The Morning Post.

L. HARPER, EDITOR AND PROPRIETOR.

PITTSBURGH:
MONDAY MORNING, JANUARY 29, 1849.

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☞ **For Commercial and River News, see next Page.**

The Latest News, Market Reports, &c., will be found under Telegraphic Head.

Col. Roberts' Lecture.

By making an extra effort we have been enabled to present this morning the interesting and instructive lecture of Col. Roberts, delivered in Apollo Hall on Friday evening. We bespeak for it an attentive perusal by our citizens of this county. The lecturer has devoted the greater portion of his time, for seven years past, to the subject of Rail Roads, and the Pennsylvania and Ohio line particularly, and there is no man more competent to the task of giving the fullest statistical information in relation to the various roads, than he is.

Pittsburgh Scrip.

Many persons are not aware that the one, two and three dollar notes on the cities of Pittsburgh and Allegheny, which, at present, forms almost the entire circulating medium in this county, is literally worthless, and is every day becoming more of a curse to the citizens of this county. True it bears an interest of one per cent, but when it is recollected that it is redeemable only in payment of debts due the city, it will be seen how valueless this trash must inevitably become. There are now four different plates in circulation, and upon all of these there are counterfeits, and it is almost impossible to detect them from the genuine. These notes have followed close in the wake of the receding relief issues, and as the state scrip is gathered in to pay state tax, this City scrip is left as so much dross in the pockets of our honest farmers; nor is this all the evil that they have entailed upon the community; they have driven the specie from among us, and it is not with scarcely a dollar that will be received fifty miles east of this, on payment of any debt. The citizens of the eastern part of the State have ever looked upon these issues with suspicion, and refused to have anything to do with them, and the consequence is, they have silver in plenty, or the notes of sound banks.

This trash will not be received in payment of taxes; merchants cannot send it to the East, and they pass it off among farmers in change for a five or ten dollar bill, and then send that away. In fact it is worth nothing but to pay wharfage for a steamboat, or the fees of a watch-house, and we opine that our good old farmers do not want to lay up money for such a purpose. Take our advice and get it off your hands as soon as possible. We will be sending to Pittsburgh soon for some paper, and if our subscribers will send us a lot of these bills, we will force it back upon those who have issued it upon the community.—*Jeff: Dem., Brookville.*

☞ We have always opposed the issue of this scrip, for two main reasons: First, they are a violation of the law; Second, they drive the constitutional currency from circulation. We seriously think that every man who has had any thing to do in getting out these promises, should be punished in some way.

But, notwithstanding, we must say, that such reports as the above are without any foundation in truth. Each note issued by either of the cities is good for its face. Our citizens,—farmers particularly—prefer them to Bank notes generally. Banks may fail, but the cities of Pittsburgh and Allegheny can not.

This scrip may not be of much value up in Jefferson county; but if the holders there wish to make purchases in this city, or wish their paper exchanged for Bank paper, they can be accommodated.

The Editor of the Democrat uses strong language; but we guessed his object when we read the last sentence. We hope he may succeed in collecting all his dues in scrip.

The Opinion of Mrs. Swisshelm.

We prize the opinion of MRS. SWISSHELM, the fair Editress of the Pittsburgh Saturday Visiter, because we consider her a lady of exquisite taste and decided talents. She gave us a tremendous scoring once—and it is very likely we deserved it—but we have thought more of her ever since. The Visiter of Saturday last notices our Mammoth Weekly thus:

"The Saturday Morning Post" is the title of Mr. Harper's new weekly. It is a mammoth sheet, of a most beautiful typographical appearance, and well filled with interesting matter, original and selected. In politics it is Democratic but a very large space is devoted to literature; and its local and news departments are particularly rich. Mr. Harper very generously acknowledges the Visiter as the rival of his Weekly Post. The rivalry must be on a very small scale, and shall be without envy, while we try to make up in quality what we want in quantity. No easy task, by the way, since the quality of the Post matter would do no discredit to any of our Eastern literary sheets. Apart from politics the Post deserves the patronage of the literary public of the West; and if the Western Democracy do not sustain it, they are not of much account.

Virginia Gold Mines.

These mines, the property of Major HEISS, late of the Washington Union, and Com. Stockton, appear to be very productive. A large amount of machinery intended to work the mines, lately passed through Philadelphia. Mr. Ritchie notices the good fortune of his late partner, and adds: "We met a friend a day or two since, who told us he had seen a certificate from the mint, of nine thousand dollar's worth of gold deposited as the result of five or six days' work, with about as many hands, at the Whitehall mine, in Virginia, of Messrs. Heiss, Stockton, &c.—Six negroes, we learn from another entirely reliable source, had obtained *thirty-five pounds* of gold from the 1st to the 6th or 7th of this months. "The last day's working of *three* negroes was worth $1,594." "This," says our friend, "throws California completely in the shade." But he had not then seen the last accounts from that fairy land, which seems to have endured the touch of Midas, leaving single specimens weighing twenty-five pounds of gold."

Railroad to Pittsburgh.

Our neighbors in the northern part of the county are moving in the matter of a Rail Road from Pittsburgh to Steubenville. Is it not time to revive the old project of a Rail Road from Washington to Pittsburgh? The citizens of this portion of the county are not only able to build such a road, but they might add immensely to the value of their property by building it. We merely throw out the hint, now, and shall speak of the matter more at length, again. In the meantime, we suggest that a meeting on the subject might be held during the term of next court.—*Washington Patriot.*

☞ The Editor of the Patriot speaks the truth when he says that the citizens of Washington county are able to build a Rail Road to Pittsburgh. A more substantial class of men do not live than the farmers of Washington county. But, as we suggested a few days since, a Plank Road will be of greater advantage, we think, than a Rail Road, to the great body of the people of Washington and Allegheny counties.

"REVIVAL" AT WASHINGTON.—The Examiner of Saturday says: A "revival" has been going on at the Methodist E. Church, of this place, and we have been told that some 80 or 90 new members have been added to the congregation.

The Cumberland Presbyterian Church of our Borough has, also, been favored with a considerable accession.

DEFAULTERS.—Mr. *Plumer*, the State Treasurer, (says the Bedford Gazette,) has transmitted to the House, a list of public defaulters to the Commonwealth, which was read and ordered to be printed, 2000 copies in English and 500 in German. Some unpleasant exposures may be looked for.

Annual Report of the State Treasurer.

We have given some attention to this document, and find it truly interesting. We give the main items for the benefit of those who have not the pamphlet and who desire to know something of the financial condition of the State:

Balance in Treasury, Nov. 30th,	$650,890
Receipts during fiscal year ending Nov. 30,	3,831'776
Total amount of revenue for 1848,	4,512,667
Payments from Treasury for same time,	3,935,376
Balance in Treasury Nov. 30th, 1848,	577,290
The "temporary loan" of $160,000 which fell due on the 12th of May last, was paid.	

We copy from the report as follows:

To the balance in the Treasury on the 30th November last, I have added the estimated receipts for the next fiscal year, ending on the 30th November, 1849, to wit:

Balance in Treasury on Nov. 30, 1849,	$577,290 36
Estimated receipts for the fiscal year 1849, from all sources, as per table marked C,	3,852,800 00
Total amount,	4,429,590 39
Estimated expenditures for the fiscal year 1849, as per table marked D,	3,528,500 00
Balance in Treasury Nov. 30, 1849,	901,090 39

From this exhibit it will be seen that the revenue to be derived under existing laws, if properly applied will enable the State to meet all its liabilities, and promptly pay the interest upon the public debt as it falls due. It is confidently believed that every officer of the government, employed in the collection and disbursement of the public revenue will perform his duty with fidelity; and that no source or revenue will be diverted to any other than its proper channel, and that the faith and credit of the Commonwealth will be amply sustained.

On the subject of paying off the State debt, about which all the people of the State are making enquiries, Mr. Plumer says:

I confidently entertain the opinion that the State debt can be paid within twenty-five or thirty years, if the proper legislation is had on the subject, and that without increasing the burthen of taxation upon the people. Equalize taxation as much as possible, secure the prompt collection and payment into the Treasury of the revenue, with the least possible expense. Institute strict economy into all the departments of the government, and make no appropriations for other objects than the ordinary expenses of the government, the repairs of the public improvements, and the payment of the State debt; and in the course of ten or fifteen years the debt will be so reduced, that the taxes upon real and personal property may be dispensed with; and the revenue from our public improvements be relied upon to pay the balance.

With the additional sum of only one hundred thousand dollars, applied semi-anhually to the payment of the principal of the debt, in addition to the interest, one million of dollars now paid semi-annually for interest, the entire debt of forty millions of dollars may be paid off in less than fifty years. It certainly is the dictate of sound policy that all our energies be directed to relieve the people at the earliest possible period, from the burthen of taxation now imposed upon them. Once reduce the State debt so that the revenue derived from our internal improvements will pay the interest upon the balance, and it may be considered as paid—the people being relieved from the burthen of taxation.

Gen. Cass Elected Senator.

It will be seen by the dispatch under our telegraphic head, that the Legislature went into the election of United States Senator on Saturday last, and that their action resulted in the choice of Gen. Cass.

We have time now only to congratulate the democracy of the State on this result, for we know they will hail the choice of the Legislature with warm and decided approbation. In the expressive and comprehensive language of the Birmingham meeting, "we believe ninety-nine of every one hundred good and true democrats of this State are in favor of returning Gen. Cass to the Senate of the United States; he was elected to that office by the unanimous voice; he filled the office with distinguished ability, at a most trying period in our public affairs; he was invited by more than two-thirds of the delegates from all the States to accept the nomination for the Presidency; his election was defeated by an unholy combination from his own party; he received a large majority vote in all the north-western States—larger in his own State, by far, than ever previously cast; his democracy is sound, his views enlarged and conciliatory, comprehending the interests of the whole Union, and eminently fitted for the Senate of the United States at the present exciting juncture; and it is due to him, due to the democracy of the north-west, *due to our own respect*, that we return him at once to that office."

We will only add now, that although the democratic members of the Legislature who supported General Cass, made him a candidate, without his agency, and even against his consent, they deserve the thanks of the democracy of the State, for the able, honorable and successful manner in which they have accomplished the wishes of the people in his election.—*Detroit Free Press, Jan 22.*

THE AUTHORESS OF POCAHONTAS.—The Washington Examiner copies our notice of the poem entitled "Pocahontas," written for that paper, and remarks—

"Thank you, neighbor Harper, for the compliment paid our young friend; and, also, for your friendly offer. Should all your predictions be made with the same safety, rest assured that your reputation as a true prophet will soon be established.

We did not consider ourselves at liberty to give her name at the time of publishing the poem; but since it appears in the 'National Magazine,' notwithstanding it may have been given *without* her consent, secrecy on our part is no longer a duty.—LUCY VIRGINIA SMITH is the authoress of 'POCAHONTAS.'"

We shall place the name of Miss SMITH upon our list of contributors to the Mammoth Saturday Morning Post.

MOCK MARRIAGE.—A pleasant party, coming up on the Pike No. 7, from Louisville, on Christmas last, concluded that a wedding would n't be out of order, and accordingly a couple "stood up," while another of the party officiated as priest—the form of ceremony being a compromise of all religious rites. The joke, thus far, was a good one, but unfortunately the prominent member of the boat thought the affair a reality, and went to work and prepared a *bridal chamber*, in her best taste and style. It is needless to say that after this the whole party laughed the ceremony into a nullity, and the mock groom took up his quarters in the gentleman's cabin.—*Cin. Com.*

☞ We learn from the Enquirer of a subsequent date, that the parties, soon after their arrival in Cincinnati, "took it into their heads" to get married in earnest. Just as might be expected!

HORRID DEATH.—Mr. John Manning, of Ohio township, Monroe county, was killed in a very shocking manner, on last week, by the running away of his horse. He was engaged in watering his animal, with the halter fastened to his arm, when his horse suddenly took fright and ran off, horribly mangling the body of the deceased, and strewing his brains upon the ground. Mr. M. is said to have been a worthy young man, about 18 years of age.—*Cadiz Sentinel.*

☞ HORACE GREELEY, of the New York Tribune, published all his Congressional speeches, spoken and unspoken, in his own paper. The Tribune of the 12th contains a speech of his, with the following prefacing it: "Had Mr. G. obtained the floor at any time, it was his intention to have spoken substantially as follows." That is decidedly rich!

"TALE ENOUGH."—Here's what the Phila. Spirit of the Times says in relation to the Riot trial:

SCANDALOUS.—At Pittsburgh, 13 of the factory rioters, including five females, have been convicted. Four men were acquitted. The Factory lords should have been convicted instead. It is a disgraceful thing to see the judicial bench thus leading its influence to carry out the tyrannous behests of the Money Power.

☞ The Hon. ARNOLD PLUMER, State Treasurer has our thanks for a copy of his Report, extracts from which we publish to-day.

☞ Senator RUSK, of Texas, will accept our thanks for a copy of the Treaty between the United States and Mexico, and all the proceedings and correspondence in relation thereto.

FRIGHTFUL TRAGEDY.—Recently near Nashville, there was a desperate fight with knives, between George A. Wills and Henry A. Rice, in which the former was killed, having received thirteen deadly stabs. The cause of this horrible affray was the sister of Rice had refused to marry Wills, and he attacked her with a knife. Rice was acquitted.

☞ There was nothing done in any of the Courts on Saturday worth notice.

[REPORTED FOR THE MORNING POST.]

LECTURE

On the "Advantages of the construction of Rail Roads to the cities of Pittsburgh and Alleghenny," delivered in the Apollo Hall, on Jan. 26, 1849, by SOLOMON W. ROBERTS, *Civil Engineer.*

Plutarch tells us that Themistocles, the Athenian, addressing his fellow citizens, said: "I cannot play upon the harp or upon the lute, but I can show you how to make a small town become a great city."

The men of Athens loved rather to be amused than to be instructed, and what was true in the time of Themistocles, is also true in our day. We need not stop to philosophise upon this point, for, though it be a fact, it need not discourage us. We must not only strike while the iron is hot, but we must strike till we make it hot. We must not be weary in well doing; for, sooner or later, the reward is sure to all those who labor earnestly and honestly in a good cause.

I shall endeavor, this evening, to set before you some of the reasons why you ought to exert yourselves to confer upon your city the advantages of rail road facilities. I shall strive to speak plainly, honestly, positively; for "if the trumpet give an uncertain sound, who shall prepare himself for the battle."

For a long while the conductors of the public press of your city, have urged upon the people of Pittsburgh the importance of the object of which I am one of the advocates. Those editors who have labored to give the public mind a right direction in this particular, are worthy of great praise. Every man's responsibility is in direct proportion to his influence; and, as to our country the power of the press is the greatest power in the state, it is all important that it should be in the hands of men worthy to wield it, and that they should be encouraged by the approval, and strengthened by the patronage of the people.

Do you wish that your cities should reap the advantages of Rail road facilities? Do you wish to enjoy them speedily? I know you do. How then is this to be accomplished? Certainly not by merely talking about the matter. Action is what is needed. You must not only raise up yourselves but you must rouse up each other. It is useless to call upon Hercules unless you put your shoulder to the wheel.—There is more true eloquence in a subscription of an hundred shares than there may be in an hundred long speeches; and all the mechanical science in the universe would be useless, without the means to put it into practice.

When, in 1825, the state of New York, by means of Erie canal, tapped the basin of Lake Erie, Pennsylvania lost the principal advantage of her central position. Then in 1842, at a time of great commercial distress, Boston completed her great Western rail road to Albany, and in that way tapped the New York improvement, New York reeled from the effects of the blow. In commercial affairs reverses come rapid, and the blow is still is speedily run over.—New York had proudly boasted of her North River, which breaking through the mountain ranges, had opened a channel through which the tides of the Atlantic flowed one hundred and fifty miles from the sea. On this mighty river flowed the largest and the latest steamboats in the world. It depended not upon the rains for its supply, for it was fed by the ocean itself. New York feared not what Boston could do unto her. Boston had no great river; she was farther away from the west, and was separated from it by the granite hills of New England. In 1842 the western rail road was made, and Boston opened her "artificial river" over the mountains to Albany. What the results of that achievement were are now a matter of history.

Boston in five years increased her property and population fifty per cent. And did she lose the money invested in her rail road? Far from it.—That road, which is 200 miles long, cost $12,883,000; that is to say, more than $60,000 per mile, and yet it pays regular dividends of from eight to ten per cent, and its stock is of course, above par. Boston raised the money and wisely concentrated her efforts upon one main western line, until that was accomplished. She took care that it should not be swamped with debt, nor eaten up with dead interest, but should be completed as soon as possible and brought into use; and the glorious success of that enterprise has made it the fruitful mother of a multitude of other rail roads in New England. In 1837 the Flour shipped on the western rail road at Albany, amounted to the almost incredible quantity of 720,220 barrels, being equal to 200 barrels per day for every day in the year. New York is now at work to recover what she has lost, and is now pushing her work with great energy.

Here is a lesson worthy to be taken by us for our instruction and encouragement. Why can we not go and do likewise? We can do it if we choose and if we do not choose it must be because we are deficient in public spirit; and if we are lacking in this let us try to acquire it as soon as possible, for a community without public spirit is like a body without a soul.

Let us not waste our time in vainly regretting the past. Religion teaches us that we have all fallen short of our duty, and we all know such to be the case. That which is done cannot be undone; but to permit our painful recollections to depress our spirits, and to destroy our usefulness, is to go on from bad to worse. Let us then instanter leave those things that are behind and press forward to those that are before us. Let us do the best we can henceforth at least, for the time we have lost.

But to return to the statistics of the subject before us. Where did that immense quantity of Flour come from that was carried to Boston in 1847? Certainly not from the sterile soil of Massachusetts. Much of it no doubt came from the state of Ohio, and much of it from the towns of Massillon, which is the great wheat mart of that state. Now I wish you to understand that Massillon is a point upon the line of the Pennsylvania and Ohio Railroad and that it is only one hundred and one miles from Pittsburgh. The wheat received at Cleveland in 1847 amounted to 2,130,317 bushels; and of that great quantity I am informed on good authority that 1,489,647 bushels, or more than two-thirds, were shipped from Massillon, besides 55,569 barrels of flour.

Mansfield is another point upon the line of the Ohio and Pennsylvania Railroad; and if the company should deem it their interest to do so, they are authorised to terminate their road at that place. The distance from Pittsburg to Mansfield is 164 miles, and the shipments from that point in the season of 1847, were 668,574 bushels of wheat, 63,359 barrels of Flour, and a very large amount of other commodities.

The road from Pittsburgh to Mansfield, which has all been surveyed, will pass through a highly cultivated and populous country, admirably adapted to rail road construction and rail road facilities. The vast shipments of wheat from the towns along the line are the best proof that it runs through the heart of the wheat growing region of Ohio.

I am about to address you on the subject of the Rail Road communications between this city and the Great West. Your having honored me with your presence this evening shows that you feel some interest in the subject, and I am sure that the more you study it, the more that interest will increase.

It is a general rule that whatever we understand the best, interests us the most. *Ignorance is the parent of indifference.* Most men are but little moved, except by what they think comes closely home to their feelings or their interests. Things that are far off are to them as if they were not.—They do not influence their actions. But as men improve in true culture, they look both before and after; they interrogate the past, that they may anticipate the future.

Knowledge, however, is very broad, and the span of human life is very narrow. Therefore arises the necessity for the division of knowledge into departments, to the study of which different men devote themselves.

Ono man studies the mathematics, another the mechanic arts, and a third those principles of commerce on which depends the commercial power of a nation.

Now these three cases need some one to interpret between them, and the performance of this duty is the province of the Civil Engineer. If he be a mere mathematician, he will find too soon that he has to deal with intractable materials; if he be a mere mechanic, he will feel himself at a loss when precedents are wanting; and if he be ignorant of those principles on which depends the commercial power of a people, he is unworthy to be a counsellor in the undertaking of great enterprises.

The simple idea of a Rail Road is that of two parallel pieces of iron, firmly secured for the wheels of cars and locomotive engines to travel upon. But when hills and valleys are to be passed, rivers are to be crossed, and difficulties of various kinds are to be surmounted, a great variety of mechanical contrivances become necessary. The crooked and imperfect railways of the last generation, worked by horse power, were poor contrivances, on which high velocities were impracticable.

The invention of the improved locomotive by Stevenson, and the successful opening of the Liverpool and Manchester Railway in 1830, revolutionized the modes of inland travel and transportation in civilized communities. Eight years after, this was followed by the success of trans-Atlantic steam navigation. Probably no other space of ten years in modern times has given birth to such important mechanical improvements as the period from 1830 to 1840.

The locomotive engine is the steamship of the land—the steamship is the locomotive of the sea—and together they are fast girdling the globe.

The State took the lead in the construction of internal improvements, and by her turnpikes and bridges brought the trade of the interior to Philadelphia. She became the first city of the Union and her population was greater than that of New York. Her foreign trade was very great, her ships visited all the principal ports of the commerce of the world, and returned to this, their destined haven, to discharge their rich cargoes on the banks of the Delaware.

But with the opening of the Erie Canal in 1825, all this was changed. New York shot ahead with amazing rapidity, and took that pre-eminent position which she has ever since retained. The construction of the Ohio canal from the Ohio river to Lake Erie followed soon, and it became to the Erie canal its most valuable feeder and tributary. The length of the New York canal from Albany to Buffalo is 363, and that of the Ohio canal from Portsmouth to Cleveland, 307 miles. New York thus got into the rear of Pennsylvania *by turning her Northern flank* and having obtained a continuous water communication into the heart of the State of Ohio, she has ever since continued to draw immense resources from that great granary of the Union.

Pennsylvania was unwilling to remain in a secondary position, and on the 4th of July, 1826, she commenced her state canal, and undertook to rival the State of New York. But her mountain ranges interposed, and rail roads, then but little understood, had to resort to an auxiliary improvements.

Great were the difficulties which our State had to overcome, and great were some of the errors which she committed. It is easy for one "sitting in the easy chair of him that judges after the event," to point out those errors; but it is not now necessary for me to do so. In my opinion our public works benefited the State, to an amount greater than their whole cost, great as that has been; but it has been more by developing her internal resources, than by commanding the trade and travel of the West.

Our broken line, with its repeated transhipments, failed to compete with the Erie canal. New York made a rail road from Albany to Buffalo, and Baltimore threatened us with her line to the Ohio.

What was to be done? Should we sit down supinely and give up the contest? STATES, as well as men, are sometimes placed in positions of such great difficulty, that it is scarcely possible for them to know which way they ought to turn. They sometimes fail. But they give the best evidence of energy of character, when they rise from the ground, like Antaus of old, a giant refreshed, to renew the content.

"Difficulty," said Edmund Burke, "is a severe instructer, set over us by the supreme ordinance of a parental guardian and Legislator, who knows us better than we know ourselves, as he loves us better too. Patre ipse colendi, haud facilem, esse viam voluit. (The father himself of tillage did not wish the way to be easy.)

He that wrestles with us, strengthens our nerves and sharpens our skill. Our antagonist is our helper."

"This amicable conflict with difficulty obliges us to an intimate acquaintance with our object, and compels us to consider it in all its relations. It will not suffer us to be superficial.

Out of such a position of difficulty, and after earnest and full deliberation, arose the Pennsylvania Rail Road, which is the noblest enterprise that the sons of Pennsylvania have ever undertaken. They that wrestle with us are New York and Boston, and they are competitors eminently worthy to call forth our utmost energies.

Of the many able addresses which I have heard made at different times in this magnificent hall, where we are now assembled, no one has left such an impression on my mind, as a lecture, delivered some years ago, by our eloquent fellow citizen, the Rev. Dr. Bethune, on the era of Grecian glory, the "age of Pericles." It is an instructive lesson to remember, that these Athenian monuments, which have been the admiration of the world for nineteen than two thousand years, were not centuries, in building, but were erected by one generation, and in the life time of one individual.

When we examine the public works of Great Britain, the mother country of our sire as well as of language, and the most distinguished nation upon earth for the substantial character of her works of real utility, we find that her industrial progress made in the last forty years far exceeds that of her whole former history.

So will it be with Pennsylvania, if her sons will but honor as they might, the old commonwealth, of which they are the children.

I have made the subject of railroads my especial study from the time of their first introduction into our country, and am tolerably familiar with the railroads of Great Britain. I have carefully investigated the question as to what route for a Western Rail Road is most worthy of the patronage of the public subscriptions of the citizens of Pittsburgh; and I am thoroughly satisfied that the route of the "Ohio and Pennsylvania Rail Road" is the best for their interest, as well as the best in an Engineering point of view. On these points there is not the particle of doubt in my mind. The citizens of Ohio, who are interested in its construction are ready to meet you at the State line. The citizens of Salem and of the Northern part of Columbiana county, are not only ready and willing, but they are able to do it. They are men too, who perform their promises, and who are worthy to be trusted.

Our surveys have proved the remarkable fact that this road, with its extensions, will be not only the best and shortest line from Pittsburgh to Cleveland, Sandusky city, Toledo, and Chicago, (that young giant of the North West,) and also the best for a connection with St. Louis; but that it will give, in addition, as a good line as any other, (if not the best, all things considered,) to Cincinnati: by the way of Wooster, Mount Vernon, and Columbus. The whole distance from Pittsburgh to Cincinnati being 330 miles.

It will be the main trunk, or "back bone" line over the table lands of Ohio. It will intercept the trade and travel going towards Lake Erie, and bring them to Pittsburgh. The extent and number of its branches no man can enumerate; and as the stock of the main line, if well managed, will be very profitable no reasonable man can doubt.

The cost of the Rail Road from Pittsburgh to Mansfield will probably be about three millions of dollars. To grade, bridge, and prepare the road in all respects for the iron from here to the State line of Ohio, may cost perhaps six hundred thousand dollars. I consider that a liberal estimate, and it may cost less. For the means to accomplish this part of the work, the Company will have to depend mainly upon stock, taken in the twin cities of Pittsburgh and Allegheny. Allegheny city has already agreed to subscribe $200,000 upon condition of an equal amount being raised by individuals.

Unwearied and unceasing efforts should be made until the required sum is provided. Heaven helps those who help themselves, and the prosperity of the whole community is the question at issue. I feel sure that the road will soon pay ten per cent per annum on its cost, if well conducted; and in addition that it will pay for itself in cheapening provisions and supplies for the use of the city.

If rail roads through the granite hills of New England, which cost $50,000 and upwards per mile, pay ten per cent per annum; and the roads now in use in Ohio do equally well; we may well predict equal dividends to our Stockholders, together with the great collateral public benefits which they will be sure to secure.

Late and Interesting from California.

The Editor of the Washington Union has been permitted to make an extract from a letter from a highly intelligent source, which gives increased interest to the gold region in California. The letter left Tepic on the 19th of December last, and is the latest intelligence received from the west coast:

"There is a late arrival from California bringing intelligence that a region of gold, richer than any yet known, has been discovered north of the former place. The United States storeship Lexington was to leave for the United States. When this vessel sailed she already had on board $500,000 in gold dust for the United States."

A Short Sermon for Parents.

It is said that when the mother of Washington was asked how she had formed the character of her son, she replied that she had endeavored early to teach him three things; obedience, diligence, and truth. No better advice can be given to any parent.

Teach your children to obey. Let it be the first lesson. You can hardly begin too soon. One of the most successful parents that I have known, said that this point was usually settled between him and his children before three months old. It requires constant care to keep up the habit of obedience, and especially to do it in such a way as not to break down the strength of a child's character.

Teach your child to be diligent. The habit of being always employed is a great safeguard through life, as well as essential to the culture of almost every virtue. Nothing can be more foolish than an idea which parents have that it is not respectable to set their children to work. Play is a good thing, innocent recreation is an employment, and a child may learn to be diligent is that as in other things. But let them learn early to be useful.

As to truth, it is the one essential thing. Let every thing else be sacrificed rather than that.—Without it what dependence can you place in your child? And be sure to do nothing yourself which may countenance any species of privations or falsehood. Yet how many parents do teach their children the first lesson of deception.

The World in a Nutshell.

☞ Editors down east must have a very hard time of it. One, in Maine, lately treated himself to a new pair of trowsers and stopped his paper for two weeks to enjoy the luxury.

☞ In the Senate of New Jersey, on Friday, petitions were presented for the adoption of the ten hour system of labor in factories.

☞ The trade of China with the United States, in round numbers is worth $10,000,000 a year, independently of the traffic of opium, which is principally in the hands of foreign houses.

☞ The Boston Journal publishes a letter from Mr. Hawkins, the celebrated temperance lecturer, in which he complains that he will be compelled to give up his labors, if better support is not given him.

☞ Mr. Alfred Van Kleef, of the firm of R. Deshi & Co., of Mobile (Ala.) put an end to his existence on the 9th inst., by shooting himself through the head with a pistol. The act was committed in a moment of insanity. He leaves a wife and child.

☞ A New York letter says: "We are to have a new line of steamers shortly between this port and Havre. It is to be called 'the Neptune Ocean Steam Navigation Co.?'"

☞ Wooden covers to books are now fashionable Thin boards are made, by pressure, to receive the most beautiful reliefs, which closely resemble wood carving. At present they are rather expensive, but they will soon be cheap enough.

☞ The New York Mirror, determined not to be outdone by gold news, on Monday started a rumor that Gen. Taylor was on his way to that city from New Orleans, in the steamship Falcon.

☞ In the New York Legislature, a bill has been reported to tax the agencies of foreign insurance companies 2 per cent on the amount of their earned premiums.

☞ Gov. Drew, of Arkansas, has vetoed a bill for the distribution of the proceeds arising from the sale of the donated 500,000 acres among the counties.

☞ The Virginia House of Delegates has authorized a subscription of three-fifths on the part of the State to the Fredericsburg and Blue Ridge Railroad.

☞ United States Bank shares are now sold in Philadelphia at $3, which formerly sold readily at $125 both at home and abroad.

☞ In the Supreme Court at New Orleans, on the 14th, the case of the Citizens' Bank vs. A. & J. Dennistown & Co., was decided against the Bank—by which it looses nearly $100,000.

☞ The Naval Court Martial, at Norfolk, concluded on Saturday, all the business before it. Its decisions will not be made public until announced by the Navy Department.

☞ A series of Fires took place in Philadelphia on Thursday, the principal being at the drug store of J. N. Hobensack, destroying a considerable quantity of goods, fixtures &c. Loss $2,500—partly insured.

☞ During the prevalence of cholera at Staten Island, N. Y., lately 102 cases occurred, of which 52 died and 50 recovered; 59 of these cases were passengers by the ship New York.

☞ The Mormons declare that the discovery of the Gold mines in California, is the result of their abode. In other words, they consider it a special interposition of Providence in their behalf.

☞ Of the 48 students who were entered at the West Point Military Academy last July, 20 of them failed to pass the January examination, and have got their dismissal.

☞ Sandford Hunt, of Mt. Morris, New York, brother of Hon. Washington Hunt, died recently at Boston. Mr. H. was a worthy citizen and much esteemed by his neighbor.

LOCAL MATTERS.

MAYOR'S OFFICE—*Saturday Morning.*—There were six cases before Mayor HERRON, all charged with drunkenness, &c. The female "shark" that made such an outrageous noise on Wood street, on Friday evening, was up for a hearing, and after making a defence for herself, was sent up for thirty days. A very respectable old man complained of his son David, (a young man well known in this community,) for disorderly conduct at home. "He gets drunk; comes home at any hour in the night, and makes confusion so that we are compelled to get up and watch him." "Don't give me more than three days!" said the prodigal. "Not less than thirty," said the Mayor; "this is one of the worst kind of cases—where a father appears against his son!" After making some sly threats against his father, the vagabond went up to his cell. A man, possessing nothing remarkable in his personal appearance, except stupidity, was brought up, charged with singular conduct and drunkenness. He was found in the Sixth Ward. In his pocket-book was a fraudulent Bank Note, and it was insinuated that he had passed some others. He said he could neither read nor write, and was an innocent man. The note was returned, and he was sent up for vagrancy. A butcher from Allegheny was brought up, charged with disorderly conduct in a house; he was let off with a small fine, on the promise of his brother that he would reform. If we would name this person, the promise of reformation would seem the most ludicrous affair of the season.

MAYOR'S OFFICE—ALLEGHENY—*Saturday.*—Four negroes were brought before Mayor Rush, charged with disorderly conduct at the colored Church, on the previous evening. Each was fined $1,00 and costs; three of them paid up, and the fourth was committed, because he was poorer than his comrades.

THEATRE.—The play of "Rolla" and the afterpiece of "Pittsburgh 100 years hence," with Murdoch, Mr. and Miss Logan, drew a very full house on Saturday evening.

Mr. Logan takes his Benefit this evening, on which occasion the glorious old English Comedy of "School for Scandal", will be presented, with a strong cast.

FIRE.—About two o'clock on Sunday morning, a fire was discovered in the cellar of the dry goods store, corner of Exchange alley and St. Clair street, which caused some damage, though to what extent we did not hear. It is thought to have been the work of an incendiary, as no fire had been near the place, and the cellar door was lot open.

REGULARS.—About one hundred and fifty regulars passed through the city, yesterday, on the way to Fort Gibson and other stations. They are from New York; and are a sorry mixture. As we looked at them on board the Telegraph, yesterday, we thought of Jack Falstaff's recruits. Some were drunk, some bruised and battered; some old and some quite young. Two or three females were with them—wives of the men.

THE MEANEST MAN YET.—It is said there is a man in the neighborhood, who regularly disguises himself as a female when he wants to cross the old Allegheny Bridge—so that he may avoid the toll gatherer.

We may have something to say, to-morrow, about the propriety and tendency of the "amu" that is evolved from the representation of the burletta of "1949."

☞ We understand a new Periodical Establishment is shortly to be opened in this city by Messrs. Work and Holmes. Go ahead, boys; we'll help you.

☞ The Panorama of the Mississippi and Ohio rivers will shortly be exhibited in this city.

FACTS FOR FARMERS.—The exports of breadstuffs from the United States, Sept. 1st to Jan. 6th, 1849, as compared with the same period ending Jan. 1, 1848, are as follows:

	Flour. bbls.	Meal. bbls.	Wheat. bush.	Corn. bush.
1848,	97,967	62,715	118,094	686,301
1839,	639,794	45,193	854,005	5,071,713
Increase,	544,227		735,911	4,465,412

☞ A correspondent of the Pennsylvanian recommends CHARLES CONNER, Esq., of Columbia county, as a suitable person to fill the office of Canal Commissioner in this State.

☞ A correspondent of the Lancaster Intelligencer, urges the nomination of Alexander Jordon, Esq., of Sunbury, for Canal Commissioner, by the Democratic Convention.

News by Telegraph!

Reported for the Morning Post.

CONGRESSIONAL NEWS.

WASHINGTON, Jan. 27, 1849.

The Senate was not in session to-day.

In the House very little business has been done.

On motion of Mr. Thomson, of Pennsylvania, the House resumed the discussion of the Bill establishing a Commissioner, for the settlement of Private claims.

From California.

CONFLICT AMONG THE MINERS.

NEW YORK, Jan. 27, 1849.

The Crescent City has arrived from Chagres, with later news from California.

She is reported to have brought out four millions of dollars in gold dust; but the amount is probably exaggerated.

There have been serious conflicts among the miners in the gold regions.

LATER FROM CALIFORNIA.

[SECOND DISPATCH.]

NEW YORK, Jan. 28.

It turns out that the Crescent City brings neither gold nor passengers. The rumor of $4,000,000 was unfounded. She left Chagres on the 9th inst.

We have reports that gold to the amount of $50,000 is at Mazatlan.

Immense numbers of persons are proceeding to California. It is known that $500,000 is on the way to Panama.

The schooner Mason has been wrecked on the beach at Chagres. The passengers and crew were saved.

Gen. Persifer F. Smith has made engagements to forward passengers to the gold mines.

Inspector General of the Army.

WASHINGTON, Jan. 26.

Col. James Duncan has been appointed Inspector General of the United States Army, in place of Col. Croghan, deceased.

NEW YORK, Jan. 28.

The steamers have not yet been telegraphed, but are hourly expected, being now several days overdue.

LOUISVILLE, Jan. 28.

The Muskingum has now 16½ feet water in the channel, and is rising, with no ice. Steam and coal boats are loading.

CINCINNATI MARKET.

CINCINNATI, January 27 6 P. M.

The river fell to-day two feet.

Flour..Sales were made at previous quotations.

Provisions..The sales of Pork are small; Mess may be quoted at 10,00 per bbl.; Prime at 8,25. There is good demand for Lard with sales of 2000 kegs at 6½@6¾ per lb. Bulk Meat: Sales to a considerable extent at 3¾c. per lb.

Groceries..Sales of Molasses at 24½@25c.

Whiskey..Sales at 16½@16¾c. per gallon; this is an advance.

NEW YORK MARKET.

NEW YORK, Jan. 26—7 P. M.

The market is unusually dull, as dealers are anxiously awaiting the arrival of the steamers. Flour, Grain and Provisions are stagnant. Correct quotations cannot be given.

Money Market. The Stock Market is active, and prices have advanced. Sales of Treasury Nates at 1,08½@1,09.

NEW YORK, January 27—6 P. M.

Flour. The market is stagnant. The demand having fallen off, holders are offering a shade lower prices.

Grain. There is a large quantity of Wheat in market, but holders are not pressing, and prices are steady.

Provisions. The sales of Pork are moderate, and are confined to small lots for the supply of the regular trade demand at—Mess 13,50 per bbl; Prime 12@12,25 per bbl. Lard is unchanged.

There is nothing doing in our specie market worth reporting, as the steamers are momentarily expected.

PHILADELPHIA AND BALT. MARKETS.