Daily Morning Post.

LEVI HARPER, THOMAS PHILLIPS
Harper & Phillips, Editors & Proprietors.

PITTSBURGH:

THURSDAY MORNING.....JANUARY 27.

☞ The North, we think, has Kansas Water, and the Constitution; but a dashed Kansas sky of the Common Sense, and true Jackson to the Contrast. Richmond Enquirer.

Democratic County Committee of Correspondence.

The Democratic County Committee of Correspondence are requested to meet at the St. Charles Hotel, on Thursday morning, at 11 o'clock.

DAVID CAMPBELL, Chairman.

☞ The Hon. LYNN BOYD, Speaker of the House of Representatives, will accept our thanks for various Congressional favors.

☞ We are indebted to Col. WILLIAM HOPKINS, and Gen. SETH CLOVER, for copies of the Annual Report of the Board of Canal Commissioners, for the past year.

THE SHERIFF AND THE COMMISSIONERS.

The Gazette of Tuesday came out in decided terms in favor of the Sheriff against the Commissioners. He argues the case of Mr. Magill very plausibly, but at the same time evades the material points at issue between the parties.

The reason for the Gazette's defence of Mr. Magill is well understood. It has the Sheriff's printing, and, of course according to its ethics, it could not oppose him. It was in consideration of this mouthful of pap, that the editor gave the cold shoulder to the Commissioners.—They had not the same amount of pap to give, and, of course, our cotemporary made up his mind that they were not worth thinking about, and attached himself to the Sheriff, who had pap to give.

We would, however, commend to his special attention the statement which we publish this morning, furnished to us under the signatures of the Commissioners. In it he and Mr. Magill will find food for reflection, and puzzling questions to answer. The fact is very apparent that there is something wrong about the Court House, and, as the controversy is commenced, we hope that the Commissioners and the Sheriff will explain all things to the people, and inform us who are the culpable parties.

PITTSBURGH AND CONNELLSVILLE RAILROAD.

We have on numerous occasions, called the attention of the citizens of Pittsburgh to the importance of the Connellsville Railroad, for the purpose of connecting our City with Baltimore. Through the efforts of our enterprising townsman Gen. LARNER, the charter has been kept alive; and at any moment, when a sufficient sum of money is subscribed, the Road can be put under contract.

We daily mingle more or less with the business men of Pittsburgh, and from them we learn that there is a general desire at present amongst our citizens, that active measures shall be taken at once to have the Connellsville Road put under contract as speedily as possible.

In the *Gazette* of yesterday, we find an estimate of the cost of the Connellsville Railroad, made by Mr. LATROBE, in his Report, in 1848. Mr. L. estimates the cost from Pittsburgh to Connellsville, a distance of 58 miles, at $1,526,215; and from Connellsville to Turkeyfoot, a distance of 25 miles, at $545,455—total cost from Pittsburgh to Turkeyfoot, $2,071,670.—The distance from Turkeyfoot to Cumberland is but 40 miles; making the total distance from Pittsburgh to Cumberland, by the valley of the Youghiogheny, 123 miles.

The estimate here made was for heavy T rail, and it is confidently believed that the actual cost of the work would now be much less than the figures of Mr. LATROBE.

Now, if our citizens wish to have the Connellsville Railroad built, all they have to do is to supply the means, so that a commencement may be made. The people of Baltimore, of course, will do their full share in raising money for this great work. Their liberality and enterprise are well known. They must be aware, too, that it will be more to the interest of Baltimore than Pittsburgh that the road shall be constructed.

Perhaps, the best way to proceed is to call a Convention of the citizens of Pittsburgh, Baltimore and the intermediate country, at an early day, so as to have a free interchange of opinion in regard to this important enterprise. We believe now is the time to proceed. Let General LARNER start the ball!

ITEMS ABOUT RAILROADS.

We see by an advertisement in the Steubenville papers that the J. BLICKENSDERFER, Chief Engineer of the Steubenville and Indiana Railroad, invites proposals until Thursday, 26th of February, for the grading and masonry of the Cadiz Branch of said Railroad. The Branch is about eight miles in length, and will be divided into sections of one mile each.

We learn from the Steubenville *Herald* that ABNER L. FRAZEE, Esq., with his assistants, has departed for Newark, for the purpose of surveying and locating the part of the road between that place and Columbus. The prospect for a speedy termination of this great enterprise are now as flattering as the most sanguine can desire.

A Railroad Convention has been called at New Lisbon, Ohio, for February 16th, (to consist of all interested in a Southern Route, through this State, connecting St. Louis with the Eastern cities, by the way of Cincinnati, Columbus, the Tuscarawas Valley, and the Cannel Coal Mines,) to adopt measures for the speedy completion of a railroad by said route.

The Fort Wayne (In.) *Sentinel* states that the survey of the Fort Wayne and Chicago Railroad have been completed, and the whole line found in the highest degree favorable. The subscriptions along the line are liberal, and we hope enough more may be subscribed immediately to authorize the directors putting it under contract early next spring, which they design doing, if the subscriptions will justify such a step. The *Sentinel* adds:

To the citizens of Pittsburgh and Philadelphia, therefore, we look for aid; and as it is a matter they are equally interested in with ourselves, and an undoubted safe investment, we feel confident we shall not look in vain. They will consult their own interest in aiding us, and therefore we the more confidently call upon them.

The Central Illinois Railroad, between La Salle and Bloomington, will be opened in April next.

The Canandaigua and Niagara Railroad will be completed in less than three months.

The Selma and Tennessee River Railroad will be completed in part by early spring.

The Lafayette and Indianapolis Railroad, now open to Lebanon, 37 miles, will be completed in February.

The Indianapolis and Bellefontaine Railroad will be completed in less than two months, and the Bellefontaine and Indiana Railroad during the coming season.

The Ironton Railroad will be opened 16 miles from its present terminus this month.

The Lexington and Covington Railroad will be finished 80 miles in May next, and the whole in the fall of 1853.

The Lexington and Danville Railroad is in rapid progress.

The Virginia and Tennessee Railroad, now open 72 miles, will be completed to Wytheville, 185 miles from Lynchburgh, the next summer.

The Ohio and Mississippi Railroad will be open from Cincinnati to a junction with the Jefferson Railroad within three months.

To the Tax-Payers of Allegheny County.

As public officers, having the control of the money belonging to the people of this county, we deem it due to ourselves to make a statement to the public for the course we have pursued in issuing petitions for the signatures of citizens of this county, asking a general reform in the allowance to prisoners, as also to the general management of the County Prison.

The demand for reform, and we believe, very justly, has been frequently made by the public, who have to pay large taxes for the support of our prison. The County taxes are large and burthensome, and if we can be the means of making them less heavy, we deem it our duty irrespective of attachment or feeling in any way so to do;—one thing the public may rest assured of that we shall know no man in the performance of what we consider to be our duty.

The reform that we aim at, we believe to be good, as it cannot help but prove a saving in the expenses of the management of our prison. Our present action was discussed some time ago, and would have been put into operation last spring, if we have had time to procure the necessary laws from the Legislature, but being late in the season, we agreed to move in the matter this winter. We had conferences with Senators Caruthers and Darsie, as also with Messrs. Hampton and Sewell months ago, they having our views, advised us accordingly.

We say reform is needed, and to let the public know our reasons for the assertion, we now state that for every $460 the Sheriff expends for the food of the prisoners, he draws at least from the County Treasury $1,000, the allowance for some years has been 15 cents per diem for Court priners, and 10 cents per diem for vagrants. This to many persons would appear very low, and we believe it was low enough when the county was small in population and prisoners few, but now it is different. When you now take into consideration the number of prisoners and what they are furnished, we believe the public will feel satisfied that it is great. The daily allowance to each prisoner is a 4 cent loaf, together with water and vegetables and meat soup twice a week. Thus you see the large *profit* in each case which in the aggregate amounts to about $4,000 per annum. Are you, the tax-payers, willing to pay any public officer a profit so large, independently of what his office yields him? If not, would we not be derelict in our duty to countenance what you would condemn. In the petitions, 8 cents as a maximum rate has been asked, and we hope to always keep it below this sum, and at the same time do justice to the unfortunate.

We ask for the control of the jail and furnishing all material necessary to keep the prison and prisoners in a healthy and comfortable condition. For this asking we present the following reasons, as the law now stands, although the Court has the right to appoint a keeper of the prisons, still the Sheriff being responsible for the prisoners, apparently has the right to the custody of the prisoners. This being the case materials demanded by the Sheriff for keeping the jail in order, has heretofore been furnished him; but when we are presented with a bill of straw for beds, amounting last year to $100, and also three bills—one for 39½ barrels of Soap and also three bills—one for 39½ barrels of Soap from the 15th day of last July till the 1st Jan.; one for over 10 dozen Brooms, and another for 191 lbs. Candles used within the same time, although there is gas whenever it is necessary—we deem it high time to ask for the *control* instead of being governed by a *demand*, where it is so exorbitant. *Heretofore* we have been told that no material is *wanted* and *used* for the prison. We *now* ask that we shall in furnishing the material have the right to see to the application of the same.

When the present prison and the building thereto attached were erected, the latter was so arranged by the County Commissioners then acting, that certain rooms should be occupied by the gaolers and others by insolvent debtors.—Since the abolition of imprisonment for debt, the debtors' apartments were almost useless, and in order to have our engineers always on the spot, the Commissioners set apart a portion of the rooms for the use of said Engineer. The rooms stand by him are not the jail but a part of the aforesaid building attached—his office requires him to be under the gaol without access thereto, and as we have the corporate power to "keep and maintain" the public buildings in order, as also the "*care*" of same we ask for *specifically* what we have by *construction*.

As respects the allowance of 37½ cents the turnkey charge for each prisoner, we do not hesitate to say that it does amount to double as much as would pay the salary of the keeper of the gaol.

By the law asked for, the Sheriff will be protected from liability, except while he has the custody of the prisoner.

The Bond of the gaoler will be a protection to the public for the faithful discharge of his duties as *keeper* of gaoler.

All we have asked for has a precedent in several counties in this State. We are in no way benefited by the change further than anticipating the approbation of our fellow-citizens, should we prove the means of reducing our county expenditures; and as citizens, relieving ourselves of a portion of the heavy tax that presses as well on us as the rest of the public.

Very respectfully, your obt. serv'ts.

EBENEZER BOYLES,
ROBERT KING,
WM. ALGEO,
Commissioners.

COMPARATIVE SAFETY OF RAILWAYS IN FOREIGN COUNTRIES.—A correspondent of one of our New York exchanges, gives the following summary of railway accidents: The number of passengers transported on the Prussian railways in 1851, was 9,901,681. Of this number, one person was killed by jumping out of the cars; four were wounded; four were killed; and three wounded by being on the track when the cars passed. Of officers and workmen in employ of the different companies, eighteen were killed and twenty wounded. One person was killed by voluntarily throwing himself under the wheels of the cars. In England, during the same year, the number of passengers was 73,959,623, of whom 86 were killed and 375 wounded. Sixty-one persons, not passengers, were killed, and fourteen wounded on the track. Of officers and workmen employed by the companies, there were 117 killed and 48 wounded. Four persons committed suicide by throwing themselves under the wheels of the cars. The Austrian government has ordered that when serious accidents shall occur on any of the railways belonging to the State, a daguerreotype shall be immediately taken of the train, in order to facilitate the investigation into the causes of the accidents.—For this purpose the daguerreotype apparatus is to be sent to all the stations. This system has already been adopted in Prussia with marked advantage.

MORE STEAM BOATS.—In the last Steubenville *Messenger* we find the following: Capt. M. B. Lucas, of this city, has recently contracted in Pittsburgh, for the building of a large sternwheel boat, intended for the Pittsburgh and St. Louis trade. Her dimensions are as follows: Extreme length of hull will be 180 feet; with 31 feet beam; 30 feet flooring and *by* feet hold.—Her machinery will be of the best manufacture. She is intended to be a complete boat—introducing all the new and late improvements. We have also understood that Capt. Alex. Devenny, has contracted in Pittsburgh for a similar boat, but we have not learned her dimensions. The boats will be out in the spring, when we will be able to give a more accurate account of them.

WHEELING.

The Whigs of Wheeling had an exciting time on Monday, in nominating candidates for municipal officers. The competitors for Mayor were S. BRADY, Esq., the present incumbent, and J. E. WHARTON, Editor of the *Gazette*. WHARTON came out second best, having been beaten in every ward. The vote stood: Brady, 825, Wharton, 593. This will be a great victory to the *Intelligencer* faction, who were violently opposed to WHARTON.

PUTNAM'S MONTHLY.—The February, or second number of this American magazine—and it is one of which Americans may be proud—has been received by Gildenfenny, of Fourth street. Every person who desires that a magazine, national in its character and elevated in its tone, should be sustained, should subscribe for *Putnam's Monthly*.

CANAL COMMISSIONERS' REPORT.

The Report of the Canal Commissioners, for the fiscal year ending November 30, 1852, is a highly interesting document, and contains much valuable information in regard to our public works. They state that, notwithstanding the increase in the lines competing for the trade and travel between the West and East, the operations upon the canals and railroads of the Commonwealth during the past fiscal year, exhibit a very gratifying improvement in tonnage and revenue.

In view of that competition, the Board, at the commencement of the year, made a very considerable reduction in the rates of toll. The policy of that course has been sustained by the result—a result which adds to the experience of the past, that a low tariff of tolls is the proper financial system to observe in the management of works of internal improvement.

It has become necessary that still further and heavy reductions should be made, if we desire to obtain that portion of a great trade to which our facilities and our geographical position justly entitle us. New York is now connected, by means of the line constructed through Pennsylvania, along the shore of Lake Erie, with the railroads running through Ohio, and Baltimore will, in a short time, have her connection with the Ohio river at Wheeling, in operation, without the use of temporary expedients for crossing the mountains. Our two principal rivals for the trade and travel of the West, one to the north and the other to the south of us, are thus prepared to enter, with increased facilities, into the contest for the carriage of that trade and travel. To maintain the character of the one, and to obtain a character for the other, as channels of cheap and speedy transit, notice has already been given that the charge for the transportation of freight during the coming season, will be reduced to a point much below that of previous years. To meet this competition, the Board have determined to fix such a rate of tolls as will secure to the State works their legitimate share of the business. The basis of that rate will be such as it is confidently believed, will tend, by reducing freights, to increase the tonnage, and thereby to augment, rather than to diminish, the public revenues. So far as the results of experience serve as lights to penetrate the future, there is nothing to lessen the confidence heretofore so frequently expressed, that the improvements of the Commonwealth, in despite of all opposition, will advance the interests of her Treasury, and promote the business and the prosperity of her citizens. Competition may reduce the cost of transportation on her lines, but that reduction must operate as the means of increasing the amount to be transported.

The tolls collected during the fiscal year 1852, amounted to $2,004,187 44, which, after deducting $107,576 02, credited to transporters in shape of drawbacks, leaves $1,896,811 42, as the revenue from that source, being in increase of $103,186 60 over the receipts of the previous year. The expenditures for the same period amounted (exclusive of the repair of farm bridges) to $1,029,341 23, leaving the nett revenue from tolls for 1852, at $867,470 19, being an increase of nett revenue over 1851, of $128,739 36.

In comparing the receipts with the original cost of the public works, a very prevalent error has prevailed in charging the lines now in use and under the control of the State, with the cost of those lines which are unfinished, or abandoned, or which have been given away to private companies.

By the report of the Auditor General and State Treasurer, laid before the Senate at the last session, the cost of the main line and branches now in use, is stated to be as follows:

Philadelphia and Columbia Railroad	$4,701,548 91
Eastern division of Canal	1,737,236 97
Juniata	3,570,016 29
Allegheny Portage Railroad	1,800,752 76
Western division of Canal	3,096,522 30
Total cost of main line	$15,056,077 23
Delaware division of Canal	1,281,600 86
Susquehanna " "	1,267,150 62
North Branch " "	1,598,279 25
West Branch " "	1,822,083 23
Total cost of lines now in use	$20,768,207 34

It will thus be seen that, instead of these works having been constructed at an expenditure of $30,000,000 or $40,000,000, as has been stated by interested parties, their actual cost is only $20,768,207 34. The revenues from these lines have been gradually increasing, and must continue to do so, until they not only pay the interest on the cost of construction, but contribute a surplus to the sinking fund. The following abstract of the receipts of tolls for the last ten years, goes very far to justify this anticipation:

Tolls collected, in 1843	$1,015,841 12
1844	1,106,959 43
1845	1,295,494 76
1846	1,391,316 87
1847	1,533,344 00
1848	1,522,277 72
1849	1,762,930 87
1850	1,793,624 82
1851	1,896,811 42
1852	2,004,187 44

The net revenue in 1852 is $867,470 19 (nearly equal to the gross revenue of 1843,) which gives an interest of 4 9-50 per cent on the cost of construction. This result compares favorably with any of the large works of internal improvements in Pennsylvania contributed and managed by private companies, and inspires a confidence that the day is not far distant when all doubts as to the lines becoming a profitable investment, will be entirely removed.

ROAD TO AVOID PLANES ON THE ALLEGHENY PORTAGE RAILROAD.

By the act of the fourth May, 1852, Messrs. W. Milnor Roberts and Edward F. Gay were appointed, in conjunction with R. Faries, Engineer of the improvement, to re-examine the line of the road to avoid the planes between the foot of plane No. 6 and Hollidaysburg, or as many of them between said points as might be deemed most practicable and for the best interest of the commonwealth. It was also provided by the same act, that after the said engineers, or a majority of them, shall have decided upon the most practicable route from the foot of plane No. 6 to Hollidaysburg, and shall have made their report to the Canal Commissioners, then the Canal Commissioners shall order the said work to be prepared for letting, and put the same, or such portions thereof as they may deem most expedient, under contract.

The board of engineers (as will be seen from their accompanying report,) reported that the line previously traced by Mr. Faries, was on the best ground for a road, avoiding all the planes which could have been selected; and that, in regard to grades and cost, they believed it to be superior to the New York and Erie, the Pennsylvania, or the Baltimore and Ohio railroads, and in curvature equally as good.

As soon as practicable after the receipt of this report, the whole of the work on the eastern slope of the mountain to the intersection of the present road near Hollidaysburg, was placed under contract, which is now progressing as fast as circumstances and a limited appropriation will permit.

In regard to the progress of the work previously under contract on the western slope of the mountain, the Legislature is respectfully referred to the very comprehensive statement of the engineer of the line, which is annexed to this report. Plane No. 2 has been avoided, and the road around No. 3 will be completed for use by the 1st of January. The completion of the whole of the work on the western slope, originally contemplated, has been necessarily delayed, in consequence of the act of the 4th May, 1852, directing an enlargement of the plan, by the expenditure of a portion of the appropriation to the ultimate completion of a double track from the foot of plane No. 4 to the point of intersection of the road to avoid planes Nos. 2 and 3, with the long level, and in the straightening of the road and laying the north track with a heavy T rail, on the long level from said point of intersection to the point where the Pennsylvania railroad diverges from the Portage railroad.

The estimates of the Board presented to the last Legislature, were predicated upon the construction of a single track, graded at a few heavy points for a double track. The Engineer's estimate for a double track for the whole length of the road, was $1,495,000. As the Act of 1852 was regarded as an indication of the intention of the Legislature that a double track should be laid throughout the entire length of the new road, the contracts for grading have been so framed as to carry out that intention. In consequence of the great increase in the price of iron and labor, it is safe to presume that the estimate of the Engineer will be increased about $250,000.

Under these circumstances, the entire cost of the improvement laid with a double track, is estimated at $1,745,000
Deduct absolute appropriations 575,000
..... $1,270,000
Deduct conditional appropriation, if in Treasury 200,000
..... 1,170,000
Deduct estimated value of old materials 148,000
Amount required to complete with a double track 922,000
Add proportionate amount applicable to straightening of curves and laying of heavy T rail on long level, as per Act of 4th May, 1852 100,000
..... $1,022,000

The value of this improvement cannot, at this day, be disputed. It is essential to successful competition, that a speedy transit across the mountain should be obtained. The delay and the expense now experienced at that point must drive into other channels that part of the trade which now forms a large portion of the receipts from tolls, and thereby render the main line, in a measure, valueless. To avoid a result so fatal to the best interests of the Commonwealth, the work should be brought to completion as soon as possible. So long as the inclined planes are retained, so long will it be impossible to reduce the tolls to a proper standard to meet the competition of other routes. Every consideration of public policy points to an early and ample appropriation for its completion, as a measure due alike to the character of our improvements, to the resources of the public Treasury, to the prosperity of the citizens residing along the main line, and to the liberal and enterprising spirit of this great Commonwealth. With such an appropriation, two more planes can be avoided by the spring of 1854, and the balance of the planes by the month of July following. The Board must, therefore, be permitted to urge strongly upon the attention of the Legislature, the propriety of making an early appropriation, sufficient to accomplish an improvement fraught with such important consequences.

Statement No. 1 exhibits the sums which will be required to meet all the expenses of keeping up the canals and railroads for the year 1853, viz:

For repairs in addition to the sum of $112,000 appropriated by the act of the 4th of May, 1852, for repairs after the 1st of December, 1852	$264,444 00
For motive power expenses on the Philadelphia and Columbia Railroad, in addition to the sum of $50,000 appropriated by the act of 4th of May, 1852	275,119 00
For motive power expenses on the Allegheny Portage Railroad, in addition to the $20,000 appropriated by the same act	228,215 76
For pay of Collectors, Weighmasters, Inspectors, and incidental expenses of their offices	53,518 60
For pay of Lock-tenders	41,615 31
For repairing road and farm bridges	15,000 00
For compensation of Canal Commissioners, &c.	6,105 00
Making the total amount required for the service of the year 1853, (including the foregoing enumerated appropriations for repairs and motive power,) per act of 4th of May, 1852	$1,060,004 69

For objects not connected with the expenses of 1853, the following appropriations will be required:

For the purchase and preparation of material for repairs after the 1st December, 1853, to be deducted from the appropriation for 1854	$225,000 00
For motive power expenses from December 1st 1853, to 1st April, 1854	10,000 00
To pay debts for repairs in 1852	104,189 13
To pay debts contracted for repairs previous to 1st December, 1851	32,889 83
To pay debts for motive power contracted in 1852	78,242 81
To pay debts contracted for motive power previous to 1st December, 1851	15,756 71

The receipts for 1853 are estimated at $2,200,000.

The Report is one of the most comprehensive that has ever been issued by our Canal Commissioners, and will give the public much useful information in regard to our public works.

Items of News and Miscellany.

The Bank of Missouri has declared a dividend of five per cent, on the business of the past six months. This has been done after setting aside a contingent fund, and not dividing an overplus of about $14,000.

The Buffalo Commercial learns that recent disclosures have been made in Chatuque county, N. Y., which implicate highly respectable persons in an extensive system of coinage, thieving, and other misdeeds.

Philip Boylan, an Englishman, has been recently ordered to leave the Island of Cuba, at two hours' notice, by the Governor of St. Jago de Cuba, with a refusal to assign cause or make explanation. He is an old and wealthy resident of Cuba, and the English Consul, it is said, has demanded to known the reason of the order.

The Mobile Register states that the telegraph report which has been in all of the Northern papers, that the Governor of Alabama had appointed Benjamin Fitzpatrick to fill the vacancy in the United States Senate caused by the resignation of the Hon. Wm. R. King, is incorrect, and that it grew out of the statement that it was thought he would be his successor.

At Hickman, Ky., on the 9th inst., a Mr. E. Watson and J. W. Butler exchanged pistol shots on the wharf-boat at that place. Butler was shot in the leg.

William McCowan and James Williams are under arrest at Gosport, In., for passing counterfeit bank-rags, some of which kind of trash was found in their pockets.

The New York *National Democrat* remarks of the last number of Harper's Magazine, that the engraver has represented Mount Sinai, while Moses is giving the law to the Israelites, as enclosed by a post and rail fence! and in the cut of the Angels feeding Elijah, the cakes are represented as baking on a *modern gridiron!*

The Chicago Democrat, of the 15th, says the the money of Page & Bacon, and also of the Clarkes, at Burlington and St. Louis, is being bought up by the agents of the Chicago bankers, for the purpose of returning it for redemption.

The Central Emigration Society of Germany gives the number of emigrants which sailed for the United States in 1852 as 103,313, carrying with them on an average, 200 thalers, or about £30 each, or a total of about £3,000,000.

EXCITING TIMES IN OHIO.

The County Treasurers throughout the State of Ohio have had exciting times in collecting from the Banks the amount of taxes assessed upon them. It appears that some of the Banks in that state are determined to resist the operations of the law, and the Treasurers (at least the Democratic portion of them,) have resolved to collect the taxes at every hazard. The Steubenville *Union* of Monday contains the following.—Treasurer SKELLEY is a hero:

THE TREASURER AND THE BANKS.—Treasurer Skelly has had a lively time during the past week in chasing up the delinquent Banks. We have already given an account of his adventures with the Jefferson Branch. On Friday last he made his appearance at the counter of the St. Pleasant Bank rather unexpectedly to the gentlemen. The door of the vault being open he proceeded, to their utter amazement, to a position where he could command the entrance, and demanded the taxes, and they not being forthcoming he made known his intention of going in and helping himself. He was then told there was plenty of funds outside the vault to satisfy his demand. But he was too old to be caught by such chaff. He went in and rolled out a sufficient quantity of specie to answer his purpose. Seeing that the Treasurer "had them," the officers then proposed that he should take paper and leave the specie; which he, having no conveyance, and as he would not get home that night consented to do. Bank bills were then flung on the counter, from which he selected an amount sufficient to cover the tax—$2,462 21, and came away.

If the Banks calculated on the inefficiency or fear on the part of the county Treasurer as one of the elements to be relied on in their attempt to set the laws of the State at defiance, they will discover, if they have not done so already, that they were a little mistaken.

A LARGE FARM.—*Uncle Sam's* farm is now a pretty widely extended "neck of woods." He thinks the good time has come, and is now desirous to sell all out. He offers one billion three hundred and eighty-seven million five hundred and thirty-four thousand acres of land. He asks $125 per acre for it, which will put him in funds again to the amount of $1,784,418,500. Some people are urging him to be liberal and *give it away*, but he says he has no poor relations.

WORMS!

☞ As this is the season of the year when Worms are most formidable among children, the proprietors of Lane's Vermifuge beg leave to call the attention of parents to its virtues for the expelling of these annoying and often fatal enemies of children." It was invented by a physician of great experience in Virginia, who after having used it for several years in his own practice, and found its success so universal, was induced at last to offer it to the public as a cheap but certain and effective medicine. It has since become justly popular throughout the United States as the most efficient Vermifuge ever known, and the demand has been steadily on the increase since its first introduction to the public.

For sale by most of the Druggists and Merchants, and by the sole proprietors. J. KIDD & CO.,
60 Wood street.
Jan22:4dw

☞ Scrofula.—It has been remarked by eminent men, that in the varied catalogue of diseases to which man is liable, there is scarcely one of such importance and of such interest, as Scrofula, whether we look to the obscurity of its origin, its insidious progress, the number and variety of organs that it attacks, or the very marked incurability and extensive fatality.

Scrofula has baffled the skill of the most eminent physicians in this country and in Europe. But there is an antidote in this disease in "*Dr. Guysott's Extract of Yellow Dock and Sarsaparilla,*" which is proving itself a *Specific* in the most cases of *Scrofula*.

☞ See advertisement. Jan18:6tdaw

NEW ADVERTISEMENTS.

SHIFT EXCHANGE—On New Orleans and Cincinnati, constantly for sale at the Banking House of
Jan27 A. WILKINS & CO., No. 75 Fourth st.

FOR SALE—A good Dwelling House, with lot 20 feet front by 56 deep, situate on Second street, above Smithfield. Price low, and terms easy.
S. CUTHBERT & SON,
Jan27 General Agents, 140 Third street.

BEAVER PROPERTY.—FOR SALE—A Dwelling House of five Rooms and Kitchen, with hall and large porch; good garden and fruit; a large stable, out-oven, coal and work house. Price $500. The Lot is 54 feet front on Fourth street, Beaver, by 300 deep. Terms easy.
S. CUTHBERT & SON,
Jan27 Real Estate Agents, 140 Third street.

FOR RENT—A Fine Country Residence on Nunnery Hill—Cottage with buildings adjoining; in all 12 to 14 rooms—about five or six acres of Ground, with orchard, garden, &c. The rent will be more or less, according to the ground wanted.
Inquire of THOMPSON BELL & CO.
Jan27

Strayed or Stolen!

$10 REWARD.—Strayed or stolen from Allison's Hotel, corner of Penn street and Cecil's alley, on Tuesday night, a BLOOD BAY HORSE; about 15 hands high; well formed and without any spots. He will be 8 years old in the spring. The above reward will be paid to any person who will deliver him at S. Hare's, or give information as to where I shall find him, at the Mayor's Office, or at the Office of the Post. [Jan26:3t*] SAMUEL M. M'CONNELL.

Valentines! Valentines!

A. H. MINER & CO.'S, No. 32 Smithfield street, respectfully inform the public that they have just received the largest and best selected stock of Comic and Sentimental Valentines ever offered for sale in this city. The new stock for 1853 far exceeds in novelty of design and beauty of finish any heretofore offered. Over one thousand kinds of Comic Valentines. Also, a great variety of Valentine's Letter Writers.

Orders by mail promptly attended to.
H. MINER & CO.,
Jan27 No. 32 Smithfield street.

PAPER! PAPER! PAPER!—
80 reams Crown Straw Paper;
50 do Medium do;
20 do Double Crown do;
10 do Heavy dou. me. do;
10 do Medium Rap do;
25 do do Tea do;
10 do Imperial print. do, 24x38;
24 do Double Medium do, 24x37;
6 do Heavy book do, 24x38;
Besides a variety of Letter, Foolscap, Folio post and flat Cap papers, &c., For sale by D. L. & R. T. C. MORGAN,
Jan27 104 Wood street.

ST. LOUIS, MISSOURI.
COMMISSION AND FORWARDING HOUSE.
JOSEPH MOORHEAD.....FRANCIS M'FAUL.
MOORHEAD & M'FAUL,
(LATE SWITCHELL & MOORHEAD.)
Corner of Commercial and Pine Sts.

CONSIGNMENTS and Commissions will meet with prompt and personal attention, and liberal advances will be made on Consignments, on Consignments or Bills of Lading, if required.

Orders for the purchase of Lead, Grain, Hemp and other Produce, will be promptly filled at the lowest possible prices.

The Receiving and Forwarding of Merchandise and Produce will meet with special care and dispatch; the lowest rates of Freight will always be procured, and the expense of Storage and Drayage as much as possible avoided.

REFERENCES:

Page & Bacon,	St. Louis;	Ellis & Morton, Cincinnati;
Charless, Blow & Co.,	do;	Strader & Gorman, do;
Chouteau & Valle,	do;	Howe & Fraser, do;
Wm. Hontoon & Co.,	do;	Springer & Whiteman, do;
J. W. Butler & Bro.,	Pittsburgh;	E. G. Goodman & Co., do;
D. Leech & Co.,	do;	E. & C. Yarnall & Co., Philada;
Wm. Hontoon & Co.,	do;	Morgan, J. M. Buck & Morgan;
Blow & Harch,	New York;	R. R. Gonsoys, do;
Frost & Fowler,	do;	Shields & Miller, do;
Charles A. Maigs,	do;	Josiah Lee & Co., Baltimore;
A. G. Farwell & Co.,	Boston;	Abraham J. Cole, do;
Howard, Sons & Co.,	do;	W. B. Reynolds, Louisville;
		H. D. Newcomb & Bro., do;
T. C. Trichell & Co.,	Commission Merchants,	New Orleans.

☞ We have an open Policy of Insurance, which will cover all shipments to our address, when advised by letter prepaid, or charged on bills of lading before, or at the time of shipment. MOORHEAD & M'FAUL,
Jan26—3m St. Louis, Missouri.

SEED—13 bbls. strictly prime Cloverseed, in store and for sale by [Jan26] L. S. WATERMAN & SONS.

IVORY RULES—Twelve inch Ivory Rules for sale by
W. S. HAVEN, Stationer,
Jan26 Market street, corner of Second.

PIG METAL—200 tons No. 1 Anthracite Foundry Metal (Harrisburg Furnace), on hand and for sale by
KING & MOORHEAD.

PORT FOLIOS—A fine assortment of Desk Folds and Port Folios, always on hand and for sale by
W. S. HAVEN, Stationer,
Jan25 Market street, corner of Second.

INSTANDS—Whitney's, Draper's, Mann's, and other newly invented Inkstands, suitable for Counting Houses, Schools, &c. For sale by W. S. HAVEN,
Jan26 corner of Market and Second street.

TOBACCO—20 boxes S's Jesse Harry's celebrated brand; 5 do do Pound lump Tobacco;
In store and for sale low, to close consignment, by
L. S. WATERMAN & SONS.
Jan26 Nos. 30 and 31 Water, and 62 Front street.

MATHEMATICAL INSTRUMENTS.—A fine assortment of Mathematical Instruments on hand and for sale by
W. S. HAVEN,
Jan26 Dealer in Engineers' Stationery, corner of Market and Second streets.

BACON—10 hhds. prime Bacon Hams;
9 do do Shoulders;
Just from smoke house, and for sale by
L. S. WATERMAN & SONS,
Jan26 Nos. 30 and 31 Water, and 62 Front street.

ENGINE.

ONE six inch cylinder, 30 inches stroke, second hand Engine, with Boiler all complete, and in good working order, for sale on reasonable terms. Apply at
M. GRAFF & SON,
Jan26 No. 124 Wood street, (above fifth.)

R. LAIRD, (late of the firm of Coates & Laird,) having opened STORE No. 9, (two doors above the old stand,) for the purpose of carrying on the CLOTHING BUSINESS, begs leave to inform his friends and the public that he will give his strict attention to business to merit a share of the patronage of the late firm.

N. B.—Clothing made to order in the most fashionable styles, and on the shortest notice—inferior to none in the city. [Jan26]y

BUNKER'S LAST NOVEL, COMPLETE.

My Novel, or Varieties in English Life; part 2
Hester Somerset, a Novel, by Neese Mann, from the last London edition, complete in one volume.
Speeches of T. Babington Macaulay, 2 vols.
History of Europe, from the Fall of Napoleon, in 1815, to the accession of Louis Napoleon, in 1852, by Sir Archibald Alison Bart, 8vo., part 1. Price 50 cents.
The Marrying Man, a Tale founded on Fact, by the author of "Frank Fairleigh."
Kate Sharpe's from an Editor's Table, by L. Gaylord Clark.
For sale by H. MINER & CO.,
Jan25 No. 32 Smithfield street.

NEW BOOKS—JUST RECEIVED.

Macaulay's History, in 2 vols., cloth.
History of Europe, from the Fall of Napoleon, in 1815, to the Accession of Louis Napoleon, 1852, by Sir Archibald Alison, Bart.
My Novel, part second, and complete, by Bulwer.
Hester Somerset, a new Novel.
Illustrated Magazine of Art.
The Marrying Man, by the author of "Frank Fairleigh."
Whig Almanac for 1853.
History of the Painters of all Nations.
Just received and for sale at
W. A. GILDENFENNEY & CO'S,
Jan25 70 Fourth street.

IN THE DISTRICT COURT OF THE UNITED STATES, for the Western District of Pennsylvania.
Wm. H. Clarke *et al.* vs. In Admiralty.
Steamboat Michigan No. 2.

Notice is hereby given to all persons interested, that by virtue of a writ of attachment issued out of the above named Court, I attached the Steamboat Michigan No. 2, her tackle, apparel and furniture, on Monday the 24th day of January, 1853, in a cause of collision, civil and maritime, for damage, wherein Wm. H. Clarke *et al.* are libellants; and that Tuesday, the 25th instant, has been appointed by the Court for the return of the writ and the hearing of the cause.

The hearing of the above cause continued until Tuesday, February 8th, 1853. JOHN DICKEY, Marshal.
January 24, 1853. Jan25

I Want Every Incredulous Man, Without Hair, to Read this Certificate!

I, JOHN CONNOLLY, living in Irwin street, City of Pittsburgh, do hereby certify, that I was entirely bald on the top of my head, *for six years*; and that after using three bottles of *Emerson's American Hair Restorative*, purchased of Dr. G. H. KEYSER, 140 Wood street, my hair is entirely restored. I used the Restorative about three months.

It is pleasant and agreeable to use; and I have every confidence in its efficacy.
JOHN CONNOLLY, No. 16 Irwin street.
Pittsburgh, January 20, 1853.

☞ *Remember*, the only place to get the genuine is at Dr. KEYSER'S Drug Store, 140 Wood street. Price $1,50 large, and 75 cents small bottle. Jan22daw

LUKE TAAFFE,
FORWARDING & COMMISSION MERCHANT,
AND SPECIAL CONSIGNEE FOR THE PENNSYLVANIA RAILROAD COMPANY, No. 69 Water street, and 68 Front street, opposite the Railroad Depot, on the Wharf.

Western consignments, to be forwarded by Railroad, will be received at the landing, and delivered on the platform to the Company's Agent, there to be loaded into the cars.

Steamboat freight paid, Bills of Lading transmitted, and all instructions of owners or consignees, faithfully carried out.

Eastern consignments will be received on the platform, from the cars, freight and charges paid, and the goods forwarded immediately, by steamboat, railroad or otherwise, as directed.

Persons wishing their Goods insured, will please give requisite and timely notice to that effect.

Sales and purchases made, and orders for Pittsburgh manufactures filled, on liberal terms.
January 1, 1853.

Pennsylvania Railroad Company.

THE Winter Rates to Philadelphia and Baltimore are as follows:

Bacon, beef, barley, fish, grain, lead, lard, and lard oil,	per 100 lbs.,	65c.
Butter, candles, cheese, cotton, earthenware, hides, hogs-hair, leather, tallow, tobacco leaf, window glass,	" " "	75c.
Beeswax, bones and horns, bristles, cider, timothy and flax seeds, deer skins, dried fruits, glassware,