

MISCELLANEOUS.

REMARKABLE CASE OF BIGAMY—FINISHED VILLANY.

As the conductor of a public press, we have never been called upon to record a case of a more perfect and continued system of rascality than that which we feel bound to lay before our readers this week. Yet, such is the peculiar and varied nature of the case...

parted—Smith pretended to go back. Col. Isa, Deputy Sheriff, who had been on the look-out for Boling, was informed that he was in the village; on further enquiry, he learnt that Boling had left town...

Boling having been brought before an examining Court, was required to give bail, in the sum of \$5000, with two or more securities...

OPENING OF THE NEW YORK AND ERIE RAIL ROAD.

"Tough oak and triple brass," says Horace, "must have excused the breast of that man who first committed a frail bark to the mighty sea..."

Yesterday at 8 o'clock in the morning, the Steamboat Utica, received on board as goodly a company as ever left our wharves...

The Governor of the State, with his Staff, civil and military, the Mayor, and several members of Common Council, were of the company...

About 10 o'clock we reached Piermont, the enormous jetty of which place, running out one mile into the Hudson...

Transferred speedily from the Boat to the Cars in waiting at the end of the pier, and augmenting our numbers with a goodly addition from Westchester...

The ascent is about 80 feet in the mile, with numerous curves, increasing of course the draft. The Cars, moreover, were set so low down on the frame, as burdened as they were with human beings...

The summit near Ramapo being gained, there is thence a continuous stretch of road through the Highlands, following the sinuities of the Ramapo river...

Emerging thence into Orange county, the eye is greeted with a succession of delightful landscapes, of highly cultivated farms, rich pastures, and grazing herds...

As Goshen came into view, its whole population, with that of all the neighboring towns, seemed paraded upon the gentle slopes near which the Depot and the Rail Road Hotel are constructed...

It was a great event and meet it was that it should be so looked upon, not only by the citizens of Orange county, but by every friend of the State of New York.

Very extensive preparations were made for regaling the arriving multitudes; but extensive as these were, and as few stood upon the order of their going...

There were, to be sure, strange expedients resorted to for knives, and forks, and tumblers; but, by the aid of such expedients, there was no want of anything to satisfy hunger, and gratify thirst.

It was our good fortune to be in the room where the President of the company, Mr. Bowen, was, and to listen to the very neat and appropriate Speech in which, in returning thanks for a toast of prosperity to the Road and confidence in its President, he explained the difficulties that had been surmounted...

By the bright moonlight we reached our good steamer about Utica, much gratified by the day's excursion, and without a single accident of any kind to mar the general gratification.

On board the Utica a collation was prepared, at which some of the best Speeches of the occasion were made. Among them was one by Bishop Onderdonk, who, acknowledging a debt to the Clergy, took the opportunity of bearing his testimony to what he considered the moral effect of such enterprises...

Gov. Seward, in answer to a toast, explained at length his views as to all such undertakings, which were for the people, and for them especially; and therefore should be so carried on as to ensure the cheapest possible rate of travel and transportation.

He said the line of Rail Road from Albany to Buffalo, must and could make the road from the Hudson to Erie; that, under the control of the State, the productiveness of one line of roads could make up for the unproductiveness of another line...

This is, as will be perceived, a meagre and very general outline of the reasoning of the Governor, who spoke for more than half an hour with great animation, and with apparently a strong personal conviction of the expediency of such a system as he advocated.

At about half past ten o'clock, the Utica came to the wharf, and the party dispersed, gratified, we are sure, with their beautiful excursion, and resolved, we will not doubt, each in his own sphere, to aid with all zeal and good will, the completion of the New York and Erie Rail Road.

MAGNIFICENT SCHEMES.

The October number of that excellent work, the Southern Literary Messenger, (says the Fayetteville Observer), contains a series of Letters addressed to Mr. Clay, by an Officer of the Navy, (understood to be Lieut. Maury), in which very powerful considerations are stated in favor of the establishment of a Navy Yard and Naval Academy at Memphis, Tenn., and a National Foundry at some point on the Mississippi above that place...

At Memphis, he says, Steam Ships could be built at half the cost of construction lavished on them at the North. Witness the frigate Fulton, of 720 tons, which cost \$333,000, or \$460 per ton, whilst the British war steamer Cyclops of 1,195 tons cost but \$250,000, or less than \$240 a ton, her timbers too being imported, chargeable with heavy duties.

He proposes that the United States follow the example of France and England, by contributing one-fifth of the cost of as many substantial steamers as individual enterprise may be disposed to construct with that aid, on condition that in case of war they should be turned over to Government at a valuation.

England, he says, will soon have a fleet of fifty such Steam Ships, now employed as Packets to New York, Boston, &c. but to be at her disposal in case of war. He would have the United States keep pace with European powers in this matter, so as, in case of collision, to be prepared to meet them in this new and most powerful species of Naval warfare.

And instead of the government building them, and laying them up to rot, he advises that they should be built principally by private enterprise, and employed in commerce, during peace. Memphis he regards as the best place for building these Ships, as it is contiguous to the Live-oak, Iron, Coal, Copper, Hemp, &c. of the West and South-West.

From that point, too, the egress to the Gulf of Mexico, and, by means of the proposed canal, to the Lakes, (the two great theatres of any future war,) would be speedy and safe.

The proposed Canal, besides its advantages to commerce, would enable the United States, in case of a war with England, to throw a force at once into the Lakes, with which to strike a blow that might be decisive, instead of having to wait the tedious process of building after hostilities commenced.

So much for the West. As regards the South, the writer has some important suggestions. Not a solitary building yard has been established by Government South of Norfolk and the one at that place was established by Virginia at her own expense, and ceded to the government in 1800, on condition that a Navy Yard should be maintained there forever.

From Virginia to New Hampshire, since the war, more than a hundred millions of dollars have been disbursed for the Navy, and scarce a dollar South and West, except a paltry sum at Pensacola. If a Ship on the West India station requires repairs, however slight, or loses a few hands by death or desertion, she must go to the North to supply her wants.

To Mr. CLAY. Sir—Let us now look into the condition of our Naval establishments and means of defence in the South.

Take the map of North America, and cast your eye on it from the Cape of Virginia down the Atlantic coast—passing around the Florida reefs, into the Gulf of Mexico to the remote coast of Western Europe...

Now, take the other side of the picture. Go back to Mason & Dixon's line, and run your finger towards the North on the map, that you may see what has been done for that region in the way of Naval defences and improvements.

Yet is all this partial protection, and unequal distribution of the national property, the South and the West have complained of. In them, Southern and Western statesmen have taken grounds far above mere local interests, state prejudices, or sectional jealousies...

A deponent's report—made from New York to Pensacola, the Gulf of Mexico, was thirty-four days in making the voyage, and thirty days in returning to the other. Upon an average it would take twenty or thirty days for a Naval force, from the remotest port of the North, to carry relief to the property of our citizens in the Gulf of Mexico.

In protection less due to the South, than to the North. Does the vessel from the West India Islands which bears black-spacer registers, afford to the South an especial quantity, that in war, she shall enjoy immunities, and be exempt from dangers unknown to the North?

God, speaking to Job, asks him, "Hast thou given the horse strength? Hast thou clothed his neck with thunder? He mocketh at fear, and is not affrighted; neither turneth he back from the sword."

Some years ago, the servant of Thomas Walker, of Manchester, (England,) going to water the carriage-horses at a stone trough which stood at one end of the Exchange, a dog that was accustomed to lie in the stall with one of them followed the horses as usual.

The only pass from this Gulf belongs to us; and by us should be secured at whatever cost. Key- West is the Gibraltar of these seas, with a harbor susceptible of being strengthened and rendered impregnable as that.

France has made Toulon, in the Mediterranean, her great Naval establishment. Spain too had her Carthagea. What Toulon is to France, and Carthagea was to Spain, Pensacola is to us.

Green and Dry Wood.—It is judiciously remarked, in the Maine Farmer, that a cord of Green Wood contains 1,448 pounds of water, equal to about one hogshead and two barrels. This should be borne in mind by those who haul wood to market; for by cutting down the wood and suffering it to dry some time before it is brought to market, causes the load (a cord) to be more than a thousand pounds lighter, and of course hauling wood is so much less injurious to the horses that draw it.

In a Town like ours, where there are no chimney sweeps, there is another advantage in using dry wood; it requires very little light-wood to make it burn, and chimneys, therefore, do not so soon become foul, which lessens the danger of the house taking fire from sparks, or flakes of burning soot.

There will shortly be issued from the press of Messrs. Lea & Blanchard, a volume, by a lady of Virginia—"Tales and Souvenirs of a Residence in Europe."

We had an inking sometimes since that the lady of Senator Rives was about to publish a portion of a journal kept during their residence at the Court of France.

Some days superintending the proof sheet of a volume.—U. S. Gov.

ABOUT HORSES.

A writer in the Knickerbocker tells these stories of the magnificence of horses. Of a two horse team, belonging to the Earl of Oarford, one was very vicious, the other quite the reverse.

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ELOQUENCE QUASHED.

Leonard P. Foy, a man of whiskers, and in fact there was almost as much of the whiskers as the man, came up on suspicion of having been found drunk at some place, (not particularly stated by the watchman,) between Pine and Lombard streets.

By the tears of widows and of orphans, the halloved brine that preserved the tree of our liberty.

By the very stones and brick-bats in the walls of this building, that heard the first proclamation of independence.

By the glowing sentence could be completed, Foy, with much difficulty, was urged from the bar, and none but the young orator who has been disappointed in an opportunity to deliver his maiden speech, can appreciate the feelings of Mr. F. as he struggled in vain to keep the floor, and even caught hold of the railing, in order to gain a hearing, and define his position.

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