

QUACKERY.

Mr. Editor: There is scarcely any circumstance in life more provoking than to be broke in upon when a man is deeply engaged in pondering an affair of real moment and of a serious nature, by some stupid fellow, and interrupted with his insipid raving on a trifling subject.

When the most general alarm prevails everywhere, and the union of this confederacy threatened with dissolution, he, mal-a-propos steps forth, and instead of endeavoring to quiet our fears, and pour oil upon the troubled waters, gives us a long tedious paper on demagoguism; asserting that the threatening aspect of affairs was brought on by democratic leaders.

Yet I cannot see how Mr. Stanly brought himself to the view, that all the movements made by the people were excited through the intrepidity and sagacity of democratic demagogues.

He even goes so far as to disregard the rules of etiquette, and tauntingly upbraids Mr. Hilliard, calling him one of the "one hundred dollar fellows."

RULES FOR RAILWAY TRAVELERS.

Never attempt to get out of a railway carriage while it is moving.

Never attempt to get in a railway carriage when it is in motion, no matter how slow the motion may seem to be.

Never sit in any unusual place or posture.

Never get out on the wrong side of a railway carriage.

Never pass from one side of the railway to the other, except when it is indispensably necessary to do so, and then not without the utmost precaution.

Express trains are attended with more danger than ordinary trains. Those who desire security, should use them only when great speed is required.

Special trains, excursion trains and all other exceptional trains or railways are to be avoided, being more unsafe than the ordinary and regular trains.

If the train in which you travel meet with an accident, by which it is stopped at a part of the line, or at a time where such stoppage is not regular, it is more advisable to quit the carriage than to stay in it.

Beware of yielding to the sudden impulse to spring from the carriage to recover your hat which has blown off, or a parcel dropped.

When you start on your journey, select, if you can, a carriage at or as near as possible to the centre of the train.

Do not attempt to hand any article into a train in motion.

When you can choose your time, travel by day rather than by night; and if not urgently pressed, do not travel in foggy weather.

[There is one reform that we should like to see adopted on all our railways, that is to have a board hung vertically in the inside at the end of each carriage, with the names of all the stopping places painted on it in rotation, and all these covered with a slide which would open, and show the name of each place before arriving at it.

SKETCHES OF TRAVEL.

I commence this epistle on the morning of April 19. We are on the Ohio River, just below Blennerhassett's Island. At Brownsville, on the Monongahela River 60 miles above Pittsburg, I saw, for the first time the kind of steamboats which they use on western waters.

As you approach Pittsburg the manufacturing multiply, and you occasionally see fine residences on very handsome sites. I reached Pittsburg at 5 o'clock in the afternoon. As you know, this is a lively, growing place. The city is built on a plain, at the junction of the Monongahela and Alleghany rivers.

Pittsburg looks more like an English town than any other place in our country. The sturdy men, the coal dust, the dim, factories, the hardware, give it this appearance. All the surrounding hills are full of bituminous coal, which gives its factories great advantages over those elsewhere.

At the Declaration of Independence it had about thirty houses, and now there are 40,000 inhabitants; and Alleghany City, which lies across the Alleghany River, and is connected with Pittsburg by bridges, has 20,000 inhabitants; and across the Monongahela lies the large manufacturing borough of Birmingham.

MONOS.

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her, on a tour of inspection. She had emigrants and soldiers, men, women, children, and beasts. Crowded and filthy; if she reached St. Louis, without fever on board, I shall regard it almost a miracle.

BAGUIELLE.—The call of a Convention in Ohio to frame a new constitution for that State, has aroused the Buck-eye women to an effort to secure for themselves equal rights with men in making and administering the laws by which they are to be governed.

LATE ERUPTION OF MOUNT VESUVIUS.

On the 6th day of last February, (1850) old Vesuvius, after many internal mutterings, which lasted about two weeks, began to send up sheets of lurid flame, and on the 7th the lava made its appearance, running down the mountains on the side of Torre Annunziata.

It would indeed be a glorious thing if we could career through the regions above at such a rate, but our dreams are far more moderate than those of friend Wise.

The "revoloidal spindle," of Robjohn, which was in the course of construction at Hoboken, and which was to be propelled with two small steam engines, some time this summer, has been sadly damaged by the late tornado.

Mr. Wise has made a great number of successful aerial voyages, and his book is one of the most valuable ever published—and is of great service to science as a historical and scientific work on the construction of balloons, and the manner of navigating them.

CALIFORNIA DINNER.—A number of Californians in New York gave a splendid dinner to several of their friends. Senator Gwin and the two California representatives were present, together with ex-Governor Marcy, John Van Buren, T. Butler King, Rev. Walter Colton, and some 150 others, among whom were a number of ladies.

Count M. de Bodisco, Russian minister, was among the passengers in the Cambria, returned to the United States.

It is stated that Mr. Robert Walsh, jr., late secretary of legation in Mexico, and son of Mr. Robert Walsh, our consul at Paris, has been appointed by Mr. Clayton translator of foreign languages, to supply the vacancy occasioned by the resignation of Mr. Greenhow.—Washington Union.

sensation, and it will be long before the terrible events of this eruption are forgotten.

NAVIGATING THE ATMOSPHERE.

The first complete work upon this subject, is one now on our table, by John Wise, a veteran aeronaut, of Lancaster, Pennsylvania. Hitherto we have had scraps of information from Encyclopedias and Magazines, relating to the art, but here we have a Book on the subject, written by one who has made many aerial voyages, and who relates his own adventures.

The subject of navigating the air has occupied the attention of many eminent men in almost every age of the world's history, but it was not until a recent period that any success was promised to an art which warmed the imagination of Bacon, and engaged the attention of the sober Bishop of Chester.

As to the size of the bag, and the packing it edgewise instead of endwise, they are both good suggestions and should not be neglected, nor should bales of that size exceed on an average 450 to 500 pounds each.

CRUISE OF THE SHIP-OF-THE-LINE OHIO.

The United States ship-of-the-line Ohio, whose arrival at Boston we announced yesterday, left San Francisco on the 15th of September last, on her homeward-bound voyage, and visited the Sandwich Islands for the second time during the cruise, where she spent sixteen days.

After the capture of all the principal Mexican seaports in the Gulf, the Ohio left that station, and after stopping a few days at Havana—the only American line-of-battle ship ever in that port—arrived at New York on the 4th of June, 1847.

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PREPARING COTTON FOR MARKET.

The subjoined suggestions of the Savannah Chamber of Commerce in regard to the preparation of Cotton for market, should be carefully treasured up and adopted by every man who produces a single bale of cotton:

It is a remarkable fact that many planters in endeavoring to save ten or fifteen cents in the cost of bagging and rope for a single bale of Cotton, lose frequently from one to five dollars. They buy cheap, thin, light bagging, because it is two or three cents cheaper per yard than a good, substantial, heavy article; and a mean article of rope, because it is sold a cent cheaper per pound, than a good strong heavy rope, and they put four ropes instead of five or six to the bale of Cotton; all of which save only a few cents in the sacking of each bale; and by thus putting up their Cotton in poor bagging and rope, it comes to market in bad order and they lose from a quarter to one cent per pound in the sale of it, which is a loss of from one to five dollars per bale.

We hope every planter who reads this article will think of these things when he goes to purchase his bagging and rope, and exercise a little wise economy and sound discretion, as a matter of self-interest and as the means of putting a few dollars more in his pocket for his crop of Cotton.

IMPORTANT DECISION.

The decision of the Supreme Court, on Friday last, in the case of certain merchants of the city of Philadelphia, against the late collector of that port, is another triumph of democratic principles and policy. The questions in the case were whether Tampico, whilst in the occupation of our troops during the war with Mexico, was a foreign port, within the meaning of the tariff act of 1845; and whether goods then imported into the United States therefrom were subject to duties, or were to be considered as entitled to enter duty free, as being imported from a domestic port.

Under this caption, some cold-blooded joker perpetrates in the New York Sunday Dispatch, the following most execrable string of puns. To one who has any regard or affection for his mother tongue, it is deeply painful to see the language of Milton and Wordsworth thus tortured and dislocated by "word catchers, who live on syllables. We used to think Horn the prince of such barbarians, but we doubt whether he is longer entitled to the "sobriquet."

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"BARKING UP A TREE."

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The Wilmington Chronicle publishes a list of 25 steam engines, with a combination of 633 horse power.