

RAIL ROAD MATTERS—The Hocking Valley Road.

CHARLES BOHANNAN, Esq., President of the Hocking Valley Road, has very politely laid upon our table the third annual report of the condition of the North-western Virginia Rail Road company.

The report shows that the finances of the company are in a flourishing condition. The report of the chief engineer, BENJAMIN LARSON, Esq., gives a flattering account of the future prospect of this company in reference to the great lines now being projected West of the Ohio river, and as the subject is one of very great importance to the citizens of this and the adjoining counties along the Hocking Valley, we subjoin a few extracts from the report showing the interest this company feels in a connection with the Hocking Valley road.

The report says that a good extension for the North Western Virginia Railroad can be had by intersecting the line of the Marietta Road at or some miles East of Athens, and this line prolonged up the fine and fertile Valley of the Hocking River to Lancaster will give still another and very desirable route to Cincinnati, while it will ensure a connection at Lancaster and Columbus with the whole of the vast and comprehensive system of railways branching North and West from these centres of trade—through Ohio, Indiana, Illinois, and the remote States and territories in that direction.

The change which has taken place in the position of the Hillsborough Company and its relations with this Company, should not therefore be a subject of discouragement, as alternative connections with Cincinnati are at hand, and the original route through South Ohio, by Pomeroy to Portsmouth will doubtless be revived and executed in due time, and will afford even a more direct connection with that portion of the State and with the Kentucky Railways to Louisville, than the former route via Jackson—should that route be abandoned beyond recovery, which is not conceded—as there are local interests which will grow sufficiently strong in the course of time to complete it, and thus restore all that now appears to have been lost by the union of the Hillsborough and Marietta Companies.

The line from Parkersburg to Lancaster is about to be surveyed by the Columbus and Hocking Valley Railroad Company, recently organized under the General Railroad Law of Ohio, and that Company, looking solely to a connection with Baltimore through the North-western Virginia and Ohio Railroads, is earnestly striving to secure the required capital to construct their road. The local interests in the upper part of the valley next to Lancaster, will be strong enough probably to raise the means to make some 45 miles of that easier portion of the line, leaving it for other interests to fill up a space of 25 miles more, which would reach to the Ohio River at a point eight miles from Parkersburg, at the superior site for the bridge, by means of which the junction with the Hillsborough Road was projected. The line of the Hocking Valley Road will therefore be common with that of the original Hillsborough line to that point, a circumstance affording a double inducement to the construction of the bridge in a position which is thus shown to be so commanding.

The distance would not exceed 70 miles from Parkersburg to Lancaster, whence by Railroad already completed to Cincinnati the distance is 125 miles. This route to Cincinnati would thus be 203 miles—but some 15 miles longer than by either the Marietta or Hillsborough lines, as they are now united. To perfect then the connection of the Northwestern Virginia Railroad with Cincinnati, by the Marietta line, so soon as that line reaches Athens, there is wanting only 33 miles of railroad from Parkersburg to that point—and 45 miles more of road up the Hocking Valley to Lancaster completes an alternative connection with Cincinnati, through a road already in successful operation.

In speaking of the superior advantages of a connection with the Hocking Valley the report holds the following language: "The day has gone by when either capital or enterprise can be tied up by restrictive legislation—and we may look with confidence, in addition to the flattering indications already foreshadowed, to an early connection with that productive region—identical with Virginia and Maryland—in the character of its population—which is destined to throw upon the Northwestern Road, and into the City of Baltimore an amount of traffic more than sufficient in itself to justify any effort that might have been made to secure it. The want of a great Southern line of travel has long been severely felt, and preparations will be made at an early day, by the improved facilities which will be held out, on the completion of the Northwestern Road, to throw back the whole travel of Kentucky and Tennessee, into the natural and legitimate channel from which it has been diverted."

THE AMERICAN NATION.—The Westminister Review, after comparing the census of Great Britain with the United States, says the whole civilized world now respect and gratitude to the United States for what they are doing in education. "As for what the American nation is to become at its present rate of progress, is really an overwhelming idea. There may be a democratic republic of a hundred millions of citizens at the end of this century."

A writer in the New York Express proposes the Hon. Ed. Bates, of Mo., as a candidate for President, and the Hon. Robert C. Winthrop, of Mass., for Vice.

It is stated that the fugitive Burns is a regularly ordained preacher in the Methodist Episcopal Church.

OUR BOOK TABLE—London Quarterly, the Edinburgh, the North British, and the Westminster Review, and Blackwood's Edinburgh Magazine.

LEONARD SCOTT & CO., Publishers, 79 Fleet and 54 Gold streets, New York.—These periodicals are the critical censors of the British scholastic and literary world. By their criticisms, they aid readers in the selection of standard valuable books; and by the epitomes which they present, often obviate the necessity of consulting works too voluminous for general examination. They fill a place which American magazines cannot supply; for they discuss topics relating more strictly to the affairs, political, religious, scientific, and literary, of the continent of Europe. They are conducted by the best talent of Great Britain; and are engaged with the most important questions which interest or agitate the civilized world. Whoever subscribes to them all, may read the ablest representatives of the principal parties into which the people of Great Britain are divided.

The Edinburgh Review is the exponent of the Whig party in Great Britain, having from its commencement advocated Freedom and the rights of the people. When the war, apparently of extermination, was waged against France by British Tory rulers, and during which occurred the second great struggle of England with our own country, this Review first unfurled the flag of resistance, and made, by its unanswerable and eloquent appeals in behalf of inalienable rights, the halls of British legislation and even the throne itself to tremble. The graphic and stirring delineations of those events, presented in the pages of that distinguished Journal, exhibits the truest picture of those perilous days to be found, perhaps, in the language. Its influence was becoming so apparent, that at length the leaders of the Tory party, at the thunders of its eloquence were especially directed, found it too powerful an instrument to be resisted by ordinary means and they established the "Quarterly," or as it is distinguished among the American Reprints,

The London Quarterly Review, whereby to counteract that influence which its powerful rival exerted against their measures. The two great political parties thus made strenuous efforts through their respective organs, for the promulgation of their antagonistic principles; and during a long series of years, these two leading Periodicals have concentrated the labors, the talent, and the influence of the adherents of the Whig and Tory parties of Great Britain.

The Westminster Review. This able Journal was established under the patronage and support of the ultra-liberals, as styled, of the British House of Commons; among whom *Robuck, Mill, Bowring, Professor Long of the London University, Miss Martineau*, and others whose names need not be quoted, conspicuously figured. It was for some years under the editorial supervision of Jeremy Bentham, from which fact it obtained the sobriquet of the mouth-piece of Benthamism. This work has ever been especially devoted to the great topics which interest the mass of the people; its pages have been rife, it will be remembered, with a series of powerful articles, tending to the reduction of Tory and exclusive privileges, hereditary rights, kingly prerogatives, &c.

It has recently been united with the Foreign Quarterly Review, the more attractive features of the two Reviews being thus added greatly to its value as a literary periodical. The North British Review is a work of more recent origin than those already described—but is, nevertheless, destined to occupy as prominent a place in the Republic of Letters.

The great ecclesiastical movement in Scotland led to its establishment. It is not to be considered strictly a theological Review, for topics of every kind calculated to occupy and interest the well cultivated mind are introduced. Political questions, not so much in their party aspects as in their general character, are considered. Literature and the literary merits of works are discussed, and discoveries in mental and physical science unfolded; the discussion of religious subjects, however, in a dispassionate and Christian spirit, forms a distinct feature of the work, and will continue to occupy a prominent place in its pages.

Blackwood's Edinburgh Magazine is less exclusive in its character than the works already noticed; its contents may be considered under the general heads of classical literature, biography, narratives historical and fictitious, poetry, critical analyses of new works, &c. &c. The high order of its disquisitions has long rendered it proudly distinguished in the department of Greek and Roman archaeology; while its range of elegant fiction may be said to surpass a masterly power and skill, unsurpassed by any of its numerous contemporaries. Again, in its biographical department, and narratives of voyages and travels, not less than in its papers on subjects purely scientific, this admirable Periodical has ever displayed resources unquestionably superior to any similar work in the world. As to its political opinions, although deeply infused with Toryism, to an extent the most zealous partisan could desire; yet, so wishing it is its rhetoric, and so consistently uniform is it in its anti-republican obliquity, that, however obnoxious its tenets, it is impossible for the reader to fail of being charmed by the perusal of its brilliant pages.

The citizens of St. Louis have determined to erect a monument to the memory of A. B. Chambers, Esq., late editor of the St. Louis Republican.

It is stated that more than 75 cattle have recently died in Montpelier, Vt., and vicinity, from the effects of being bitten by mad dogs.

TELEGRAPHIC INTELLIGENCE.

LATER FROM EUROPE.

ARRIVAL OF THE PACIFIC.

ATTACK ON SILESTRIA!

The Russians Repulsed!

THE GREEK INSURGENTS!

ALLIED TROOPS FOR SWEDEN!

LATER FROM CHINA.

NEW YORK, June 12.—The steamship Pacific arrived at this port yesterday, with Liverpool dates to the 31st ult.

COMMERCIAL INTELLIGENCE.—Liverpool Market.—Richardson Brothers report a decline in Wheat of 3d, in Flour 6d, and in Corn 2s. Their quotations are, Philadelphia and Baltimore Flour 3s 6d to 3s 9d, and Ohio 3s 6d; white Wheat 12 to 12 1/2, and red do 11 to 11 1/2.

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McHenry reports the stock of Beef much reduced. Pork was dull. Bacon was in large demand, but the supports being excessive, prevented an advance in prices. Lard was improving under large orders, though prices were 1/2 less than by previous advice. Tallow was more salable. Rice was dull.

There was a better demand at Manchester. LONDON MARKET.—West India Sugar was rather lower. Foreign was inactive. A cargo of Havana No. 11 sold on "Change" at 21s 6d per cwt. Coffee was in good demand. Hemp was tending downward. Saltpetre was dull and cheaper. Lined Oil sold at 37s 6d. Scotch Pig Iron 92s, cash.

Fuels were exceedingly strong on Tuesday, and Cosols closed at 90s 3/4. After official hours they fluctuated somewhat, but finally closed at 91.

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The Journal St. Petersburg says two frigates cannonaded Whiland on the 19th, and on the next day approached Ekenas, but were repulsed.

Two Danish Greek insurgents are posted near Denmark, in Epirus. A French division had arrived at the Pirænae. Russia had presented the Greek Government with two vessels of war.

It is reported that the town of Kaffra has been bombarded and captured, in consequence of the authorities refusing to deliver over to the allies several Russian vessels in harbor.

Naples had officially declared her neutrality. The detached forist at Haugo had been destroyed by three steam frigates. The Russians lost heavily. The British had only three killed.

A very hostile feeling is being felt at St. Petersburg against Austria, and it is rumored that the march of the Russians upon the frontier of Dackovia has commenced.

The Naples Gazette publishes a decree, which embodies a declaration of neutrality: "Arm vessels shall not be admitted into the ports or roadsteads of the royal dominions of the Two Sicilies, nor shall they be furnished with any munitions or ship stores; 2d. Privateers with prizes shall not be permitted to enter the ports, except from stress of water; 3d. Nothing will be allowed to be bought from privateers; 4th. Subjects are forbidden to take service from privateers; 5th. Vessels shall not carry any of the Powers contraband articles of war. Letters of marque shall not be granted."

The decision under Gen. Foley will not go to Greece. He has received counter orders to proceed straight to Constantinople. Letters from St. Petersburg, dated May 20th, state with confidence that a note had been received from Austria and Prussia, calling upon the Emperor, in energetic language, to evacuate the Principalities upon the Danube with the shortest possible delay, and in case the same is not attended to, that means will be taken for an active participation in the war against Russia by those powers. But as the case stands at present, there is not the least probability that the Emperor will pay the least attention to it.

A Russian steamer succeeded in sailing out of Sebastopol, notwithstanding the blockade, and captured an English merchantman in the Black Sea; but being discovered, the prize was set adrift and the steamer got back safe to Sebastopol.

The Neva was free from ice on the 2nd ult., and had risen so high that an inundation was feared.

Fifteen of the stone bridges over the Neva were to be broken down, and the remainder mounted with heavy cannon.

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It is also reported that the allied powers intended landing 17,000 troops in Sweden, preparatory to that power declaring war against Russia.

Advices from Constantinople say that a Turkish corps had almost entirely dispersed on the approach of the Russians. Letters from Turin state that a contingent force of 25,000 men had been demanded of Sardinia by France, for the Eastern war.

There were 30,000 Turks in possession of Kajova on the 17th.

The Chancellor of the Exchequer had announced, through the London journals, that he could not pledge himself unconditionally that there should be no increase of the funded debt.

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