SPECIAL HEETING OF THE COMMON COUNCIL.

Speech of W. A. Stokes, Esq., of Greensburgh, it relation to an Ordinance vacating certain.

Streets in the Ninth Ward.

Under your favor, Gentlemen, I am tere to night to ask for the passenge of an Ordinance assenting to the Act of the Legislature, vacating certain streets in the Ninth Ward.

On the passenge of an Ordinance assenting to the Act of the Legislature, vacating certain streets in the Ninth Ward, which intersect a lot owned and occupied by the Pennsylva. The Illinois arrived in New York on the 11th inst. bringing California dates to the 16th of June, near two millions in gold, and 569 passergers.

The duel between Senator Gwin and Hon. Mr. McCorkle, took place on the first of June. Mr. McCorkle, took place on the first of June. Mr. McCorkle, took place on the first of June. Mr. McCorkle, took place on the first of June. Mr. McCorkle, took place on the first of June. Mr. McCorkle, took place on the first of June. Mr. McCorkle won the choice of position and the word. The weapon selected was the rifle—distance thirty paces, the combatants to wheel at the word and fire. A number of spectators were on the ground. Three shots were fired without effect, one of Senator Gwin's balls passed almost through the hair of Mr. McCorkle. After the third shot had been fired, mutual explanations took; place. What law-abiding law-makers we have in this country?

Duels have also taken place between Alderman Hoyes, and Mr. Nugent, of the San Francisco Herald, (Nugent was bally wounded,) and between Messrs. Toby and Craine, in Sacrament to City. Craine was killed at the second shut The papers contain, moreover, many accounts of personal reacontres in various parts of the Sinte, resulting, in many instances, in loss of life.

The Newda Journal estimates that four hundred and the control of the CALIFORNIA ITEMS. SPECIAL NOTICES. Waily Morning Post. The Illinois arrived in New York on the 11th | Speech of W. A. Stokes, Esq., of Greensburgh, SH. AHL, Surgeon Dentist.—[Successor G. W. Badle.] No. 144 Emithfield st. (myZ-U.A.O.D. Moets at the north-eas Fourth and Market streets, (above Murphy d's Store,) on Monday svenings, at 8 o'clock. Phillips & Gillmore, Editors & Proprietors. be had gratis. be had graus.

E.F See large advertisement in another column.

Sold Wholesale and Retail by Dr. GEO. H. REVSER, 1
corner of Wood street and Virgin alloy, Pittsburgh, Pa.;
so, by JAMES T. SAMPLE, north-west corner of Federates and the Diamond, Allegheny City.

jo8:lmday SANGERONA LODGE, I. O. O. F.-TI PITTSBURGH: THURSDAY MORNING......JULY DEMOCRATIC NOMINATIONS. JOHN H. FOWLER, late Fower & Pallis,
Doot and Shoe Manufacturer, and Wholesde Beater,
to 18 Barcley street, fire doors below the Aster House, New
fort. THOMAS H. FORSYTH, No. 14 Bareley street, fire doors below the Aster House, New York.

No. 15 Bareley street, fire doors below the Aster House, New York.

No. 16 Bareley street, fire doors below the Aster House, New York.

No. 16 Bareley street had all the start House, New York.

No. 16 Bareley street had all the start House, New York.

OLIFTY, of Pitchburgh and Allegheny, there is in he first and third Wednesday of every month, at the House, I all you had the House, House, I all you had the House, House, I all you had the House, House, John Young, Jr., Service, S. H. Share, Jr. 20 Gille of the Pitchburgh Agency in the Store Boom of M'Gowly's Loomis, No. 59 Wood street, novely for the House, EPHRAIM BANKS, I write in insteat a hotel deek, and beg your excess of is letter. Yours, truly and respectfully, WM. PARKER.

Gen. Superintendent B. & O. R. B.

From Science W. Rourers, Esq.

OFFICE OHIO AND PERSA. R. B. Co.;

W. A. Stores, Esq., &c., &c.—Pear &sr.—As you request immediate reply to your letter of yesterday, my survey ust necessarily be brief.

To cut up the outer depot of the Pennsylvania Railroad Pittsburgh, by running the cross streets, through it on a SURVEYOR GENERA J. PORTER BRAWLEY, of Crawford County. ES- Messrs 3: M. Perrisolli & Co., who are prompt, est and gentlemently in their business transactions ar onlyauthorized arents in the dities of New York and R for the Morning Part. They are authorized to receiv yerksements and Subscriptions for us at our usual Their preclusts are regardless payments. Their offices a the most eminent physicians of the United Biates, are now rendered easy of cure, thanks to the study and perseverance of the distinguished physician whose name this great medi-cine bears—a name which will descend to posterity as one milles payments. Their offices ar NEW YORK, 122 Nassau stree BOSTON, 10 Blate street. descripg of gratitude. This invaluable medicine should always be kept within reach; and on the appearance of the earliest symptoms of diseased Liver, it can be sufely and usefully administered.

Furchasers will please be careful to sale for Dr. NYLane's celebrated Vermilings, and take none else. All other Vermifuges, in comparison, are worthless.

For sale by most of the Drugnisis and Merchants, and by the sole proprietors.

FLEMING BROTHERS, jyll-ldw. THE SPEECH OF MR. STOKES, relating to the Pennsylvania R. R. depot, which we publish As More Home Testimony. Mr. Sousan Sir—I think it no more than an act of justice to you, as well as to the American community, to state that the SPECTACLES! I bought from you suit me well. I find my sight much improved. I can see small prink with them for any length of time without faigure to my eyes. Should my sight continue to improve by the use of them. I have no doubt but I shall to able to read without them in a short time.

Your, truly.

Allegheny City, June 25, 1853. this morning, bus crowded out of this day's raper a large amount and variety of editorial and nelected articles. We presume this speech will the heads being six and a half inches long. At carriages and foot passengers. Its senthern extremity is at the city Park, at the corner of Chathma and Centre streets, where cars start for Harlem every five minutes. The track extends along Centre street northward to Browns street, and thence eastward along Browne to the Bowery; along the Bowery it extends northward through a thickly settled district of the city, and thence to Harlem Centre street is very thickly settled, and has become one of the largest thortough from the southern to the northern parts of the city. The railroad is becoming more and more popular with all classes of our citizons. The track is double the whole distance from the City Hall to Harlem, and the traveling is constantly increasing. The road is to be the southern line of the great New York and Albany railroad. Branches to the fluidson, are in contemplation."

The Committee likewise quote a letter from Baltimore, of which the following is an extract:

"I think," says the letter writer, "you need no other evidence of the favorable light in which we view railroad tracks in the streets. It is an essential principle in our policy, that every railroad on which merchandize is transported, should go immediately to navigable water."

Piltsburgh must: adopt the policy of other places. She must conform to the existing condition of affairs. She must make up her mind to go forward or recede. Either to advance in the onward march of celence, or to reirogade, for in this world of perspetual change, nothing can remain at reat. If she advances, it can only be by developing all her available recourses, by making use of all the sidenatages she possesses, or she may awall relinquish those which she has already gained; and obliterate all the improvement or dinances from her statute books, and cancel all her Baliroad subscriptions, unless she does all in her power to give effect to those ordinances and value to those subscriptions.

Put Pittsburgh on a level with her rival clites, and she cod fear nothing. Treat the Pennsylvania Railroad as competing roads be read with interest by our citizens. THE IRON TRADE, ny, shall be recated, and the title thereof shall be vested in said Company. Provided, that the Councils of said City shall assent thereto.

The Company thus comes here, holding in the one hand the private title obtained from individuals, in the other the public right granted by the State, and ask of Council the assent necessary to the security of this title and the enjoyment of this right.

On the opening or vacating of these streets depends the security of the stockholders of the Pennsylvania Railroad Company, and, I may add, in some measure, the presperity of the citizens of Pittsburgh. On this ground the Railroad Company has erected machine shops for the construction and repair of their cars and engines. I address you to night for the purpose of endeavoring to add in settling the difficulty in relation to these streets, and it would be an abuse of your kindness, which it gives me pleasure to acknowledge, to speak otherwise than in the plainest and frankest manner, without any attempt at the torical display, and to point out the advantages to be derived by the citizens of Pittsburgh two setablished by the people for their own benefit, and it is the daity of the Councils to enset such ordinances as shall toud to the presperity of the citizens of the Railroad Company is not alone to make money for the bonefit of the stockholders, but, after a fair return has been made for their investment and the risk they run, to develope the resources of the State, and cubance the prosperity of the great metropolis of the Kate, and cubance the prosperity of the great metropolis of the Kate, and cubance the prosperity of the great metropolis of the Kate, and cubance the prosperity of the great metropolis of the Kate to the cuter of the Cauchine. You know well, gentlemen, that this road was not, in Including the Pacific Railway, which must ere Store, Church, and Lodge Room SHADES, made in a Esp T have used Mr. Solomon's EVE GLASSES for a very Under this head the Merchant's Ledger has aperior manner.

£37 Dealers and others are invited to give us a call, beore purchasing elsewhere. G. L. MILLER. & CO.,
au.7.7.m E. W. corner Second and Arch sts., Phila. long he built, we have now projected and in proome very curious and interesting calculations cess of construction in the United States, abou It estimates the average of American births 13,000 miles of Railroad: por second, for the last eighteen hundred and Calculating 100 tons per mile, single track fifty three years, at about 815. This would make and it will require 1,800,000 tens of iron rail to the whole number of human being s who have complete"these roads; which, at \$50 per ton lived since the birth of Christ, about thirty-two makes an outlay of \$65,000,000; and that to housand millions. nousand muitons. Deducting from this number the nine hundred for rails of single track roads alone. But many of these roads will be double tracks, beside and sixty millions, who form the present popuin all kinds of weather, from S A. M. to 5 P. M. giving an accurate artistle and animate likeness, unlike and vastly superior to the common cheap daguerrectypes, at the following cheap prices: \$1.50, \$2, \$3, \$4, \$5 and upward, according to the steam of gradient of the six and qualities of cases of frome. turnouts &c. Then follows a vast outlay for Railroad Company.

Altrooxa, July 11, 1853.

W. A. Stokes, Esq. Dear Sin.—The increase in the value of property in consequence of the location of the Central Workshops of the Company at Altroon, is as follows, viz.—Three years are, the property on which it is located, was valued at \$14,000.

To-day, it contains 240 Frame dwellings,
14 Brick "
16 Stores,
4 Hotels and
4 Churches. The estimated value of which is \$200,000. lation of the globe, and it leaves the number of The funeral will take place from the residence of her pa cars, locomotives, and other iron works abou thirty one thousand and forty millions that have rents, 184 Smithfield street, 7ms nav, at 2 o'clock. The friends of the family are respectfully invited to attend, without further notice. such roads. And it may be fairly estimated that gone to the grave. all the won for them will cost not less than Of this number, the estimate is that nine thou-\$150,000,000 has already gamen; and contention and the implementation of dinances from her statute books, and cancer all her Ballroad subscriptions, unless she does all in her pown; to give effect to those ordinances and value to those subscriptions.

Put Pittsburgh on a level with her rival clites, and she need fear nothing. Treat the Pennsylvania Rallroad as competing roads are treated, and it can command success. It is monstrous to imagine, that we are to go back to the file to boats and Conestoga wagons, or the primitive simplicity of pack horres and cances. In adopting modern means of communication we must accept all that follows. We must all and the cones. In adopting modern means of communication we must accept all that follows. We must all and the stalls of the horres stable, and the who are reservoirs and the wood and constantions of the Railroad—and they must have the large at commodations which they demand,

But Mr. President, what are the views of the clitarus of the latter, what are the views of the clitarus of the latter, what are the views of the clitarus of the latter which they demand,

But Mr. President, what are the views of the clitarus of the latter, what are the views of the clitarus of the latter which they demand,

But Mr. President, what are the views of the clitarus of the latter which they mught regard the trifling inconvenience as ustained by the vacating of these streets, and forget the great public good which ensues. But they do not do this, and I hold here in my hand indubitable evidence of the great public good which ensues. But they do not do this, and I hold here in my hand indubitable evidence of the first treets, and forget the great public good which ensues. But they do not do this, and I hold here in my hand indubitable evidence of the first treets, and the well of the clitarus of the select and Common Combies of the City of Pittoburgh; and the common combies of the City of Pittoburgh; and the common combies of the City of Pittoburgh; and the combies of the City of Pittoburgh; and the c sand millions have died by wars. NEW ADVERTISEMENTS. Ocean and inland steamers, iron ships, man ·Eight thousand millions by famine and pesfasturing machinery, iron buildings, and all the tilence.

Tive hundred millions by martyrdom.

Five hundred millions by martyrdom.

Five hundred and eighty millions by intoxicating drinks.

Five hundred and eighty millions by intoxicating drinks.

Thirteen thousand millions natural or othersteep there is an equally large demand for iron for similar purposes. The Yonkers Herald, in view of these facts, asks, where is all the iron to come from? Whose ore-beds, furnaces, forges, and rolling mills are to be purshed—with daily and nightly audivity, and whose industry and skill are to reap the profits of iron garbing and gearing these vast agencies for developing the commerce of the world? England and the United States stand foremost for the spens will and age, and for long and the great rival. England and the forge; the United States second, and rapidly gailing on her great rival. England and the forge; the United States second, and rapidly gailing on her great rival. England and the forge; the United States second, and rapidly gailing on her great rival. England and the forge; the United States second, and rapidly gailing on her great rival. England and the forge; the United States second, and rapidly gailing on her great rival. England and the forge; the United States second, and rapidly gailing on her great rival. England and the forge; the United States second, and rapidly gailing on her great rival. England and the forge; the United States second, and rapidly gailing on her great rival. England and the forge; the United States second, and rapidly gailing on her great rival. England and the forge the forge the forge the form at Washington city before many years.

Thirteen thousand millions natural or other—the West on the other—the delegation of the business in the water of the benefit of the prefix the deep the decidence of the business in this term and the forge the forge the forge that the forge the forge that the other innumerable uses to which iron is applied Five hundred millions by martyrdom. CHAS. E. LOOMIS. From Herna Hauff, Esq., Chief Engineer Pennsylvania Raifread.
ESGINIZES DEPARTMENT,
Philadelphia, July 4, 1853.

Wim. A. Stokes, Esq.—Bear Sir: In answer to your enquiries respecting the disadvantages to which the Pennsylvania Raifread to, would be subjected by opening the streets through their property, in the Ninth Ward, I beg leave to state—
That, as the City of Pittsburgh forms the Western termines of the Pennsylvania Raifread, the accommediation of TO THE PURCHARS AND SALE OF STUCKE.

25 OFFICE 75 FOURTH STREET, between Market and Wood, opposite the Bank of Pittsburgh. janksty

W. A. M'CLURG & CO.,

HAVE REMOVED TO THE CORNER OF Wood and Sixth Streets,

27 Where they offer to their old customers, and the public generally, at the lowest rates, Wholesale and Retail, the largest, most select and complete stock of CHOICE. The state of the control of the cont Pearl Steam Mill; for the bid—England funt, by reason of ner-Optical and app, and its relonger enterprise in the mine and at the fore; the bid mere enterprise in the mine and at the fore; the bid better enterprise in the mine and at the fore; the fore and the fore of the mine and at the fore; the fore the mine and at the fore; the fore the mine and at the fore; the fore the fore the mine and at the fore; the fore the mine and at the fore; the fore the mine and and the fore th CANAL BASIN, ALLEGHENY CITY, ture of three millions of dollars; the locomotives required to haul them will cost them as much more. The repairs and other nocessary expenses will require disbursements to the amount of over two millions of dollars annually, the portion of which, expended at any one polet, will depend upon the amount of room and the facilities which the place affords. Fhiladelphia, Altoons, and Fittburgh, are the only points for extensive repairs and reconstruction of machinery, but any difficulty in procuring the necessary facilities at Philadelphia or Fittsburgh, would concentrate the buriners at Altoons, and increase the disbursements at that point.

We have now seemed more than 100 acres in and near the city of Philadelphia. The Baltimore and Oblo Raifroad Company, it is understood, has a still larger extent of depot grounds in adu near Baltimore, and if the Pennylvania Raifroad Company should remain in the undisputed poetes ion of all the property acquired in Filtrburgh, it will be scarcely sufficient for the uses of the road.

But if the grounds purchased by the Company, in the Ninth Ward, for the excellent of chops and depots, and the construction of eldings, should be divided by streets, to be kept open as public highways, it is scarcely necessary to state—so obvious is the first—that the value of the property for railroad purposes would be removed, others could not be received and as there is no other location in the vicinity that would be suitable, its difficult is cerevien how it would be received and as there is no other location in the vicinity that iy for railroad purposes, would be califuly destroyed; the proposed streets would be removed, others could not be received and as there is no other location in the vicinity that would be suitable, it is difficult to perceive how it would be considered in the vicinity that would be suitable, it is difficult to perceive how it would be considered to continue Pittaburgh as the terminan of the road. The Company would be compelled to seek a connection with the Olio River at some other point, for all their through business.

We have been disposed to attribute the agitation of this subject to the effort of a few disaffected individuals, and have not believed it possible that any disposition existed on the part of Councils, or of the clitzens generally, to disposes the Company of their Ninth Ward property by opening streets through it particularly as the streets, when opened, would be of no advantage to the public, a high hill proventing the extension of the streets in one direction, while, in a direction parallel to the rivers in one direction, while, in a direction parallel to the rivers, the communications now axisting are ample.

It appears strange that comparatively unimportant considerations should have been permitted, for a time, to disturb the friendly relations which should be cultivated between Pittaburgh and the Pennsylvania Railroad Company; the interests of both are to a great extent identical, and the benefits conferred upon each other mutual. Allections have probably been returned and creatated in Alleguary for the one million that was subscribed.

The future promples will richer benefits from the completion of the road and its improvements, unless a hostile and suicidal policy shall reject the profice doon. Two or three hundred families of consumers, with means of making cash payments for their purchases, will be no inconsiderable and dividous been greatly surprised that any difficulties should have arisen, and have fult confident that they could not be foling duration. The true interests of all parties That State of I com will be sent by the functioning that the complexity can be appeared by the properties of soft of the William of the Willi Sudde that the Venange Restroad will be completed with one track, and also bridged and graded for a double track, in the fall of 1854. The Mahoning Road, from Cleveland to Warren, which is a portion of this line, is in a state of forwardness, and will soon be completed.

Ratingad Aprains.—The engineers of the Mercer, and New Castle road are pushing their explorations eastward of the Allegheny, which ties the population of the Allegheny, which is a sudden illness and got up and left the building of Maj. Reynolds, a few steps distant, and tiey crossed some aftern miles below Franklis They, report very favorably both in regard to grade and curves.

The Pittsburgh and Eric Company promise to bring their road to this place, provided the citizens subscribe liberally. This is nothing but fair. If any of our citizens wish to make a permanent investment, this is an immunity formation burgh will ere long have a railroad connexion with Eric; by the Pennsylvania and Ohio Raillength of New Pennsylvania and Railroad Ra the Workshops.

2 At the moderate calculation of four persons dependent upon each of these, by relationship, &c., 3,200 souls are added to the population.

3. About \$23,000 are paid out, monthly, to these men in are baulahed, it is by your santence—a sentence pronounced by refusing what; is necessary, and executed by opening these streets, to perent the cars from having, sufficient standing room—to interfere with the free passage of the werkmen and connexion of machinery from shop to shop; and we would thus be put in the position of either violating the duty that we so to the people, whose will has called this road into existence, or of removing this Depot from Pittsburgh. If we depart from you, it must be by your own set—an act which we would lament and deplore, and which you would never case to regret, when regret would be unavailing; but we must do it, fire we have no alternative. We owe it to ourselves—to the County of Allegheny—to the whole State—and you will observe that the County of Allegheny, not the City of Pittsburgh, has taken stock in this read; thus, though we are bound to come into the city with the read, we are not bound to erect our depots and workshops in any part of the city of Pittsburgh, and would fully comply with our duty to the County by building them in any other part of the city of Pittsburgh, and would fully comply with our duty to the County by building them in any other part of the county of the epople with one of the city of Pittsburgh, and would fully comply with our duty to the County by building them in any other part of the county of the population and wealth of the county, and here we will remain if we be allowed; but open these streets and you stop our works, driving us from you.

Hr. Stokes referred to the reports of the Chief Engineer and Board of Directors, to show the Ilbertal views of the Company, and the real interests of Pittsburgh—and read amongst other documents a report made to the Philadelphia Councils in 1840, to show the policy pursued there, and which hat offered an almost region chargein the buildings amongst other documents a report made to the Philadelphia Councils in 1840, to show the policy pursued there, and which had effected an almost magical change in the business of that city.

In 1840, there was a joint special committee of the councils of Philadelphia, appointed to investigate and report upon the subject of relirodes in the streats of the city, which committee, as their report unmistakeably shows, made dilleger to the property of the city, which are governed by his higher law.

In 1840, there was a joint special committee of the councils of Philadelphia, appointed to investigate and report upon the subject of relirodes in the streats of the city, which are governed by his higher law.

In 1840, the bow the policy pursued there, and containing a list of part of the property we have for sale city we have for sale road to New Brighton—the Cleveland and Mahoning to New Castle—the Mercer and New Castle to Mercer—and the Pittsburgh and Erie to Erit.