate others to do so—all these he will regard as enemies, and they will be treated as such.

When Mexico involved the United States in war, the latter had not time to invite the Californians to join their steadfast friends, but found themselves compelled to take possession of the country to prevent its falling into the hands of some European power. In doing this there is no doubt that some excesses, some unauthorized acts were committed by persons in the service of the United States, and that in consequence some of the inhabitants have sustained losses in their property. These losses shall be duly investigated, and those who are entitled to indemnification shall receive it.

For many years California has suffered great domestic convulsions; from civil wars, like poisoned fountains, have flowed calumny and pestilence over this beautiful region. These fountains are now dried up; the stars and stripes now float over California, and as long as the sun shall shed its light they will continue to wave over her, and over the natives of the country, and over those who shall seek a domicile in her bosom; and under the protection of this flag agriculture must advance, and the arts and sciences will flourish like seed in a rich and fertile soil.

Americans and Californians! from henceforth one people. Let us then indulge one hope; let that be the peace and tranquility of our country. Let us unite like brothers, and mutually strive for the improvement and advancement of this our beautiful country, which within a short period cannot fail to be not only beautiful, but also prosperous and happy.

Given at Monterey, capital of California, this 1st day of March, of the year of our Lord 1847, and of the independence of the United States the 71st.

S. W. KEARNY, Brig. Gen. U. S. A., and Governor of California.

Man and Nature. The price of corn (maize) is now so different from the expectation of the owners far West, that the charges is more than the article is worth. Large parcels of corn and other products have been abandoned to the forwarders, and many cargoes and consignees would sell for the charges. The original purchase money is therefore a total loss, and where the owners are able, they will suffer a still further loss.—N. Y. Jour. of Com.

When Atilla presented himself to the Huns as the "Scourge of God," he was accepted under that name, and in that capacity, by the barbarians, who appreciated his mission of wrath, and exulted in the profit which they were to derive from the miseries of the human race.

When it pleased Providence, in the past year, to send another Scourge of God into the world, in the guise of a Famine, which has afflicted some of the fairest regions of Europe, and in Ireland and Scotland has left death and mourning to complete the yet unfinished chapter of the calamity, it was scarcely to be believed there were any human beings who could hail its advent with pleasure—who would hasten, like the followers of Atilla, to enlist under the banners of the new terror, and count the spoils of the victory of sorrow. This was a mistake.—There are such beings; there were such even in America, in a republic of freemen and Christians; to whom the profitable calamity has been, from the first, a theme for the loudest and openest exultation. There was some shame, however; the ingenuity of hypocrisy is never at a loss for a mask; and we were invited to exult, not over the Irish famine, which had opened a rich market to our bread-stuffs, but over the Tariff of '46, as if that had covered the land with prosperity. It was the very wickedness of political deception to attribute to an act of Congress the manifest effects of a visitation of God; to credit to the benefit of an anti-protection measure what was only the consequence of human will.

The above quoted little paragraph from the Journal of Commerce shows how quickly and easily the whole deception is dispelled. It merely states, what all know, the sudden fall in the price of bread, following the late news brought by the Caledonian.—That news was, not that Ireland had ceased to suffer, but that Nature had ceased to frown,—that the rains fell, and the sun shone, and the fields once more shone with the prospect of plenty. The harvest is not saved, it is not yet ripe; but there is a promise of a harvest: and even amid the desolation which still exists, and the deaths from suffering that still occur, it only needed that promise to strike down the high prices of grain, and humble the demagogues who have told us they were all owing to the Tariff of '46. "Large parcels of corn and some other produce have been abandoned to the forwarders, and many cargoes the consignees would sell for the charges." Is this all the stability of the rich market the new Tariff was to give to the farmers of America? Is that European market, to gain which the framers of the free-trade bill have done all they could to break down our own home market, of so little value, that the mere prospect of a fine crop in Great Britain in famine times too, smites down the price of maize so low that the consignees would be glad to sell it "for the charges," or "abandon it to the forwarders"? What prices, then, are we to expect when the crops of Great Britain shall have been harvested?—North American.

JOSEPH C. NEAL, Esq., editor of the Saturday Gazette, author of "Charnel Sketches," died suddenly at his residence in Philadelphia, on the 16th inst.

Hear Gen. Zachary Taylor, who seems