THE INTELLIGENCER.

WEDNESDAY MORN: DECEMBER 14, 1853.

PRINTING INKS.

News, Book, Card and Colored Printing Inks for sale at this office. All orders from abroad promptly filled.

To Correspondents.

LETTERS concerning subscription, advertising or other financial business of the Intelligencer, should be addressed to the Proprietors.

Letters concerning the editorial department of the paper, should be addressed to the editors, jointly, or to either one of them.

Correspondents writing for publication, will please write only on one side of the paper.

An observance of the above rules will greatly oblige us, and secure more prompt attention to correspondents than they might otherwise some times recieve.

To Our Patrons.

☞ One of our firm will be around during the present week for the purpose of closing up the entire outstanding accounts due SWEARINGEN & TAYLOR. The change in the firm renders it absolutely necessary to close up the old business, and we hope our friends and patrons will be ready to aid us in the effort.

A GOOD CHANCE.—Mr. J. B. Sheppard wants an industrious boy to learn the Saddlery business.—This is a good chance. Apply soon, at No. 131, Main street.

"Wine, wine, thou purple stream of bliss,
Thy lethe powers drown bygone hours,
And make a heaven of this!"

Thus speaks the spirit of Anacreon of the sparkling juice which often produces more "*bliss*" than is compatible with propriety, or a straight forward course in the straight and narrow path. But Messrs COWGILL & MCSWORDS have favored us with a bottle of Schumann's "Sweet Catawba, 'Queen Victoria,' the pure juice of the grape, not fermented nor adulterated, vintage 1853," and certified by distinguished chemists to be free from alcohol, the saccharine matter of the juice being preserved in its natural state by arresting the fermentation. It is therefore warranted not to make "drunk come," though we cannot say certainly that we imbibed enough of it to properly test this point.

It is very rich and very delicious, and just the thing for those who wish a wine free from intoxicating properties. Messrs. COWGILL & MCSWORDS Water Street, are the agents for this city. See advertisement.

THE RAILROAD ENDORSEMENT.—At the meeting of the City Council of Baltimore, on Monday night, according to our latest advices from that city, a communication was to be presented from the President of the Baltimore and Ohio Railroad Company, on behalf of himself and the Directors, giving the reasons of the Company for declining to accept the ordinance passed by the Council providing for the endorsement of the bonds of the Company to the extent of $5,000,000. It is understood that the main objection to the ordinance, as we have already stated, is the proviso relative to what is called "discrimination." This proviso is so vague in its construction as to be difficult to understand, but we learn that the Board were unanimous in their objection to it under any construction that can be put upon it, and regard it as calculated to so reduce the earnings of the road as to render a sacrifice of their unendorsed bonds preferable to its acceptance.

Owing to the delinquency of both the mail and telegraph last night, we are unable, at the moment of writing this, to advise our readers of the fate of this memorial.

THE PITTSBURG papers announce that the Pittsburgh packets have resumed their old connections with the Cincinnati packets, and the lines between Cincinnati and Louisville, and Louisville and St. Louis, and entered into the following arrangement. The line from Pittsburg to Cincinnati is to consist of the steamers Pennsylvania, Allegheny, Philadelphia, Buckeye State, Crystal Palace, Pittsburgh, and Messenger No. 2. The Keystone State and Cincinnati will form part of the mail line from Louisville to St. Louis.

Passengers will be receipted through from St. Louis and Louisville to Pittsburgh, by boat, and vice versa, and from St. Louis, Louisville and Cincinnati to Baltimore and Philadelphia, passengers taking the boats from either of those places to Pittsburg, and from thence over the Central road to Baltimore or Philadelphia. Passengers will also be receipted through from Baltimore, Philadelphia or Pittsburg to either of the points below.

The fare will be from Philadelphia to Cincinnati $11, Louisville $12, and to St. Louis $16; from Baltimore to Cincinnati $10, to Louisville $11, and St. Louis $16.

Such are the arrangements as announced in the papers. It strikes us that it would not be hard to beat them. Shall it not be done?

THE UNION LINE OF STEAMERS—LOUISVILLE AND WHEELING.—The absence of the steamers of this line from our wharves for a few days past, and the confusion which exists in their arrangements, have been the occasion of many and earnest expressions of regret on the part of our citizens and the traveling community. This interruption, we are aware, has been caused by the disrupture of the consolidation with the Pittsburgh boats, to extend a line from Pittsburgh to St. Louis, which proved too cumberous and embraced too many complicated interests to be carried out. The further intervention of low water has prevented the regular arrival and departure of those Union line boats which remain in their places. We have awaited anxiously some annoucement of a return to the former arrangements, but have nothing authentic as yet. The understanding which has been effected between the Louisville and Cincinnati Mail Line and the Pittsburgh line makes it a matter of still greater interest to our city to have the Union line again in place.

The fact can hardly be disguised that the Union line has become almost a necessity to our merchants and shippers and the traveling community. The ample facilities for safe and speedy shipments to and from the East are so much better than anything we have ever enjoyed that they cannot be dispensed with. Our growing trade and commerce cannot be accommodated by anything less ample and efficient. Nor will travelers be willing again to undergo all the annoyances and risks of reshipment after having experienced the convenience and comfort of traveling on the superb and elegant steamers of the Union line.

There can be no good reason for doubt or hesitation on the part of the owners of these boats as to the expediency of continuing them in the trade. No line ever started on the western waters had more to encourage them. None were ever received with more enthusiasm, both at the termini and at all intermediate points. And we are certain no line ever became more popular in so short a time, or was better sustained. Any drawback that may have been felt resulted from starting toward the close of the business season, and with the Baltimore and Ohio Railroad incomplete in its working department. Their future success must be much more certain. Forming as does this line so important a link in the connection between the east and west, and making that connection so complete and perfect, they cannot fail to do well. From St Louis, New Orleans, and all the west and southwest the travel naturally concentrates at Louisville. From Louisville to Wheeling and from Wheeling to Baltimore is the natural course of the Western and more especially of the Southern travel.

Partial and attached as we are to the old lines, and especially to the Louisville and Cincinnati mail line, which has heretofore had no equal in their sphere, we feel that truth and justice require us to say thus much—which has so long since been spoken by the action of our citizens. We hope soon to see the Union boats again in their places, and regularly at our wharves, and we promise them in behalf of Louisville a hearty welcome.—*Lou. Jour.*

FINE TOBACCO AND CIGARS.—J. W. Rhodes, Main Street, received yesterday, from the East, a lot of the finest Tobacco and imported Cigars, ever brought to this market. The lovers of the weed, in its purity, can now enjoy themselves to their heart's content, and if they think our taste has not been sufficiently cultivated, to judge of a good thing for them, let them call upon Mr. Rhodes, and examine his stock and judge for themselves.

THE CITY OF WHEELING.—This large and magnificent steamer, Capt. John McLure, left last evening at six o'clock, on her second trip to Louisville. Her first trip, we are glad to learn, was a very successful one, as we doubt not her second one will be. Large and splendid, she is at the same time fortunate in being of such a light draught as to make her way successfully in a difficult stage of navigation.

RIVER NEWS.

REPORTED FOR THE INTELLIGENCER.

Arrivals and Departures of Steam Boats,

For the last 24 Hours, ending last night at 8 o'clock.

ARRIVALS.

Return	———	Cincinnati
Georgetown	———	Pittsburgh
Jane Franklin	———	Cincinnati
Exchange	Rhodes	Pittsburgh
Corn Planter	———	Pittsburgh
Linden	———	Cincinnati
Stephen Bayard	Booth	Sunfish
Viroqua	O'Neil	Steubenville

DEPARTURES.

Forest City	Murdock	Louisville
Return	———	Pittsburgh
Corn Planter	———	Pittsburgh
Georgetown	———	Cincinnati
Exchange	Rhodes	Pittsburgh
City of Wheeling	McLure	Louisville
Stephen Bayard	Booth	Sunfish
Viroqua	O'Neil	Steubenville
Ionian	———	Cincinnati

STAGE OF THE RIVER.

AT WHEELING—4 feet 0 inches
AT PITTSBURGH—3 feet 7 inches.

TELEGRAPHIC NEWS.

By the National Line.

TELEGRAPHED FOR THE DAILY INTELLIGENCER

TELEGRAPH OFFICE,
Wheeling, Dec 13—9 P. M.

The operators of the New Orleans and New York telegraph offices are talking with each other. The weather clear and pleasant at both places.

FROM WASHINGTON.

WASHINGTON, Dec. 13.—The Senate went into executive session for a few minutes only. A message was received from the President nominating a large number of postmasters, and referred.

Senator Clay has arrived and will take his seat to-morrow.

Gavazzi is here and announced to lecture at Carousi's this evening. Threats and indications of a row, a strong police force sent thither.

WASHINGTON, Dec. 13.—House adjourned without doing any other business.

SENATE.—Mr. Hunter from Finance committee, to which was referred the communication of the Secretary of the Treasury, respecting the manner of paying Senators, reported a bill to regulate the disbursement of the contingent fund of the Senate bill provides that all money appropriation for pay and mileage should be drawn from the treasury by the Secretary of the Senate and be by him disbursed as directed by the Senate, and to receive for his services one thousand dollars annually. Bill passed.

Mr. Bright from the finance committee reported a bill prescribing the manner of appointment of assistant Secretary of the Treasury by making the appointment by the President and Senate. He read a list of all the executive offices whose appointments have to be confirmed by the Senate, and said that most of them were of far less importance than that of assistant Secretary of the Treasury. The bill was read and passed.

Mr. Gwinn introduced a bill for a line of Mail steamers from San Francisco to Shanghai, China, via Sandwich Islands. Referred.

Mr. Adams introduced a bill to reduce and graduate the price of public land. Referred, after executive session of ten minutes. Adjourned.

Mr. Bissell offered a Joint Resolution tendering the thanks of Congress to Gen. Wool, for his distinguished services at the battle of Buena Vista, and authorizing the President of the United States to cause a sword to be presented to him. Referred to Com. on Military Affairs.

Mr. Yates offered preamble and resolutions asserting that the construction of a railroad through the Territories of the U. S. is imperiously demanded, for the safe and rapid transportation of mails, munitions of war, public monies, and troops, and whereas the people are favorable to the construction of such road from the Atlantic to the Pacific, as regards its political, financial and social aspect; and whereas such road is necessary to unite the extremes of the Union, therefore

Resolved, That it is the duty of this Congress, as soon as it can be done from the reports of the surveys ordered at the last session of Congress, to ascertain the most practicable route, and pass an act for the early commencement and speedy completion of such route.

On motion of Mr. Jones, of Tennessee, the resolution was laid upon the table. Yeas 119.—Nays 68.

HOUSE.—Mr. Maurice moved a reconsideration of the vote by which the House rejected Mr. Bagley's resolution providing for the election of a house librarian. Mr. Hubbard moved to lay on the table which was adopted. Mr. Stanton of Kentucky presented a memorial from General Lane contesting the seat of Gallegos, delegate from New Mexico. Referred to the Committee on elections. The House resumed the consideration of the resolution of Mr. Washburn of Illinois, that as incidental to and indispensable for the exercise of the powers conferred by the Constitution upon the Congress of the United States to provide for the common defence and general welfare is to construct Railroads through the Territories of the United States for the purpose of the transportation of the mails, and ammunitions of war. Laid on the table. Yeas 118. Nays 74.

STEAMER HUMBOLDT.

HALIFAX, Dec. 13.—This noble steamer is breaking up, and her engines going to pieces. Only about 200 tons of goods saved, and very little more can be.

RAILROAD ACCIDENT.

PHILADELPHIA, Dec. 13th—The Westfield New York Mail train from Buffalo, ran over a cow near Buffalo, this morning. One car was thrown down an embankment 15 feet, and 5 or 6 persons were injured, but no one fatally.

CITY ELECTION.

BOSTON, Dec. 12th—The municipal election resulted in no choice. Maj. Benj. Seaver, supported by the regulars, lacks nearly 1,700 votes of a re-election. The result greatly elates the Maine Law advocates.

RIVER AND WEATHER.

PITTSBURGH, Dec. 13.—River 3 ft. 7 inches falling. Weather cloudy.

CINCINNATI.—River stationary.

CINCINNATI MARKET.

CINCINNATI, Dec. 13.—Flour dull at 5a5,19, few buyers. Whisky 20¾a20½. Hogs unchanged, 200 sold at 4,25a4,30, Provisions more freely offered and prices if anything easier.

NEW YORK MARKET.

NEW YORK, Dec. 13.—Flour State 6,62a6,68—Ohio 6,75a6,87; Southern 7a7,12. Corn, mixed 80a81; yellow 77a78. Ohio whiskey 28½. Provisions steady.

MARRIED.

At St. Matthew's Church, in this city, on the evening of the 12th inst., by the Rev. Wm. Armstrong, Mr. RUFUS P. JENNINGS to Miss HATTIE N. GREEN.

On the 13th instant, in the same place, and by the same, Mr. HIRAM McMECHEN and HANNAH W., daughter of the late Rev JOHN ARMSTRONG.

STEAMBOATS.

MISCELLANEOUS.

MISCELLANEOUS.

MEDICAL.