Daily Morning Post.

THOMAS PHILLIPS.....GEORGE F. GILLMORE.

Phillips & Gillmore, Editors & Proprietors.

PITTSBURGH:

WEDNESDAY MORNING.....JANUARY 11.

☞ READING MATTER WILL BE FOUND ON EACH PAGE OF THIS PAPER.

JOB PRINTING.

We have one of the best *Job Printing Offices* in the city, and we would respectfully ask merchants and all others who want Cards, Circulars, Bills of Lading, Bill Heads, Blank Checks, Handbills, etc., to give us a call. All our Job Type are of the most modern manufacture and cannot fail to please all our customers. Our workmen are perfect masters of their business, and will labor assiduously to please all who will favor us with an order.

CARRIERS.

We want more carriers for the *Evening Post*. Good routes are to be had, and money can be made. Come quick.

PENNSYLVANIA RAILROAD.

There is no road in the United States built more substantially, no one that has been worked so constantly with so few serious accidents; and no one the business and profits of which are more rapidly increasing, or on a more solid basis than the Pennsylvania Central road.

Its earnings in 1852 were.....$1,943,827
In 1853 its earnings were.....$2,846,110

The expenses for the last year were one million seven hundred thousand dollars. The part of the road worked in 1853 yielded a clear profit of ten per cent. on the capital employed in its construction.

It has been hitherto worked subject to the delays occasioned by the planes on the Portage road. Those planes will soon be avoided, and the road completed over the mountains, so as to be independent of the Portage road. The trains will then be able to run through from Pittsburgh to Philadelphia in probably somewhat less than fourteen hours. By the 1st of February this may be expected. The company intend also adding an express train to run through in twelve hours, stopping only at the principal stations. This, in connection with the fast trains on the Ohio and Pennsylvania road, and its connections, will bring Cincinnati within twenty-six hours of Philadelphia.

The Central road is also driving forward the work of laying down the second track; and the time is not far distant when a continuous double track railroad, built in the most substantial manner, and equipped for business to its full capacity, will extend from our city to Philadelphia. But at the same time the Pittsburgh and Steubenville, and Steubenville and Indiana railroads, are rapidly progressing, and will, in connection with the Central, bring Cincinnati and Philadelphia within about twenty-two hours of each other. This is bound to be *the* great route between the East and West. Travel and trade will take the shortest route; and this is it.

It is not wonderful that, with such prospects, the stock and bonds of the Pennsylvania road should be, as they are, more sought even in the London market than almost any other American securities. It is stated that the last million of its bonds sold in England at a premium.

The whole cost of that portion of the road now in use, including outfit, has cost about eleven million dollars. The net earnings on that part of the road last year were over eleven hundred thousand dollars, or more than eleven per cent.

LEGISLATIVE.

Thomas A. McGuire has been elected Clerk of the State Senate. The vote stood—McGuire, Dem., 18; Sullivan, Whig, 15.

Henry Pettibone was elected Assistant Clerk. W. H. Blair, Nelson Weiser and A. L. Hennershote, were elected Transcribing Clerks. Wm. B. Cummings, Sergeant at Arms; Wm. Alberger, Door-Keeper, and Henry Minald, Messenger.

In the House, John Humphreys was elected Sergeant at Arms; J. Horn, Door-keeper, and Wm. M. Barron, Messenger.

The Governor has already returned three bills of last session to the House with his veto; his main objection to them being that they authorize municipal subscriptions to railroads and other purposes.

The House sustained the vetoes almost unanimously.

It will be seen therefore that municipal subscriptions to railroads and other purposes, will not receive legislative or executive sanction. It is time it was stopped. This policy so firmly adopted by the Governor, and sustained by the House, will have two important results. It will stop future subscriptions of that nature; and it will make the bonds already issued under former laws sell better, as capitalists have thus the assurance that the same municipal corporations will issue no more bonds.

Three things recommended by the Governor in his message, we think the Legislature will fully sustain, and the people, without distinction of party, entirely approve.

1st. No more municipal subscriptions.
2d. No more Omnibus bills.
3d. A great reduction of the amount of special legislation.

The two last are reforms in legislation in which all parties will doubtless acquiesce. Those omnibus bills are vehicles in which all kinds of corrupt and improper measures are carried through the legislature. Let every measure be enacted separately, and each must stand upon its own merits, or fall for want of merit.

We think very few people in this Commonwealth, upon a fair consideration of the subject, would desire that the practice of municipal subscriptions to railroads should be carried further. Some of the cities and counties of our State have become dangerously involved by such subscriptions. They may not be subjected to pecuniary loss. But that must depend on whether the roads *pay*, and become so profitable as to relieve the cities and counties from the debts before the bonds fall due.

NORTH BRITISH REVIEW.

The November number of this excellent Quarterly is received from the American publishers, Leonard Scott & Co., 79 Fulton street, N. Y. Contents:—Life and Times of Madame de Stael; Protestantism in Italy; American Novels; Language and Literature of Modern Greece; Candle Making and Christianity; Domestic Service; Nelly Armstrong; Weld's History of the Royal Society; The Religious and Political Relations of Russia; and some other topics. This is the first number of the 15th Volume; No. I. of the American edition, and a good time to subscribe. It is one of the most ably conducted of all the Quarterlies.

For sale by Gildenfenny & Co., Fourth street; and Miner & Co., Smithfield street, Pittsburgh.

COL. MANYPENNY.

Col. Geo. W. Manypenny, Commissioner of Indian Affairs, will please accept our thanks for a valuable volume, being his last annual report on Indian Affairs.

This report is highly spoken of by the press generally, and contains 240 pages of reading matter of much interest.

The Colonel is a Pennsylvanian, a native of Fayette county, we believe, and has been long in the employment of the government, and his services are highly appreciated. This report bears marks of ability and industry, such as we expected from its author's high reputation.

☞ DISASTERS AT SEA in all parts of the world, during last year, about 2500 lives were lost.

THE MUNICIPAL ELECTION.

We give below the result of the election held in this city yesterday, for Mayor and members of Councils. The following table presents the votes cast, as compared with the result of the city election of 1853:

	1854.				1853.			
	Volz's	Pittsburgh	Craig's	Fairchild's	Bailey's	Guthrie's	Peter's	Coogan's
First Ward	237	65	29	51	216	148	20	17
Second do	238	120	22	9	276	151	41	0
Third do	453	228	12	10	340	561	38	26
Fourth do	216	105	31	14	273	132	15	12
Fifth do	238	244	18	115	181	347	40	59
Sixth do	321	131	28	20	293	185	49	24
Seventh do	127	89	4	16	76	97	31	15
Eighth do	208	83	7	15	148	122	27	7
Ninth do	101	35	1	50	103	59	11	23
Total	1666	1122	150	300	1887	1568	252	209

Mr. Volz's majority over Pittigrew is 1,034, his majority over all the candidates is 565. Barker's vote exceeds that of the Native candidate last year, 100 votes, while Mr. Craig's vote falls behind the Free Soil nominee, at the last Mayor's election 96 votes. Mr. Pittigrew's vote is 436 less than Mr. Guthrie's; Mr. Volz's vote exceeds Mayor Riddle 259. Last year 152 votes were polled more than at the present election.

MEMBERS OF COUNCIL.—Below will be found the result of the election for members of the Select and Common Councils. In the Fourth Ward there was no opposition to the Whig ticket:

FIRST WARD—*Select Council.*
Allen Cordell.....200 | William Bennett.....184
Common Council.
Benj Singerly.....223 | J. H. Bailey.....146
Adams Getty.....243 | James Dunlevy.....128
John Gracey.....244 | William Irwin.....122
Wm. Caldwell.....245 | J. P. Barr.....124

SECOND WARD—*Select Council.*
B. F. Smyth.....260 | David Campbell.....124
Common Council.
J. P. Sweitzer.....268 | John M. Irwin.....158
J. P. Quigg.....252 | Wm. J. Anderson.....168
George Black.....245 | Arthur M'Gill.....93

THIRD WARD—*Select Council.*
S. M. Kier.....433 | Thomas J. Gallagher.....302
Common Council.
Thomas Marshall.....512 | John Barton.....393
Walter. Kirkpatrick.....433 | John Quinn.....272
J. B. Young.....414 | Theo. Umbstaetter.....258
David Reed.....402 | E. S. Watson.....199
Henry Chignell.....475 | Chris. Magee.....299

FOURTH WARD—*Select Council.*
John Bissell.....256
Common Council.
James McAuley.....263
James Verner.....261

FIFTH WARD—*Select Council.*
Hugh Adams.....203 | William Wilson.....364
Common Council.
Matthew Breidenthal.....254 | Wm. D. Hamilton.....362
Joseph Smith.....165 | John Mackin.....247
John Lamb.....219 | Andrew Scott.....195
Wm. Crawford.....191 | Francis Felix.....295
Robert Haslett.....199 | James Tucker.....337

SIXTH WARD—*Select Council.*
C. O. Loomis.....274 | William Ward.....218
Common Council.
T. A. Rowley.....296 | James Chambers.....182
T. M. Little.....291 | Alex. W. Foster.....156
James Duncan.....294 | Thomas T. Morris.....184
James Mercer.....301 | James Shiflo.....199
James L. Kerr, independent, received 33 votes.

SEVENTH WARD—*Select Council.*
Henry Lyth.....203 | J. N. McClowry.....108
Common Council.
George Gumbert.....112 | J. K. Moorhead.....125
Hugh McMasters.....142 | Z. Tomer.....38

EIGHTH WARD—*Select Council.*
John Allen.....165 | Samuel Morrow.....151
Common Council.
Joseph Nixon.....147 | John S. Kennedy.....120
John J. Steer.....168 | Conrad H. Bierman.....141
Wm. Woods.....194 | William Alexander.....104

NINTH WARD—*Select Council.*
Matthew Edwards.....97 | Charles Chaney.....91
Common Council.
James Little.....110 | Josiah D. Poor.....74
John S. Miller.....99 | William Kelly.....43

ALLEGHENY CITY.

MAYOR.—The election yesterday, in this city, was closely contested by three candidates for office; and the vote was the largest ever polled in the city. It amounted to 2,165 votes. The result is as follows:

	Adams.	Benny.	Sawyer.	Wadlow.
First Ward	81	203	99	59
Second do	89	185	55	47
Third do	227	171	37	80
Fourth do	206	170	103	100
Total	603	733	294	272

Adams' majority over Benny is 100; over Sawyer 309, and over Wadlow it is 331.

Mr. Adams, the Mayor elect, was supported as a Citizens candidate. He is, we believe, a Whig.

CONGRESSIONAL.

A bill has been reported to Congress by Mr. Douglas for the establishment of a territorial government in Nebraska. The report of the Committee on Territories, of the Senate, is published in the Washington *Union*, of Saturday. The bill contains, among other things, the following propositions:

First, that all questions pertaining to slavery in the Territory and in the States to be formed therefrom, are to be left to the decision of the people residing therein, through their appropriate representatives, to be chosen by them, for that purpose.

Second, that "all cases involving title to slaves" and "questions of personal freedom," are referred to the adjudication of the local tribunals, with the right of appeal to the Supreme Court of the United States.

Third, that the provisions of the constitution of the United States in respect to fugitives from service are to be carried into faithful execution in the Territory, the same as in the States.

It is said that Mr. Benton will oppose the bill, or any similar proposition with all his power. It is charged by the opponents of the bill, that it is a violation of the Missouri compromise, as it looks to the legalization of slavery, north of latitude thirty-six and a half. The condition upon which the State of Missouri was admitted into the Union, is the following, as it is found in the act of 1820:

"*And be it further enacted*, That *in all that territory* ceded by France to the United States, under the name of Louisiana, which lies *north of 36 degrees and 30 minutes North Latitude, included within the limits of the State contemplated by this act, slavery and involuntary servitude, otherwise* than in the punishment of crimes, whereof the parties shall have been duly convicted, *shall be, and hereby is, prohibited forever.*"

This perpetual prohibition Mr. Douglas proposes to repeal, by the following provision in the bill organizing Nebraska into a territory:

"And when admitted *as a State or States*, the said territory, or any portion of the same, shall be received into the Union, *with or without slavery, as their constitution may prescribe at the time of their admission.*"

It is said the bill also dissatisfies the ultra Southerners, who are concocting another bill making two Territories at once.

FOREIGN AGENCY.—We would call the attention of the public to the card of A. J. BONNET, who, in connection with Mr. LEVI K. BOWEN, U. S. Consul at Bordeaux, proposes to establish a Commercial Agency in that city. Their card describes the business in which they will engage' and we can commend them to the full confidence of all who desire their services. Mr. BONNET we have known from early childhood, and he has always been esteemed an excellent citizen and correct business man.

A DESTRUCTIVE HURRICANE occurred among the Bahama Islands in the latter part of last month, causing the loss of several vessels, and driving many others ashore. The loss of life and property is likely to prove very large. At Exuma, many houses were blown down; the grain crop destroyed, and many vessels driven ashore, causing great distress.

DURING the year 1853 there were on the different railroads of the United States, about 150 railroad accidents. Number of persons killed, about 250; wounded, 500. Of fatal steamboat accidents, about 80; with an aggregate of 330 killed and 200 injured. There were about 130 lives lost last year in the United States by conflagration.

DRUG STORE.—The attention of the public is directed to the notice of Messrs. FLEMING & ABEL's new Drug Store. They are both experienced Druggists, and enjoy the confidence of all the physicians, and the portion of the public with whom they have done business. Their medicines are of the best quality, and will be put up with great accuracy.

☞ The whigs of Bedford county have resolved to start a new paper. Our cotemporary of the *Gazette* will have his hands full to attend to two opponents, but he is able to do it.

INSPECTION OF RAILROADS.

The General Government enacted a law not long since, providing for the inspection of steamboat boilers and mills, and the examination and licensing of steamboat engineers and pilots. The law has been in operation about one year; and it is claimed that the number of steamboat accidents has been greatly reduced during the last year under the operation of the law.

The liability to destructive and fatal accidents is even greater on railroads than on steamboats. Why would not a similar law be equally proper and beneficial. The engine and running gear of railroads may be equally defective as the engines and hulls of boats; and the engineers, conductors, &c., on railroads should be equally qualified and competent. If the law works well on the river, why not on land, and on the iron rail?

We believe such a measure should be adopted; and that much good would result from it. The United States employs the railroads in carrying the mails; let the government assume the task of railroad inspection; and many lives, and much property, would probably be saved annually thereby.

THE MINING MAGAZINE.

We have received from the editor and publisher, Wm. J. Tenny, 142 Fulton street, New York, the above Magazine for January, 1854—No. 1, Vol. II. The contents are—Modes of Working Coal in England; Journal of Mining Laws and Regulations; Commercial Aspect of the Mining Interest.

Journal of Gold Mining Operations:
" " Silver " "
" Copper " "
Coals and Collieries; Iron and Zinc; &c., &c.

We judge from the brief examination we have given it that it is a well conducted and useful Magazine. This number contains 120 pages. It is devoted to the entire Mining interest of the country, and is replete with useful and interesting information.

☞ We take the following from the Cincinnati *Columbian:*

Foreign Appointments.

We have received from our special correspondent at Washington, the subjoined complete list of the Diplomatic and other Foreign Appointments made by the present Administration, who are still in office. It will be found a catalogue of considerable interest:

ENGLAND.
Minister London: James Buchanan.
Secretary Legation, London: Dar. E. Sickles.
Consul London: George N. Sanders.
Consul Liverpool: Nathaniel Hawthorne.

SCOTLAND.
Consul Leith: James McDowell.
Consul Glasgow: Philip T. Heastt.

IRELAND.
Consul Dublin: John C. O'Nell.
Consul Cork: John Higgins.
Consul Galway: John Duffy.

CHINA.
Consul Hong Kong: James Keenan.

AUSTRALIA.
Consul Sidney, N. S. W.: James H. Williams.
Consul Melbourne: James H. Tarleton.

NORTH AMERICA.
Consul Halifax: Robert W. Proser.

WEST INDIES.
Consul Nassau, N. P., John E. Bacon.
" Turk's Island, John L. Nelson.
" Barbadoes, Noble Tonnor.

SOUTH AMERICA.
Consul Demarara: C. W. Denison.

RUSSIA.
Minister St. Petersburg: Thos. H. Seymour.
Secretary Legation: R. A. Erving.

FRENCH DOMINIONS.
Minister Paris: John Y. Mason.
Consul " Duncan H. McRae.
" La Rochelle: Edward B. Buchanan.
" Bordeaux: Levi K. Bowen.
" Havre: R. H. Vasey.
" Marseilles: Samuel Dinsmore.
" Bayonne: John P. Sullivan.

SPANISH DOMINIONS.
Minister Madrid: Pierre Soule.

CUBA.
Consul Matanzas: Edward Worrell.
St. Jago de Cuba: Stephen Cochran.

PORTUGUESE DOMINIONS.
Consul Mozambique: George R. Dwyer.
" St Paulo, Jno. G. Willis.
" Loanda, Jno. G. Willis.
" W. Africa,

BELGIUM.
Charge D'Affaires Brussels: J. J. Seibels.
Consul Antwerp: Alois D. Groe.

NETHERLANDS.
Charge D'Affaires Hague: Auguste Belmont.
Consul Amsterdam: R. G. Barnwell.
Agent Curacco W. D.: James H. Young.

DANISH DOMINIONS.
Charge Copenhagen, Henry Bedinger.
Com. Agent St. Thomas, W. I.: J. Helm.

SWEDEN.
Consul Gothenburg: Alexander Barclay.

PRUSSIA.
Minister Berlin: Peter D. Vroom.
Secretary Legation Berlin: O. J. Wise.

AUSTRIA.
Charge D'Affaires Vienna: Henry R. Jackson.
Consul Vienna: George H. Lippett.
" Trieste: Wyndham Robertson.
" Venice: Donald G. Mitchell.

WURTEMBURG.
Consul Stuttgardt: Max Stettbiemer.

HESSE CASSEL, HESSE DARMSTADT AND NASSAU.
Consul Mayence: John B. M'Melehons.

BADEN.
Consul Mannheim: John Scherff.

HANSEATIC OR FREE CITIES.
Consul Hamburg, L. M. Johnson.
" Bremen: Wm. Hildebrand.

SWITZERLAND.
Minister Resident Berne: Theodore S. Fay.
Consul Bagle: Daniel S. Lee.
" Zurich: George N. Goundie.

SARDINIA.
Charge Turin: John. M. Daniel.
Consul Genoa: E. Felix Forest.

TUSCANY.
Com. Agent Florence: Hiram Powers.

PONTIFICAL STATES.
Charge Rome: Lewis Cass, Jr.

TWO SICILIES.
Charge Naples: Robert Dale Owen.

TURKEY AND EGYPT.
Minister Constantinople: Curtail Spence.
Consul General Alexandria: Edwin De Leon.

SUMATRA.
Com. Agent, Padang: Robert P. Murvis.

CHINA.
Commissioner, Canton: Robert McLane.
Consul, Fuh Chau: Caleb Jones.
" Amoy: Thomas H. Hyatt.
" Shanghai: Robert C. Murphy.
" Ning Po: Charles W. Bradley.

SANDWICH ISLANDS.
Commissioner, Honolulu: David L. Gregg.
Consul, Honolulu: Benjamin E. Angel.
" Lahaina, George M. Chase.

NAVIGATOR ISLANDS.
Com. Agent, Apia: Aaron Van Camp.

HAYTI.
Com. Agent, Port au Prince: Joseph N. Lewis.

MEXICO.
Minister, Mexico: James Gadsden.
Secretary Legation, Mexico: Cripps.
Consul, Vera Cruz: John T. Prickett.
" Acapulco: Charles L. Denman.
" Minatillan: James A. Plensants.

CENTRAL AMERICA.
Minister: Solon Borland.
Secretary Legation: Frederick A. Beelen.
Com. Agent, San Juan Del Norte, Joseph W. Fabens.

NEW GRANADA.
Charge, Bogota, James S. Green.
Consul, Panama, Thos. W. Ward.
" Aspinwall, Geo. W. Fletcher.

VENEZUELA.
Consul, Laguayra, Isaac T. Golding.

ECUADOR.
Charge, Quito, Philo S. White.

BRAZIL.
Minister, Rio Janeiro, Wm. Trousdale.
Consul, Marantam Island, Alex. Thompson.
" Para, Henry B. Dewey.
" Pernambuco, Wm. Lilley.
" Rio Janeiro, Robert G. Scott.

CHILI.
Minister, Santiago, Samuel Medary.
Secretary Legation, Santiago, Thos. E. Massy.
Consul, Valparaiso, Reuben Wood.

PERU.
Minister, Lima, John Randolph Clay.
Secretary Legation, Lima, Jas. C. Mariott.
Consul, Lima, Jas. W. Green.
" Paita, Fayette M. Ringgold.

BOLIVIA.
Charge, Chuquisaca, John W. Dana.

☞ After all the talk about Chicago being an unhealthy place, the contrary seems to be the fact. The pastor of one of the churches in that city, stated on New Year's day, that there had been but three deaths in his congregation during the past year.

NEWS FOR RIVER MEN.

PITTSBURGH, January 10.

A little over 6 feet water in the channel, and falling slowly; and clear of ice, except about boats at shore.

Ice running out of the Allegheny river.

No boats running on Ohio, Allegheny or Monongahela river from this port.

The river at this point continues to recede, with about four feet water in the canal. The gorge of ice at Six Mile Island broke up yesterday morning, and the ice from it accumulated in the bend of the river opposite this city. Our despatches from Cincinnati and Madison, state that the weather at those places was quite warm yesterday, and the ice disappearing rapidly; we may therefore expect that navigation will be fairly resumed in the course of a few days.

A private despatch yesterday, from Nashville, states that there were five feet water on Harpeth shoals, and a rise was expected.—*Louisville Courier, January 8.*

The ice commenced running very heavy on Saturday morning, continuing up to the hour of going to press last night.

A despatch was received from Lawrenceburg by Capt. Pratiman, on Saturday night, announcing the river closed at that point.

The *Lady Pike*, from Louisville—the *Ben Franklin* having abandoned the trip—arrived yesterday morning, having forced her way through the gorges at Lawrenceburg. She reports the *Emma Dean* and *J. G. Cline*, laid up at the mouth of the Kentucky river, and *Helen Mar* at Sedem's.

The *Wisconsin* started for Madison, on Saturday, and on arriving at McCullom's Ripple found the ice too heavy, and returned to this city, abandoning the trip.—*Cincinnati Columbian, January 9.*

The *Charleston* left for Memphis, but laid up for the same reason, on reaching Aurora.

The ice gorged up the mouth of the Big Miami yesterday, entirely suspending navigation for the present. The gorge has caused the water to rise at this point nearly a foot.

The levee is thronged with boats, at least twenty five, several of which are partly loaded for New Orleans and St. Louis, but dare not venture out. Large quantities of pork is in store awaiting an opportunity for shipment south.

In consequence of the gorge no mail boat left for Louisville yesterday.

Despatches from Nashville yesterday, report the Cumberland falling fast, with four feet water on the shoals.

Despatches from St. Louis dissipate all prospects of any improvement in the navigation. The weather has turned cold, the river falling, and the ice thick and gorged at Merrimac.

The *Tishomingo*, from New Orleans, is expected at Louisville to-morrow.

The wind blew a perfect gale along the river, Thursday night, and the mail boat *Telegraph No. 3* had the utmost difficulty, at times, to make headway against it, during her trip from Cincinnati to Louisville. The gallant bark, however, seconded by the perseverance of her gallant crew and her powerful engines, succeeded in keeping her prow to the gale, and arrived at the wharf in good time and perfect safety.

The river was full of floating ice last night, almost entirely closing navigation, even to the ferry boats. Thirty steamers were lying along the levee, between Ludlow and Walnut streets, but they made no signs of life. The halyards rattled drearily against the flag staffs; the furnaces looked black and cold; not a knot of shivering stevedores—blacker and colder—looked hungrily over the deserted landing, kicked their broad feet against a solitary bale of cotton, and wondered "if the Orleans boats would ever run again?"

The *Duke*, the *Falcon*, the *Argyle*, and other boats, are nearly or quite freighted, and wait for the dubious January thaw. The Louisville mail boats will run as long as powerful engines will shove sharp bows through the ponderous cakes of ice.—*Cin. Commercial of Jan. 9.*

The weather continues mild with indications of rain. During the twenty four hours ending at dusk last evening, the river had receded three inches, and was still falling. The ice has nearly all disappeared.

All the regular packets were receiving freight for the resumption of business, with lights offerings for St. Louis, Nashville and New Orleans.

The boats loading to-day are—*Den Franklin*, Louisville; *Boone*, Maysville; *Cline*, Madison; and *Washington City*, Pittsburgh.

The *Europa*, *Tropic*, *Tecumeh*, *Falcon*, *New York* and *Delta*, are loading for New Orleans, and *Royal Arch* for St. Louis.

The *Argyle* will load for New Orleans as soon as she can resalp her freight for Pittsburgh.

The *Mattie Wayne* left for New Orleans last night with a large passenger trip. *Helen Mar* also left for Marietta.

The *Duke* and *Wm. Noble* arrived from New Orleans with full cargoes—the former boat bringing the United States mail from New Orleans to Louisville.

We learn that the *Reindeer*, Capt. Montgomery, from New Orleans, was hard aground and out of the channel, at Island 18 in the Mississippi, and had broken her larboard engine. The information was given to the officers of the Pike at Cairo, by the pilots of the St. Louis packet Illinois.

Capt. John Dales has purchased one half of the steamer *Herald* for $9000. The whole boat has changed hands at $18,000. The *Herald* will run in the Illinois river during the next season.—*Cincinnati Enquirer, January 7.*

THE SAN FRANCISCO.

We find the following in the Baltimore *Sun* in relation to the steamer San Francisco. It is more favorable to the safety of the vessel than at first reported:

The following interesting despatch was received yesterday by the Secretary of the Navy, from Messrs. Aspinwall & Co., owners of the steamer San Francisco:

NEW YORK, January 8th.—Mate of the brig Napoleon spoke the steamer San Francisco, December 26th. He gives a consistant and intelligent report, and states that Capt. Watkins had plenty of provisions. He had, however, lightened the ship. There were no men at the pumps.

The brig Napoleon was at the nearest point within thirty yards of her, and saw twenty male passengers on deck. The cabins were aft and forward and wheels were standing. The damages to the steamer were merely in her upper works, amid-ships. The wheel-houses were gone, but the wheels were entire, and both guards in good order. The mate is sure that the rudder was all right. The foremast was gone above deck, but the mizzen-mast, (an important fact towards her safety) was standing. Both smoke-stacks were entirely gone. The hull looked to be in good order. The sea was heavy with a strong night breeze from the northwest. As far as could be ascertained the same pumps were working.

The steamer was again seen on the 20th December safe, with the drag out forward, and her head to the wind. The damages to her occured in the gale of Dec. 23, which was intensely severe.

The San Francisco is insured in Wall street for $800,000. It is stated the Government paid $80,000 for the conveyance of the troops to their ports of destination. Among those on board, it is said, are a married daughter of Mr. Everett, and a married daughter of Judge Taney, the wife of Colonel Taylor.

We learn from the Washington Globe that the Secretary of the Navy has directed two energetic officers of the Navy, Lieutenants Gansevoort and Boggs, to proceed in the Alabama, (the vessel chartered by the War Department for the purpose of rendering assistance to the San Francisco,) to afford such aid and advice as their experience and judgment may suggest. The Alabama, with coal sufficient to last fifteen to eighteen days, and fresh provisions for passengers, sailed from New York early yesterday morning. The Globe says:

The Secretary has also directed the sloop of war Decatur, now fitting for sea at Boston, to proceed in the search, if, in the opinion of the commandant of the yard, she can be of service.

Since the above was in type, we learn that the Secretary of the Navy has directed the steamer North Star, at New York, to be chartered, officered and manned, and sent to the relief of the San Francisco.

JAROSLAWSKI & BRO., 202 LIBERTY STREET.—We would call the attention of all who desire to purchase good clothing well made, to call at the number above indicated, and they will be suited to their satisfaction.

A MARRIAGE has just come off in Syracuse, which was the result of an advertisement inserted in the New York papers. The advertisement was replied to by a Syracuse lady, pictures and letters were exchanged, finally a meeting took place—result, matrimony, and a vindication of the advertising system.

AMERICAN IRON WORKS.

This is a new rolling mill just started by B. F. Jones, Samuel M. Kier and the Messrs. Lauth. Messrs. Jones and Kier are well and favorably known in this community as men of capital, energy and business capacity. Messrs. Lauth are practical iron workers, and cannot fail of success in their business. On examination it will be found that their iron cannot be surpassed for quality and finish. Warehouse, Water street, between Wood and Market, Pittsburgh. See their card.

VIOLA.—We have received from the publisher, T. B. Peterson, No. 102 Chesnut street, Philadelphia, a new novel entitled VIOLA, or Adventures in the Far South-West; by Emerson Bennett, author of the "Forged Will," and several other popular novels. This last is considered the best production of the well known and much admired author. The Pennsylvania *Inquirer* says it abounds with scenes, incidents, and sketches of the most thrilling character. It will no doubt have a wide circulation.

SOLOMON MASON, Esq., late Prothonotary of Fulton county, died in M'Connellsburg, on Tuesday last. He is spoken of as having been a most excellent man and good officer.

HEALTH OFFICE
INTERMENTS IN THE CITY OF PITTSBURGH,
From January 1st, 1854, to January 9th, 1854.

	Adults.	Children.
Convulsions	0	2
Cabrech Fever	3	0
Dropsy	0	1
Dropsy of Brain	0	1
Inflammation of Lungs	1	0
Inflammation of Bowels	1	0
Measles	0	1
Nervous Fever	1	0
Old Age	1	0
Scarlet Fever	0	1
	7	6

OF THE ABOVE THERE WERE:

Under 1 year	3	From 40 to 50	1
From 1 to 2	1	" 50 to 60	0
" 2 to 5	1	" 60 to 70	2
" 5 to 10	1	" 70 to 80	0
" 10 to 15	0	" 80 to 90	0
" 15 to 20	1	" 90 to 100	0
" 20 to 30	2	Age unknown	0
" 30 to 40	1		

Males 5; Females 8: White 13; Colored 0.....Total 13.

By order of the Board of Health.

C. F. WILLIAMS,
Physician of Board of Health.

☞ Neuralgia.—This formidable disease, which seems to baffle the skill of physicians, yields like magic to CARTER'S SPANISH MIXTURE.

Mr. F. Boyden, formerly of the Astor House, New York, and late proprietor of the Exchange Hotel, Richmond, Va., says of the hundreds who have been cured of severe Neuralgia by Carter's Spanish Mixture.

Since his cure, he has recommended it to numbers of others who were suffering nearly every form of disease, with the most wonderful success.

He says it is the most extraordinary medicine he has ever seen used, and the best blood purifier known.

*** See advertisement in another column. [nov17:d&w1m

DIED:

On Tuesday, the 10th inst., ELIZA JANE MURDOCH, in the 19th year of her age.

The funeral will take place, from the residence of her Father, John Murdoch, Jr., Squirrel Hill, to-day, at 12 o'clock. The friends of the family are respectfully invited to attend without further notice.

FUNERAL NOTICE.

The funeral of STEPHEN HAGUE, Jr., will take place this day, at 2 o'clock, P. M., from the residence of his Father, on Bank Lane, Allegheny city, immediately below the First Ward School House.

The friends of the family are most respectfully invited to attend.

NEW ADVERTISEMENTS.

Western Pennsylvania Hospital.—Dr. A. Scott, Second, between Wood and Market streets, and J. REED, North-east corner of Diamond, Allegheny city, are the attending Physicians to the above Institution, for the first quarter of 1854.

Applications for admission may be made to them at all times at their offices, or at the Hospital at 2 o'clock, P. M.

Recent cases of accidental injury are received at all hours, without form. jal0:2*

THE FIRST PUBLIC REHEARSAL

"PITTSBURGH PHILHARMONIC SOCIETY,"

WILL be given on MONDAY EVENING, the 16th inst., at LAFAYETTE HALL, the proceeds to be given to the "*Young Ladies' Relief Sec'ty*," for distribution among the poor.

The Choir will comprise SIXTY vocal amateur performers, with a full Orchestra.

Tickets 50 cents: For sale at the Music Stores, and at the door.

Honorary members will receive their tickets from the Secretary, A. A. Carrier, corner of Smithfield and Fourth streets.

Concert will commence at 7½ o'clock. Programmes can be obtained at the Music Stores. ja11:5t

[Journal, Gazette, Union, Dispatch and Chronicle, copy, and charge Post.]

FOR NEW ORLEANS.

The substantial new steamer "ARGYLE," CHARLES W. OGDEN, Master, will leave for the above and intermediate ports, on the opening of navigation. For freight only, apply to

ja11 JAMES A. HUTCHISON & CO.

CARD.

THE UNDERSIGNED, in connection with Mr. LEVI K. BOWEN, U. S. Consul to Bordeaux, France, purpose establishing a Mercantile Agency at the above place, for the purpose of the sale, on commission, of Brandies, Wines, Fruits, &c., and will also attend, with promptness, to any other business with which they may be favored. A. J. BONNET.

References in Pittsburgh:
Thomas Scott, Esq., President Mer. and Man. Bank;
John P. Scully, Esq., Cashier Pittsburgh Trust Co. mpany;
S. M'Clurkan, Esq., Cashier Citizens' Deposite Bank;
Messrs. Hoon & Sargent, bankers;
Messrs. Harris & Co., Bankers; and to merchants generally.

Mr. B. will leave Pittsburgh about the 15th inst., until which time he will be found at the store of Robt. H. King, Liberty street. ja11:1w

J. ABEL. J. FLEMING.

Notice.

JOS. FLEMING having associated with JOS. ABEL, the business will hereafter be conducted under the style of J. ABEL & CO., at the old stand, corner of Smithfield and Fourth streets. ja11:w

Copartnership.

B. F. JONES, BERNARD LAUTH, S. M. KIER and J. P. LAUTH, having associated themselves together, under the firm of JONES, LAUTH & CO., will carry on the "American Iron Works," recently erected by B. Lauth & Brother, in East Birmingham.

B. F. JONES. B. LAUTH. S. M. KIER. J. P. LAUTH.
AMERICAN IRON WORKS.
JONES, LAUTH & CO.,

MANUFACTURERS of superior Bar, Small and Wire Iron, of all descriptions; warehouse, No. 99 Water st., between Market and Wood sts., Pittsburgh. [ja11:3m

THREE BIG DOORS ENLARGED!

READY MADE CLOTHING.

CALL and examine before purchasing elsewhere the extensive assortment of WHOLESALE and RETAIL CLOTHING ESTABLISHMENT, at the

Three Big Doors, No. 203 Liberty street,

now occupied by JAROSLAWSKI & BRO. Garments made to order, in the latest styles, insuring neat fits, on the shortest notice. ja10:y2

VALUABLE PROPERTY FOR SALE—Situated on Wylie st., near Fifth: consisting of a large BRICK HOUSE, of three stories; containing a hall, two parlors, dining room, kitchen, and six chambers and finished attic, with a good cellar. The Lot is 20 feet front by 80 deep, to an alley. The yard is paved; good hydrant, &c. Price $3000. Terms easy.

S. CUTHBERT & SON,
ja11 140 Third street.

COFFEE—200 bags prime Rio for sale by
ja11 SMITH & SINCLAIR.

BUCKWHEAT FLOUR—100 sacks prime, for sale by
ja11 SMITH & SINCLAIR.

FINE FLOUR—76 bbls, for sale by
ja11 SMITH & SINCLAIR.

LARD—40 kegs No. 1, for sale by
ja11 SMITH & SINCLAIR.

ROLL BUTTER—3 bbls. choice, in clothe, for sale by
ja11 SMITH & SINCLAIR.

DRIED APPLES—100 sacks new, for sale by
ja11 SMITH & SINCLAIR.

BEANS—40 sacks, for sale by
ja11 SMITH & SINCLAIR.

WINDOW GLASS—
150 boxes 8x10;
50 do 10x12;
40 do 10x14; Sweaver's brand; for sale by
SMITH & SINCLAIR,
ja11 122 Second, and 151 First streets.

COD LIVER OIL—100 galls. white, warranted pure, fo sale by [dec30] B. A. FAHNESTOCK & CO.

RED PRECIPITATE—100 lbs for sale by
dec3 B. A. FAHNESTOCK & CO.

POTASH—10 casks, first sorts, for sale by
dec19 B. A. FAHNESTOCK & CO.

SALSODA—40 casks, English, for sale by
dec19 B. A. FAHNESTOCK & CO.

GENTIAN ROOT—800 lbs for sale by
dec19 B. A. FAHNESTOCK & CO.

EUPHORBIUM—35 lbs, powdered, for sale by
dec19 B. A. FAHNESTOCK & CO.

CHESTNUTS—Twenty-five bushels, of the best quality, received and for sale by
LEECH, McALPIN & CO.,
dec20 242 and 244 Liberty st.

PEAS—6 bbls dried Tunnessee peas for sale by
dec22 MILLER & RICKETSON.

HOOFLAND'S GERMAN BITTERS—20 doz. for sale at
dec17 KEYSER'S, 140 Wood st.

Dividend.

OFFICE OF PITTSBURGH GAS COMPANY,
January 9th, 1854.

THE Trustees of the Pittsburgh Gas Company have this day declared a Dividend of Five Per Cent. out of the profits on the capital stock of said company, payable forthwith to the stockholders, or their legal representatives, at the office of the company. JA