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SATURDAY MORNING, JANUARY 11, 1851.

WHIG CITY NOMINATION FOR MAYOR.

JOHN J. ROGGEN.

OHIO AND PENNSYLVANIA RAILROAD.—We could not offer our readers a more pleasant treat than that we give them to day, in the report of the President and Directors of the Ohio and Pennsylvania Railroad Company. This very clear, business-like, and satisfactory document, exhibits the company in a very flourishing condition, and the prospects for the early completion of the work highly gratifying. The distinguished ability with which the affairs of this company have been managed, from its organization to the present day, confers the highest honor upon its officers, and merits the lasting gratitude of the people of Pittsburgh. Gen. ROBINSON, and Mr. ROBERTS, the two chief officers of the company, have thrown themselves into this work with an ardor, zeal, and singleness of purpose rarely seen; and it is owing to their able and unwearied labors that the work has attained its present eminent position, and cheering prospects. There is not a single individual of the 84,000 inhabitants of Pittsburgh, but will be directly benefited by this great work; and our reflecting citizens must all acknowledge to themselves that its prosperity is to them a source of no ordinary encouragement and satisfaction.

UNITED STATES SENATOR.—An election for this distinguished position will take place in a few days, by the Legislature of this State. Among the gentlemen nominated to the House, we understand, is our public spirited fellow citizen Gen. Wm. Larimer, Jr. Although Gen. Larimer has been rather eccentric in his political course, having generally acted of late years with the free soil party, yet he is a strong tariff man, and usually agrees with the Whigs in their national and state policy, and is withal a warm hearted, clever man, and if we cannot elect a true Whig, we had more rather see him elected than any free trade, ultra Locofoco of them all.

SOMETHING TO THINK ABOUT.

We have had good deal of talk about making "the rich richer, and the poor poorer."

How to do that, has been discovered, and is now in full operation. We have only to go up the Allegheny, into Armstrong, Clarion and Venango, to see it work.

Under the tariff law of 1842, many enterprising men in that region, seeing the hills filled with iron ore and coal, and covered with useless forests, commenced the erection of furnaces. Sometimes two or three would unite their means, which, with the addition of their own hard labor and a little credit, enabled them to get into operation. For a time they did well—prices were good, because they were protected against foreign competition. The country around them improved rapidly. The farmers did well, for they had a market for every thing they could spare. Mechanics did well; for they had plenty of customers who were able to pay them. That was a time when *the poor were getting rich*. That was a time when Whig law ruled, and our free trade friends had no chance to test their theory.

But this did not last. The tariff of 1846, letting in a flood of foreign iron, brought down prices so low that nearly all those men who were not very rich were obliged to abandon the business. They lost their little capital, they lost their labor, and lost their property. Some of these establishments have been sold by the sheriff; some at private sale at ruinous prices; and some are still struggling on. The proprietor of one these last declared recently that he would gladly sell out for what he had put into it, thus losing six years of time and labor; but he cannot do it, or any thing like it.

The numerous furnaces that have been sold, and their proprietors reduced to poverty, are still there; but *who owns them?* They have fallen into the hands of wealthy men, in some cases at little more than one tenth of their former value. Some of these few wealthy men own, in whole or in part, some half dozen of them. They cost them little, and they can afford to let them lie idle, waiting for a change of times. The former proprietors are poor; the laborers are discharged, and are very poor; the farmers and mechanics have lost their market, and they are poor; *but the rich are made richer*. The experiment has been entirely successful.

A few days ago, we heard an anecdote related, which is in point. A wealthy old gentleman—a Whig, and a proprietor of iron works—was one day trying to persuade some of his neighbors in Clarion County that it was their interest to support the tariff policy; but after exhausting all his arguments without effect, he lost his patience, and exclaimed, "Well, gentlemen, *if you will make a nabob of me, go ahead!*" And they did make a nabob of him; for he is now buying up iron works at prices extremely profitable to him, but ruinous to the former owners.

We will go into no argument upon this matter, to day; but we have given a few facts, and have attempted to describe the state of things now existing in the iron region nearest to us; and we will merely say to the friends of the present tariff and the party that supports it, if this is the state of things you want, *go ahead*.

RAIL ROADS AND PLANK ROADS.

Now that rail roads are about to extend from the sea board to the far west, uniting by a cheap, easy, and expeditious, mode of conveyance, all the great commercial cities, we may reasonably expect that the entire region lying along the routes, will partake largely in their benefits. Rail roads are generally construsted by cities, and for cities. They contribute more, probably, to the prosperity of cities than any other species of public enterprise. But while this is true, it is equally true that the intermediate country partakes, or might do so, in an equal degree of their advantages.

Rail roads, from their peculiar construction, are adapted to accommodate the travel and traffic between large and distant points. The conveyance upon them is necessarily reduced to a system, and only those connected with that system, can participate in its prosecution. In this respect they differ from canals and common roads, upon which any man may put his boat or his wagon.

This peculiarity of the rail road is by many regarded as a serious objection; and it certainly is a defect. There seems to be something wanting to enable both town and country to become equal participants in its benefits. This defect can be remedied, at an expense easily within the reach of any thriving neighborhood or valley traversed by a rail road. Here the plank road comes in as the only link wanting to unite the rural with the metropolitan population in one great system of commerce, intercourse and social life.

Let a suitable depot be constructed at some eligible point on the rail road, and thence let a plank road be made, extending as far into the country as may be deemed expedient, upon which every thing may be conveyed that the farmer or manufacturer wishes to send to market, and upon which passengers may be carried at stated hours.

To a farmer residing on a rail road, it is of no advantage, because he cannot stop the train to put any thing upon it. He must go to a depot. Now, suppose the farmer lives on the side of the rail road, two miles from the depot; and suppose another resides eight miles from the rail road, but on a plank road leading to a depot, the latter is more benefitted by the rail road than the former, and can convey his produce to market, or travel to the city himself, with more facility than the former.

Thus, plank roads seem to have been invented to perfect a grand and incalculably beneficial system of intercommunication in this extended country, calculated to raise it to a point of civilization and prosperity never before realized by any people.

DR. WISEMAN IN TROUBLE.—*Before the Royal Court, Jersey, December 4, including the Bailiff and Judges Picot and Pelgue.*—Mr. Advocate Le Sueur read an Order of Justice, obtained by Miss Julia Rush, against the very Reverend Nicholas Wiseman, D. D., for the disbursement of various sums of money, amounting to above £100, paid by her for the purchase of land and for building thereon, &c. The court, on the demand of Mr. Advocate Godfray, administrator of Dr. Wiseman, granted a delay, to enable the learned advocate to receive the instructions of his principal.

EUROPE.

By the last advices we are informed that Austria and Prussia have contrived to patch up a kind of peace, and both are disarming to some extent. What the terms of the compact may be has not fully transpired; but it is said that the smaller German States are jealous and uneasy under the impression that the two great contracting parties are healing their old fores at their expense. The secrecy of the affair, its suddenness, and the transparent hollow-heartedness of the parties, altogether appear ominous. The smaller States are too weak of themselves to defend their independence against such a compact.

The ascendancy of "legitimacy" on the continent, is now complete. The democracy is utterly prostrate, but by no means defunct. The spirit of resistance is becoming deeper and stronger, and not the less so because not a single vent is left.

There is an analogy between the political spirit of a nation and the elastic power of steam. In our country and Great Britain there is little or no pressure upon it, and it escapes very harmlessly, but with considerable noise. Now when we hear steam rushing freely through the safety valve, we have no apprehension of an explosion; but when we know that while strong fires are beneath, and yet there is neither action nor noise—the safety valve being secured by a heavy pressure—then we look out, for there is danger. So it is at this moment over the whole continent of Europe. Every avenue of escape is closed against the fretted spirit of the people; the press is shackled, clubs are suppressed, and even the poor privilege of applauding the players on the stage is in some places denied. On the other hand, strong and desperate men—with Ledru Rollin at their head—are sending out thousands of inflammatory political tracts from their head quarters, in London, addressed to the discontented millions of France, Germany, Italy, Sardinia, and every Kingdom where the democratic spirit has been awakened. Sooner or later this ever-growing pressure of popular feeling must burst out in a terrible explosion. The masses are being rapidly innoculated with the democratic virus; and despots will find by and by that the materials of which they make their armies are no longer fit for the purpose.

Many years ago the Sovereigns of Russia, Prussia, and Austria, sowed a crop of "dragon's teeth"—in the partition of Poland—from which they are now reaping the first fruits. Polish exiles have ever since been scattered all over the continent, and have every where been propagating democratic principles; and they are still at it, and will never cease until they take a terrible revenge upon those who blotted their country from the map of Europe.

The liberation of Europe from political thraldom is only a question of time. The causes that are at work will as certainly overthrow the old order of things, as that the rising of the sun will bring light. But that such a population will immediately settle down in well ordered free governments, is not to be hoped. They will have to pass through a transition state—a state of struggle between anarchy and law; for a people who have broken loose from the fetters of despotism, and got the first taste of freedom, are likely to become intoxicated by it, and to regard even the wholesome restraint of just laws as tyranny. They cannot discriminate nicely. All their prejudices fly against them. Religion, itself, is regarded by the ignorant masses as a part of the government, and if the government is overturned, the church, in their view, goes with it. Thus, in the first place, they would be left without the great conservative influence of religious faith. This was the case in France at the time of the old revolution; and it would have been the case at the revolution of 1848, had not the provisional government reinstated the church as a part of the government. Hence the present anomolous state of things in that nation—a republic in form, a despotism in fact. Quiet enough; but only quiet because the democratic spirit is held in check by the strong arm of power, and that power chiefly maintained by a union with the church.

The people of Germany would no doubt make better, more sober and temperate republicans than the French have ever been, and it would be extremely gratifying to see them try their hand at it. But they would have a hot time of it for a while: yet it is an ordeal through which they must pass, before they can enjoy the blessings of civil and religious liberty.

Russia is the great champion of despotism in Europe. It was Russia which overawed Prussia in the late dispute with Austria; and unless the democratic spirit unites the people of Western Europe against her encroachments, the Czar will soon have his foot upon the neck of every nation on the continent. It is only surmise, to be sure, but we have little doubt that he is at the bottom of the Pope's hierarchical invasion of England. And a deeper plot to cut off Great Britain from the sympathy and good will of Catholic Europe, could hardly be conceived.

GOVERNMENT ORGAN MANUFACTURE.

The personal controversy at present going on between Mr. Rives, of the Globe, and Mr. Ritchie, of the Union, has brought about disclosures as to political movements at Washington, that will require explanation from parties implicated, most of whom are still living. Mr. Rives charges that $50,000 paid by Major Heiss and Mr. Ritchie for the Globe newspaper was the funds of Government, removed from the sub-treasury at Philadelphia, and deposited in the Middletown (Pa.) Bank, of which the Hon. Simon Cameron was president, for the purpose of establishing a Tyler organ. That President Polk consented to its being afterwards used for purchasing the Globe, and pledging himself that the bank should not be called on to refund it for some years, and then in small instalments. Mr. Ritchie, in reply to this charge, makes the following singular statement:—

Mr. Rives is attempting to establish a connection between Mr. Cameron and ourself.—Now, he has told us a great many things of which we had no previous knowledge. We never knew anything, for example, of the $50,000 deposited with Mr. Cameron's Middleton Bank by the administration of Mr. Tyler. We repeat, once for all, that if Mr. Cameron advanced one cent towards the purchase of the Globe, we know nothing of it. To this day, Major Heiss never informed us from what source he derived his funds for paying the instalments for the Globe. He has firmly declined to inform us, though we have recently published the assertion, on his authority, that he did not obtain the money from Mr. Cameron. Major H. had previously engaged to advance the money for us. He was the business partner of the firm, and we looked to him exclusively for these advances.—They were made by our worthy partner, but whence derived, was a fact which he carefully kept from us.

Mr. Rives is, therefore, utterly at fault when he asks us whether it was not Mr. Cameron who made us the "still more brilliant offer" to which we referred. Still more, of course, is he blundering, when he intimates that we knew it was "the identical $50,000 of treasury money which was in the control of Cameron that was offered to" (us.)

Mr. Rives also asserts that Mr. Tyler withdrew as an independent candidate for re-election to the Presidency, on an agreement with Mr. Polk that he would turn his back on the Globe, if elected, and get up a new paper in its stead. Mr. Ritchie states his disbelief in any such collusion, and calls on Ex-President Tyler and Mr. Cameron to clear up the mystery which Mr. Rives has created.

Mr. Rives introduces a number of letters from Gen. Jackson to Mr. Blair, to show the unfavorable opinion that he had of Mr. Ritchie, and also his knowledge of the movement on the part of Messrs. Cameron and Tyler to establish a new paper, or merge the Madisonian into some other, and make it Mr. Polk's organ.

The following is from one of Gen. Jackson's letters to Mr. Blair, dated Hermitage, December, 14, 1844, and addressed to "My dear Mr. Blair."

But there is another project on foot, as void of good sense and benefit to the Democratic cause as the other, but not so wicked, proceeding from weak and inexperienced minds. It is this: to bring about a partnership between you and Mr. Ritchie—you to continue proprietor and Ritchie the editor. This, to me, is a most extraordinary conception coming from any well informed mind or experienced politician. It is true, Mr. Ritchie is an experienced editor, but sometimes goes off at half-cock, before he sees the whole ground, and does the party great injury before he sees his error, and then his great difficulty to get back into the right track again. Witness his course on my removal of the deposites, and how much injury he did us before he got into the right track again. Another *faux pas* he made when he went off with Rives and the conservatives, and advocated for the safe keeping of the public revenue special deposites in the State Banks, as if where the directory were corrupt there could be any more security in special deposits in corrupt banks than in general deposits; and it was sometime before this great absurdity could be beat out of his mind."

Ohio and Pennsylvania Rail Road Company.

MEETING OF THE STOCKHOLDERS.

PITTSBURGH, January 9th, 1851.

The annual meeting of the stockholders of the Ohio and Pennsylvania Rail Road Company, was organized by calling N. B. CRAIG, Esq., to the Chair, and appointing HENRY WOODS, Esq., Secretary.

After the reading of the report, which we publish this morning, the following resolutions, presented by Mr. Harbaugh, were unanimously adopted:

Resolved, That the energetic and skilful management of the affairs of the Company, in all its various departments, by the Directors, entitle them to the warmest thanks and continued confidence of the stockholders.

Resolved, That the able report of the Board, just read by the President, confirms our belief, not only in the great importance of the work, but in its successful completion within a very limited period; and that the report be accepted, approved, and printed for circulation.

[Signed] N. B. CRAIG, *Chairman*.

H. WOODS, *Secretary*.

REPORT.

To the Stockholders of the Ohio and Pennsylvania Rail Road Company:

PITTSBURGH, Jan. 9th, 1851.

The Report of the Board of Directors, which was laid before the Stockholders on the 10th of January, 1850, exhibited the condition of the affairs of the Company at that time; the grading and masonry of the line being then under contract for a distance of fifty miles.

It is gratifying to the Board to be able to congratulate the stockholders on the great progress which has been made during the past year, in the important work in which they are all—including the cities of Pittsburgh and Allegheny—so much interested.

The grading and masonry of the line are now under contract for a continuous distance of one hundred and thirty two miles, from Pittsburgh to Wooster, and a large part of the work is already completed.

The iron rails, chairs, and spikes are purchased for the road from Pittsburgh to Massillon, one hundred and seven miles, and the delivery of the rails upon the line is already begun. The timber for the track is also under contract, and some of it delivered.

Seven locomotive engines, ten passenger cars, and four baggage cars, have been contracted for. The Board are satisfied that the interests of the company will best be promoted by opening the road with a moderate equipment of first-rate machinery, built by well established makers; the engines being adapted to high velocities, and the passenger cars of the most comfortable character. The Board are aware that it is highly important to the interests of the company that the road should, from the start, have a good reputation with the travelling community—and they know that the only way to acquire it is to deserve it. Anxious as they are to open each successive section of the road, at the earliest day at which it can be done without swelling the cost of the work, they are still more anxious that when it shall be opened, it may not disappoint the reasonable expectations of those who have invested a portion of their capital in this important improvement. Great efforts have been made to urge the work forward with energy, and it is the expectation of the Board that the road will be opened to Beaver and New Brighton in July, and to Alliance and Massillon in the autumn of this year.

So far as the construction of the work has progressed, it has cost less than the original estimate of Solomon W. Roberts, Esq., the Chief Engineer, on which the financial system adopted by the Board was based.

The right of way and depot grounds will cost somewhat more than was at first anticipated, but when it is recollected that the amount includes the land taken for the re-construction of the county road for some miles below Pittsburgh, so as to separate it entirely from the railroad; the entering into Allegheny city upon a long straight line; the securing of an outer depot adjoining the city; and the purchase, for the Federal street depot in the heart of the city, of all the lots and buildings included in the space between Federal street and Bank lane on the east and west, and the South Common and the canal on the north and south, it is evident that the property acquired will be worth much more to the company than what it has cost. The site of the Federal street depot is the most convenient to be found in the city. The Board have laboured assiduously to settle these vexed questions on the best terms possible: in many instances they have succeeded in making amicable and satisfactory arrangements; and in those cases where the matters in dispute have been submitted to juries, in accordance with the charter, some of the awards have been reasonable, and others the contrary.

The expectation of the Board that the amount paid upon the original estimate of the cost of the grading and bridging will be sufficient to balance the extra cost of the depot grounds and right of way.

The line under contract is divided into separate sections of one mile each, which enables the work to be urged forward faster than it otherwise could be; and where a contractor proves to be incompetent to complete his work in the specified time, it renders it practicable to substitute another in his place without material inconvenience. When the work was let, the competition for it was great, and the prices are low, requiring industrious and careful management on the part of the contractors to enable them to complete their contracts. On the whole, the Company has been fortunate in this respect, and the contractors have turned out well, with some exceptions. In a few instances, in pursuance of the discretionary power vested in him by the contracts, the Chief Engineer has declared contracts to be forfeited for the failure to prosecute the work with an adequate force, and in those cases, the work has been promptly re-let to other parties, by the Board, except in the case of the bridge at New Brighton, the work upon which has been done by the day, under the immediate supervision of Edward Warner, Esq., the Resident Engineer of the Eastern Division of the road.

The credit of the company and of the contractors has been sustained along the line by a rigid adherence, on the part of the Board, to the system of monthly estimates, and cash payments. The Board have made it a rule to make no contracts until after the financial arrangements required to meet them had been made; and they are thoroughly satisfied that a continued adherence to this policy is important to the best interests of the Company.

It is intended to commence the laying of the track as soon as the frost is out of the ground in the spring, and to press the work forward as rapidly as possible. The rails are of the inverted T pattern, in lengths of twenty feet. Their weight is sixty pounds per yard, and each bar weighs four hundred pounds. They are symmetrical in their form, the inner and outer sides being similar, so as to permit the bar to be reversed, when it may have worn so as to render it expedient. The pattern was designed by the Chief Engineer, who has had large experience in the manufacture of rail road iron.

Three thousand tons of rails, intended for the track, from Pittsburgh to Beaver, and New Brighton, are under contract with Brady's Bend Iron Company, on the Allegheny river. The rails which they have already delivered are manufactured in a highly satisfactory manner.

Eight thousand tons of rails, for the track from New Brighton to Alliance and Massillon, are contracted for with the house of Bailey, Brothers, & Co., of Liverpool, England. Three thousand tons are to be delivered at New Orleans, and brought up the river to Beaver; and five thousand tons are to be delivered at Quebec, and taken by the Lake to Cleveland. Bills of lading have been received for two thousand seven hundred and fifty tons of rails shipped to New Orleans. The contract for the spikes, and for the wrought iron chairs, required to secure the ends of the rails, has been made with Corning and Winslow, of Troy, New York.

The road between Allegheny city and Beaver is generally a dead level, and has no curve upon it of a less radius than half a mile. The distance is twenty-five miles, and the road is graded and bridged at once for a double track; all the streams being crossed with stone arches. On this part of the line there is a large amount of culvert masonry, and it was only by very urgent efforts during the autumn, that the contractors were made to bring the work to its present state of advancement before the setting in of winter. The difficult foundations are all in, and many of the arches are turned.

The removal of the county road along the narrows, was a measure not only necessary for the convenient construction of the Railroad, but also essential to the safety of the public, after the road is constructed. With a first class Railroad, intended to run at speeds of at least thirty miles an hour, the control of the narrow pass between the rocks and the river was absolutely necessary, and, fortunately for the interests of both the company and the public, it has been obtained. There are few passes so important as this to be found in the United States; and it is believed that the trade and travel upon this part of the road will be so great as soon to require the construction of a second track.

The population of the twin cities of Pittsburgh and Allegheny, with their suburbs, has increased from 31,201, in 1840, to 83,954, in 1850; being an increase of 52,750, or 169 per cent. in ten years. As a site for a great manufacturing city, Pittsburgh is without a parallel in the country. The Ohio and Pennsylvania Rail Road is emphatically the Rail Road of Pittsburgh. It will bind her with links of iron to her best customers. The droughts of summer, the frosts of winter, and the fogs of all seasons, which interfere so much with her river trade, will find her Rail Road ever ready to bring her customers promptly to her doors, and to convey their purchases speedily to their destination. The Board assure the stockholders that they are thoroughly satisfied that the best route has been adopted, and that no other Rail Road can ever be made so important to Pittsburgh as this.

The Board believe that the stock of the Company will be highly profitable, and that long before its bonds mature, they will be converted by the holders into capital stock.

The Ohio and Pennsylvania Rail Road is the extension of the Pennsylvania Central Rail Road westward from Pittsburgh, into the State of Ohio, by the best route. Its charter is a unit in both States, and it is free from the annoyances and losses caused by divided counsels and a double management. It costs less than one half as much per mile as the Pennsylvania Rail Road, and its traffic is free from taxation. It runs through one of the richest wheat growing regions of Ohio, and it has upon its line immense beds of bituminous and cannel coal, and ample water power, and, in its immediate vicinity, more than thirty towns and villages. It will command an amount of *way business* sufficient of itself to make the road profitable, and which, it is believed, no other line in the State of Ohio can equal.

Its geographical position is that of a "back bone line" traced over the table lands, about sixty miles south of Lake Erie, intersecting the various roads running from the Ohio river to the Lake, and forming a part of the shortest geographical line for a rail road from New York, Philadelphia, and Pittsburgh, to Canton, Massillon, Wooster, and Mansfield, in Ohio, and thence to Fort Wayne, Chicago, Peru, Rock Island, and Council Bluffs, and to the South Pass in the Rocky Mountains, on the direct route to California and Oregon. An examination of the map of the United States will illustrate this last fact, which is alluded to, not with reference to the present value of the road, but as showing the future importance of its geographical position. The fact, however, that our road will offer the shortest route from New York and Philadelphia to Cleveland, Sandusky city, Toledo, and Chicago, is of immediate importance, and of very great interest. As the way trade will sustain the road, we will be in a position to compete for the through business at very low rates.

To manage the Ohio and Pennsylvania Rail Road properly, will require a watchful eye to take in a comprehensive view of the various lines which it will intersect, and with which it will connect. The true policy of the Company will be friendly relations with all, and entangling alliances with none. The Board have endeavored, in their correspondence with other companies, to keep this principle constantly in view.

As the second link in the great central chain of Railroads from Philadelphia to St. Louis, by the way of Indianapolis, our road occupies a highly important position; and the companies constituting the chain, have aided each other, by mutual efforts, to draw public attention to the vast consequences which will flow from bringing together the several links of this grand communication, which is now advancing to a speedy and successful consummation.

Since the last annual report was made by your Board of Directors, the city of Cincinnati has undertaken the construction of the Ohio and Mississippi Railroad, which is intended to be a direct line from Cincinnati to St. Louis, by the way of Vincennes. This adds another reason to those before existing for the early construction of the cut-off line, from our road west of Wooster, by the way of Mount Vernon, in Knox county, to connect with Cincinnati. The citizens of the counties through which that line will pass, now propose to make the connection at Springfield, in Clark county, at the point where the Little Miami and Mad River Railroads connect, and from which there will be two alternative railroad lines to Cincinnati, each eighty four miles long, the one by Xenia, and the other by Dayton and Hamilton.

It is easy to see how much it is for the interest of Cincinnati that this connection should be made lest citizens fear the consequences of a direct line to St. Louis, passing an hundred miles to the north of them, and therefore they have undertaken their western railroad. By making the best connection with our road, a great part of the through travel to St. Louis, can be made to pass through Cincinnati; which will not only benefit that city very much, but also the Little Miami and Cincinnati, Hamilton and Dayton Railroad Companies.

It is a remarkable fact that the railroad distances from Philadelphia to Pittsburgh, from Pittsburgh to Cincinnati, and from Cincinnati to St. Louis, will each be about three hundred and fifty miles; which, at an average rate of twenty five miles an hour, will be run in fourteen hours; and will enable travellers to visit those four cities in three days, without travelling at night.

The great superiority of the Pennsylvania route over the Baltimore and Ohio Railroad, through Wheeling—with its Alpine grades of one hundred and sixteen feet per mile, and short curves among the mountains of Virginia—is now well understood by all who have taken the trouble to ascertain the facts of the case.

The best interests of the cities of Pittsburgh and Allegheny are bound up in the speedy and successful completion of the Ohio and Pennsylvania Rail Road, and in providing the means for procuring an adequate supply of Engines and Cars for a large business. The Board of Directors consider themselves as acting as Trustees for the Stockholders. They feel that they have laboured diligently to urge forward the work as fast as the means in their hands would justify, and they have striven to be economical in all their expenditures. But only a certain amount of work can be done for a given sum of money. The results produced will bear a direct proportion to the means provided; and, while the work already done shows that the original estimate of the Chief Engineer was adequate to the object, it also shows that the amount of money that he estimated to be required must be obtained.

The stock already subscribed must be paid up in full and some additional subscriptions will be needed. When it is remembered that the individual subscriptions in Pittsburgh and Allegheny cities are less than three dollars per head on the gross population, the amount is indeed small when compared with what has been done for similar enterprises in other cities.

The city of Pittsburgh and the city of Allegheny have each subscribed $200,000 to the stock of the Company, which subscriptions were paid in the bonds of those cities, for which the cities received stock at par. The proceeds of those bonds were devoted to the grading and bridging of the road. The cities have since been restricted by law from increasing their corporate indebtedness, so that no further subscription can be expected from them to the stock of our Company, and they cannot subscribe to any other road. It was not until after a full discussion of the relative merits of the various railroad projects to which their aid was solicited, that the two cities determined to aid the Ohio and Pennsylvania Rail Road Company, and to become stockholders in it to the extent authorized by law. For additional stock subscriptions in these great centres of manufacturing industry, the Board must look to individual citizens.

The Lake Shore line on the north, and the Baltimore and Ohio Rail Road on the south, are pressing forward with great vigor, and Pittsburgh must not be second in the race. The whole state of Ohio teems with projects of rail roads and plank roads, and now is the time to secure the best connections. Our line runs through the richest wheat fields of the west, and the two contiguous counties of Stark and Wayne, through which it passes, have raised, in the past season, about three millions of bushels of wheat.

The whole length of the Ohio and Pennsylvania Rail Road will be 185 miles; extending from Pittsburgh, by Beaver, Salem, Canton, Massillon, Wooster, Loudonville, and Mansfield, to its point of intersection with the Cleveland, Columbus, and Cincinnati Railroad, at Crestline near Galion.—At this point it is expected that the Bellefontaine and Indiana, and the Ohio and Indiana Rail roads, will connect with our road, as the topographical features of the country plainly indicate it as the most favorable point for the purpose. The steepest grades upon the line are less than fifty feet per mile, the minimum radius of curvature is one thousand feet; and, upon its whole length, our road crosses no large stream except the Big Beaver.

The Eastern Division, extending from Pittsburgh to the point of intersection with the Cleveland and Wellsville Railroad at Alliance, is 81 miles long, and is under the immediate supervision of Edward Warner, Esq., as Resident Engineer. The Western Division, extending from Alliance to Crestline, is 101 miles long, and is in charge of Jesse R. Straughan, Esq., as Resident Engineer. The whole road is superintended by the Chief Engineer, Solomon W. Roberts, Esq., who has had charge of it from the commencement of the undertaking. The Board are well satisfied with the manner in which the duties of the Engineer Department have been discharged; the gentlemen composing it have laboured assiduously to promote the interests of the work; and good order and attention to duty have characterised the conduct of the Engineer Corps generally.

As soon as the Eastern Division of the road is completed, a continuous railroad communication will be effected between Pittsburgh, Cleveland, Columbus, and Cincinnati. It will require the completion of only 81 miles of our road to accomplish this object, by which Pittsburgh will be brought within six hours of Cleveland and eighteen hours of Cincinnati. This the Board expect to accomplish this year, and when done it will be certain to secure a large revenue to the Company. At the same time, it is intended to open the road to Massillon, the most important wheat mart on the Ohio Canal.

Between Massillon and Wooster, twenty five miles, a large part of the grading and bridging is already completed, and the Board hope soon to be able to make arrangements for the superstructure on this part of the line.

West of Wooster the work is not yet under contract, because the local subscriptions required to complete the grading and bridging are not yet filled. The amount remaining to be provided is not large, and from the active efforts now making to obtain it, the Board believe that they will be able to put the work under contract to the western terminus in the coming spring.

The financial system adopted by the Board they believe to be the best that can be devised under the circumstances of the Company. It requires that the amount needed to grade and bridge the line shall be raised by local subscriptions to the stock, so as to complete that part of the work without debt, and to make the road a domestic interest to be protected by those who are to be most directly benefitted by its construction. After a safe basis for credit has thus been made, convertible bonds are issued and sold by the Company, to procure the iron and equipments for the road, to lay down the track, and bring it into use.

By pursuing this course with caution and energy, a vast deal has been accomplished in the space of about two years, and the Board believe that a steady adherance to the same policy will in a short time bring the whole enterprise to a successful completion.

Convertible bonds to the amount of one million of dollars have been negotiated, secured by a deed of trust upon the road from Pittsburgh to Massillon. About half of these bonds were disposed of in purchasing railroad iron, chairs, spikes, locomotives and cars, and the remaining half have recently been sold for cash, on highly favorable terms, by the house of Winslow, Lanier, & Co., of New York—the payments for which are all to be made by the first of May next.

In viewing the present state of the work, the Board feel a sense of high satisfaction that so much has already been done towards the completion of the Ohio and Pennsylvania Railroad. Not only as a source of profit to the stockholders, but as a means of promoting the general good, they look upon it as one of the most important public works in the country. Pennsylvania is the first manufacturing State, and Ohio the first agricultural State in the Union. These two great, prosperous, and thriving communities now contain about four millions and a half of people, and their population is rapidly increasing. To a great extent, Ohio has been peopled from Pennsylvania, and when we reflect upon the innumerable commercial and social ties which attract them towards each other, we may form a faint idea of the amount of trade and travel which will hereafter swell the revenues of the Ohio and Pennsylvania Railroad.

Estimates of the cost of the work, and a statement of the financial condition of the company, exhibiting the receipts and expenditures for the various departments of the service, accompany this report.

By order of the Board of Directors,

WILLIAM ROBINSON, JR.,

President.

PENNSYLVANIA RAILROAD.

We cut from the Lewistown True Democrat, of the 2d, the following statement of the amount of produce, &c., received at the Lewistown station and carried by the Pennsylvania Railroad, during the ten days following the close of navigation, from the 18th to the 28th of December, viz:—*North American.*

2234 bbls of Flour, 500 bushels of Clover Seed, 230 dozen Axes, 100 bbls. Alcohol, 23 tons of Blooms, 14 tons Butter, 1 of Woolen Yarn; together with considerable quantities of Leather, Live Stock, Apples, Eggs, Poultry, &c.

During the same period, the receipts for freight on the Railroad at the Lewistown station were $1,463 54; and for passenger fares, $1,100 00; making a total of $2,763 54. During the same period last year, the receipts were, for freight, $780 40; for passengers, $276 00; or $1,056 40; in all. Gain in favor of this year's business, $1,707 14 in the ten days,—equal to an increase of 161 per cent. over the business for the same time of last year.

This is an evidence of what the Pennsylvania Railroad is doing, and what it will do."

Desirable Suburban Residence for Sale.

THE subscriber offers for sale the house and grounds where he now resides, situated on Park street, below Tremont, in Allegheny, and about 25 minutes' walk from the market of this city. The lot is 140 feet front on Park st., running back 252 feet, to an alley—containing nearly one acre of ground, and is bounded on every side by large open lots, adorned with trees and shrubbery. The house is nearly new, large, and exceedingly well arranged, having a front of 50 feet, and a depth of 72, and contains fourteen rooms, besides halls nine feet wide. It is built in the best and most durable manner, and has a fire-proof roof, and contains all the modern conveniences. Two pumps, with an unfailing supply of hard and soft water, are at the door. On the premises are the necessary out buildings, stable, carriage house, &c. The grounds are laid out neatly as a lawn, covered with choice fruit trees, evergreens, flowering shrubs, currants, gooseberries, raspberries, &c., and a small garden. The fruit is of the best kind, and the trees are in their prime, and yield enough for the wants of an ordinary family. The situation of this property, as to salubrity and suburban comforts, combined with contiguity to the city, is not surpassed by any residence in this vicinity. It has a view of the Ohio River for over a mile, of Temperanceville, South Pittsburgh, the city, the two rivers, and the hills around, forming altogether a panoramic prospect of which the eye never wearies. Every boat which enters or departs from the port of Pittsburgh on the Ohio, passes in full view. The residence and grounds are also completely removed from any annoyance of dust, so destructive of comfort and vegetation, and affords a retirement as quiet and peaceful as if located in some quiet nook in the country. The property will be sold at a bargain, and possession given on the first of April. Enquire at the Gazette office.

D. N. WHITE.

ja10d1f

European Agency.

The subscriber intends visiting the principal cities of Great Britain, France, and Germany, during the months of April, May, and June next, leaving Pittsburgh on March 17th, and will be pleased to attend to any commissions of a business character which may be confided to his care.

JOHN D. DAVIS.

jan7:3tmr17

PROTECTION

Fire and Marine Insurance Company.

Annual premium. Capital Stock and Surplus Fund.

$1,000,000,

POLICIES ISSUED ON THE MOST FAVORABLE TERMS,

BY GEORGE K. ARNOLD, Agent,

No. 76 Fourth street, Pittsburgh.

jan2:w

YOUNG MENS' MERCANTILE LIBRARY.—A regular meeting will be held at the Hall in 4th street, on Monday evening, January 13th, at 7 o'clock. Punctual attendance is requested, as the annual reports will be read, and an election for officers for the ensuing year will take place.

DAVID W. BELLAS, Secretary.

ja10d3t

ROLL BUTTER.—Ten brls Roll Butter received and for sale by S. & W. HARBAUGH.

jan11

GREASE LARD—Twenty brls Grease Lard received and for sale by S. & W. HARBAUGH.

jan11

DRIED PEACHES—Three hundred bus Dried Peaches, in store, and for sale by S. & W. HARBAUGH.

jan11

OIL MEAL—Thirty bags Oil Meal, received and for sale by S. & W. HARBAUGH.

jan11

FLOUR—One hundred bls Extra Family and 50 S. F. Flour, just received and for sale by S. & W. HARBAUGH.

jan11

CIGARS—Fifty thousand Cigars received and for sale by S. & W. HARBAUGH.

jan11

HEAVY WOOLLEN GOODS FOR SALE at reduced prices, consisting of the following: Drab, Blue and Gray Blankets; Blue and Gray Beaver Cloths; Red and White Blankets, which we are authorized to close at reduced prices, and will be sold on favorable terms by H. LEE.

jan11

CASH FOR THE DIFFERENT GRADES of Washed Wool by H. LEE.

jan11

WOOLLEN GOODS.—One case Scarlet Flannel; 1 case Brown Flannel, 5-4; 2 cases White Flannel, 5-4; 3 cases Spring Tweeds, all wool; 2 cases Fancy Cassimere; 2 cases Jeans, received on consignment from the manufacturers, and for sale by H. LEE.

jan11

TO LET.—That desirable residence at present occupied by the subscriber, situated on the Greensburgh Pike, in the Borough of Lawrenceville. The house is large and convenient, has 12 rooms, 2 good cellars, and wash house. Also, a stable and carriage house; together with a fine garden, containing choice shrubbery and fruit trees. The omnibus station is a short distance below, and persons can go in at any hour. For particulars inquire of ROBT. D. THOMPSON, No. 116 Market street.

jan10d1t

The Greatest Bargains of the Season.

ROBT. D. THOMPSON, No. 116 Market st, (three doors from Liberty, having determined to close his business by the first of April, will, from this day, sell his entire stock of Fancy and Staple Dry Goods at cost for Cash. This stock being new, large, and well selected, consists in part as follows:—

DRESS GOODS—French Merinos, Parametas, Coburg Cloths, Delaines, Cashmeres, and Alpacas all colors; Brocade Silks; wide Black Glacie do; Black, Long and Square Shawls, Hosiery, &c.

GENTLEMEN'S WEAR—Cloths, Cassimeres, Satinets, Vestings, Cravats, Hdkfs, Merino Shirts, Drawers, &c.

HOUSE KEEPING GOODS—Bamsley Sheetings, 5-4, 6-4 and 12-4; Cotton Sheetings; Damask Table Linen, brown and bleached; Damask Table Cloths; Napkins, Doyles, &c. Also, a large assortment of Whitney and Bath Blankets, together with a full stock of Domestic Goods.

Purchasers may rely upon getting these goods at cost, as the stock must be closed out by the first of April.

ja11d1m ROBT. D. THOMPSON.

COTTON FLANNELS—A further supply of the above goods, a superior article, just recd by MURPHY & BURCHFIELD.

jan11

WELSH FLANNELS, of the different qualities, the genuine article, a further supply received by MURPHY & BURCHFIELD.

jan11

SHIRTING MUSLINS & IRISH LINENS. Murphy & Burchfield continue to bestow particular attention to this branch of their business, and are careful to select a superior article—the linens warranted pure flax, and both at low prices for quality.

jan11

FOR RENT—A SAW MILL in East Birmingham, well situated for a large business; it can command the entire custom of the Pittsburgh Coal Rail Road. It will be thoroughly repaired, with new boilers, and leased for a term of years.

Also, an excellent site for brick making—clay deep.

Also, several good quarries of excellent Stone. Inquire of

ja11d1mawtw E. PHILLIPS, East Birmingham.

PENMANSHIP—Those wishing to become good penmen are invited to call at *Pittsburgh Commercial College*, where instruction in Penmanship is given at