

Staunton Spectator.

STAUNTON, VA.

TUESDAY, JUNE 19, 1860.

The STAUNTON SPECTATOR having a large circulation as a paper published in Western Virginia, has no superior in this section of country as an advertising medium.

FOR PRESIDENT, JOHN BELL, OF TENNESSEE.

FOR VICE PRESIDENT, EDWARD EVERETT, OF MASSACHUSETTS.

Important Notice. It is very important that all accounts due this office on the 1st of the present month, shall be settled as soon as possible.

The Richmond Convention.

The Seceders from the Charleston Convention met at Richmond on the 11th, according to appointment. All of the seceding States were represented.

Mr. Lincoln, of Texas, was called to the Chair, and delivered a very indifferent address. Prayer was offered by the Rev. Dr. Barrows.

On Tuesday, after prayer by the Rev. Mr. Demoss, reports were made by the Committees on Organization and Credentials.

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The Railroad Difficulty.

The communication from Col. Fontaine, published in this paper, shows conclusively that the delay of Northern passengers and mails at Gordonsville, is owing to the failure of the Orange and Alexandria Railroad Company to comply with their contract.

It is the present state of affairs to continue? To show how widespread and ramified is the inconvenience experienced from it, we may mention a matter which occurred in our Circuit Court last week.

A gentleman living in Culpeper county had been summoned to attend Court as a witness.

He started from home time enough to reach Staunton at the trial, but arrived at Gordonsville six minutes after the Central train had left, and of course was detained a day.

When he got here the case had been continued in consequence of his absence, and he and all the other witnesses must come back again next Fall.

Stanton is about eight hours distant from Washington city, yet passengers and the mails are now about thirty-two hours on the roads between the two points.

We hope the Post Office Department will take the matter in hand, or that some authority will be found to correct the evil.

The Southern Programme. The Richmond Examiner, which has heretofore disapproved of the action of the Seceders at Charleston, expresses gratification at their course in Richmond, and pronounces it calm and judicious.

In the majority in the Baltimore Convention, says the Examiner, are not utterly unwelcome, they will admit these delegates from the South to a full and immediate participation in their councils.

The Seceders have gone back to their people and have got the fullest and most distinct endorsement. But it is not the mere ostensible endorsement.

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Thirty-sixth Congress—First Session.

Monday, June 11, 1859.—Senate.—Mr. Wilson introduced a resolution to postpone the day of adjournment until the 25th inst., and gave notice that he would call for the report of the Committee on public printing.

Mr. Crittenden, from the Select Committee, reported back the French spoliation bill. A number of additional appropriations, amounting altogether to \$1,000,000, were added to the Civil appropriation bill.

House.—The Senate bill amending the patent laws was postponed to the next session. The post office appropriation bill was taken up in Committee of the Whole.

A number of amendments were adopted, when the bill was reported to the House and finally passed. The fortification appropriation bill was also passed.

The Committee of Conference on the Homestead bill reported its inability to agree with the Senate Committee. The House insisted on its disagreement and called for the appointment of another Committee.

Tuesday.—Senate.—The Senate took up the Pacific Telegraph bill, struck out the House amendment requiring that sealed proposals for the building of the line should be advertised for, and re-inserted a provision giving the grant to certain persons named.

After the disposal of some unimportant business the Civil appropriation bill was taken up. House.—The House passed the Senate resolution authorizing the use of one of the coast survey vessels for purposes connected with observations on the eclipse of the sun on the 18th of July.

Mr. Grow, from the Conference Committee on the disagreeing amendments to the Post office deficiency bill, reported that the Committee were unable to agree, and proposed an amendment to the Senate's amendment.

The amendment was rejected—yeas 128, nays 58.—The printing of 50,000 copies of the mechanical portion of the Patent Office was ordered. The Light House appropriation bill was passed, and the Navy appropriation bill was then taken up.

Both Houses held an evening session. The Committee on Printing reported back the House bill for the establishment of a Government printing office. Mr. Davis, from the minority of the Committee, reporting a substitute for the bill.

The Senate then resumed the consideration of the Civil appropriation bill. The House passed the Navy appropriation bill. After some rough language between Senators Mason and Wilson, each intimating, in modern Senatorial parlance, that the other was not a gentleman, the Senate proceeded to the discussion of the General Appropriation bill from the Conference Committee.

Mr. Hunt moved an amendment, authorizing the President to borrow twenty-one millions of dollars, this being the proposition that originated in the House in connection with the Tariff bill which the Senate has, so far, refused to take up.

Mr. Bigler opposed the amendment, and the House should go without making provision for its payment. House.—The whole session up to half past 4 o'clock was consumed in the consideration of the resolutions concerning the President and Secretary of War for abusing their discretionary power in the selection of a coal agent for the purchase of fuel for the Government, and declaring that the contract with Mr. Swift for live oak timber was a violation of law.

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For the Spectator.

A Statement of Facts Relating to the Detention of Passengers at Gordonsville.

All persons traveling on the Central road, subject to a waiting for several years at Gordonsville, waiting for the Alexandria train, complained of it as a grievance which they bore with but little patience.

The officers of the Central Company have tried to remedy it by the Alexandria company to arrive earlier. But the history of the connection shows that they made it later and later every year, and recently the prolonged detention not only added greatly to the discomfort of the regular travel between the east and west, but was likely to divert the Springs' travel to other lines.

The detention of the Alexandria train is the irksome feature of the connection. The hot sun of the summer, has been resisted by the other company, and has caused some persons returning to Staunton to be late.

The left midway on your journey homeward, very well calculated to cause uneasiness of mind; but the question on whom should the blame rest? It is true that it is in the power of either party to prevent it, but that one should be censured who has failed to do what might be expected, and which they have agreed to do, should not be expected.

What are the facts? When the Alexandria Road was first constructed to Gordonsville to connect with the Central Road, which had been in operation west of the Blue Ridge for several years, feeling that their duty to conform to a state of things existing before that road was projected, their trains arrived at Gordonsville at the same time with that of the Central, viz: at 10-15 A. M., and there was no detention to passengers going either way.

Both times they asked for an extension of the hour of arrival, in a spirit of concession, it was made 10-30, and this continued to satisfy them for a year. The result of this was, that all passengers were kept waiting for their arrival, and those destined to the Springs had to wait in stages at night much later in consequence.

Again, in the Spring of 1859 they demanded another extension of time. The subject was maturely discussed and examined, and what was supposed to be a fair compromise was agreed upon, and should have been carried out, and this being another addition of fifteen minutes.—Last year they did not by schedule, and frequently arrived as early as 10-40, as the record shows. The Baltimore train arrives in Washington later, and passengers are sooner, than formerly. Why can they not do this year at 10-45, as they agreed to do last year, and was done? 10-45 is all now required of them, and required because it was solemnly agreed to last year, and was supposed to be carried out.

During the last winter, when the ice in the Potomac drove them to the use of the short railroad between Alexandria and Washington, requiring several transfers of baggage, a temporary farther extension of time was granted by the Superintendent, without consulting the Board. After the reasons for this temporary extension ceased to exist, the Board gave them full notice that after the first of June they would resume to resume the compromise schedule of last year.

If they refuse to resume that schedule, deliberately to add to the delay, and passengers are left, who is to blame? They cannot plead the heavy winter, for they have not been so late, as well as the Springs, for the last year. The Baltimore train this year at 10-45, as they agreed to do last year, and was done? 10-45 is all now required of them, and required because it was solemnly agreed to last year, and was supposed to be carried out.

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OFFICE ORANGE AND ALEXANDRIA R. R. CO.

Alexandria, Va., June 15, 1860. Having seen it announced that the President of the Va. Central R. R. Co. had furnished the Stanton papers with a statement of publication regarding the existing connection between the two roads, I have to inform you that I have requested that you will publish the annexed copy of a letter which I have addressed Col. Fontaine on the subject, and though not written specially with an eye to its publication, will give you the substance of it, and the reasons, which I have written to the Charleston Convention, regarding the Baltimore Convention as an insignificant affair, are impelled by view in now in quite a different light. It has suddenly loomed up and assumed the proportions of a National Convention, upon the subject of the destinies of the Union may yet be suspended. Harmony, unanimity and enthusiasm prevailed throughout all its deliberations, which is far more than can be said of most national conventions. Events yet to occur may make it the imperative duty of every one who desires the perpetuation of the Union in peace, to support John Bell and Edward Everett.

The National Union Convention, recently assembled at Baltimore, with the greatest harmony and unanimity, nominated John Bell, of Tennessee, for President, and Edward Everett, of Massachusetts, for Vice President. This is a strong token, and a very good omen. Many, who previous to the Charleston Convention, regarded the Baltimore Convention as an insignificant affair, are impelled by view in now in quite a different light. It has suddenly loomed up and assumed the proportions of a National Convention, upon the subject of the destinies of the Union may yet be suspended. Harmony, unanimity and enthusiasm prevailed throughout all its deliberations, which is far more than can be said of most national conventions. Events yet to occur may make it the imperative duty of every one who desires the perpetuation of the Union in peace, to support John Bell and Edward Everett.

The "MERCURY" ON THE NATIONAL DEMOCRACY.—The Charleston Mercury, of Saturday last, thus pitches into the National Democracy: "The insensate idea that the Democratic party as now existing (with the whole Northern wing completely sectioned off by the Black Republican party) is essential to the maintenance of the rights and institutions of the South, has its precedent only in the worst days of the Italian Republics, when honor and truth were only acknowledged to be delirium. The Charleston Convention had not one single principle in common with the Northern wing of the Democratic party. No set of men ever got together of more direct and vehement antagonism."

This being so, how can the two wings of the party ever honestly co-operate? And