THE DAILY DISPATCH.

BY JAS. A. COWARDIN.

☞ The Daily Dispatch is served to subscribers at SIX AND A QUARTER CENTS PER WEEK, payable to the Carrier weekly. Price for mailing, $4 a year, or $2.50 for six months, in advance.

☞ The Weekly Dispatch is issued every Friday, and mailed to subscribers at $1 per annum

FORT GAINES ACADEMY LOTTERY
Class 23,
To be drawn in the city of Atlanta, Georgia, in public, on
Tuesday, January 20th, 1857,
On the plan of SINGLE NUMBERS.

30,000 Tickets--3,307 Prizes.

NEARLY ONE PRIZE TO EVERY NINE TICKETS.

BRILLIANT SCHEME.

1 prize of	$25,000 is		$25,000
1 " of	10,000 is		10,000
1 " of	10,000 is		10,000
1 " of	10,000 is		10,000
1 " of	4,000 is		4,000
1 " of	1,000 is		1,000
1 " of	1,000 is		1,000
10 prizes of	200 are		2,000
90 " of	100 are		9,000
100 " of	70 are		7,000
100 " of	50 are		5,000
3,000 " of	40 are		120,000
3,307 Prizes, amounting to			$204,000

Whole Tickets $10, Halves 5, Quarters 2.50.

☞ The first 307 Prizes are decided in the usual manner.

The 3,000 prizes of $40 will be determined by the last figure of the number that draws the $20,000 Prize. For example, if the number drawing the $4,000 prize ends with No. 1, then all the tickets where the number ends in 1, will be entitled to $40. If the number ends with No. 2, then all the Tickets where the number ends in 2, will be entitled to $40, and so on to 0.

Certificates of Packages will be sold at the following rates, which is the risk:

Certificate of Packages of	10 Whole Tickets,	$60
" "	10 Half "	30
" "	10 Quarters "	15

☞ Address orders for Tickets or Certificates, either to
S. SWAN & CO., Atlanta, Ga.
or S. SWAN, Montgomery, Ala.
de 10

CAPITAL PRIZE
☞ $60,000!!! ☜
SOUTHERN MILITARY ACADEMY LOTTERY
Class N,
To be drawn in the city of Mobile, Alabama, in public, on
FRIDAY, JANUARY 30, 1857, on the Plan of SINGLE NUMBERS.
JOHN HUETEL and W. W. MAGUIRE, Esqs., Commissioners

30,000 Tickets--3,295 Prizes!
MORE THAN ONE PRIZE TO EVERY TEN TICKETS!

Brilliant Scheme!

1 Prize of	$60,000	2 Prizes of	$2,000
" "	25,000	2 " "	1,000
" "	10,000	10 " "	250
" "	5,000	100 " "	150
" "	5,000	100 " "	100

APPROXIMATION PRIZES.

4 prizes of $250 approximating to $60,000 prizes are	$1,000
4 prizes of $200 approximating to $25,000 prizes are	800
4 prizes of $175 approximating to $10,000 prizes are	700
2 prizes of $125 approximating to $5,000 prizes are	1,000
2 prizes of $100 approximating to $2,000 prizes are	800
2 prizes of $75 approximating to $1,000 prizes are	600
10 prizes of $65 approximating to $250 prizes are	2,600
3,000 prizes of $60 are	180,000
3295 prizes amounting to	$326,000

Whole Tickets $15; Halves $8; Quarters $4; Eighths $2.

The first 219 prizes are decided in the usual manner.

The 3,000 Prizes of $60 will be determined by the last figure of the number that draws the $60,000 prize. For example, if the number drawing the $60,000 prize ends with No. 1, then all the tickets where the number ends in 1 will be entitled to $60. If the number ends with No. 2, then all the Tickets where the number ends in 2, will be entitled to $60 and so on to 0.

Certificates of Packages will be sold at the following rates, which is the risk:

Certificate of package of	10 whole tickets,		$100
Do. do.	10 half	do.	50
Do. do.	10 quarter	do.	25
Do. do.	10 eights	do.	12½

Address orders for tickets or certificates either, to
S. SWAN & CO., Atlanta, Ga., or
S. SWAN, Montgomery, Ala., or
S. SWAN, Box 200, Mobile, Ala.

Plan of Swan & Co.'s Lotteries

90,000 numbers, corresponding with those on the tickets are placed in one wheel. The prizes are placed in another wheel. A number is drawn from the number wheel, and at the same time a prize is drawn from the other wheel. The prize drawn is placed against the number drawn. This operation is repeated until all the prizes are drawn out.

IN ORDERING TICKETS,

Enclose the money to our address for the tickets ordered, on receipt of which they will be forwarded by first mail.

The list of drawn numbers and prizes will be sent to purchasers immediately after the drawing.

☞ Purchasers will please write their signatures plain, and give their post office, county and State.

☞ Remember, that every prize is drawn and payable in full without deduction

☞ All prizes of $1,000 and under, paid immediately after the drawing: other prizes at the usual time of 30 days

All communications strictly confidential.

All tickets cashed or renewed in either tickets at either office. de15

FURS.
NEW ASSORTMENT.
JOHN DOOLEY, 81 Main street,
Has just received another supply of FURS, embracing every grade, and the newest styles of make.

Owing to the large quantities of those articles which he purchases, he is able to procure them at low prices, and thus has it in his power to sell cheaply to his customers. The prices, too, will be found in keeping with the lateness of the season.
ja 10—ts

AMERICAN HOTEL.—I have this day sold and conveyed to Mr Wm. B. Bishop, the interest of John J. Brown, Esq., in the lease, furniture, good will, &c., of the American Hotel, and solicit a continuance of the liberal patronage of the friends of Mr. Brown in behalf of the new proprietor.
WM. H JOHNSON,
Jan. 1, 1857. Committee of J. J. Brown.

The undersigned, having taken a lease, for a term of years, on the American Hotel, respectfully solicits a share of patronage from his friends and the public. He pledges himself that no effort on his part shall be spared to render his guests comfortable, and to sustain the present reputation of the house.
ja 2—ts W. B. BISHOP.

THE CHEAPEST FUEL.—At the present relative prices of Fuel, NATURAL COKE is undoubtedly the cheapest. The SOFT COKE is unequalled as a fuel for grates, being easily kindled, cleanly, and one-third more durable than Bituminous Coal. The HARD COKE is an excellent fuel for stoves, cooking ranges, and for furnaces in dwellings, factories, churches &c., and is nearly, if not quite, as durable as Anthracite.

PRICES—Soft Lump, $6; Soft Nut, $5.50. Hard Coke, either grade, $5 per load.

Yards, corner 10th street and Basin Bank, and 6th and Byrd streets. JNO. J. WERTH, Agent.
ja 2—ts

DRUG STORE FOR SALE.—The stock and fixtures of a Drug Store, well located and doing a good business, are offered for sale. Address
DRUGGIST,
Richmond, P.O
ja 23—ts

20,000 FINE HAVANA CIGARS, made of new crop Tobacco, just received by the subscriber. Lovers of a fine CIGAR are invited to examine my stock.
CHARLES RICHARDSON,
Importer of Havana Cigars, American Hotel Building, corner Main and 11th sts. oc 29—ts

VERY VALUABLE PRIVATE RESIDENCE, AND VACANT LOT ON MARSHALL AND 7TH STREETS, FOR SALE OR LEASE.—We are authorised, by James Lyons, Esq., who is about to remove to his country seat, 1½ miles from this city, to sell or lease his residence, on the corner of Marshall and 7th streets, and the vacant Lots adjoining thereto. The Lot on which the dwelling stands has a front of 130 feet, and a depth of 163 feet. The Lot on 7th street fronts 100 feet, runs back 130 feet to market alley. This property is so well known that a minute description is deemed unnecessary. But it may be proper to add, that the premises, spacious, with every modern convenience, as gas, water, baths, &c., and the lot is thoroughly drained through the city culvert, the free privilege of which is reserved to the whole property.

A sale of the property would be preferred, but if this can't be effected, then it will be leased to a careful tenant for a term of years.

TERMS very accommodating, and possession given the 1st of April next.

To avoid misapprehension Mr. Lyons requests us to say that his change of residence will produce no change in his business arrangements His professional engagements will be fulfilled as heretofore. His office will be continued on 9th street.
GODDIN & APPERSON,
ja2—2awlm Auc's.

300 ACRES OF LAND IN LOWER PART OF HENRICO, NEAR BOTTOM'S BRIDGE, FOR SALE.—The subscribers are authorized to sell 300 acres of Land, situated as above and adjoining Dr. Jno. G. Carter, —— Bradley and Chickahominy River. This land is covered with a very large quantity of Pine, Poplar and Cedar Timber and Wood; also has on it a fine mill seat site for a mill pond. There is on the river a large quantity of fine meadow land.

Terms liberal. Apply to
de 31—2awlm GODDIN & APPERSON, Auc's.

DAILY DISPATCH.

VOL. XI.--NO. 11. RICHMOND, TUESDAY, JANUARY 13, 1857. PRICE ONE CENT

THE DAILY DISPATCH.

Tuesday Morning, January 13, 1857.

Recollections of Col. Aaron Burr—His Trial at Richmond.

The venerable Hon. John Barney, of Baltimore has in press, and soon to be published, a book entitled, "Sketches of men and things of the Past."—The following extracts in relation to Col. Aaron Burr and his trial for treason, will be found interesting in this locality:

AARON BURR—HOW HE PRESIDED IN THE SENATE.

In 1802 I witnessed the dignity, impartiality and winning grace with which Aaron Burr presided in the Senata of the United States during the trial of Judge Chase, impeached for partiality and injustice towards John Fries, indicted under the Alien and Sedition Law.

HIS TRIAL AT RICHMOND.

I attended to his trial at Richmond, Va., when he himself was indicted for treason. His prominent counsellor was Luther Martin of Baltimore—my father's lawyer, neighbor and friend.

His daughter Maria, afterwards celebrated as Mrs. Richard Raynal Keene, invited my sister and self to dine with Col Burr. He was then living in a house standing alone, around which was a patrol of guards.

The dinner was superb, abounding in all the luxuries which Virginia's generous soil yields in lavish abundance. Twenty ladies and gentlemen, of rank, fortune and fashion, graced the festive board.

He was esteemed a perseeuted martyr. Distress, in every form and shape, makes an irresistible appeal to woman's sympathy; her tears often flow for the suffering of the criminal who expiates his crimes on the gibbet.

HIS TENDERNESS FOR THE SEX.

On this occasion, Burr's fascinating flatteries were lavished indiscriminately on the sex in general. Msn he had ever found treacherou's—woman always true to sustain him in adversity—solacing in affliction, and giving a charm to life, without which life itself was not worth possessing.

HIS REMOVAL TO PRISON.

The Grand Jury finding a true bill, he was forthwith removed to the State Prison. There we followed him—he received us in his usual bland courteous manner, apologised for our being introduced into his bed chamber—his drawing room being then deranged by the fitting up of his ice house, which was in fact in his chimney corner—Iron gratings prevented his egress, admitting a free circulation of light and air. I felt pride and took pleasure in being permitted to become his amenuensis. Each day as I rode along the streets my curricle was freighted with cake, confectionery, flowers redolent with perfume, wreathed into fancy boquets of endless variety.

HIS TRIAL.

The trial was tedious and prolonged. I travelled on to the borders of North Carolina, lingered for a while at the noble mansion of Lady Skipwith. On my return I found the persevering Attorney General, George Hay, fatigued, worried.

"Would that I could only hang upon a grate and have a little negro to swing me to and fro all day. The Law's delay—the special pleadings of the Bar, its interminable controversies have worn out and exhausted me. I shan't be able to hang Burr, but will be content to hang myself on a grate."—Thus spoke George Hay, than whom never lived a purer patriot or a more upright, conscientious man. His wife was a daughter of James Monroe, the modest retiring President, and a worthy compeer of Jefferson and Madison. Praise is thus exhausted.

HIS ACQUITTAL.

Burr was acquitted. He came to Baltimore, and was feasted by Luther Martin. He rose from the dinner table, threw open the window, gratefully and gracefully bowed to a voluntee company, in full feather, commanded by Capt. Leonard Fraily, a band of music cheered him with a lively air, and he accepted, gracefully, the distinguished honor conferred upon him. When my friend Hughes touched his arm—"Colonel," said he, "they are playing the Rogue's March, with charged bayonets." The windows were closed, the wine circulated, and we calmly arrived at the conclusion that Captain Fraily was a very officious volunteer.

THE THREAT TO MOB HIM.

The next day, strolling down Market street, arm in arm with my persecuted friend, Mr. Hughes overtook us. "Colonel," said he, "pass Light street without looking down—Fountain Inn is surrounded by groups of your admiring friends.—Captain Fraily is out of unif'rm to day, but there is a general desire manifeste o give you a warm reception in citizen's clothes. "ou must take your departure without further civ or military honors being conferred upon you." With his accustomed celerity of action and excellent judgment, the Colonel called a hack and jumped into it.

"Colonel, my friend Barney will accompany you. You will have a pleasant drive out to Herron's Run. I will secure a seat in the stage coach, take charge of your baggage, swop you for my friend Barney—bring him home, and send you on your way to rejoice escaping being hustled by a Baltimore mob." "I fear no mob," the Colonel sternly replied, "I have seen the cannon's hostile flash—have counted the bristling bayonets of the enemy, and hold in contempt a lawless mob."

"This is all fine bravado," said Hughes. "Barney and I have no desire to shoot down, or be shot by our fellow citizens You may throw your own life away, Colonel, but this bright world has too many attractions for us to throw away ours, in defending you, when a pleasant ride of half an hour will save you from danger and restore us to our affectionate parents."

HIS TREACHERY, ETC.

This was the last of Col Burr. His villainy, his treachery, his infamous exposure of confidential letters addressed to him by the confiding sex, on whom he was lavishing praise, but induced by a mere gratification of a puppy vanity to desire to throw broadcast to the world their letters of civility in answer to his bewitching flatteries, lavished upon them without stint or measure. The noble, honest, but poor Mathew L. Davis, his executor, received from him while living, trunks full of female correspondence, by which Burr thought to make his (Davis) fortune, but which were generously returned, without fee or reward, to the grateful recipients.

LOBBYING—AND MATHEW L. DAVIS.

Lobbying (now an anomaly) was in full force in those days. Several important bills had passed the New York Legislature, and some were so uncharitable as to insinuate that improper means had been resorted to, and my friend Davis was accused of being engaged in bringing about this successful issue

A lady of rank and fashion condescended (and ladies rarely condescend to mingle in anything out of their appropriate sphere—the limits of the domestic circle) to say many hard things of my friend Davis. In one instance, she went so far as to insinuate she could calmly see him hung.

Davis went to her door, rung the bell, sent up his name, and was promptly answered she was not and never would be at home to Mr. Davis

"Pray ask her," said he, "if she has heard from her husband at Niagara" He was forthwith invited up stairs. The lady entered in trepidation and alarm. "Has any calamity happened to my beloved husband?" "This will explain all," says Davis, at the same time handing her a letter, in her own chirogaphy, addressed to Col. Aaron Burr "Good heavens, sir," said she, "to what purpose is this letter destined?" "To remain in your possession, madam, to be disposed of by you at your own pleasure." "My kind friend," exclaimed she, "how can I ever repay such an act of unparalleled magnanimity?" "Ever afterwards," said Davis, "she almost broke her neck in extending her head out of the carriage window to greet me as she passed."

BURR IN DESTITUTION.

Subsequently comes poor Burr to destitution, in Paris, where he supports himself for months by the sale of his watch, his trinketts, his clothing, and was finally induced to make minute calculation of the minimum food indispensable to sustain life, ascertaining by chemical experiment that the saccharine of sugar yielded more nutriment at less price than any other substance. Coffee browned, but only half burnt, lasted longer and was the cheapest stimulant that could re-animate an exhausted frame.

ANECDOTE OF JEFFERSON.

Passing through Washington on my return from Richmond, I was invited by Colonel Isaac Coles, his Secretary, into Mr. Jefferson's private sanctum. He was seated in his morning gown quite at ease, (I was not,) amusing himself by tossing his slipper up in the air and catching it on the point of his toe as it came down.

His homely rustic fiery flaxen hair and stern countenance when he addressed me, "I understand Colonel Burr was an intimate friend of yours?" I was premonished by my friend Coles to expect a lecture

I brazened it out. "Yes sir, I was his amanuensis I copied many and directed all his letters"

"Curious to see how a great man could act, fallen from his high estate, I cultivated his acquaintance with assiduity."

"That was in exceeding bad taste sir; but you are a young man. Youth and indiscretion are synonymes." I did not invite you to hear a lecture, but to obtain information."

"I understand Col. Burr received a great deal of attention in Richmond?" "Yes sir; it was lavished on him without stint or measure."

"Pray, sir, did Col. Gibbon himself have any intercourse with him?" "None." "Did his family?" "No." "How do you know?" "The hotels were crowded—hospitality was lavished upon every stranger—families gave up their beds to furnish a welcome and a resting place to houseless wanderers My sister was invited to Major Gibbon's domicil. I was there every day, volunteered my services as surveyor of supplies for the Colonel's use—met no encouragement in Major Gibbon's family—got my curricle loaded every day anywhere else."

"I rejoice to hear it; I forgive your youthful folly; dine with me to-day; I want to hear your adventures; I promise you good cheer, for in my heart I rejoice that you have saved me from the condemnation of an unrighteous act. Notwithstanding that Col Gibbon fought like a patriot and hero at the battle of Cowpens, and was appointed Collector of the Port of Richmond, by Gen. Washington, I had resolved this day to strike his name from the rolls of his country's services, which I concluded he had disgraced by permitting his family to commune with the arch traitor"

"Come punctually at five." I went, and never enjoyed a dinner more.

DANIEL WEBSTER IN A NEW CHARACTER.

The New York Express in a very pleasant notice of Mr. Barney's book, speaks of the manner in which that gentleman has figured through his long life, having been *feted* and courted by the *tip top* society of all the great cities, and been on a footing of the most friendly character with the greatest statesmen of his time, and with Presidents and Foreign Ministers, by many of whom he has been *domesticated* in their establishments. With these opportunities the Express thinks if his memory is good and his pen lively, he will write a book that will make the people stare. It hopes, however, that he will not omit a rare scene in which Daniel Webster figured in a new light and which it describes as follows:

There is one incident in the life of Barney droll,—very droll,—that we hope he will not omit. In 1850, soon after the passage of the Compromise Bill, he invited about thirty members of Congress, and others, to dine in a restaurant in Pennsylvania Avenue, and he prepared places and dinners for only about ten or twelve,—but the whole thirty came,—and the night happened to be a most uncomfortable one. The dinner was to be at 6 P. M.,—but it was not ready till nine o'clock. There were Webster, growling like a hungry and starving lion,—and men of all parties, the most eminent in position in the United States. Never were let loose upon a dinner a crosser or a hungrier set of men;—but when at nine o'clock, the thirty found places for only ten or twelve to sit down to the table, there was the loudest roar of laughter. Merriment then soon took the place of anger. Cabinet Ministers stood up and waited on Foreign Ministers, and U. S. Senators, in great glee, discharged the duties of Scipio and Sambo. A few grains of champagne let loose the tongues of all "Honorable" gentlemen,—and the dinner was long and pleasant,—and never was a happier evening passed than was this after all.

An incident of the evening, or night rather, was between Mr. Webster, then Secretary of State, and Mr Foote, then Senator from Mississippi, and now in California. The dinner was ostensibly given to Senator Foote, then Governor elect of Mississippi, and on the eve of leaving Washington to discharge the duties of Governor in Jackson, Miss. Mr. Webster—the great Daniel—was commissioned to deliver the new Governor Foote an address. The orator took the head of the table, and began in doggerel, the most charming—captivating, bewildering doggerel—with sparkles of pure poetry in it, that bubbled up and out; as if from a Milton or a Byron—and the rythmical doggerel and sparkling poetry ran on from him, it may be a full half hour—it may be more. Here was Daniel Webster in a new character—a rhyme builder—a poet—a doggerel manufacturer. Everybody was astonished—tickled—delighted—amazed—astounded. The plaudits were vociferous—and the great Daniel would seize hold of them, and other temporary incidents, to weave them into his rhythm. The world would have, if it could only get it, the richest sort of an intellectual treat in all that symposium.

SUDDEN DEATH.—A German by the name of Anthony Shoneberger was married at one of the churches in Dubuque, Iowa, on Tuesday afternoon, and repaired with his bride and a few friends to the hotel of Mr. Maul on seventh street, to celebrate his marriage. Shortly after the party had assembled, Mr. Shoneberger was taken ill, and notwithstanding the immediate aid of one or two physicians, at 3 o'clock the following (Wednesday) morning he breathed his last, and his funeral was attended in the afternoon of the same day.

A LONG ISLAND SERPENTINE TRIP.—On Sunday the sloop-rigged lake boats W. H. Wilkin, Capt. Havens, and the McCanfied, Capt Johnson, arrived at Galveston, four months and eight days from Essex, on Lake Champlain, New York. They came by the Lakes, through the Ohio canals, down the Ohio and Mississippi, through the bayous of Louisiana and the Atchafalaya, touching at Sabide, whence they brought 118 bales cotton and sundries. These boats are admirably and staunchly built, are of fifty tuns burden, draw 14 inches light, and can carry two hundred bales cotton each on three feet water.—*Galveston, (Texas) Civilian, Dec. 30.*

VERMONT MORALS.—Certain inhabitants of Moretown, Vermont, in order to rid the town of the support of a pauper cripple, feeble in body and mind, induced a man to marry her by the payment of $60 in hand and the promise of $40 in addition. It appeared that the would be or hired husband professed to entertain a special spite against the town of his own legal settlement, and hoped that he should, by the marriage, impose the burden on them. The ceremony took place, and the parties lived together about three weeks, when the husband abandoned the wife, in consummation of his original purpose. On her petition for a decree of nullity, the court held that the transaction was wanting in all the essentials of a valid marriage—It was a sham and pretence; and, in regard to the petitioner, it was a most flagrant and disgraceful fraud.

DREADFUL ACCIDENT TO A CLERGYMAN.—A distressing accident took place recently at the railway station at Louth, England. The Rev William Mason, vicar of Bilely, was standing on the platform, with one of his daughters, waiting for a passenger train, by which he proposed returning home. He had on a long coat. On a sudden an engine belonging to a goods train rushed past, the crank connecting the driving wheels caught his coat, whirled him several times round, and tossed him dead on the platform.

EAST TENNESSEE AND VIRGINIA RAILROAD.—The Knoxville Register says the track is now laid on this road a distance of ten miles from Bristol.—So soon as the track laying shall have progressed to the station west of the Watauga, the company design putting a passenger car on that end of the road. It is their expectation to reach Jonesboro' some time in May. Meanwhile, the work of the unfinished sections is going forward.

POETS IN LUCK.—John Kenyon, the English poet, who died recently, left all his large property to his fellow-laborers in literature. Among those who have shared most liberally in this harvest of good will, Mr and Mrs Browning receive £10,000, Mr. Proctor (Barry Cornwel!) £6000, and Dr. Southey £8000. There are about eighty legatees, many of them the old literary friends of the deceased poet.

ROBBERY OF A STEAMSHIP.—A colored man, named Johnson, employed on board the steamship City of Richmond, was arrested in Philadelphia Friday night, on the charge of stealing some silver plate from the ship.

AN ACTOR DEAD.—C L Stone, an actor, formerly attached to the Boston Museum, and son of John Augusta Stone, the author of Metamora, died recently at the lunatic asylum at Blackwell's Island, New York.

Hon. William C. Rives is engaged in editing the papers of President Madison. The publication will include a letter from Mr. Madison to his countrymen, which he wrote with the desire that it should be published after his death.

Ralph P. Buxton, the American candidate, has been elected Mayor of Fayetteville, N. C, by a large majority.

Mr. Joseph Shepherd, an old citizen of Clarke county, Virginia, died last week.

The scarlet fever has been very severe, though not unusually fatal, in Jefferson and Clarke counties, Va.

There were 264 deaths in Philadelphia last week, of which 56 were of scarlet fever.

T. D Rice, the "Jim Crow" delineator was slungshotted and robbed in New York, Friday night, of $70.

THE MURDER OF A FAMILY IN FLORIDA.—The murder of Mr Shive and his family in Florida by the Indians has been noticed. The St. Augustine City says:

From all that can be known it is supposed the Indians, on the 20th, approached the house from the west, and killed Mr Shive by the rifle balls which struck him in the face, while at work some two hundred yards from the house: it is supposed that Mrs. Shive and the child that was found with her, taking the alarm run to the river, to escape by boat, but were both shot before reaching it, the boat being in shoal water some distance from the beach; it is believed, when the Indians killed Mr. Shive, they immediately repaired to the dwelling, then taking the gun of Mr Shive found there loaded with buckshot, discharged it at the child in the water, as its body indicated it was killed by such shooting. Mrs Shive was killed by two rifle balls, in the neck and head. One of the children of Mr Shive was a cripple, and without doubt was left in the excitement of so sudden an attack and alarm in the house. This child has not been found, and there cannot be but little doubt these inhuman savages burnt it with the building; everything on the premises that was not carried off was destroyed by fire. Mr. Shive resided on Mosquito South Lagoon, about four miles south of the settlement at Smyrna, and had but lately moved there from Philadelphia for the purpose of cultivating an orange grove.

NORTHWESTERN (VA) RAILROAD.—The Parkersburg News, in announcing the laying of the last rail on this road, says:

The scene was one gratifying to all, and created much excitement among the workmen, who had toiled so faithfully to effect it, and the many spectators who had assembled to witness it. Immediately after the laying of the last rail locomotive No 2 passed over the junction point, amid loud cheers, and after waiting a few hours for the completion of the spiking was attended back to Parkersburg by the large Campbell engine No 6, where their arrival was hailed by the firing of cannons, and the general rejoicing of a large number of citizens who were in waiting at the depot.

INTERESTING CELEBRATION.—The Washington correspondent of the Baltimore Sun says:

Some of the veterans of the war of 1812 are about to suggest to the President of the National Convention, the Hon Joel B. Sutherland, to invite the soldiers of the "second war of independence" to visit Washington and unite in the imposing ceremonies of the inauguration. If the President of the Convention considers the subject favorably, it is further designed to request all who may attend for that purpose to wear the identical uniform, or any portion thereof, in which they appeared during the war. All the flags or other trophies which may be attainable, are to be displayed; other arrangements are contemplated so soon as Judge Sutherland's answer is received.

OPIUM EATING.—A young and interesting girl, who is an inmate of the Cincinnati Commercial Hospital, had been so habituated to the use of opium, that when she was commited to the Hospital, she was in the habit of taking nearly an ounce a day. The quantity of the stimulus has been gradually reduced, but the physicians are obliged to give her about four ounces of spirits daily.

PRODUCTIVE LAND.—Mr. Timmons purchased a piece of land near Richard's Ferry, in Stafford county, Va., for $475, and dug upwards of $170 in silver on a small portion—which is about the most productive spot on the place.

POTATOES.—The Brattleborough (Vt) Phœnix states that about 20,000 bushels of potatoes have been sent to market this season from the railroad stations in that village. They averaged to the farmers something more than fifty cents a bushel.

A CHRISTMAS GIFT.—On Christmas day John Knickerbocker, Esq., of Waterford, N. Y., enclosed to the Right Rev Bishop Potter a check for $2,500, to be appropriated by the Bishop to missions, in any way he might direct.

GOOD SHOOTING.—The Franklin, La, Journal says a gentleman of that place, on a recent hunt in Cypre Morte, killed 87 snipes in five shots, 48 in two shots, and 28 in one shot, making 163 snipes in eight shots.

EFFECTS OF THE JAIL DELIVERY.—Bernard Mooney was convicted of rape, and sentenced to ten years' imprisonment in the State prison. After a service of twenty six months he was liberated by Govenor Clark. On New Year's day—a few days after his liberation—Bernard Mooney murdered William Dunn at the corner of Twenty-seventh street and Broadway.—*New York Mirror*

CANDLES FROM CANNEL COAL.—The editor of the Alexandria Gazette has been presented with a candle made of Cannel Coal. It was manufactured at the new establishment for the purpose in Kanawha county, Va. The candle is nearly transparent, resembling wax, and burns with a beautiful, clear light.

A SAIL SLEIGH—not a a sleigh for sale—made its appearance on the river ice yesterday. The motive power was the wind, which gathered in a big sail sent the sleigh flying like a bird across the ice. The sailor navigating it, tacked about as though the craft were in water instead of on it.—It was a popular institution during the day.
Davenport, Iowa, Gazette.

CONSUMED.—A dwelling house belonging to the Northwestern Virginia Railroad Company, and occupied by Mr. Leach, situated on the line of the road near Rodimer's Tunnel, about 18 miles from Parkersburg, was destroyed by fire on the night of the 26th ult.

FIRE AND POLICE ALARM TELEGRAPH.—Although the fire and police alarm telegraph has only been in operation in Philadelphia for eight months its utility has been most thoroughly established. The Mayor shows the uses to which it is put, when he states that for the time that it has been in operation, 7,389 messages have been transmitted by it, 2,123 lost children have been restored, 612 lost, strayed and stolen animals recovered, 105 fires been announced, and 4,654 miscellaneous messages, making inquiries, &c., have been delivered.

THE GREELEY CLEVELAND LIBEL SUIT.—An article in the Cleveland Plaindealer of July 24, charges Greeley with receiving a bribe from Fremont for dropping Seward of $500,000 in Mariposa stock with lying without stint, and various other charges of a similar nature And the Plaindealer of Dec. 29 charges Gresley with receiving a bribe of one thousand dollars from the Des Moines River Improvement Company. For the publication of these articles Greeley brings a suit of libel against J. W. Gray, editor of the Plaindealer.

DEAD.—Travellers in Broadway, New York, says the Tribune, will miss an object which for a long time they have been accustomed to see. Joseph Butler, the colored cripple who vended bouquets and flowers in front of one of the fashionable saloons of our great thoroughfare, is no more. He was found dead in bed yesterday morning at his residence. Butler was wrecked about twenty five years ago in a whaling vessel, and was so injured that he had both feet amputated. He was born in Virginia. His age was 52 years. He was one of the heroes in Solon Robinson's story of "Hot Corn."

UNLAWFUL OCCUPATION OF RESERVED LANDS.—In addition to the information published from Washington a few days since relative to the contemplated illegal occupation of certain Shawnee Indian lands by large bands of organized whites, it is believed that before now the Executive of Kansas has, in response to his suggestive representations to the Administration, been invested with full authority in the premises, even to the employment of the military, should fair warning to the intruders prove unavailing. The reservation is easy of access from Missouri, and gentlemen from Kansas now here say the rendezvous of the immigrants will be at Westport in that State.

SAVANNAH (GA.) RACES.—*Second Day.*—First race—Sweepstake, mile heats, 2 0 dollars entrance, John Hunter's *Nicholas I* won in two straight heats, beating *Darkness, Marksman* and *Sea Breeze.* Time: 1 51½; 1 54

Second Race—Two mile heats; purse 400 dollars.—Dr. Caffey's *Blue Skin* won, beating *Moidore* and *Sam Letcher.* Moidore won the second heat. Time: 3 53, 3.55, 3 50.

RE-APPOINTMENT.—Letters from Washington, on the highest authority, state that Mr. Anthony Barclay, late British Consul at New York, dismissed for supposed connection with the enlistment difficulty, has been, or will be re-appointed, and that when the last steamer left England, he was preparing to return to his post.

The Governor of Pennsylvania has vetoed bills to authorize the New York and Erie Railroad Company to build branches in Susquehanna county.

The salary of the Governor of Indiana is only $2,500; that of the Supreme Judge $1,200, and the Circuit Judge $1,000

About two hundred new business firms were announced in New York on the first of January.

At the late meeting of the Philadelphia Baptist Association the baptism of a lady one hundred years old was reported

Col. Fremont is preparing a revised edition of his explorations.

One of the most prominent Israelites in New York, Samson Simson, died on Wednesday last.

LOCAL MATTERS.

Central Railroad Collision.—The Board of Directors of the Virginia Central Railroad, Messrs. E. Fontaine, (President,) Jacob Baylor, William Overton, N. B. Hill and William J. Robertson being present, have held a meeting to inquire into all the circumstances connected with the collision on the 25th of December last, and made a long report, the substance of which we append. It is proper to say that due notice was given of the time at which this investigation was to take place, and that the late Superintendent, the Conductors, Engineers and all others who knew anything of the circumstances were invited to be present. Mr. J. H. Timberlake declined to take part in the investigation, but expressed a determination to make a statement in the newspapers, to exhonerate himself from blame. The Conductors and Engineers on the collision trains, as well as other persons, did appear, and made statements, the substance of which we give, together with the action of the Board of Directors, as follows:

It appears that the collision took place on the 25th of December, 1856, about three quarters of a mile above Melton's, the siding at which the trains pass each other below Gordonsville, and a little over three miles from that place. The exact speed of the trains could not be ascertained, but as far as information could be obtained on that point, it appeared that when they came in view of each other, the up train was going at the rate of from six to ten miles, and the down train at the rate of twenty-five miles, or thereabouts, per hour. The collision took place at a point on the road, where, owing to its curvature and a cut, one train was hid from the other until they came too near together to be stopped in time to prevent it, although all proper efforts were made to stop each of them.

The schedule, by which the trains were running, provided that they should pass each other at Melton's at 10.45 A. M., and when the down train failed to arrive at that time, that the up train should wait there until 11.20 A. M., when it was to go on.

Both of the Conductors stated that they understood this rule, and knew that after 11.20 A. M., the up train was entitled to the track until it got to Gordonsville; and that the down train, therefore, had no right to leave Gordonsville unless it had full time to reach Melton's before 11.20. They further stated that, in their opinion, there was no greater difficulty in providing for the trains to meet and pass each other, with safety, at Melton's, than at any other point on the road. In which opinion, all others who said anything on the subject, concurred.

It was further ascertained that the Conductor of the up train prepared to start from Melton's at 11.21, but owing to the fact that his switch tender was not in place at the moment, it was 11.24 when his train got on the main track and actually started. It proceeded slowly, owing to its having to ascend a grade and then pass on a curve, and had been in motion about three minutes when the collision occurred.—The up train whistled twice, once at 11.21, when preparing to start, and again at 11.24 when getting under way.

It also appeared that persons at Melton's, but not on the train, heard a whistle which seemed to them to be that of a train at Gordonsville, about the time the up train started from Melton's. But all familiar with the subject agree in the opinion that it is almost impossible for one on a train either letting off steam, or in motion, to hear the whistle of another train: And it did not appear that either Conductor heard any whistles which warned him that a train was approaching; nor, on the other hand, did it appear that the collision was attributable to any failure to sound the whistle when it was proper to do so.

It could not be ascertained with the same precision at what time the down train left Gordonsville. It had been detained there waiting for the Orange and Alexandria train, which was behind its schedule time, and which arrived at 11.8; according to the watch of the Conductor of the down train, which was found to agree with the watch of the Conductor of the up train on a comparison made soon after the collision.

The Conductor of the down train says he thought he would be able to get off in time to reach Melton's before 11.20, and that he therefore used all diligence to get the mail and baggage car which had been brought by the Alexandria train, detached from it and coupled to his own, and to have the passengers transferred—that this was done very quickly, and when he cried "all aboard," he had eight minutes to enable him to reach Melton's before 11.20; that he thought he would be safe if he had six minutes to make the distance, and would not have started with less time. He says he got off very quickly after crying "all aboard," and thinks he then had at least seven minutes to make the distance. Some doubt as to the accuracy of his observation, as to the time of leaving, is produced by the statement of the Engineer of his train, who says that, according to his clock on the engine, which (as ascertained by a comparison that day, at Cobham, seven miles above Gordonsville,) was only one minute faster than the watch of the Conductor, it was 11.15 when they started However this may be, it is probable, nay, almost certain, that the down train would have reached Melton's in safety, although the Conductor was shaving his time too closely, if it had not been for the following circumstance: After the train had got under way, and had proceeded from 150 to 200 yards from the starting point, the engine driver's alarm bell was rung by some person without the authority of the Conductor, and the train was thus stopped in order that a lady and some children who had been left might get on it. The Conductor says that in the excitement of the occasion, and most unaccountably to himself, he failed to think of the effect of this loss of time—that he did not look at his watch, and cannot say how much time was lost by this stop, nor at what time he got under way again. The train proceeded; and before it occurred to his mind that there was any danger, and while he was engaged in the front car in which the most damage was done, in the collection of fare from a negro, he was prostrated by the collision.

There is no positive evidence as to the length of the delay caused by the stopping of the train above referred to. After the collision had taken place, bystanders estimated it from two to four minutes, but, in the opinion of the Board, it must have been longer Not only would it probably have taken longer for the train to stop after getting 150 or 200 yards from the place of starting, waiting until the lady and children could overtake and enter it, and then get under way again, but judging from the time at which the collision occurred (which is ascertained with accuracy not only from the Conductor of the up train, but also from a person present and not on train) the place of the collision—and the time at which the whistles both at Gordonsville and at Melton's were heard (by persons not on either train) it must have been *past* 11.20, when the down train got under way the second time.

In view of the facts, the main points of which we have thus stated, the Board have come to the following conclusions:

First—That the collision cannot be attributed to the arrangement for the meeting of the trains at Melton's instead of Gordonsville, and was not occasioned by any defect in the Schedule, or by any want of clearness in the rule which applied to the case.

Second—That S. D. Gooch, the conductor of the up train, acted with due caution and in accordance with the rules, and was not to blame for the collision

Third—That the collision was caused by the failure of F. L. Swift, the conductor of the down train, to observe the printed rule on the time table, which plainly declared that the up train should start from Melton's at 11.20, and which consequently should have restrained him from going on, unless he was certain of having ample time to reach that point before the time fixed for the up train to leave it.

The investigation, which was commenced on the 7th, having been continued, and being completed, and the late Superintendent having been fully heard, the *Directors* adopted the following—the President