

The North Carolina Whig.

"Be true to God, to your Country, and to your Duty."

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EDITOR & PROPRIETOR.

TERMS:

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All letters on business must be directed to the Editor. Letters must be post-paid or they will not be attended to.

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Poetry.



THE THINGS OF OTHER DAYS.

The pleasant things of other days,
How have they passed away!
How faintly to our straining gaze
Returns the sunny ray.

As dew before the morning sun,
Gone a mere gleam of light,
Hope's blossoms wither, once by youth,
And fade upon the night.

The voices sweet of other years,
Their tones no more we hear,
The voices of our infancy,
Are silent long and far.

The hearts that beat around our own,
The sunlight of their eyes,
The eyes that fondly, warmly shone,
Are filled with other days.

The pleasant things of other days,
They turn to things of gloom,
The things that once were bright and true,
Their light is dim and dim.

They seek the light of sunny days,
They seek the light of sunny days,
And seek amid their crimson eyes,
The bloom of vanished hours.

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Miscellaneous.

From the Ohio Columbian.

THE LOVER'S STRATAGEM

It was one morning in the latter part of January, 1854, that a large number of our good citizens of the town of Newcastle, Delaware, were collected on its landing, or pier, to witness the progress, and ultimate fate, of a small vessel down the Bay, scudding under bare poles, and endeavoring to make port. At one moment she rose on the crest of the waves, and the next was lost to sight in the trough of the sea.

The storm which had continued through the night, and still raged, though most of its fury was spent, rendered the chance for the little craft to gain the harbor, extremely perilous.

The spray dashed quite over the crowd of spectators, who still held their places, entirely absorbed in watching her, and trying, with the aid of glasses, to make out her name and destination. Newcastle, at that time, contained a number of agents of Philadelphia merchants, interested in private armed ships, who, unable to pursue their former trading during the war, had embarked in the rather hazardous business of privateering. Among those, stood one whose name was Christian Wernag, formerly of Philadelphia, who had left at his death a well-established mercantile business to his lawful heir.

Christian, like his father, was of a saving, plodding character; but his capacity was narrow and his disposition niggardly.

At last, through the skill of her helmsman, the little vessel approached the pier, and was hailed with loud cheers as she ran up the American flag.

No sooner was she moored at the wharf than she was besieged by a crowd of people, eager to welcome her hardy crew. She proved to be the schooner R. Q. well known in her time as a successful cruiser, and had made the voyage safe home from Cuba, in the North Sea.

Christian, who owned a share in her, hurried on board to see the Captain; but started back on beholding a passenger at the gangway door, with a cloak on, and a small trunk in his hand. The face he immediately recognized, and at once commenced a retreat; but, on second thought, he stopped and awaited the Captain's leisure. Meanwhile, the passenger had gone over the vessel's side and proceeded to the hotel, or stage office, a short distance off.

"It is George Selby, sure enough," uttered Christian to himself. "What could have brought him home at this time, and in this vessel? Perhaps he has come on some speculation which will make his fortune, and if so, then farewell to my hope, and then he ran in haste to overtake him.

Mr. Selby, a young man of five and twenty, turned at the approach of Christian, and eyed him more severely than otherwise, returning his look by only a slight, formal nod. Repulsed though he was, he was still bent on a closer acquaintance; but he did not wish to lose sight of the Captain. So, retracing his steps, he learned from that officer that Mr. Selby had paid him five hundred dollars for his passage home.

Returning to the town, he found his way into the presence of Mr. Selby, just as that gentleman had engaged a seat in the mail coach to Philadelphia. Christian, as we have said, was of a narrow capacity, but he saw clearly the path of self-interest, and always followed it. He was not destitute of speculative views, and had been heard to pride himself on superior cunning, though this boast, among those who knew him, gained no credit.

"Mr. Selby," said he, "I hardly expect we can be friends; but that is no reason we should be enemies. We may be rivals—honorable rivals. If wealth is on my side, you have other advantages; but come, let us dine together. I am anxious to hear the news from abroad, and perhaps, he added, with an attempt at a smile, "my home news may be acceptable to you."

His manner was frank and open, and to say the truth, Selby was anxious to hear what Christian could tell, though rather through another channel. He, however, declined the invitation, as the coach would start in half an hour. The result made Christian still more anxious to keep his rival company. He was driven to operations. Induced by the offer of a spare room to find out the other's secret, by whatever means attainable. Loved Mr. Selby, or the desire for his wealth, prompted him to the overthrow of a rival, beloved by the lady though not contumacious by her father. Should, however, George Selby become rich, her father's objections would vanish.

"It is very fortunate I happened to be here," muttered Christian to himself, as he paced the hotel parlor, after having engaged a seat in the same coach with Selby, his own business in Newcastle being settled.

It was not long till the stage horn sounded, and in ten minutes more George Selby and Christian Wernag were borne rapidly away.

Selby, for several miles, remained silent, and here we may well acquaint the reader with his history. He had been the confidential clerk of Mr. Morrison, a wealthy merchant of Scotch extraction, but long resident in the city of Penn, and indebted for most of his wealth to the wars of Europe. Selby had gained his esteem, was admitted to his private circle, and had won the affections of the merchant's only daughter, though she was closely besieged by the attentions of Mr. Christian Wernag. To Selby, the latter was no stranger, as they had often met on business in the counting house. Christian's fraction system of account, and his unwillingness to pay charges allowed by commercial usage, rendered him an unpleasant man to do business with. Dislike, engendered by these bickerings, changed of course to hatred, when they became rivals. Christian took occasion to inform Mr. Morrison of his clerk's pretensions, when an explanation followed, ending in mutual denunciations of love and loyalty between the lovers, and in Selby's being sent, as assistant, to an old commercial friend in Hamburg, to whom he was highly recommended by Mr. Morrison, who took occasion to say to Selby he might allow to count on his friendship; that personally, he had no objections to him as a colleague; but without some corresponding advantage of wealth, an alliance with his family was impossible.

The fair lady would consent to Selby, so Christian gained nothing by the removal of his rival, as her father, though anxious to discourage an intimacy he deemed disadvantageous, was not, however, disposed to control his daughter's affections. True, Christian grew daily more a favorite with him, inasmuch as he esteemed him a wealthy, quiet, practical young merchant, though deficient, perhaps, in personal graces and brightness of intellect.

Affairs remained in this way for three years or so, when Selby appeared as we have narrated, on the deck of the Roger Q. at Newcastle.

As the coach sped on, Christian used every artifice to extract the secret of George Selby's journey, but in vain. To entice him from his reserve, Christian spoke of Mary Morrison, described her father's country seat at Hamilton Village, the late ball there, at which Mary was the belle, &c.; to all of which Selby listened with interest, forgetting in the pleasure afforded by the recital, his dislike of the ungenerous merchant.

It was under the influence of this favorable impression that he accepted Christian's proposal to take supper, and sent themselves for the night, at Chester, (some fifteen or twenty miles from the city.) The coach they were in went no farther; but the mail would be taken by another, in the course of the evening.

At Chester, then, they stopped, and while supper was preparing, Christian, (whose cogitations in regard to the unexpected circumstances around him, resulted in a determination to satisfy himself that very night,) took a walk by himself in the street.

"Five hundred dollars for his passage," he exclaimed to himself, "and in our vessel! Why did not some of the English cruisers fall in with her? The old sea dog, Captain Q., would certainly have fought, and who could cause my misery. I wonder does he know he is paying me a part of his passage money? Unconscious of my stoppage, but his eye was attracted by the glare from an apothecary's shop. 'Ah,' he thought, 'I have a key here.' He saw the ruin of his hopes if Selby succeeded; he should lose Mary, he should lose her father's wealth. Could he not obtain the means in this stop to save them? True, the scheme was, perhaps, dangerous; but then the risk was not great compared with that of losing the lady and her wealth."

So into the shop he went and purchased a vial of laudanum.

It was, of course, then, no surprise to Christian to observe Selby, after supper, (which was followed by a bottle of wine,) grow drowsy, and fall fast asleep. Christian assisted the landlord in carrying up the victim of his villainy, remaining, however, to see the complete securing of it in the profound slumber of Selby. Searching carefully the pockets of his rival, he found a letter of some length from the merchant at Hamburg to Mr. Morrison, stating that the commissioners of the United States and those of England were then at Ghent, to fix upon the terms of a treaty of peace, and perhaps by that time one had been agreed upon.

It proceeded to advise him to profit by the information, by making large purchases of merchandise therein specified, even to the extent of his capital, in order to meet the heavy demand on the American market, which the expected treaty would create—the profits to be shared between him and Mr. Selby, who had eagerly undertaken to be the bearer of the news, even at the risk of capture.

"Yes," said Christian, as he replaced the letter, "Mary Morrison is the cause of this undertaking, as she has been the cause of my being engaged in this dirty work; but it is not all fair! I was her tutor before Selby ever dared to address her, and he would entice me—but it's all right, now."

It is said by the "Great Bird," that Vaulding's addition of his legs to the letter, in this example, he is sustained by Selby, on agreeing to the proposal of Christian to stay over night, thought proper to place in the hands of the driver of the next coach, a duplicate copy of the letter which Christian read, to be handed to Mr. Morrison on the arrival of the coach that night. The man was to leave word that Selby would arrive next day. Two Spanish dollars, with the promise of more for the faithful delivery of the letter, had sealed his lips, and secured his confidence.

The next morning found Selby very unwell, and a physician was called, who saw at once the cause of his illness. Administering a mustard emetic, and advising his patient to rise from his bed as soon as he should operate, the doctor took his leave. Selby, however, who now clearly suspected the villainy of his rival, resolved to keep his bed for such a length of time as would defeat, perhaps, his whole designs. The driver who carried his letter, would return at noon, and Selby requested Christian to remain with him until the evening, when he should, no doubt, be able to proceed with him to the city. To this the latter consented at once; but, as time would thereby be lost, he wrote by a special messenger, who would reach Philadelphia by two or three o'clock in the afternoon, instructions to his chief clerk, similar to those in Selby's letter. His orders were peremptory, and left the clerk no time to hesitate.

On the return of the coach driver from Philadelphia, he informed Selby of the punctual delivery of his letter to Mr. Morrison, within three hours of its departure from Chester. Two more Spanish dollars accompanied the business, and Selby made preparations to proceed by the coach in the evening. No suspicion having entered the mind of Christian that all was not right, he was ready at the proper time, and by seven o'clock, P. M., the coach, with both gentlemen, was on its way.

Mr. Morrison, on receipt of his old friend's letter, was very much surprised. He retired to his chamber to consider the first course to be pursued in the morning, and made memoranda of all he should purchase. No one else was the wiser of the contents of that letter, until he was no longer to be affected by it; at least so he thought.

The next morning Mr. Morrison made his purchases, and by twelve o'clock, noon, they were all, as a measure of safety, stored under Custom-House lock. It was then that the merchant made known so much of that letter as related to the expected treaty of peace, and immediately all the merchandise for export rose a hundred per cent.

The letter of Christian to his clerk, was received about six o'clock that evening, and, as no choice remained between disobedience and a compliance with his employer's instructions, the clerk acted fully up to them, in receipting for such a quantity of goods as, at the advanced prices, involved nearly the whole of his employer's capital.

The old State-House clock struck ten, when the two rivals alighted from the coach. Selby proceeded to the house of Mr. Morrison, and Christian to that of his clerk, who, after informing him of the receipt of his letter, and his purchases on its faith, was desirous to know the grounds he acted on. "My grounds," said he, "are these: peace is already agreed upon at Ghent."

"Good heavens! sir," exclaimed the clerk, "this is a bad business; Mr. Morrison received that news yesterday morning, and bought on the strength of it, a hundred thousand dollars worth before he made it known. Prices went up a hundred per cent, the moment the news became public."

Christian was stupefied; his knees shook beneath him. The result was that he was rendered almost bankrupt. The disaster preyed upon his spirits to such a degree that he fell sick, and soon after left the city, without even taking leave of Mr. Morrison or his daughter, neither of whom he dared encounter.

It was early in the spring when the official news of peace arrived; and, as the joy-bells pealed long and loud, Mr. Morrison's big Globe was taking in her landing for Hamburg. George Selby was to go supercargo, but when the period of departure arrived, he could not tear himself away from Mary Morrison. He explained the state of his affections to her father, who assured him, if she were willing, he might have Mary for a partner for life, and Mr. Morrison became Mrs. Selby; whilst the fate of Christian Wernag was spoken of as a signal warning to all, that "Honesty is the best policy."

From the Raleigh Register. WESTERN NORTH CAROLINA RAILROAD.

Mr. Editor:—I did not suppose, after giving my views in regard to the North Carolina system of Railroads, and touching the survey for the "Western Extension" by Maj. Gwynn, as published during the session of the Legislature, that there would be any inducement again to appear on that subject, especially as the main features of the system are about to be so nearly adopted.—(The Swannanoa route being substituted by the Legislature, as the main line, instead of a branch Road.)

There are growing indications, however, in several quarters, not exactly consistent with the best interests of the State, which make it proper that I should call attention to the subject of the Western North Carolina Railroad, and discuss more minutely the state and local interests connected with it, and some other roads in our State and South Carolina.

The Asheville News, by way of compensation, says of South Carolina: "Are we to leave her off and set down in poverty, backed up in the Mountains as we are, and talk of State pride? Interest and inclination alike prompt us to seek closer commercial relations with South Carolina; she is a good customer, pays well, and her citizens are high-minded, intelligent, and honorable."

This manifesto from the "Blue Mountains," is met by an unusual and discouraging voice from the "Blue Ocean." Yes, from the brightest friends of North Carolina enterprise, and by one who generally writes good sense on the subject of Railroads. He speaks of the Charlotte and Rutherford Roads as the true Western Extension to the valleys of the Mississippi and Ohio, and calls that Asheville is 44 miles from it to Beaufort, via Charlotte and Wilmington, than by Salisbury and Goldsboro', around "that beautiful crescent-bend."

He does not believe the extension from Salisbury, will be built; at all events, not farther than to Morganton. (Although Salisbury will be nearer to Wilmington via Charlotte than by the "crescent-bendings.") He thinks also that the Charlotte Western Extension has the advantage, both in route and resources, and says: "It is evident that two Roads running parallel into the Western counties, cannot well be built at this time, and if built, they must cut each other's throats."

"A Catawban" discourses at length in the Watchman, on the resources of his country, and would almost induce us to believe there is room enough and wealth enough in Catawba, for both Roads. He thinks that nature has uttered her voice in favor of Newton, and the Laurels of South Mountain, and against Salisbury, Statesville, Taylorsville, Lenoir, and the Yadkin valley; although Newton is within 14 miles of Lincolnton on the Charlotte Carolina R.R.

He thinks the indifference about Statesville, very discouraging to Catawba and Burke, and that the roads a little "harrowing up," and is rather an emburance among the Legislature. Now, by all this, I suppose, he merely intends to get up a sort of general rivalry between the Scotch Irish and the Dutch—for that fine country North of Statesville, would really seem to justify a small divergence as well as any other section on the route.

Again, I hear a gentle murmur through the extensive and fertile valleys of Watauga, Wilkes and Caldwell, that I gave too ready a support to the route surveyed by Major Gwynn, that the "Watauga," or at least a higher route to Swannanoa, was due to that extensive region, and that, as I had tested more than was convenient in Watauga lands, in the hope of aiding in the building of that Road, I ought still to have advocated that route.

Now a word of comfort to each:

The Asheville News may be assured that he has done injustice to the intelligent and enterprising citizens of Bannockburn; and that we have enough of State pride generally—yes, and love enough, for the Old North State, God bless her!—to do more for her than any other State can do! That her citizens are sufficiently "high-minded," "honorable," and "intelligent," to put in successful operation the two great arteries of our system, stretching from the sea board, via Salisbury and Charlotte, to a junction in the county of Caldwell, Burke or McDowell, (or perchance at Asheville.) And when we come to unlock the mountains of Lenoire, we will scarcely ask South Carol. to help us! As a matter of course, however, we may very well let her join in McDowell county to take a hand with us in the Blue Ridge, (as heretofore suggested,) for we have no objection to a social visit with our sister at the proper time and place.

The voice from "the Blue Ocean" has simply done injustice to its talented author, in the long-prevalent blindness to the extent and value of the Western counties, and the valleys of the Blue mountains, which, if he could see more of them, would inspire him with the poetic eloquence of Sir Walter Scott.

I agree with "A Catawban" fully as to the beauty and value of his country; yet, it is only one county, and there are others claiming equal importance! And rather than have the Western North Carolina Railroad cut at the throat, the town of Newton will accept, I assure, a plan for a wider margin between them than 14 miles: For even without this fatal result, much of the up-country and Tennessee trade would cross the North Carolina or Salisbury Extension, and go to more Southern markets, and by the well known tendency of our trade downward and southward, which he so well described this intermediate margin chiefly belong to the lower or Charlotte extension. Again, would the junction of these roads at the town of Newton, as would inevitably be the result, give to other counties equal or adequate advantages? And when grown into a city, as it would be by the junction, so low down in so fine a country, within 40 or 50 miles of Charlotte and Salisbury, how would it affect the interests of these towns? Would not a junction

further up be better for all sections, and for each road?

"A Catawban" is also mistaken in the route of nature, as well as in the direction of the route. My own reconnaissance, the surveys by Maj. Gwynn, and Prof. Mitchell, as well as the best maps, all go to show that the direct line from Salisbury to Morganton, will cross Grants', Second, and Withrow's creeks, thence near to, or a little south of Statesville and Third creek, and thence by Oxford's ford, and along or very near the main Catawba River to Morganton. This line scarcely exceeds 75 miles, passes near to, or say, 5 miles south of Statesville and Taylorsville, 12 miles North of Newton and 10 miles South of Lenoir. A proximate line may be located between Oxford's ford, (or Lookout Shoals,) and Morganton, without material increase of distance, along Pine Ridge in Catawba county, and Market Ridge in Caldwell, within 6 miles of the villages of Newton and Lenoir. These ridges are both equal to the "Duck" or "Mountain Ridge," and throughout their whole course, in view of some of the finest mountain scenery, abounding in hand-some summer residences, and passing through Catawba county, between the valley of main Catawba on the North (so elegantly described,) and the town of Newton on the South—then crossing the river and along Market Ridge in Caldwell county, North of the river, and a little nearer to the upper Yadkin and Watauga valleys, to a crossing near Morganton.

"A Catawban" would be more reasonable to ask this line as a compromise, embracing all the counties within proper range. For, although crossing the river three times, it will scarcely cross a creek, or branch of any consequence between Withrow's creek and Morganton. He would do better, however, to consider whether a line still higher, through Taylorsville and Lenoir, (being but a few miles further), would not, for the reasons already given, be more just to the up-country and the State; for I have reason to hope that the interests of the State will be consulted, and as "Catawba" has an equal chance with other sections, that she will fulfill the generous pledges made for her.

The uneasiness the up-country people, arising from the apparent coldness towards this great work in Rowan and Iredell, is quite natural, as the first section must be built mainly by those counties. This coldness may be accounted for, however, by investments in other roads, the tightness of the money market, and a sort of illing security in being first points. It is hoped, however, that the \$3,000,000, at least, will be subscribed, before or on the 1st of July, at Statesville. Should this essential element of practicability be wanting at that time, it will then be time enough to talk about evading Statesville and the expense of crossing Third creek and Salisbury by a parallel road below and all around the creeks.

It is premature, and, perhaps, unjust to entertain any doubts of our neighbors before they are tried, and also unnecessary, as the faith of the State is pledged to the Western counties in the compromises of the last session, and when the necessity arises, she will sustain us in any course that may be essential to success.

The granting of this charter is the first act of the State that has ever looked like doing justice to the West, and she has now made for us a magnificent provision, whereby to work out, not only our own discomfiture, but the welfare and chief glory of our State, by securing for her the most easy and speedy connection with the great West!

Then, who I ask, under such a trust as this, having an interest in the Road or a part in the direction of its affairs, could the purpose in his heart to warp it for selfish or sectional aims or check our onward march to sunset shores. A work for each and for all! Who that has funds or purse that will not contribute of his abundance? Beware that your own children have no cause, hereafter, to rebuke you!

Who that has nothing, with a wife and children to support, and yet does not feel his bosom swell with the obvious happy thought, that he has in his right arm one of two shares at least which he can easily work out on the Road, and by the increase of wages, support his family in the month time? He can then continue his work on the Road, his farm, or at his trade, and with the advanced price of labor and the sale of his stock, (if he choose to sell,) he may furnish himself and family with comforts to which they were strangers before. Are there any, (except under peculiar circumstances,) who will living ought for right of way to this life giving artery? Beware of the silent finger of scorn!

In conclusion, while we wish most hearty success to the Charlotte extension, we can say to our State City and the Blue Ocean: Fear not us. Should there be any faltering now, or on the 4th of July, at Statesville, our Blue Mountains would cast a deeper shade upon us; and, in every anguish, we should cry out:—Once more to the breach, dear friends—once more!

WM. A. LENOIR.

Fort Defiance, April 24th, 1855.

THE DARK SIDE.—The Newburyport Herald gives the following dolorous piece of intelligence:

"Five of our Kansas emigrants arrived home on Wednesday, with sorry accounts of the country and the condition of the settlers. From what they say, there is no danger that Kansas will become a free or slave State till the rest of the world is so populated, for nobody that has strength to walk or money to pay for conveyance, is actually parched and baked to the solidity of brick by the long drought, so that it cannot be ploughed, and no vegetation appears for cattle; there is no wood for building, and no water but in the rivers to be had. These emigrants are reliable men, but others equally reliable, give directly contrary statements, and say that it is the garden of the world."



ARRIVAL OF THE STEAMER ASIA. FIVE DAYS LATER FROM EUROPE.

HALIFAX, April 7, 1855.—The steamer Asia arrived here this evening at 10 o'clock, with Liverpool dates of April 25, one week later than last advices.

The Asia passed the steamer Baltic on the 29th, in the evening, off Tasker.

The Asia sailed from Halifax at 11 1/2 o'clock.

The steamer Hermann sailed from Southampton for New York on the 25th ult.

COMMERCIAL NEWS.

LIVERPOOL, April 27, 1855.—From Brown & Shipley's Circulars: Cotton. The sales of the week foot of 102,000 bales, including 31,000 bales to speculators and 100,000 bales for export. The market has been very active, and prices have slightly advanced, say 1 1/4 to 1 1/2 d. fair and middling qualities have improved most; Orleans fair 5 d., middling 5 1/2 to 5 1/4 d.; Upland fair 5 1/2 d., middling 5 1/4 to 5 1/2 d.

RECEIPTS.—Brown and Shipley quote breadstuffs as having considerably advanced, with a large speculative demand and the market buoyant. Wheat has advanced 6 d. a bushel. Flour has advanced 1 s. 6 d. a barrel, and corn has advanced 3 s. The quotations are as follows: Western Canal Flour 3 s. 4 d.; Ohio 4 s. 4 d.; white corn 4 s. 6 d. a bushel; mixed corn 4 s. 9 d.; yellow 4 s. 6 d. a bushel.

From Richardson, Spence & Co's Circular: Provisions. The market is generally unchanged except bacon, which has advanced 1 s. with an active speculative demand. Lard has advanced 2 s. with sales during the week at 40 s. 6 d. a cask.

Produce.—Sugar has advanced 2 s. 6 d., with a firm market. Coffee is steady and prices unchanged. Lard has advanced 2 s. Iron is steady and unchanged.

Freights.—The rates are steady and unchanged.

Stocks and Money.—American stocks are steady and prices unchanged.

Baring Brothers & Co. quote: The money market is easier. Consols have declined, and closed at 88 1/2 s. 88 1/4 s. Eagles 89 s. 2 1/2 d. Bullion has increased in the bank £22,000. American stocks are steady and prices unchanged. U. S. 6 d's of 1860 (bonds) 106 s. 10 s. 10 s. Maryland bonds 91 s. 93 s. Ohio 91 s. Pennsylvania 5 s. 7 s. 8 s. 4 d. bonds 82 s. 84 s. Virginia bonds 83 s. 85 s. Pennsylvania Central Railroad bonds 89 s. 92 s. seconds 81 s. Erie seconds, 90 s. 92 s. do. third 83 s. 85 s.

From Donistoun & Co's Circular.—Cotton. There has been an active speculative demand during the week, especially during the last two days. Middling and Fair qualities have improved most, say 1 1/4 to 1 1/2 d. Middling Fair 5 1/2 d. Middling 5 1/4 d. Upland 5 1/2 d. Upland 5 1/4 d. Sales mostly steady. Stock in port 600,000 bales, including 386,000 bales of American.

THE LATEST.—Saturday.—The market for cotton is strictly unchanged, with sales since the close of the market yesterday of 12,000 bales.

From Richardson, Spence & Co's Circular: Breadstuffs.—Prices had considerably advanced. The weather has been unfavorable for the crops, and corn has materially advanced, say 3 s., market buoyant; white corn 4 s. 6 d. a bushel. In flour there has been an active speculative demand and the market buoyant and healthy business, the market closing active at an advance of 2 s. Western Canal Flour, new, 3 s. 4 d., and old 4 s. 4 d. a cask; Philadelphia and Baltimore 4 s. 4 d. a cask; Ohio 4 s. 4 d. a cask. Wheat has been in active speculative demand, and prices have advanced 6 d. a bushel. White 11 s. 9 d. a bushel; red wheat 10 s. 6 d. a bushel; the market closing steady.

THE LATEST.—Saturday.—Breadstuffs are generally unchanged since the closing of the market, and continue buoyant.

Provisions.—The same circular quotes: Bacon is in active speculative demand; and prices have advanced 1 s. Lard has advanced 2 s., and the market buoyant, successively advancing from 46 s. to 48 s. Tallow is in active speculative demand, and prices are considerably advanced. Northern is quoted at 51 s. 5 s. The market closing firm and unchanged.

From the Broker's Circular.—Peas and Potatoes are quoted steady, and prices unchanged. Spirits Turpentine closed dull, and prices unchanged—45 s. Cane closed steady at 7 s. 3 d. a 7 s. 8 d. Rosh is active and prices are unchanged—4 s. 2 d. Philadelphia is dull at 9 s. 0 d. Rosh is in active speculative demand. Sugar and coffee are dull. Tea is active at unchanged prices. Lined oil 31 s. 9 d. a 30 s. 6 d.

Trade at Manchester is steady, and prices are unchanged.

From Baring, Brothers & Co's Circular.—April 27, 1855.—Sugar has advanced 2 s. 6 d., and the market is firm. Coffee is steady and unchanged. Tea is active and unchanged. Rice is in active speculative demand for India. Breadstuffs have considerably advanced, with active speculative demand. Wheat has advanced 4 s. 5 s., and flour 2 s. 3 s. White wheat 80 s. a 80 s. 4 s. Flour 30 s. a 30 s. Lard has advanced to 50 s., and classed firm. Tallow is in active speculative demand, and prices have considerably advanced, with sales at 50 s. Spirits of turpentine 35 s.; crude 9 s. Lined oil firm at 36 s. 6 d. a 37 s. Metals.—Iron is steady and unchanged. Welsh rails are quoted on board at 45 s. 6 d. a 45 s. 11 s. 3 d.; do. bar iron 43 s. 10 s. a 43 s. 10 s. Scotch Pig iron is quoted at 6 s. 6 d. a 6 s. 6 d. for mixed numbers on the Clyde. Lead is steady and unchanged. Copper is buoyant. Tin is firm.

A LONG WAR IN PROSPECT.—The Vienna Conference having totally failed in regard to anything on which might be based prospects of peace, appearances at present indicate only a protracted war in the prospect. Hence some decisive success in the Crimea was anxiously hoped for, but up to

the latest dates from that quarter nothing decisive had occurred. The bombardment, however, was continued by the allies.

[SECOND DISPATCH.]

HALIFAX, May 7.—The Asia arrived at 10 o'clock, and brings dates to the evening of Saturday, the 25th ult.

The dates from the Crimea are to the 19th ult. from Lord Raglan, and to the 23d from the Russians, via St. Petersburg.

The bombardment was still continued, without any decisive result, but with great loss on both sides.

The magnetic telegraph is now complete from London to the Crimea, except a few miles between Bucharest Rastebuch, but the British Government retains exclusive use of it.

The Dukes Michael and Nicholas were seen on their way to the Crimea.

Prince Menschikoff is not dead.

The French exhibition opening has been postponed from the 10th to the 15th of May.

THE VIENNA CONFERENCE.

Since the breaking up of the Vienna Conference there have been several supplementary meetings of the four parties without any definite result. The plenipotentiaries assembled on the 23d, and signed the protocol of the last conference. Subsequently another meeting of the four powers was held at the request of Prince Gortschakoff, when further inadmissible propositions were made by Russian Plenipotentiaries and rejected by France, England and Turkey.

Belgian Lord Russell left Vienna he had a private interview of two hours with Count Bismarck. The departure of the French Minister was postponed for a few days, in order to discuss matters with the Austrian government.

The general tone of opinion in England is that the war must continue for a lengthened period. The London Times speaks of the policy of the new Czar as more audacious than his father, and is so regarded throughout Europe.

PROGRESS OF THE SIEGE.

There is nothing definite known relative to the condition of the siege. The general impression is favorable to the success of the allies, but the Russians returned their fire in a spirited manner.

A despatch received at Brussels reported the suspension of the bombardment, but the report was not verified.

The details of the advances from the Crimea state, that under date of April 24, the bombardment is being continued night and day from 5.00 guns, each firing 120 rounds per day.

The Mamelon Tower had been silenced, and some of the round tower guns dismounted, but the Redan and Garden batteries kept up a heavy fire. There is no immediate prospect of an assault being attempted.

During the night of the 14th a most sanguinary battle raged between the French and Russians, in which the former destroyed the Russian rifle ambulance in front of the Malakoff Tower.

April 17.—A despatch to the French Government says the fire of the French batteries maintains its superiority. They have sprung a mine before the flag staff battery at a distance of fifty meters, thereby opening a new parallel, which has been successfully joined to others.

From the 12th to the 14th the French loss amounted to 300 men.

April 19.—The French Minister of War learns that the allies were still advancing, and were consolidating their position. On the night of the 17th the Russians made a strong sortie, but were promptly repulsed.

Prince Gortschakoff's account of the same date of the foregoing says the allies' fire is growing less violent. The Russian batteries replied successfully, and on the night of the 17th the Russians made a successful sortie, and destroyed the enemy's most advanced works. The losses of the garrison during the past few days has been incalculable.

The latest accounts from Gortschakoff, dated April 22, state that after twelve days bombardment the allies' fire was becoming weak and caused but little damage to the works.

RUSSIA.

The St. Petersburg Journal contains an imperial rescript expressing the Emperor's satisfaction at the defence of Sevastopol, and hoping that Menschikoff's health will soon be restored, bestowing upon him and his descendants a palace at St. Petersburg.