PITTSBURGH GAZETTE.

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PITTSBURGH.

MONDAY MORNING, FEB. 17, 1851.

THE ATLANTIC IS SAFE!

The news of the safety of the Steamer Atlantic will be hailed with universal joy and gratitude. We had not given her up; but it seemed like hoping against hope. We refer to our telegraphic column for all the particulars yet received.

We presume the "paddle boxes" mentioned are her wheel houses, including the outer bearings of her shafts. It must have been a tremendous sea that could do that. The shafts were also broken, it is said. These were of wrought iron some 12 inches in diameter.

Being 1800 miles out, she was within 12 or 1500 miles of New York, and about one thousand of Halifax; but owing to the prevailing westerly winds at this season, she could not, in her disabled condition, and disproportionate amount of canvass at best, make New York. She therefore returned to Cork, the nearest port near the usual route from New York to Liverpool. The full particulars will reach us in a few days.

THE QUINCY TRAGEDY.—The Boston Courier contains some further particulars respecting the two persons whose dead bodies were recently found near Quincy, an account of which we published on Friday. We give a few extracts which seem to confirm our conjecture that they both died by virtual suicide, although by one hand.

The minds of these young people, says the Courier, were evidently deranged by French novels, spiritual knockings, clairvoyance and study-the philosophy of Mr. Andrew Jackson Davis [the author of the "Great Harmonia."]

Sands, it is stated, visited a Mr. Sunderland, who appeared to be connected with "spiritual knockings" and a professor of other wild doctrines, with whom *she* remained some time, eagerly endeavoring to learn something about the Spiritual world. Sunderland says that Sands was a person of unusual refinement and intelligence.

"About a week after this visit, Mr. Sunderland states that he received a letter from Quincy, purporting to be written by George Sands, which stated that he was desirous of getting Mr. Sunderland's opinion on behalf of his brother—*"Whether suicide would interfere with happiness and progress in a future state."*

The letter also stated that the writer was 17 years of age, and declined employment. The letter was very long, and related mostly to Spiritual Philosophy. This letter, unfortunately, has been destroyed. Mr. Sunderland wrote in answer that he thought the effects of "suicide" on the future state would be terrible, and would interfere with and be detrimental to the spirit's happiness, and could no more be expected to be beneficial than, to expected maturity from the rose by cutting it off early in the bud."

The above is a specimen of the teaching of the Great Harmonia; but as it was only a matter of *opinion*, the suggestion was disregarded.

The jury rendered the following verdict:

"That they came to their deaths on the 12th of November, 1850, in the following manner, to wit: That George (Alias Miss) Sand's death was occasioned by a ball discharged from a pistol by the hand of John Green, which entered the head about half an inch above the left ear, and probably causing instant death. That John Green came to his death by a ball discharged from the same instrument, by his own hand, and which ball entered his mouth and passed out at the back portion of his head, and caused instant death.

(Signed)—Ibrahim Bartlett, foreman; Loyd C. Houghton, Whitcomb Porter, George Nightingale, Nathaniel White; L. Bass, Coroner."

Among the papers which the deceased left were the subjoined scraps, which savor of that state of mind somewhere between full blood transcendentalism and partial insanity.

"To the oppressed and downtrodden—to those who are bowed even to the grave with grief—to the suffering and afflicted, I would say—Fear not, but follow truth and tread boldly where it leads, and with philosophic calm, and a majestic bearing, go on through the seemingly mysterious process of death; truth still guides with light revealing to the awakening and more interior senses, a habitation of harmony and blessedness.

"Death is only an event only a circumstance in the eternal life, and the experience of the human soul.

"Death is simply a birth into a new and more perfect state of existence.

"Never be depressed: but be cheerful, be joyous, be exceedingly glad ever, though death is knocking at your door."

This wild rhapsody is in the style of the Great Harmonia, if indeed it is not an extract from it. To persons who have never investigated real truth, and who have no fixed principles, its flippant and flowery style is very fascinating; and its wretched twaddle about *truth* and the *"interior senses,"* which in reality is only another phrase for a diseased imagination, render it one of the most dangerous books that ever appeared. It does not directly attack christianity, just as a truly devotional book does not directly attack paganism; but its teachings, if received, are subversive of every trace of christian faith. We say what we do, as a warning to those who have the guidance of youth, to warn them against the insidious teachings. *By its fruits ye may know it;* though truly it comes to us decked in the garb of an angel of light.

Besides, there were two or three sheets of manuscript containing speculations relative to spiritualism, mesmerism, &c. They appeared to be written by a person of superior education.

One fact which possibly may lead to some information in regard to the deceased, is that upon the right arm of the man, between the wrist and elbow joints, is marked, in indelible ink, an oblong wreath and also a likeness of some female, the latter of which, he had been repeatedly heard to say he wished was obliterated.

The bodies have been deposited in a tomb in the burial ground in Quincy. They will remain thus for a few weeks for indentification. It is hoped that by the publicity which is now given, the tragedy will meet the eye of some of their friends, or at least those who may have some acquaintance with them.

CONNECTION WITH THE PITTSBURGH AND CLEVELAND RAILROAD.

As this is a great grain growing country, the stockholders of the Pittsburgh and Cleveland Railroad feel anxious to extend a branch of the above road into this section of the country.—They hope thereby to secure the profit accruing by carrying the produce, stock, &c., from the Tuscarawas valley to the Eastern market. The President of the Company was in town last Tuesday to consult our citizens on the subject. He says, the Company will furnish the iron and the cars, if the people along the route will grade the road and make it ready for the railing. To put the road in readiness for the iron, will cost $8,000 per mile, or from New Philadelphia to the junction at Zaineville, Columbiana county, being thirty miles, $240,000. This branch would pass through Fairfield and Warren townships, and from thence to Magnolia. If it should be completed, could then be easily transported from our town at all seasons of the year, by way of Pittsburgh, to Philadelphia city, or sent the Northern route via Cleveland and Buffalo, to New York and Boston. We hope the charter will be so amended as to enable the townships along the route to take stock, and we have no doubt the voters of Goshen, Fairfield, and Warren, would then come up manfully to the work, and subscribe liberally.

The above we copy from the *Tuscarawas Advocate*, published in New Philadelphia. It shows the desire of the people of that region to construct improvements in the direction of Pittsburgh, instead of a more Southerly direction towards Steubenville or Wheeling. In pursuance of the same object, a railroad meeting was held in Canton, Stark county, Ohio, on the 5th inst., to take into consideration the propriety of constructing a railroad from New Philadelphia, or Dover, to Akron, passing through Canton. Delegates were in attendance all along the line.—The following resolutions were passed:

Resolved, That a railroad from Canton to Dover, in Tuscarawas county, would be decidedly preferable to a plank road.

Resolved, That the chairman appoint a committee of fifteen persons—three of Canton, three of Pike township, three of Sandyville, three of Zoar, and three of Dover—to raise funds, and employ an engineer to survey the route for a railroad from Canton to Dover, and make an estimate of the expense of grading such road; and also, of the whole expense for constructing the same.

Resolved, That from surveys and estimates heretofore made, no cheaper or better route for a railroad can be found in Ohio, than that from Canton to Akron. Therefore, It is earnestly recommended by this body, that meetings be held at Akron, and at other places between Canton and that town, for the purpose of effecting an organization under the "Canton and Akron Railroad charter;" and of commencing the construction of the road mentioned in said charter immediately.

A NEW STATE.—Some of the New York editors are talking about erecting a new State out of Manhatten Island, (the city) Long Island, and Staten Island, to be called, legally, the State of Manhatten, and popularly, *the State of the three Islands.* It would contain at this time nearly one million of inhabitants. It is a very pretty idea, but they will not get it accomplished. It would require the consent of the State of New York, which is not likely to be obtained easily, and then it would require the consent of Congress, as little likely to be given as the other.—We think there is no probability that it will ever be seriously attempted.

The Massachusetts House of Representatives is composed of 456 members, of whom 142 are farmers; 46 lawyers; 52 manufacturers; 28 boot and shoe manufacturers; 15 physicians; and 11 printers and editors. The remainder are divided among fifty-five different trades and professions. So much for the "aristocratic" State of Massachusetts.

The Senate of Ohio have had under consideration for some time, a General Free Banking Bill. The basis upon which the system is formed is the pledge of one dollar of State stocks for every dollar of bills for circulation the banks may issue. This is in addition to the capital stock and other means of the banks for the redemption of their notes. Speaking of this measure, the Ohio State Journal says:

"The effect of the passage of the free banking bill will be, to draw back to Ohio the millions of our stock, now scattered abroad over the Union and over Europe. The annual payment of our interest, amounting to over one million of dollars, will then be to our own citizens, or to those within our own country, thus saving at home, a large amount that otherwise would go abroad in specie or its equivalent."

RAILROAD TO THE PACIFIC!

We have before us a pamphlet, and memorial to Congress, asking for the incorporation of a company with a capital of *one hundred millions of dollars*, to construct a railroad, and establish a line of telegraph, from St. Louis to San Francisco, giving to said company, (after they shall have paid in two millions of dollars) the right to borrow United States six per cent. stocks to an amount not exceeding 98 millions of dollars.—The Government to take one third of the stock in said company, and appoint one third of the directors. The road to be a double track, of the most substantial character. They ask for a strip of land ten miles wide along the north side of the road. The loan of stocks to be secured by a mortgage upon the road.

The memorial asks that the charter be granted to P. P. F. Degrand, William Ingals, E. Haskel Derbey, James C. Dunn, S. S. Littlehale, Robert F. Fish, O. D. Ashley, a Committee appointed by a meeting recently held in Boston. It is signed by a large number of gentlemen of Massachusetts and other New England States, many of whom are officers of railroad companies in those States, whose names and professions are given in the pamphlet before us. The first name on the list is that of Charles Paine, ex-Governor of Vermont, and now President of the Vermont Central Railroad; the second, Josiah Quincy, jr., ex-Mayor of Boston.

Mr. Degrand is the author of the plan. He says,

"I propose that, immediately after the Surveys are made, the Company proceed to construct the road over the whole Route, going to work at once, on as many different parts as practicable; and building at difficult points, temporary Railroads, to be used while the permanent Railroad is constructing; and actually bringing into use the various portions of the Road, as fast as completed.

"The Company, being thus in possession of tangible means, and acting under a sense of the imperative necessity of giving to the public the facilities of Railroad travelling, as fast as practicable, will very soon reduce to a moderate distance, the inconveniences of a land journey to California, and will secure the completion of the entire line, in the briefest period practicable;—and in the interim, the mail stage and the traveller, by the land route, by following, as near as convenient, the track marked out for the Railroad, will avail themselves more and more, every day, of the comfort and protection, naturally incident to the civilizing agencies of civilization, which accumulate on the line of a Railroad, from the very moment it is begun, to the day of its completion.

* * *

"The importance, in a pecuniary point of view, of using the Road, at an early day, is shown by the estimate, that the extra expense of travelling, between the United States and California, is $67,750,000 a year, over and above what it will be after the Railroad is in use.

"By moving for this plan, the friends of the measure will, by one single effort, viz: "the passing of the act," secure the completion of the Road, in the shortest possible time; whereas, if they adopt any plan, which relies on funds created by the sale of the land; or on a large amount of funds, from private individuals, or on funds to be, from time to time, appropriated by Congress—they will impose upon themselves the never ending labor of Sisyphus, and by the delay waste enormous sums for the Nation.

"To secure the Loan of the United States stock, made to the Company, and to secure the carrying forward, in good faith, of the contract made with the Company, the United States may, if they desire it, take a mortgage of the Road, and its appurtenances; take one-third of the Stock, and appoint one-third of the Directors, following the precedent so successfully practiced by the State of Massachusetts, in the case of the Boston and Albany Road, (commonly called the Western Railroad,) in which case, as in the contemplated charter, the Railroad Company do provide punctually for the payment of the interest on the Public funds loaned to them, and also are to provide, and are providing, by making (and (and occasionally by extinguishment by purchase,) for the payment, at maturity, of the principal of the Public Loan.

"The $98,000,000 of the United States 6 per cent. stock, loaned to the Company, being Coupon stock, payable in London, will (as have been the Massachusetts Sterling 5's, in the case of the Western Road,) furnish, at any time of need, Exchange on England, to be sent there, in lieu of our specie, and operate as additional capital, to be used by the citizens of the United States.

"The $98,000,000 of the United States 6 per cent. stock, loaned to the Company, (being made payable at the rate of $2,000,000 per annum, after 50 years,) will be paid off, by the Company with perfect ease, either by actual profits, or by the creation of new stock, to represent the amount paid off.

"The other distinguishing feature of my plan is the creation, by a single act of legislation, of one hundred millions of dollars of American labor, by ordering, in the very charter, that the materials used in the construction of the road shall be exclusively of domestic origin. These one hundred millions of tangible money will naturally, directly or indirectly, be distributed to pay for the labor, the manufacturers, and the agricultural products of every State in the Union, and will set the whole industry of the whole country in motion.

* * *

"The plan now proposed, will finish the Road, in the short space of five years, because the money will be easily obtained, by the sale of United States Stocks.

"Another plan, which is before the public, contemplates to create the money by sale of the land. But by following that plan, the land cannot sold until after the Road is built, and the money to build the Road cannot be tangible, until the land is sold. The plan is therefore radically defective. If it be adopted and adhered to, fifty years will not suffice to bring the Road to completion."

We like this plan better than Whitney's; and it appears to be supported by the names of very substantial men.

To Mr. JOHN PLUMBE, a citizen of Boston, belongs truly, the paternity of the scheme. He has devoted himself to it most zealously for the last fourteen years; and actually travelled over the route on foot, at his own expense, to assure himself of the feasibility of the enterprise.

MR. GEYER, the new Missouri U. S. Senator, is erroneously stated by the N. Y. Tribune to be a German by birth, born at Frankfort-on-the-Main, and came to this country when only three years old. Referring to this, the Frederick Examiner says:

"Mr. Geyer, we are assured, was born in Newmarket District, Frederick county, Md. We know him personally, when a boy, having gone to the same school with him and his brother Joshua, and remember him well."

GREAT REVIVAL IN BEDFORD.—The most extensive revival ever known in the Methodist Church of this place is now in successful progress. The Church is filled to overflowing every night, and the altar is literally crowded with penitents, many of whom have given satisfactory evidence of their acceptance. There is no telling when the meeting will close—certainly not whilst there is a mourner at the altar. Ministers would find plenty to do here just now, and they are wanted.—*Bedford Pa. Gazette.*

A Large Builder.—A New York paper says that Wm. B. Astor has contracted for the erection of one hundred and fifty first class tenement houses principally on Fortieth st. and vicinity, and between Eight and Ninth avenues.

FROM MEXICO.—Dates from the city of Mexico, to the 16th ult., have been received at New Orleans. On the 15th, the ceremony of the inauguration of the newly elected President of the Republic took place, according to the provisions of the law.

The attempted revolution at Guanajuato, was, it seems, a pronunciamento in favor of Santa Anna, proclaiming him dictator, and declaring the deposition of Arista. The revolt was headed by two brothers named Lizegas, who seem to be always engaged in such affairs, having taken part in the insurrection of Paredes a couple of years ago. They are very rich, and have heretofore escaped punishment on that account.

With two hundred men they got possession of the government of the city of Guanajuato, a place of 60,000 inhabitants; and held it for several days. The Legislature of the State was immediately convened, and a Governor *ad interim* elected in place of the one who had been captured by the insurgents. He issued a very doleful proclamation, calling on the citizens to come to the rescue; but in a day or two the Government forces, under Uraga and Bustamente, captured the place and put an end to the revolution. Arista received this news on the day of his inauguration.

The following is the composition of Arista's Cabinet: D. Mariano Yanez, Minister of Relations; D. Manuel Robles, Minister of War and Marine; D. Manuel Payno, Minister of the Treasury; D. Jose Maria Aguirre, Minister of Justice.

The war in Yucatan still continues, though with no decisive results on either side. A great effort is to be made in the spring to bring the Indians to terms.

The northern States of Mexico are still infested by the Indians. Coahuila, Chihuahua, and Durango are overrun by them. A large party took possession of the town of Parras without opposition, and committed the greatest attrocities.

A correspondent of the National Intelligencer states that the grave of WM. WIRT, in the Congressional burying ground at Washington, continues without a stone to mark the spot where, the remains of this eminent man are now mouldering into their kindred elements. He adds:—

"If the members of the legal profession, although they promised to do so, as well as to contribute funds for the erection of a monument to Chief Justice MARSHALL, in the same cemetery, still neglect this duty—it is to be hoped that Congress will do something to honor the memory of both of these great and illustrious men, who have given so high a character to the American bar and to American jurisprudence."

THE RIGHT OF WAY.

In the Virginia House of Delegates on Monday, a Bill to incorporate the North Western Railroad Company, was passed by a vote of 74 to 16.—The Richmond Enquirer says:

The bill was the result of a compromise between the North western members, and settles at last the vexed question of the "right of way." It allows the construction of a railroad from Three Forks, on the Baltimore and Ohio Railroad, to Parkersburg.

The Richmond Whig, referring to this Bill, has the following remarks:

THE RIGHT OF WAY.—The important contest between the city of Wheeling and certain counties of the North West, which desire the right of constructing a connection with the Baltimore and Ohio Railroad, will be permanently decided by the passage of a bill engrossed yesterday. This bill incorporates the North Western Railroad Company, under certain conditions. Those conditions require that the Baltimore and Ohio Railroad shall complete a single track, with the graduations, bridges, tunnelling, and masonry necessary for a double track to Wheeling, before the North Western Railroad Company shall be authorized to use their road. The bill also provides that the North Western Railroad should not make a double track until the Baltimore and Ohio Railroad should complete a double track to Wheeling.

It also provided that the Western terminus of the North Western Railroad shall be at some point on the Ohio River, not above Parkersburg.

The principle which had operated upon the Legislature heretofore, was this: It had defended Wheeling as a Virginia city, against the injury which would have resulted from the construction by a foreign corporation, of a work calculated to destroy her. After a contest of the most affiliate and protracted character, the Baltimore & Ohio Railroad was compelled to submit to this principle, and an agreement was entered by the legislation under which this Company should be authorized to extend their road to Wheeling. Now, there appeared no further reason why the Legislature should so long deny, to any portion of Virginia, the right to construct or have constructed by others, an important work of internal improvement. It was only doubtful whether the Baltimore and Ohio Railroad Company, finding within their grasp a right of way for which they had so long contended, might not abandon the extension to Wheeling or construct a sham-road, for the purpose of ostensibly complying with an engagement which might be per interest to injure. For this purpose the provisions referred to were incorporated in the act of incorporation of the Northwestern Railroad, with the stringent conditions that any breach of the terms on the part of the Company should be attended with a forfeiture of the whole work to the Literary Fund. We have no doubt that Baltimore will construct, in good faith, a double track Railroad to Wheeling, and then a branch to Parkersburg, crossing the Ohio River, and connecting with the Railroads of the State of Ohio.

RHODE ISLAND SENATOR.

The Providence Journal thus defines the whereabouts of Mr. Senator James:

"It is so seldom that our Democratic friends carry an election of any kind in this State, that we really pity them, when they find that even their fancied success is only failure. They elected Mr. Thurston to Congress, and the Herald did not dare to publish his votes upon some of the most important questions upon which he was called to act. They have elected Gen. James to the Senate, and in the very beginning of their rejoicing, they are met with a declaration, under his own hand, that he is a Whig, and with the evidence that he has voted with the Whigs for ten years. Upon these points, we believe, there is no mistake. The Post admits them both by expressive silence. The Democrats who went to bed Thursday evening, rejoicing in a great triumph, awoke on Friday morning, to learn that they had been sold." Their Democratic Senator voted for Morrison in 1840, for Clay in 1844, supported Taylor in 1848, and was prevented voting for him only by absence. He voted for Anthony for Governor, although Mr. Sackett, his personal friend, was the opposing candidate; and, for fear that all these pledges which his past conduct offered, might not be sufficient, he made a writing, a distinct one for the future. In a communication to the Hon. Wm. Sprague he distinctly pronounces himself in favor of the measures of the Whig party, and declares that, if elected to the Senate, he shall render to those measures a cheerful and cordial support. This is the Democrat that, with the aid of defection and treachery in the Whig party, the Democrats of this State have succeeded in electing. Without this pledge, it is well known, that he never could have begl elected. It was not, of course, made known to the Democrats; they were not a party to the contract. They were only the article *sold*. The purchasers and the sellers arranged the bargain. The Democrats have not now the pitiful degree of spirit necessary to denounce the deception that was practiced upon them.—They pretend not to know, or not to credit the notorious fact that *Gen. James is pledged as a Whig under his own hand.*

OREGON AND HER PROSPECTIVE.—The Albany Argus has a letter from Capt. Jones, U. S. Army, from Fort Vancouver, under date of October 20, of which the following is an extract:

Many portions of Oregon are truly beautiful—the valley of the Columbia and of the Willamette river, Puget's Sound, and Astoria Bay, which I have seen, and many other localities, which I hear from the descriptions of my friends. Everything here is rapidly progressive, even during the year that I have been here the changes and improvements have been very great, and in nothing more than in the intercommunication with the Atlantic States * * When we arrived in October, 1849, we glided along the river in batteaux, or in their snake-like canoes, hugging every nook and bay to avoid the strong currents. Now the passing of the steamers warn us of *"a mightier lot Yankees."* Towns are born in a day, and so rapid are the changes, that we seem to exist in a panorama. A very few days since there sat upon my piazza, gazing at Mount Hood, covered with snow, Col. Smith, Major Ogden, and Capt. Leadbetter, engineers; Capt. Goldsborough and Van Brunt, and Lieut. Blunt, U. S. Navy, and some dozen junior officers. The United States steamer Massachusetts and mail steamer Carolina are moored within twenty rods of us. A month since we dined on fresh salmon from Puget's Sound, and had for dessert a watergeel, or from Honolulu as large as a half bushel. We are now issuing to our troops potatoes from New South Wales, (Sydney,) bought by the quartermaster because so much cheaper than could be purchased of the farmers here.

Four hundred emigrant wagons have arrived in Oregon this fall, and six more are on their way. The surplus population of California is also wending this way. There is no measure to the misery existing there now, and the only alternative to the disappointed gold seekers, who are destitute but industrious, is to come and settle upon the rich farming lands of Oregon.—These lands are easily cultivated, and the market for their productions the best at this time, in the world.

There is no such thing as quiet in Oregon life; all is excitement. Every body is seeking wealth, and nobody values it after it is acquired.

For the Pittsburgh Gazette.

MR. EDITOR:—The Market House war has fairly recommenced, and the parties concerned are now determined to consummate it. The belligerants that have gone through many battles, are strongly fortified in the flats, where many associations and recollections, as well as large interests, cluster, are quite impregnable, while the young, vigorous, and buoyant forces stationed upon the hills, are resolute, active, courageous, and full of hope, with the advantage of wide scope, and rapidly increasing numbers.

How this war will end, it is quite difficult to decide. The present movement of these new forces lowers rather darkly upon the prospects of the old revolutioners. They seem to be precious learners in military tactics. No sooner did they see that by the combination of the Third with the Sixth, Fifth, Eighth and Ninth Wards, they could not only route the veterans, but gain a splendid site for a fortress upon the clefts of the rocks along the brow of the mountain. Now it is easily seen from the eminence that the Hunkers must fly before them; and that they can entrench themselves behind their breastworks most securely, against all assault. There is, however, a portion of the citizens who prefer to compromise some differences rather than endanger the union of these Wards, and at the same time to save the city an immense amount of expense. The plan is this:

1st. Let the Old Market House remain, and put upon the ground at some future time suitable buildings.

2d. By ordinance of Councils, extend the width of Grant street, from Seventh street to Liberty, to 100 feet, and forthwith erect a market house the whole length, two stories high, for town hall, council rooms, &c.

3d. By ordinance extend the width of Vine street to 100 feet, from Central to Pennsylvania avenue.

That street is now sixty feet wide, and there is but one house in the whole length that would be disturbed by adding twenty feet on each side of the present street; and every lot owner would receive an equivalent for the appropriation of his ground.

To this arrangement there could be but little objection, and the city could at its leisure grade and pave Vine street, preparatory to a market house, a few years hence. The Sixth Ward is already quite built up, and therefore the Seventh and Eighth must be provided for in advance of the Sixth. As the principal increase must be in them. The proposed Central House on the brow would not accommodate them.

PACIFICATOR.

THE COPPER AND IRON MINES AND FISHERIES OF LAKE SUPERIOR.—We learn from a statement in the Detroit Free Press, that the amount of copper brought from the mines of Lake Superior in 1849, was 1,111 tons. The amount shipped in 1850 exceeded 4,000 tons, and that to be shipped during the present year will be sufficient to supply the whole consumption of copper in the United States, which is a little over six thousand tons.

The amount of ore which had been raised on the shores of Lake Superior, up to December, 1849, exceeded 37,000 tons. This ore will, in the opinion of competent judges, average 20 per cent. of pure metal, so that even this amount will every year supply the United States. The copper ore from the mines of Cornwall, in England, for 30 years past, has yielded but about 8 per cent. of pure metal.

There are now, including the two iron companies on Carp river, in the vicinity of the celebrated iron mountains, 24 organized companies in active operation. Their mines have been purchased of the Government, and they employ at this time, 830 men. The iron companies referred to, are prepared to melt and ship the coming season, 27 tons of pig iron. Much is said of the superior qualities of this new product of Michigan, its remarkable malleability, peculiarly adapting it for boiler iron, and machinery and engines in its crude state, owing to this fact, it readily commands the highest market price in Pittsburgh.

The fisheries of Lake Superior were established as long ago as the year 1830, by a company of enterprising adventurers, and the business was vigorously prosecuted up to and during the year 1840, when, owing to the enormous expense of transportation and resshipment at the Falls of Sault Ste Marie, the enterprise, so far as fishing above the falls was concerned, was reluctantly abandoned. The product of the fisheries in 1840, the year when they were abandoned, was 10,000 barrels.

Complete the Canal around the Falls, and it is estimated that from 50,000 to 75,000 barrels will be annually sent to market, and all the supplies both for the subsistence of men employed in the fisheries, and for curing the fish, will be drawn from the overflowing granaries and well stocked warehouses of the lower peninsula, where every article required in exchange for the products of Lake Superior, can be found in the most luxuriant abundance

CHARITIES IN LONDON.—Taking the whole of London, and not exempting from the district, such as may correctly classed as metropolitan institutions, as Greenwich Hospital, &c., there are no less than 491 charitable institutions, exclusive of mere local benevolences and trusts, parochial and local schools, &c. These charities comprise 14 general medical hospitals; 50 medical charities for special purposes; 25 general dispensaries; 12 societies and institutions for the preservation of life and public morals; 18 societies for reclaiming the fallen and staying the progress of crime; 11 societies for the relief of general distress; 12 societies for the relief of specific description; 14 societies for aiding the resources of the industrious (exclusive of loan funds and saving banks), 11 societies for the deaf and dumb, and the blind; 103 colleges, hospitals, and institutions of almshouses for the aged; 16 charitable penal societies; 74 charitable and provident societies, chiefly for specified classes; 21 asylums for orphan and other necessitous children; 10 educational foundations; 1 charitable modern ditto; 40 school societies, religious books, church-aiding and Christian visiting societies; 35 bible and missionary societies, showing a total of 491, which includes 1 bible society only, and is quite exclusive of the numerous "auxiliaries," &c.) These charities annually disburse, in and of their respective objects, the extraordinary amount of 1,761,755 l. of which upwards of 1,000,000l. is raised annually by voluntary contributions; the remainder from funded property, sale of publications, &c.—*Atlas.*

VARIETIES.

The Wilmington Gazette announces the death of Professor Anstey, lately connected with St. Mary's College at Wilmington. He was dismissed from his station on account of his intemperate habits, but continued his career of dissipation until he was reduced to the utmost destitution, and wandered about homeless and friendless. He was discovered last week in an almost frozen state, in an old hovel, with a bottle of whiskey by his side, and soon died from the effects of his sufferings. Professor Anstey was a young man of the classical attainments, and was the author of a work published a year or two since in Philadelphia, entitled 'Elements of Literature, or an introduction to the study of Rhetoric and Belles Lettres.'—What a melancholy instance of the fatal power of a depraved appetite, and how full of solemn warning!

Remedy for Burns.—Dr. Reese, physician of Bellevue Hospital, New York, has been making experiments concerning the best mode of healing burns and scalds, and checking the acute suffering. He has found that flour, thrown on with a common dredging box is one of the best and most efficient remedies yet discovered. The external air is one cause of suffering, and flour thus applied, both heals and closes the wounds to the atmosphere. The edges of the wounds which remained open he dressed with lime and oil, applied with a feather. Dr. Reese says the above application made to wounds by fire, hot water, gunpowder, &c., has been most happy in the practice of the Hospital.

The Macon Messenger says that the entire length of the Georgia railroads now in operation viz the Central, Georgia, Macon and Western and Western and Atlantic roads and the Athens Branch, is 642 miles. The extent of railroads completed and in progress is 986 miles. The roads in operation are all prosperous, and are realizing from 8 to 16 per cent clear profits per annum. This is demonstrated the wisdom and importance of a proper system of improvements. Georgia after expending nearly fourteen millions of dollars is now twice as rich as when she commenced her noble enterprises.

Cold Weather.—In Montpelier, Vt., on Tuesday, the 30th ultimo the Mercury at noon stood at thirty degrees above zero; before six o'clock in the evening it fell to six degrees below, and did not return above for several days. On Saturday morning it sunk to *thirty-three* degrees below zero, the lowest of the season. Such great changes in the temperature are not very uncommon in Vermont. The most remarkable occurred about forty years ago, when the Mercury fell in the course of ten or twelve hours, from thirty two degrees above zero to thirty-two below in the midst of a perfect hurricane.

A new article of boots and shoes has just come up in England. It is called Panama Corium, or leather cloth, and was invented by a person named Hull. The material is cotton, but has the mass and general appearance of leather, and receives a polish from ordinary blacking and in the same way. It is used only for the upper, the sole being leather. It is said to be as durable as leather, never cracks or splits, and possesses the advantage of not drawing the foot.

A Parsician inventor thinks he has at length discovered the long-sought desideratum, a machine for setting type. He has been at work upon it for fifteen years, and having completed it, has entered it for exhibition at the World's Fair. It comprises both a distributor and setting stick, is afforded at a low price, and will set ten thousand ems an hour. It is said not to interfere with the regular appointments of a printing office and requires no new characters.

Connecticut Political Temperance Convention.—Wednesday, the 25th day of February inst., is fixed upon for a State Convention by the political Temperance men, to review the nominations of the different political parties, and adopt such of them as are pledged to favor the enactment of a law prohibiting the liquor traffic, to be submitted to the people for their sanction or rejection.

Galignani states that a man, dining lately at a restaurant's at Bordeaux, made a bet with some companions that he would eat for dinner *raw* what over they might take *cooked*, which he won by getting through a beef steak, a mutton chop, a pork chop, and a dish of smelts, and apparently suffered no inconvenience from his meal. What a pig!

Heavy Verdict.—In the case of Taylor, Hale, & Murdock vs. Sheddon P. Phelps, in the New York Common Pleas, for alleged libel by a mercantile agency in a notice among others as to house of plaintiff in Mississippi, (Mr. Taylor residing in New York,) the jury gave a verdict for plaintiffs of $6000.

Mint at Washington.—A writer in the Republic thinks that if the Mint is removed at all, it should be taken to Washington, as at the time of the removal of Government hitherto it was agreed that the Mint should remain in Philadelphia two years, and then be brought there.

A man, named Turner, was lately found lying asleep at midnight on the railway at Writtle, in England. He was of course roused and rescued. Such persons should remember that the trains pass over all the "sleepers" upon the line.

LIBEL SUIT AT BOSTON.—The Boston Times says:—We understand that Mr. Lyman Towle, a well known hat manufacturer, has commenced suits for libel against the sellers of a weekly publication known as the Life in Boston, for alleged libel against his wife. The libel charges Mrs. Towle with adultery alleged to have been committed at Phillips' Beach, Lynn, several years since. Suits were also commenced by Mr. Towle yesterday against Willis Little & Co., periodical dealers, 19 State street—damages $5,000; Hotchkiss & Co., 13, Court street—damages $3,000 for having sold copies of said publication. The goods and chattels of these gentlemen were attached to the amounts above named.

Citizen's Insurance Company of Pittsburgh.

ENCOURAGE HOME INSTITUTIONS. Office No 41 Water street, in the warehouse of C. B. GRANT.

C. B. HUSKY, President.—A. M. MUSER, Sec'y.

This Company is now prepared to insure all merchandise in store, and in transitu, vessels, &c.

An ample guaranty for the ability and integrity of the Institution, is afforded in the character of the Directors, who are all citizens of Pittsburgh, well, and favorably known to the community for their prudence, intelligence, and integrity.

Directors—C. B. Husey, Wm. Bagaley, Wm. Larimer, jr., Walter Bryant, Hugh D. King, Edward Heazlett, John Haworth, S. Herbert, S. N. Ryer. apr27

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 15th, and will be pleased to attend to any business of a business character which may be confided to his care.

JOHN D. DAVIS.

jan7-tfunr17

Foreign and American Hardware.

LOGAN, WILSON & CO.,

No. 129 Wood Street,

HAVE NOW IN STORE

A full and complete stock of *FOREIGN AND AMERICAN*

HARDWARE,

Suitable for the spring trade, and which they are prepared to offer to purchasers at rates that will compare favorably with any of the eastern cities.

Domestic and Foreign Exchange, Bank Notes, Gold & Silver, Bought, Sold & Exchanged AT THE

EXCHANGE AND BANKING HOUSE OF

WM. A. HILL & CO,

No. 64 Wood Street, Pittsburgh.

☞ INTEREST ALLOWED ON TIME DEPOSITS. jan14

COPARTNERSHIP.—We have associated with us Thorwaldsen Bell, late Cashier of the Farmers Deposit Bank, who will devote his personal attention to the business. The style of the firm remains as heretofore.

A. WILKINS & CO.

EXCHANGE AND BANKING HOUSE OF

A. WILKINS & CO.,

Corner of Third and Market sts., Pittsb'gh.

MARRIED.

On Thursday, the 13th inst., by the Rev J. F. McLaurin, Mr. Samuel Young, of Troy Hill, to Miss Amelia, daughter of Elizabeth Ferguson, of this city.

(Saline co. and St. Louis papers please copy.)

DIED.

On Friday morning, 14th inst., Mary Bryan, infant daughter of J. Brown, Q. and Anna Maria Stuart, aged 7 months and 5 days.

CARD.—The members of the Young Ladies' Association for the Relief of the Poor, desire to acknowledge the receipt of $150, the gift above stated, which is given on their behalf, and would also return thanks to the Amateur Company for this timely assistance. Jel5

IRA HERSEY, COMMISSION MERCHANT, for the sale of Wool, Woolen, and Cotton Goods, No 72 Wood street Pittsburgh.

Orders filled at short notice for any description of Wool (no Machinery) feb15

SPRING DRY GOODS—FIRST SUPPLY—Murphy & Burchfield will this morning commence receiving their first supply of Spring Goods, and invite the call of their customers and buyers generally. They have attended to the selection of their goods personally, and feel confident that they will give satisfaction to purchasers. Their assortment comprises a full and complete stock of Cloths, Cassimeres, Satinets, Linseys, Kentucky Jeans, Tweeds, Cottonades, Linen Drilling, Bleached and Brown Muslins, Ginghams, Calicoes, Prints, Delaines, Cashmeres, Merrimacks, Mohairs, Lustres, Alpacas, Linen Cambrics, Linen Diapers, Table Diapers, Linen Damasks, Table Cloths, Napkins, Towels, Hosiery, Gloves, Cravats, Stocks, Suspenders, Shawls, Hoop Skirts, Bonnets, Ribbons, Bonnet Caps, &c. feb15

GREEN RIO COFFEE.

ON THURSDAY, 20th inst., at 11 o'clock, at the Warehouse, O'Donnell's Wharf, Baltimore, the cargo of the ship ——, 2,500 bags prime green Rio Coffee. Catalogues will be prepared, and samples ready for examination day before sale. W. G. HARRISON. feb17

CHECK LOST—A check drawn by us in favor of Henry Fritz, No. 1755, dated February 4th, 1851, Lynch, Hopkins & Sons of this city, for three hundred and fifty dollars, has been lost from the mail-stolen between Pittsburgh and Parkersburgh. Caution against receiving said check as the payment has been stopped. MILLER & RICKETSON

THE CO-PARTNERSHIP HERETOFORE existing between the subscribers, under the style of Hersey, Fleming & Co. is this day dissolved by mutual consent. IRA HERSEY, ANDREW FLEMING, R. K. FLEMING.

Ira Hersey or R. K. Fleming is authorized to use the name of the late firm in the settlement of their business. feb17

NEW BOOKS—The History of Pendennis. His fortunes and misfortunes, his friends and his greatest enemy. By William Makepeace Thackeray. With illustrations on steel, by the author. In two volumes.

No. 9 of the History of Pendennis. By W. M. Thackeray. Mademoiselle A Francois Sketch by the author of the Rollo Books.

No 11 of the Pictorial Field Book of the Revolution. By Benson J. Lossing.

The above books just received and for sale by R. E. STOCKTON, No 57 Market st.

Chronicle, American and Post copy.

TO LET—Two offices on the lower floor of corner Market and Water streets, fronting on Water street, each 18 feet.

Also, the same size as the above, on the second floor, with separate entrance from Water street.

All of these rooms are well adapted for Offices, &c., and are situated in the most favorable place for business on the wharf. POLLARD McCORMICK

feb17-3dw

SODA ASH—A superior article of our own manufacture, constantly on hand and for sale by BENNETT, BERRY & CO. feb17 Water street.

BLEACHING POWDERS—200 casks, a superior article, manufactured by BENNETT, BERRY & CO. feb12

SAL SODA—100 casks on hand and for sale by BENNETT, BERRY & CO. feb17

SULPHURIC & MURIATIC ACIDS, always on hand and for sale by BENNETT, BERRY & CO. feb17

MACKERAL—100 bbls large No. 3, Massachusetts inspection, for sale by JAS. A. HUTCHISON & CO. feb17

RICE—30 tres prime Carolina, for sale by JAS. A. HUTCHISON & CO. feb17

SHOT—36 kegs assorted numbers, for