THE LATEST NEWS,

RECEIVED BY

MAGNETIC TELEGRAPH.

FROM WASHINGTON.

WASHINGTON, Wednesday, April 8, 1857.

The Administration has completed its arrangements relative to China and Wm B. Reed, esq., of Philadelphia, who is now here, has been tendered the mission. In addition to other vessels, the steamer Minnesota will proceed to China. The order for her preparation will be issued to-morrow.

The Land Offices in Minnesota have been directed to continue the withdrawal of lands falling within the probable line of the railroad routes established under grants of Congress. Preëmption claims based upon actual settlement, and not for speculation, made up to the time when the lines or routes were definitely fixed on any of the lands withdrawn, will be allowed, provided the testimony is clear and explicit. The offices of the newly created Land Districts will be established at Brownsville, at Dakotah and Nebraska cities.

Charles G. Green, esq., is reappointed Navy Agent at Boston.

The case of Commander Ogden has been taken up in the Naval Court of Inquiry.

The President has reappointed Joseph W. Gray Postmaster at Cleveland, and Thomas Miller Postmaster at Columbus, Ohio, vice Sparrow, whose commission has expired.

NON-ARRIVAL OF THE NIAGARA.

HALIFAX, N. S. Wednesday, April 8, 1857.

We have a clear, fine night, but as yet have no tidings of the steamer Niagara, now due at this port with Liverpool advices of the 28th ult., three days later than the Canadian's advices at Portland, last night.

The steamship Circassian sailed at 10 o'clock this morning for Portland.

MICHIGAN ELECTION.

DETROIT, Wednesday, April 8, 1857.

Incomplete returns indicate the election of the Republican State Judicial ticket, by at least 10,000 majority. Six of the eight Circuit Judges, and the Regents of the State University are Republican. Not more than two-thirds of a full vote was polled.

THE CONNECTICUT ELECTION.

BRIDGEPORT, Wednesday, April 8, 1857.

The Bridgeport Farmer says that Wm. D. Bishop, Dem., for Congress in all the District, has 14 majority over Orris S. Ferry, Opposition.

ST. LOUIS MUNICIPAL ELECTION.

ST LOUIS, Mo., Wednesday, April 8 1857.

Full returns give Wimer (Emancipationist) for Mayor, 5,487 votes; Pratte (Democrat), 3,759; and Lane (American), 1,831. The Emancipationists have large majorities in both branches of the Council, and have elected all their candidates for the city offices. It is now said that large numbers of the Americans voted for Pratte for Mayor, believing him the only candidate able to beat the Emancipation ticket.

CINCINNATI MUNICIPAL ELECTION.

CINCINNATI, Tuesday, April 7, 1857.

At the City Election yesterday, N. W. Thomas, the Citizens' candidate for Mayor, and Bellamy Storer, the Citizens' candidate for Judge of the Superior Court, were elected over C. J. W. Smith and G. J. Ferguson, Democrats. The precise majorities are not yet ascertained. The other offices are undecided.

MILWAUKEE CITY ELECTION.

MILWAUKEE, Wednesday, April 8, 1857.

The People's ticket has been elected in our City Election, with the exception of Mayor and Treasurer. Cross the Democratic candidate for Mayor, is reelected. Judge McArthur, Democrat, is elected Judge of the Circuit Court. The returns are too meager to decide who is elected Chief Justice of the Supreme Court.

FROM NEW-ORLEANS—MISCELLANEOUS.

NEW ORLEANS, Wednesday, April 8, 1857.

John Oxnaid, an exchange dealer, left here on the Empire City on Sunday morning, after having swindled houses here to the amount of $100,000.

It is supposed that the cold has done some injury to the cotton and sugar crops.

A steamer from Galveston, Texas, arrived at Berwick's Bay yesterday evening, and the passengers came to the city by railroad, making the whole trip in less than twenty-four hours.

The Canadian's news was received here this morning and published in the evening editions of the Associated Press.

FROM ALBANY.

ALBANY, Wednesday, April 8, 1857.

The Trinity Church question was argued before the Assembly's Committee on Benevolent and Charitable Institutions this afternoon by Mr. Ruggles on behalf of the Church.

STEAM-BOILER EXPLOSION.

INDIANAPOLIS, Wednesday, April 8, 1857.

Last night the new steam boiler, recently put in *The State Sentinel* office, being tried for the first time exploded, killing instantly a young man named Homer, and badly injuring five others. The east wall of the building was blown down. The damage to presses, type, &c., was very great.

SUICIDE OF A PRISONER.

SPRINGFIELD, Mass., Wednesday April 8, 1857.

Henry C. Haskins, a prisoner awaiting his trial in the jail here, committed suicide to day at 1 o'clock, by hanging himself in his cell with his bed cord. He left a note to the jailor, requesting him to remit $3 to his parents, who reside in Vermont, and are very poor, but respectable.

THE CASE OF THE REV. MR. KALLOCH.

BOSTON, Wednesday, April 8, 1857.

The Jury in the Rev. Mr. Kalloch's case stood eight for acquittal to four for conviction, and were discharged.

FIRE AT NEW-ALBANY, IND.

CINCINNATI, Tuesday, April 7, 1857.

The iron and ship-chandlery store of John Bushnell, and several adjoining buildings, in New-Albany, Ind., were burned down on Sunday morning. The loss is estimated at $40,000, and the insurance is very slight.

FIRE AT MOUNT CARMEL, ILL.

VINCENNES, Tuesday, April 7, 1857.

The Court House of Wabash County at Mount Carmel, Illinois, with all its records, was burned on Sunday last.

DEPARTURE OF THE EUROPA.

BOSTON, Wednesday, April 8, 1857.

The Royal Mail steamship Europa sailed this morning, with sixty-eight passengers for Liverpool and twenty-six for Halifax. She took out very little specie.

THE SOUTHERN MAIL.

BALTIMORE Wednesday, April 8, 1857.

New-Orleans papers of Thursday last have been received.

The new Collector of New-Orleans had removed Jules Caire, a nephew of Pierre Soulé, from office.

NAVIGATION AT THE NORTH.

PICTON, Wednesday, April 8, 1857.

The Picton Harbor is now clear of ice. One vessel arrived to-day.

NEW-YORK LEGISLATURE.

From Our Own Reporter.

SENATE.....ALBANY, April 8, 1857.

REPORTS OF COMMITTEES.

Mr. BRADFORD—Authorizing the formation of Homeopathic Medical Societies.

Mr BRIGGS—To incorporate the Sing-Sing Silver Mining Company.

Mr. C P. SMITH—To establish a ferry across the Hudson River from Cornwall Landing. Third reading.

Mr NOXON—To amend the act relative to District Courts in New-York City. Third reading.

Also, to amend the Revised Statutes in regard to the collection of dividends against ships and vessels. Third reading.

Also, to amend the Revised Statutes relative to the assessment and collection of taxes.

Mr. BROOKS—Exempting firemen of the various cities and villages of the State from taxation on real and personal property to a certain amount—for the consideration of the Senate.

Also, to unite certain counties into a Police District—New-York, Kings, Richmond, &c.

Mr. C. P. SMITH—By bill, to authorize the Under Sheriff of Kings County to perform certain judicial acts. Moved forward.

Mr. BROOKS—To provide payment for certain articles furnished for the City of New-York and to legalize the acts of the Board of Supervisors in relation thereto.

Also, to legalize the action of the Board of Supervisors of New-York in the matter of certain mapping and surveying.

Mr. KELLY moved forward several local and private bills from the Committee of Eight, as proper to go to Select Committees to report complete.!

Mr. RIDER moved to amend the report of the Committee by striking from the report the bill that relates to improving the Breed of Horses, and sending the bill to the Committee of the Whole.

After an animated debate, Mr. RIDER'S motion to refer to the Committee of the Whole, was lost, and the bill, with the others reported, referred to report complete.

PORT WARDENS.

The Senate in Committee of the Whole, Mr. HALE in the chair, considered the bill relative to Port Wardens of New-York.

Mr SICKLES moved an amendment providing for incorporating the proviso in the act of March 29, 1844, in effect that nothing in the act contained shall prevent any person or persons from acting as appraisers or arbitrators of damaged goods, in any case or cases belonging to the duties of the Master and Wardens of the port of New-York, whenever they shall or may be required, in writing, to act as such, by all parties and persons interested in the act or acts to be done, or by their lawful agents, or from making his or their report or award in such case or cases, as in any other matter of skill or judgment or of arbitration.

The amendment was lost.

Mr. KELLY moved to amend, by providing that three of the Port Wardens shall be experienced seamen, having commanded a ship for two or more years, or who shall have been pilots to and from the port of New-York. Agreed to.

Mr. BROOKS moved to strike out the enacting clause of the bill. Lost; and, after further discussion, progress was reported upon the bill.

For the relief of George B. Woolbridge—$2 50⁰—injuries received while in the service of the State on the Hudson River Railroad.

Mr SPENCER stated the circumstances of the case, feelingly appealed to the Senate in his behalf, and highly complimented the Hudson River Railroad, as an example of a corporation not without soul, for that corporation had provided for Mr. W.'s support for months. He jumped from the train, an accident having occurred, and the Company were not responsible.

Mr. SICKLES moved to amend the bill by naming the amount $3 000. Agreed to, unanimously, and bill ordered to a third reading, and passed.

To establish Bulkheads and Piers in the City of New-York. Progress; special order for 4 p. m.

Mr. NOXON reported the bill to authorize the Under Sheriff of Kings County to perform certain officia acts. Third reading, and passed.

The third reading of bills was made the special order for this evening, at 7½ p m.

This afternoon the bill establishing the bulk-head and pier-lines of the port of New-York, was taken up in Committee of the Whole, with Mr. Hale in the Chair.

After a long debate the Senate adjourned without taking the question.

The bill is as reported by the Harbor Commissioners, and meets with much more opposition than was anticipated.

EVENING SESSION.

The bill to establish bulkhead pier lines was debated and ordered to a third reading.

The bill to establish regulations for the port of New-York was also ordered to a third reading.

ASSEMBLY.

REPORTS OF COMMITTEES.

Mr. JOHN J. REILLY, to refer New York City Hall Commissioner bill to Committee of Sixteen. Agreed to.

Mr. DICKINSON, against New-York Pure Milk Company bill. Agreed to.

Mr. LEWIS, for the Apportionment of Members of Assembly.

Also, to organize the Senate Districts.

Mr. FOOT, complete, in relation to challenges of Jurors.

Also, complete, to annex the County of Schuyler to the VIth Judicial District.

Also, complete, in relation to action on Indemnity Bonds.

Also, complete, to prevent frauds in the sale of Railroad and Steamboat Tickets.

Mr. BOUCK—complete, to incorporate a Fire Company in Tompkinsville.

Also, to establish Free Schools in No. 1, Flushing. Committee of Sixteen.

Also, the Oyster Bay Free School bill. Committee of Sixteen.

Mr. RHOADES—complete, the Sisters of Charity of St. Vincent de Paul bill.

Mr. J. J. OWEN—complete, conferring additional powers on Marshals, &c., relative to collection of military fines.

Mr. WAKEMAN—To incorporate the International Bridge Company—for the consideration of the House.

Mr. CLINTON stated that the report set forth that no amendments had been made by the Committee, from the fact that the Committee decided that they would not entertain any proposition for amendment, but simply report "for the consideration of the House" the proposition to bridge the Niagara River. Therefore he moved that the bill be recommitted to the same Committee, with instruction to report complete, that the House may speedily arrive at a determination upon the principle of the bill.

Mr CLINTON moved its reference back to be amended and reported complete. Objected to.

Also, to incorporate the Rural Savings Bank of Harlem. Committee of Sixteen.

Mr. PRENDERGAST complete, relative to the powers and duties of the Governor.

Mr. HALSTEAD, with amendments, the Senate License bill.

Mr HARPENDING moved to make the bill the special order for 4 o'clock this afternoon. Agreed to

Mr. B R JOHNSON for the relief of the wife and minor children of the drunkard. Referred back to be reported complete.

Mr. BROOKS, in relation to goods sold at auction. To Committee of Sixteen.

Mr. ROSE, complete, to authorize the Second Avenue Railroad Company, New York, to abandon part of their road &c.

Mr. FUNK, complete, the Brooklyn Sewerage and Draining bill.

Mr H BAKER, complete, defining the powers and duties of Courts of Special Sessions, except in New-York &c.

Mr. KETCHAM reported a number of bills from Committee of Sixteen, which were ordered to a third reading.

THIRD READING OF BILLS.

To extend the Second avenue in the City of New-York. Lost a few days since, now reconsidered and passed.

To provide means for the enlargement and completion of the canals of this State. Mill tax.

Mr. JONES moved to recommit, to strike out the fourth section, which authorizes a loan of $500,000. He contended that the loaning power of the State had been already exhausted.

Mr. LEAVENWORTH opposed the motion, and argued against the position assumed.

The motion to recommit was lost.

Mr. JONES, when his name was called, remarked that, while he thought well of most of the provisions of the bill he should vote against it because he deemed the $500,000 loan clause unconsitutional.

Mr. LEAVENWORTH reported a number of bills as proper to be first considered in Committee of the Whole.

The bill was then passed—Yeas, 79; Nays, 21; providing for the Enlargement and Completion of the Canals under the Constitution.

Mr. JONES moved to recommit to strike out the clause providing for the exenditure of money to extend the Genesee Valley Canal. He could vote for no bill which contemplated the opening of new works. Lost, without a division.

The bill was then passed. Yeas, 76; Nays, 15.

Making appropriations for the Canal Debt and the maintenance of the canals for the next fiscal year. Yeas, 83; Nays, 5.

To authorize the repayment of $194,000 to the Canal Fund, erroneously paid to the General Fund, and for other purposes. Yeas, 83; Nays, 2.

The Susquehanna Railroad bill was made the special order for this evening.

Recesse 4 o'clock.

The Excise bill passed by the Senate was discussed during the afternoon session, but the question was not taken upon it.

An attempt to make the bill the special order for 8 o'clock in the evening failed.

EVENING SESSION.

The Albany and Susquehannah Railroad bill, extending the time for the completion of the road, and allowing towns on the line of the road to take stock therein, was debated and passed through the Committee of the Whole.

Another gentleman of Virginia, says a correspondent of *The Richmond Enquirer*, has invited General Pierce to become a resident of the Old Dominion. He offers for his residence 200 acres of land near Elysium Springs, three miles from the border of the Tenth Legion and five from Capon Spring. There he can have the benefit of that pure, balmy atmosphere, well impregnated with the purest Democracy. The name of the gentleman is withheld until it is necessary to be known. He will also give $100 toward the purchase of any residence in the State of virginia which the Ex-President may select.

ANOTHER SOLDIER OF THE REVOLUTION DEPARTED.—Col Jacob Carter, one of the soldiers who fought in the Revolution, died at his residence in Covington County, Mississippi, on the 24th of March. He was in his 99th year, having been born in Morris Co., New Jersey, on the 3d of April, 1758. For many years previous to his death he was an exemplary member of the Baptist Church.

FROM ALBANY.

From Our Special Correspondent

ALBANY, Wednesday, April 8, 1857.

The bill fixing the location of the county buildings of Schuyler County at Havana, or rather legalizing the action of the Commissioners in locating them there, passed the Senate last night by a stiff majority, thus disposing of one of the lobby hobbies which has considerably retarded useful legal action of late. I know nothing of the merits of the controversy; but the Watkins party assert that large quantities of good Havana cigars and bad rum have been purchased of late with Schuyler County money. I only know that there was a very jolly party of Havanese in a room near where I slept last night, and that the music which accompanied me to the land of dreams was the jingling of glasses, mingled with cheers for Havana.

The bill for "Encouraging the Improvement of the Breed of Horses," which passed the Assembly, was referred to its appropriate Committee in the Senate this morning to be reported complete, which is regarded as equivalent to its passage. Mr. Rider opposed the bill strenuously and ably, regarding the action of the Legislature in this matter as establishing a nuisance by law. If his views are correct, and I am by no means disposed to say that they are not, the title should be changed to "An Act to establish a State Race Course." As this bill will most likely become a statute of the State in a few days, I will briefly state its provisions: It authorizes Edward Pearsall of your city, Henry Lloyd of Queens, Lovell Purdy of Richmond, Ardil Raymond and Robert R. Morris of Westchester, and their associates, to form a company for the purpose of raising, breeding and improving the breed of horses, subject to the provisions of "An "Act for the incorporation of associations for im-"proving the breed of horses," passed April 15, 1854, excepting so far as the same may be inconsistent with the provisions of this act. It also gives the association power to purchase or lease a suitable tract of land, to be selected by commissioners named in the bill, to be used as a course for testing the relative speed of horses; to erect suitable buildings, fences, &c.; but this provision shall not be construed to allow the racing of horses or other animals for any wagers contrary to the present provisions of the revised statutes. The Association may hold two meetings, June and October, in each year and at these semi-annual meetings may offer prizes to be awarded as the managers may dictate. The course must be located within one of the Counties of Kings, Queens, Suffolk, New-York or Richmond. The Sheriff of the county in which the course shall be established, or his deputy, shall attend the semi-annual meetings, to keep the peace and remove all gambling implements, for which services the Association shall pay him $5 per day. If the Association permit gambling of any kind within the course, they thereby forfeit their charter and all the powers and privileges conferred by this act.

If the Sheriff were required to remove all gamblers as well as gambling tables and implements, it is not probable the semi-annual shows contemplated by this act would amount to much. In the course of the debate Mr. Rider remarked that he would much prefer an act to encourage improvement in the breed of men; to which Mr. Wadsworth replied that where you find good horses, there you will find also the best breed of men—a remark which, in the judgment of your correspondent, sets up the Mamelukes rather steeply.

An animated debate, in which many Senators participated, took place in the Senate this morning on the Port Wardens bill, which was finally made the special order for 4 o'clock this afternoon.

A bill recently passed the Senate and has been reported to the Assembly by the Committee on Commerce and Navigation to incorporate the International Bridge Company, with authority to cooperate with a like association under an enactment of the Canadian Parliament, for the purpose of bridging the Niagara River from the City of Buffalo to the Canadian shore at Fort Erie. The friends of this bill contend that the measure is very important to the commerce of the State and to New-York City, the great commercial metropolis of the country, as adding largely to the products of Canada and the West which will reach New-York via Erie Canal and on railroads. The New-York Central, New-York and Erie, and Buffalo and Corning Railroads now terminate at Buffalo. Fort Erie, opposite Buffalo, is the eastern terminus of the Buffalo and Lake Huron Railway, now fully equipped and running its trains to Stratford, where it crosses the Grand Trunk road, and will be soon completed to Goderich, on Lake Huron, a distance of 159 miles from Buffalo—there to connect with lines of steamers running to Lake Superior. To accommodate the trade and travel of this road, and others through Western Canada, and send the traffic to New-York via the Erie Canal and our lines of railway, it is contended that the erection of this bridge is necessary.

The project meets with opposition from Niagara Falls, Tonawanda and Oswego, on the ground that it will damage the project for a ship canal on our side of the river around the great Falls of Niagara. Another ground of opposition to bridging the Niagara is, that it will obstruct the navigation of that stream. This, if true, is a valid objection, and should have weight with the Legislature in considering the subject; but the commerce of the Niagara is only trifling at most, and the proposed bridge is to be furnished with suitable draws, and the Company are required to provide steamtugs to tow all vessels up or down the river which may desire to cross the line of their bridge.

The Railroad Commissioners sent in a communication to the Senate to-day to say that in consequence of the late day at which they received the Annual Reports from the different Railroad Companies, together with the necessity of being obliged to return some of said Reports for correction, they are unable to make their report in time for examination by this Legislature; but wish to anticipate so much of it as to recommend the abolition of the Board of Railroad Commissioners, and that their duties be devolved upon the State Engineer and Surveyor.

The bill providing means for the enlargement and completion of the canals (mill tax) passed the Assembly this morning—Yeas, 76; Nays, 15. The bill making appropriations for the canal debt and maintenance of the canals for the next fiscal year, also passed that body, by a vote of Yeas, 83; Nays, 5.

SPIRITUALISM IN BOSTON.

Correspondence of The N. Y. Tribune.

BOSTON, April 6, 1857.

An affair in one of the neighboring Theological Schools has excited a great deal of commotion in the private circle of those interested in the welfare of that seminary. Some eight months ago, I was at a friend's house in Brookline, and was told of some marvelous cures wrought by spiritual agency, through the mediumship of a young Divinity student. There could be no deception about the case; the sick persons were friends of my friend, and the Divinity student was a young man of remarkable purity and excellence of character above all suspicion. At several times since, I have heard similar accounts of his powers, which it was said became stronger and more fully developed from month to month. But they have now reached and passed their maximum; the honorable young man has been detected in some of his sleight-of-hand and sleight-of-foot tricks, and is disgraced, paying rather dearly for his transient reputation as a medium, by losing his reputation for honesty and truth.

Yet if he had not been a Divinity Student the detection of his tricks would never have been made public. We have no reporter in Boston to give us daguereotypes of our modern witches. Many of those who are advertising in the spiritual papers and held in high honor among the spiritual community, have been repeatedly detected in their tricks by unbelievers, and are yet receiving a good income from the visits of more credulous dupes. As this Divinity Student's career as a minister is blasted by this detection, it is possible he may take to mediumship as a profession, and he could doubtless make it lucrative. Such is the fascination of belief in spiritual intercourse, that the detection of part of the tricks of a medium cannot destroy the faith of a believer, in the tricks which he has not detected. I know of educated, and in most respects very intelligent men, who believe in the spiritual character of certain manifestations, although they have themselves detected that very medium in attempts to deceive them by sleight-of-hand! The whole spiritual excitement has proved most conclusively what depths of faith, of imagination and fancy lie hidden under our hard and materialistic Yankee characters. One of the most amusing instances of spiritual intercourse that has come to my knowledge, was that of a spirit passing himself off as as the old Greek poet Theognis. I called one day upon one of the Cambridge Professors, and found him deep in a Greek manuscript. "These "lines said he, of Greek poetry, well written in Greek "characters, and signed Theognis, were sent me by a "friend a Spiritualist, of whose truth and honor I "cannot doubt. He assures me they were written by "the hand of a man who in a natural state cannot "write even English! There is only one word here "that I cannot read, it seems as though it were "spelled wrong. The verses are well connected, "and make good sense and good rhyme."

This was a curious problem indeed for an obstinate Sadducee like myself; and if the story were to be ended here, how could I help believing that old Theognis, after 2,000 years' rest in Hades, had begun to moralize in Massachusetts, as he once did in Greece? But a fortnight after, meeting the Professor again, I asked whether he had learned anything more about Theognis. "Yes," said he, "I have found that a new "edition of Theognis was published a few years ago in "England, in which the fragments of his verse yet extant were arranged into a whole. This book was "reviewed in *The Edinburgh Review*, with extracts. "In Leonard Scott's New York reprint of that Review, "one of these extracts contained one mispringed word, "and the spiritual communication which was sent me "consisted of that one extract, modern accents, *misprint* and all!"

As I have in dozens of instances followed up the miracles of modern spiritualism into just such results as these, I cannot but hope that after the list of portraits of New-York witches is finished, your reporter's Dickens-like pen will give us some sketches of public mediums. I could name half a dozen in Boston who would make admirable pictures. Q.

THE "WEST"—WHO SHOULD GO THITHER.

Correspondence of The N. Y. Tribune.

IOWA CITY, IOWA, April 1, 1857.

In giving a few brief notes on the West, when so many "faces or thoughts are turned thither," it is proper to consider first who should go. I would say, then—no more land speculators; there are already too many. They swarm the country, are its pest and blight, infesting it as the frogs and other vermin did the land of Egypt. They are the dogs in the manger, who neither enter in and cultivate themselves, nor suffer those of limited means, who would be producers, benefitting themselves and their country. Men who have money to take West to speculate in land have no business there. They can live elsewhere, or employ their capital in many honorable and useful kinds of business that afford a reasonable profit, and benefit mankind without injuring any one. Mechanics generally, had better not go, unless they have a taste for farming; yet joiners, carpenters, millwrights and masons, are needed, get good pay, and would be a blessing to the country.

Professional men generally had better not come, unless to be professional and scientific farmers. There is room here for *all* their ability in that business, but there are enough lawyers, doctors, &c., already. People pleasantly and comfortably situated at the East, above the fear or danger of present or future need for themselves or their children, had better not come. But people whose capital might bless the world, and give a good and sure return if employed in building steam grist-mills and steam saw mills—are needed and should come or send to this honorable field, for this kind of investment and enterprise is sure to pay.

People who love to work—love to be producers, according to the original design to "till the earth and have plenty of *bread*"—"*to dress a garden and keep it*"—who delight in rearing and seeing "cattle on a thousand hills," sheep, &c.—who have small or no *homes*, with large and dependent or helping families, yet who might soon have an excellent farm, and what should be dearer still to every American, a *home* of his own for himself and posterity—who at the East may need even the staff of life, but could here have "bread and to spare."

No doubt this land was made at first for just this class of people, and Providence has kept it in reserve from the beginning "till now," for those who need; and if feeling their need, hunger after it; but the wealthy farmer or other man, who elsewhere has his abundance and more land than he actually cultivates and improves with his own hands, *has no moral or other right* to buy up and hold untilled these lands, thus keeping the needy and deserving out, or driving them far back. Men who have not succeeded in other callings may honorably retire to these lands and find that joy the world can never give. Industrious people are wanted; none other can ever hope to succeed. Good moral men are wanted—not the profane and intemperate—but men worthy to found and build up future States on the purest and best principles.

And last, but not least, women should come—noble-minded women, widowed women with children or without—to such the Government gives the same privileges as to men. Young, single women should come as teachers—as domestic help—to be be helpmeets for man—to light and cheer many a dwelling and heart which now sadly feel and show their want; and, above all, to exert their genial and exalting influence on the sterner sex—to give polish to society, and shed their kindly influence on our homes and community.

In the new States and Territories of the North-West, there are at least fifty thousand more men than women; while in the large cities of the East, the female population preponderates to an equal degree. Now this is an unnatural state of things, and is wrong; the equilibrium should be restored. Let Gov. Slade or some other friend of humanity, take the young women of the East under his auspices and bring them on. Our homes want them, and perhaps they may be benefited in them.

Even an Eden were not perfect without woman. Nor can this *almost* Eden of the West be till she come. IOWA.

SHOCKING TRAGEDIES IN KENTUCKY.

From The Louisville Journal of April 4.

Yesterday afternoon the vicinity of Main and Brook streets was thrown into considerable excitement by the discovery of the commission of one of the most fiendish and cruel murders of which we have any knowledge. For some time an Irish sail-maker named Thos. Traver has been threatening the life of his wife, and, in consequence, for several days past, she has absented herself from home. Yesterday the neighbors had their suspicions aroused, from the fact of the house of Traver being mysteriously closed. About noon they attempted to enter his room, but it was locked and barred. They then found several policemen, and with them broke through the door. In the room they found Traver, with a razor in his hand, in the act of committing suicide. He made a slight gash in his throat, but the weapon was taken from him by Officers Shanks and Powell. After a very severe struggle, the man was seized and bound hand and feet.

The woman was found lying in bed, without a particle of vitality. It was evident that she had died some time before, from wounds inflicted by her husband. Traver acknowledged, after being taken to prison, that he committed the terrible deed. He says that he killed his wife about 4 o'clock in the morning using for that purpose a small penknife, which was found in the bed. He had stabbed her in several places, and made several gashes on her body, manifesting a spirit on his part of excessive virulence. What his motive was for committing this horrible crime is not known. He gives no explanation of his conduct, though it is presumed that the monster was laboring under the influence of passions aroused by long indulgence in liquor.

The deceased was about 25 years of age, and was originally from Newport, in this State. Her maiden name was Burns, and she was married to her murderer last July.

From The Louisville Courier of April 4.

A fearful tragedy was enacted near Mount Washington, in Bullit County, Thursday evening, at the residence of Julius Bukey, an old gentleman, who first took the life of his daughter, Bettie, and then his own. The particulars of this bloody deed, from what we can learn, are these: A young man named John Roby, a neighbor, had been paying his addresses to the daughter, who was partial to him, but the match was strenuously opposed by the father of the girl. He had an intimation or impression that they were about to elope to get married, and on the fatal evening, the young lady, who was about 17 years of age, told her father, who had but the moment before entered the room, that she would pay a visit to a neighbor. This excited the suspicions of the father, who remonstrated with her, and refused to let her leave the house. Angry words ensued, and in the heat of passion he first struck her, and then drew a revolver and shot her twice, both shots taking effect, one through her head and the other in her back. The unfortunate girl fell dead at his feet in the presence of the horror-stricken wife and mother.

The wretched man, on the instant of committing the deed, rushed from the house with the fatal weapon in his hand pursued by a son, who had been hastily attracted to the scene by the report of the pistol. He tried to seize his father's arm to prevent further bloodshed and to wrench the pistol from him; but he eluded his grasp, and after retreating a few steps, placed the pistol to his own head and blew his brains out. Mr. Bukey was a man of some property and much respected by his neighbors, and was over 50 years of age.

A BOY FOURTEEN YEARS OLD CONVICTED OF MURDER—HIS SENTENCE TO DEATH.—*The Toronto* (Canada) *Globe* gives a detailed account of the trial of a boy named James McGarrie, between thirteen and fourteen years old, for the murder of James M'Cull, a boy nine years of age, in October last, in the township of Caradoxa, Canada. According to the evidence the murder was most deliberate and inhuman. Having had a quarrel with the boy M'Cull, he enticed him into the woods to get apples, and when there he beat him with a stick, and afterward took a piece of a broken bottle, cut his throat with it and inflicted gashes and cuts all over his body. He then stripped the body, tie it between two logs, and, with the clothes tied up in a bundle, left the scene. When questioned by M'Cull's father he denied the murder, but afterward confessed it, giving its horrible details. He escaped the vigilance of the officers for two weeks, but was subsequently captured.

After the evidence was heard the Jury having retired a few minutes, gave a verdict of guilty of willful murder with a recommendation to mercy. The Judge, before passing sentence asked the boy if he had anything to say why the sentence of death should not be passed upon him. He replied, "I say they've sworn to a lie. Old Scott says he gave $5, and he did not." He then sentenced him to suffer death by hanging on the 11th of April next, stating that he would lay the whole facts before the Executive, but expressed the opinion that there was no hope from that quarter, on account of the horrible nature of his crime. During the whole trial the prisoner exhibited no signs of sensibility, and received the sentence with an air of callous and careless indifference.

MARINE AFFAIRS.

THE NEW-HAMPSHIRE.

This old ship went ashore on Jones's Beach, Long Island (as heretofore reported), on Tuesday morning about 2 o'clock. She had been out from Glasgow three months, and her crew put upon short allowance. When the heavy snow storm of Monday night subsided Capt. Sheldon found his vessel close in shore, and on attempting to wear ship, the braces being frozen in the blocks, could not do it. In a short time she struck the outer bar head on, and drove high up, where she now lies. Her keel is broken in two, and the mainmast has sunk through her bottom. The sea was very violent when the New-Hampshire struck, and she thumped on the bar some time, but could not clear it. The people on board, nineteen in number, came ashore, about 10 a. m. on Tuesday, in their own boats, the first capsizing as it touched the beach, but the shore people ran into the surf and saved the men.

After all of them had been landed, the new keeper of the Life-Saving Station, Wm. H. Nichols, got out his surf-boat, and made a show of attending to his duty. Had Mr. Zachariah R. James, whose house is close by the station, been intrusted with the keys, as he was for several years before any salary was attached to the office, the boat would have been manned, or a line thrown to the vessel, soon after she struck.

As it was, he sent a boat across the bay to the main immediately after the vessel came ashore, and dispatched an express messenger to New-York for assistance. The New-Hampshire lies four miles east of New Inlet, 250 yards from the shore, in ten feet of water.

She has about eight feet water in her hold, and will no doubt remain where she is. This is the third time she has been ashore, and being 23 years old and badly broken, she would not pay the cost of getting her afloat again. The Underwriters' schooner Excelsior, Capt. James Perry, reached her yesterday, and the work of discharging her cargo will be pushed forward with vigor, and if the weather continues mild, most of it may be saved.

The schooner J. G. Rotche and sloop Gen. Washington sailed yesterday morning, in ballast, to receive her cargo, of which the following is a list: 302 bags paste, 360 tons pig iron, 175 chimney cans, 387 bundles hoop iron, 17 casks benzole, 111 do. rivets, 6 plows, 51 boiler tubes, 31 casks alum, 163 do. sulphur ammonia, 145 do. bottled ale, 43 bales rags, 67 crates sheathing felt, 28 packages grain bags, 50 tuns gas coal, 35 boxes merchandize, 3 bales do., 3,000 empty bags. Vessel and freight are uninsured.

THE NIAGARA.

This splendid steam frigate hauled out from the Navy Yard yesterday afternoon and steamed down to the North River, where she came to an anchor near the Wabash. When she will leave port on her trial trip is not known, her orders from the Secretary of the Navy not having arrived. As she passed through the East River to her anchorage her noble appearance won the admiration of everybody, and people on the piers and ferry-boats cheered her in the most enthusiastic manner.

LAUNCHES.

In endeavoring to launch she steamship Queen of the Pacific at Westervelt's yard yesterday morning, in consequence of the ways not being long enough, they did not succeed in getting her off. She now lies with her stern in the water, and men are engaged in digging her out. At sundown last evening, she was still fast, but at high water this morning it is believed that she will float.

The ship Roger A. Hiern, 1,100 tuns burden, built for Post, Smith & Co.'s Antwerp line of packets, will be launched by Wm. H. Webb, esq., from his yard, foot of Sixth street, East River, at 9 o'clock this morning. She is 172 feet long, 36 feet wide, and 23 feet hold.

COLLISION.

The pilot-boat Christian Berg, No. 16, when off the Woodlands at 7:30 on Tuesday morning, while lying to, was run into by schr. Snow Squall, hence for Georgetown (S. C.) The boat had her side cut down to the copper, and was towed up to the city by steamtug Hercules. The schr. had but one man on deck at the time.

ANOTHER SUBMARINE EXPEDITION.

The Bangor (Maine) *Journal* says that Mr. R. D. Bartlett of that city has purchased the iron steamship Philadelphia, which was wrecked and sunk near Cape Rose, Newfoundland, two or three years since, and intends to make an attempt to raise her. He is now constructing at Bangor a steam-scow, one hundred feet long, twenty-seven wide, and seven and a half deep. This scow is to be propelled by two engines of two hundred horse power. There are also to be constructed, in the same locality, twenty-five caissons, or huge boxes, each thirty feet long, ten feet wide, and seven feet deep—in all, capable of sustaining a weight of fifteen hundred tuns. The submarine apparatus for the expedition is now in the process of construction in Boston. The total cost of the outfit will be about $30,000. Fifteen or twenty mechanics will accompany the expedition. The wreck of the steamship Philadelphia lies about ten miles north of Cape Race, and at low water her stern is visible.

AMERICAN WRECKING—EXPEDITION TO RUSSIA.

The Boston Submarine Company have been for some time past vigorously engaged in pushing forward their preparations for raising the sunken ships at Sebastopol, under an arrangement made at St. Petersburg by Col. G. W. Lane, and on Saturday last, the day fixed for sailing, at 5½ p. m., one of the vessels of the expedition, the Silver Key, cast loose from the wharf and took her departure for the Black Sea. When fairly under way, she was greeted with three hearty cheers from a large number of spectators who had assembled on the wharf to see her off, which were as heartily returned by those on board. She is a beautiful craft, a fast sailor, and will undoubtedly make a quick passage. She was freighted entirely with machinery and apparatus adapted to raising ships and to other submarine operations, and is commanded by Capt. Joseph C. Currier, well known as one of our most reliable shipmasters.

The screw steamer General Knox, another vessel of the expedition, is already in the Black Sea. Numerous mechanics, and the best divers in the United States, are now on the way, with several complete sets of submarine armor, ample apparatus for blasting, and an Gwynne Pumping Engine, capable, when driven to its full capacity, of discharging one thousand barrels of water per minute. By means of this wonderful machine a sunken vessel, even in eighty feet of water, (the deepest part of the harbor of Sevastopol is only sixty feet,) can be pumped out, filled with air, and thus raised, without the slightest injury. Upward of thirty large sunken steamers have been raised by this new and admirable process, in the United States within the last two years, and it is a noticeable fact that in no case has it failed of success. It is not necessary to attempt to make the sunken vessel perfectly tight. Leaks, admitting one thousand gallons per minute, are of no consequence where the engines will discharge as many barrels in the same time.

In raising the steamer Knickerbocker, in September last from the bottom of the Hudson River, by this process, two air ports, each ten inches square, were purposely left open, in addition to all the other leaks, and yet in just one hour and fifteen minutes she was afloat, ready to be towed to New-York. This included all the stoppages required to keep her upright as she rose. The actual working time of the pump was but 20 minutes. She was a steamer of the largest class, 300 feet long and 32 feet beam, and till taken hold of by the Boston Submarine Company, was regarded as a hopeless case. These facts are attested by F. W. Moore of the United States Navy, who, with Mr. Wellington Lee, Chief Engineer of the Company, superintended the operation.

Mr. Lee, who has probably had a more varied and extensive experience in submarine engineering than any other person in America, will direct the operations at Sevastopol. As the submerged ships (about one hundred in all) were sunk under the direction of competent officers with a view to being raised again, and probably with their hatchets and ports closed, they are cases precisely adapted to this new process, the exclusive use of which everywhere (except on the Mississippi River and its tributaries) is secured by patent to the Boston Submarine Company.

The old mode of raising a sunken vessel, was to lift her with chains and scows, which, beside being a tedious, uncertain and very expensive process, has always been open to the serious objection, that no precaution can prevent great injury to the hull, by the chains cutting and crushing into the wood; but till the recent invention of the Gwynne Pumping Engine, no better method was possible, as no other pumping apparatus in existence could expel the water fast enough from a sunken vessel to overcome all leaks, and admit a sufficient quantity of air to raise her. This method, as it can be used by no one else, will undoubtedly enable the Boston Company to raise every ship of any value in the harbor of Sevastopol, with a rapidity, certainty and cheapness which will defy competition.

[Boston Transcript, 7th.

YOUNG MEN'S REPUBLICAN CENTRAL COMMITTEE.

The regular meeting of the Young Men's Republican Central Committee was held at the Stuyvesant Institute last evening, Mr. C. C. NOTT in the chair.

The Committee appointed at the previous meeting to prepare resolutions in reference to the decision of the Supreme Court in the Dred Scott case, having divided in their deliberations,