steps were noiseless. But presently it spoke—in a scarce audible tone.

"Father! father!" it said.

"Lina!"

He looked up seeking to discern the features of his visitor. She hurried to him, kissed him, and cut the ropes that bound his hands.

"My child!" murmured George, and clasped his daughter's tottering knees. "My dear, my only child!"

"Let us fly!" said the maiden in faint and suffering tones. "The ladder is at the window.—Quick, father—quick!"

George clasped his panting child in his arms, and bore her through the opening in the garret roof, and down the ladder, resting her head upon his shoulder, and covering her cold cheek with his kisses. Near the ladderfoot, he stumbled over something. "What is that? A spade. We will take it with us."

"For a weapon!" said the father.

"To dig a grave!" said the daughter.

On the other side of the house was heard a heavy monotonous step. It was a Serb on sentry.

"Stay here. Keep close to the wall!" said George to his daughter. He grasp the spade, and crept noiselessly to the corner of the house. The steps came nearer and nearer. George raised the spade. The serb turned the corner, and—lay the next moment upon the ground, with his skull split. He had not time for a single cry.

George took the dead man's clothes and weapons, took his daughter in his arms, and left town. The morning star glittered in the brightening sky, towards daybreak, and without having exchanged a word, father and daughter reached the nearest village. George had many acquaintances there, and with one of them, he thought he could leave his daughter. He found but a poor reception. Nowhere was he suffered to cross the threshhold. None offered him so much as a crust of bread. All closed their doors and implored him to depart, lest he should bring destruction on their heads. The villagers were neither hard hearted or cowardly, but they feared that if the Serbs o'get. Thomas heard of their shelterings fugitives, they also would be murdered or plundered. With anguish in his soul, the wretched man again took his child in his arms, and resumed his journey.

For six days he walked on, over stubble and fallow, through storm and cold by night, and parching heat by day—his child his beloved child, by his side. He asked not what ailed her, and she uttered no complaint.

On the sixth day the maiden died, of hunger, misery, and grief.

The father felt his burden heavier; the arms that clasp his neck slackened their hold, and the pale cheek that nestled on his shoulder was chill and cold.

But the spires of Szegedin now glittered in the distance. George hurried on, and at last, exhausted by his speed, he reached at noonday the large and populous city. In front of it, on the vast plain, a great multitude was assembled; more than twenty thousand souls were gathered together, listening to the words of a popular orator, exalted upon a scaffolding in the midst.—George made his way through the throng; the speaker was relating the incredible attrocities of Raitzen. Several of his hearers noticed the weary, wild looking, travel stained man, carrying in his arms a pale girl with closed eyes, who stood amongst them like a fretitive from a mad house.

"Whence come you?" they asked him.

"From St. Thomas."

"Ha! Up! up with him on the scaffold!" cried those who heard this reply.

"A man is here from St. Thomas. Up with him and let him speak to the people!"

The crowd opened a passage, and George was hurried to the scaffold. When, from this elevation, his emaciated and ghastly countenance, furrowed by suffering and despair, his failing limbs, and the faded and silly pale features of the child upon his shoulder, became visible to the assembled multitude, a deep shuddering murmur ran through its masses, like that the Platten Lake gives forth when tempests nears its shores. At sight and sound of heaving throng, a hectic flush upon George's cheek, an unwonton fire burned in his bosom; he felt the spirit of revenge descend upon his head like a forked and fiery tongue.

"Magyars!" he exclaimed in loud and manly tones, "I come from St. Thomas, the sole survivor of all who there prayed to God in the Magyar tongue. My goods are plundered, my kinsmen slain. Have any of you friends there!—prepare your mourning, for of a surety they are dead.—Of all I possess I have saved but one treasure—my unhappy child. Approach ye that are fathers, think of your virgin daughters, and behold what they have made of mine!"

As he spoke, he lifted his child from his shoulder; and then only did he perceive that she was dead.- Until that moment, he had thought she was silent, as she had constantly been for six days past.

"Dead!" shrieked the despairing man; and clasped the corpse to his heart. "She is dead!" he repeated. The words died away upon his lips, and he fell, like one thunderstruck, headlong to the ground.

This tragical incident raised to a climax the excitement of the multitude.

"Revenge!—a bloody revenge!" thundered a voice, and the tumult that now arose was like the howling of the storm.

"To arms! to arms! all who are men!" was shouted on every side, and the people thronged through the streets and lanes of the city. "To arms! to arms!" was re-echoed from house to house, and in an hour's time ten thousand furious men, stood armed and equipped, and ready to set out for St. Thomas.

Then there got abroad a sullen apprehension, speedily succeeded by a fierce resolve. Some one chanced to say:

"But what if, when we march away, the Raitzen rise up and murder our children?"

The word passed from mouth to mouth.

"They shall die!" exclaimed many voices. "Let them perish, as our brothers perished at St Thomas! They must die!"

And with terrible ferocity the people turned against their own city, and like a mountain torrent, overpowering all restraint, poured into their neighbors' dwellings, and slew the Reitzen to the very last man.

This occurred on the sixth day after the extermination of the Magyars from St. Thomas.

(TO BE CONTINUED.)

THE PUBLIC BUSINESS.

Our readers may have noticed in our report of the proceedings in the House of Representatives, on Wednesday, that when the West Point Academy Bill was under consideration in Committee of the Whole, pending an amendment Mr. Morse moved that the committee rise, and that among the nineteen members who voted in favor of rising, there was not a single Whig. Mr. Stanly called the attention of the chairman of the Committee of Ways and Means to the fact that the nineteen votes in question were by gentlemen on the Democratic side, and Mr. Bayly replied, "I can't help that." It is true enough, we have no doubt, that Mr. Bayly could not help it, but it is important that the country should understand on whom the responsibility should rest for the delay of the public business.

At the commencement of the session, the President anticipated the usual time of delivering the annual message, communicating it to the two Houses the very hour he was informed of their organization and their readiness to proceed to business. This was a pregnant hint on the part of the Executive that the public interests required that Congress should proceed to the discharge of their legislative duties with all practicable or possible despatch. But the Administration could only recommend despatch—they could not enforce their recommendation.—The majority of the members of every committee in both Houses were of the Opposition, and the whole responsibility of legislation, or neglect of legislation, was of course upon their shoulders. The Administration could have nothing to say as to the time or manner in which the public business should be presented.

In his message the President discharged his constitutional duty by recommending to the consideration of Congress such measures as he judged necessary and expedient. He expressed his opinions frankly on the leading subjects of such legislation as he recommended—and here was the end of his influence or responsibility. "Beyond the due performance of these constitutional obligations," he said, "both my respect for the Legislature, and my sense of propriety will restrain me from any attempt to control or influence your proceedings. With you is the power, the honor and the *responsibility* of the legislation of the country."—*Republic.*

STATE AGRICULTURAL SOCIETY.—Persons wishing to become members of the Pennsylvania State Agricultural Society, can do so by forwarding the initiatory fee of one dollar, together with their name, and the name of their post office, to the Secretary, Robert C. Walker, Esq., of the House of Representatives, who will remain in Harrisburgh till the close of the present session of the Legislature. After that time, his address will be Elizabeth, Allegheny county, Pennsylvania.

Any person forwarding the sum of twenty dollars to the Secretary, together with his name and post office, will be entitled to a life membership, upon the reception of which a certificate of said membership will be accordingly issued.—The Vice President and members of the Executive Committee of this Society, are authorized and respectfully requested to receive the names and fees of such persons in their respective Congressional districts as may wish to become members of this Society, and transmit the same to the Recording Secretary.

Trial of a Catholic Priest.—The trial of the Rev. John Gillespie, a Catholic priest, was commenced at Boston on Monday, for indecent assault in the street at night upon Mrs. Towle, while with her husband. Mr. Choate is counsel for the defendant, and the cross-examination is conducted upon the ground that the original collision was accidental.

PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

TUESDAY MORNING, FEB. 25, 1851.

The Post Office at Brier Hill, Mahoning County, Ohio, has been discontinued. The documents formerly sent to that office, should be sent to Youngstown, Ohio.

THE LOUISVILLE JOURNAL.—This old and most judiously conducted paper has been enlarged, and much improved, being now printed on a new and larger type. It merits the prosperity it enjoys.

The Zanesville Courier, in publishing the dispatch in relation to Chancellor Walworth's report, doubts whether the cost should be $208,000 or $28,000. A friend who read the report of Mr. McAlpin, the Engineer, recollects distinctly that the expense of raising the Bridge eight feet, was $66,700, and the cost of raising it still higher, varied from one hundred to nearly three hundred thousand dollars.

Prof. CHAS. G. PAGE, of Washington city, has been engaged for the last five months in applying electro-magnetic power to a locomotive engine. The first public trial of this new application of power will probably be made before Congress rises.

ALLEGHENY STREETS AGAIN.—Our article, yesterday, on the wretched condition of the streets in Allegheny, and the imperative necessity of something being speedily done to abate this disgraceful nuisance, has attracted no little attention among the citizens and property holders of the city, and we are happy to find a general acquiescence in the propriety and soundness of our views. In conversation with a very extensive property holder, we were glad to find he very cordially agreed to the plan we suggested, and he promised to exert his influence to secure the desired improvement.

A correspondent, who signs himself "a sufferer," refers to the inoperative effect of the present laws, and to their inequitable character. That they are inoperative we all know, as are all laws which depend upon the caprice and penurious and short-sighted notions of a few individuals. What we want is a law conferring absolute authority upon the Councils to improve the streets, and to assess the expense on those who receive the benefit; the property-holders on the streets improved. The injustice of the present law consists in making each lot owner pay for the *grading* and paving of the street immediately in front of his property. As far as the paving is concerned this is equitable, but not so in regard to grading, as the heaviest part of the grading on the whole street might fall upon one man. To obviate this difficulty, let the following plan be adopted.—When it is decided to improve any street, such as Ohio, Sandusky, Robinson, Lacock, Beaver, or Rebecca street,—let the street commissioner proceed to grade and pave the whole street, or give the whole street out on a contract, and levy the expense pro rata on the property abutting on the street. Thus, if the grading and paving of a street 4,000 feet long cost $8,000, the pro rata assessment would be one dollar per foot on the property fronting on each side of the street—or twenty dollars, on a twenty foot lot, a small sum to pay for the immense benefit conferred, and the increased value given to the property.—This plan would be perfectly equitable, as much so as any plan which can be desired, and more equitable than to lay a special tax upon the whole city, for paving purpose, as in that case a person might pay a tax for years without deriving any benefit, as his property might not be reached. There will not be much difference in the grading of the several streets, so that the plan we suggest of equalizing the expense on each street, will do away with all complaint on the score of equity.

When shall this work be done? When shall Allegheny be lifted out of the mud? It is perfectly clear that the city must be paved, and that the owners of property must pay for it either by general taxation, or by particular assessment. Why delay the work? Why not enjoy the benefit as soon as it can be done, instead of working through the mud for some years longer? It is wise economy, the highest financial wisdom to do it at once. Will not the citizens of that city call upon their Councils to act in this matter without delay.

MORE ATTEMPTS TO PITTSBURGH.—A meeting was lately held in Canfield, Ohio, to take measures to construct a Plank Road from that place to Salem, on the line of the Ohio and Pennsylvania Railroad, and the prospects are flattering for the speedy completion of the works.

A meeting was also held in Youngstown, Ohio, for the promotion of the same object.

Hundreds of feeders of this description will soon be built to our Western road, all of which will tend to promote the trade, growth, and prosperity of this city. The Youngstown *Republican* has the following remarks on the meeting in that place:

"The plank road meeting on last Saturday evening was well attended. Both the capital and enterprise were well represented. Committees were appointed to procure the necessary information to enable the public of this region to adopt efficient and systematic action. It seems to be the settled conviction that a road from some point on the Ohio and Pennsylvania railroad, to connect and form a continuation chain of plank road communication from the Lake to the railroad, is imperatively demanded, and that the present is the time to move in the matter. That railroad, as well as the Lake shore railroad, will be completed in about a year. How important it is to those sections which wish to secure the advantages that such a work is sure to bring to the chief points on the route, to move off in this matter with a determination and a will not to be baffled or disheartened. Canfield is awake to this important matter, and is making strong efforts to push the road from there to Salem—in which we will succeed. This circumstance instead of being considered as antagonostical to our interests, should be regarded as directly favorable, as it gives a guaranty that the ten miles between Canfield and Salem will be built without taxing the efforts of the region lying north of it, thus curtailing the distance and lessening the obstacles to the completion of the road through, in that proportion. With this view, we have only left the ten miles between us and Canfield, and say twenty-five miles north of us, to complete the chain of eighty or eighty-five miles from the Lake to the Ohio and Pennsylvania railroad. It should be borne in mind together it is not merely attracting to us from the north a single road and a narrow strip by which it is flanked, but three distinct roads, which gather the travel and transportation from a tract of country from sixty to eighty miles in extent along the Lake. It needs but a slight glance at the map of the Western Reserve, and a slight knowledge of its resources and business, to draw attention to the special importance of the portion of the road between this and Johnson or Gustavus. The meeting adjourned to meet in two weeks at the same place, when the committees will be expected to present much valuable information.

WRITTEN FOR THE PITTSBURGH DAILY GAZETTE.

GOD AND NATURE.

From Nature up to Nature's God we look,
From Sinai's holy height to Kedron's rippling brook;
Above, beneath, around, all o'er the land,
God stamps the impress of his mighty hand.

Behold the meadows dressed in living green—
The cooling streamlets as they glide between;
See earth's green foliage bordering every side—
The bloom of Nature spreading far and wide.

Behold Heaven's luminaries as they shine,
The glorious radiance of a hand Divine;
See these bright emblems of a Father's love,
Hold out to view from distant realms above.

See the green earth, with flowers begirt around,
God's rich blessings scattered o'er the ground;
The well tilled fields receive the freshening rain,
Abundance, joy, and peace, they bring to train.

The seasons roll their appointed annual round,
Earth's blossoming gardens with choice fruits abound.
The meadows then forth the luxuriant sward,
The farmer's toil ensures a rich reward.

Spring, joyous spring—blest season of the year,
With all its charming beauties now draws near;
The farmer then begins his grounds to break,
From earth's richness his future crops to make.

The golden sheaf is broken, the sower plants the seed,
And Man's nothing energy lets the plough God speed.
Warm'd by the early summer's germinating sun,
Rich fields of corn spring forth—the vines begin to run

The office of the soil, with all his warmth of heart,
His kind, unerring Nature, now performs her part.
The season then advances, the fitful rains are given,
From roung and wonder buds, the full grown fruits are driven.

This summer has passed, and the Autumnal season's here—
That pleasant golden period of the year:
With fruits abundant, the husbandman is blest,
Now may he take his ease, and from his labors rest

Thus, for Man's enjoyment, are the varied seasons meant,
And Heaven's choice blessings for his relief are sent:
May all those tokens of His love be ne'er by us forgot,
And blest with God in Judgment, may it be our happy lot

S———,

For the Pittsburgh Gazette.

OUTRAGE.—I read your leader this morning upon the disturbance at Boston with satisfaction generally; but, I think, the use of the word *outrage* in relation to that affair, might be called an *outrage* upon the English language. In Webster, the word is expressed "excessive abuse," "wanton mischief," "injurious violence to persons or things." When the rascal Kelly murdered the colored boy in jail, you applied the word in question to his offence, and very properly. But in this country, where the very charter of our liberty and independence is based upon the declaration that all men are born free and equal, it seems to me to be an abuse of languge to apply the word to a case where men of a degraded condition interfere to release a fellow-creature of the same condition from life long bondage.—It was a violation of law, I admit. So if one man calls another by certain names or hits him the slightest blow, it is an unlawful act and punishable, but surely you would not call it an *outrage*. The word is said by Webster to be derived from the Latin word "*ultra*," or Italian "*oltre*," *beyond*.

The offence of releasing a man from bondage imposed upon him without crime on his part, is not "*malum in se*"—not evil in itself—but merely evil because those who have the power to pass laws, undertake to say that they shall be the owners of another set of men whom they call slaves. If a parcel of Virginians came into Pennsylvania, seized a free man and sent him off to Texas to toil without requital, for the balance of his life, that would be an *outrage*. C.

For the Pittsburgh Gazette.

HISTORY AS TAUGHT IN THE U. S. SENATE.

If our children get their knowledge of history entirely from the teachings of the wise men of the most dignified body of the world, they would sometimes be strangely deluded.

We recollect, for instance, that sometime during the last session, reference was made to something which happened in October, 1755. "That was *before* Braddock's Defeat," gravely remarked Mr. Benton. "Yes, *before* Braddock's Defeat," re-echoed Senator Winthrop; and thus all the boys and many men who read the National Intelligencer and the Union, would have double Senatorial authority for believing that the action which took place on the banks of the Monongahela, on the *9th of July*, 1755, did *not* take place until some months later.

On the 18th instant, another display of Senatorial lecturing on American history of a later date than 1755, occurred. It was on the occasion of that most wonderful enactment of the astonishing feat of descending from the grave to the ridiculous, as displayed in the discussion of Mr. Clay's resolution about the nigger row at Boston.

The wise man named Foote began this course of teaching. He compared the case of the "Whiskey Insurrection," in this neighborhood, to the nigger row at Boston. He either forgets, or does not know, that for several months before the troops were ordered out here, officers of the National Government had been threatened and abused; the house of General Neville had been twice attacked and finally burnt, several soldiers of the United States Army wounded in defending it; the spirit of all the well affected overawed, and scarcely a dozen men in the whole region, out of the family of General Neville, dared avow any fidelity to the government. Yet this wise Mr. Foote, thinks that case a similar one to the recent disturbance at Boston, where certainly no person was hurt, and where probably nobody was even scared.

Mr. Jefferson Davis, the learned colleague of Mr. Foote, next steps forth to perform his part. He thinks that Fries' insurrection, which occurred in Northampton county, in the very eastern most part of this State, in the year 1799, was the "Whiskey Insurrection," which occurred in Allegheny county, in the year 1794. The latter took place during the administration of Washington; the former in the time of John Adams. In 1794, Henry Knox was Secretary of war; in 1799, James McHenry.

Mr. Davis said: "I merely wish to say that I have before me a letter from *the Secretary of War at that time, Major McHenry*, who called on the brigadier general of *the militia in the State of Pennsylvania* to enforce the laws of the United States *in the western part of Pennsylvania*."

Mr. Davis, of Massachusetts, then followed, and made a sensible speech of some length. After Mr. John Davis had been speaking some time, our Mr. Cooper, who had, no doubt, been busy in the meantime examing some history, puts in his paddle as follows:

"I wish to claim the Senate a single moment as to a matter of fact. The troops organized to put down what is known as the whiskey insurrection in Pennsylvania were from the States of Virginia, Maryland, and New Jersey. The rendezvous was at Carlisle. Gen. Washington himself went to Carlisle. From thence the troops were dispatched to the western portion of the State, where resistance had been made to the law. I merely rise to state this in answer to my friend from Mississippi, (Mr. Davis,) who supposed that the rebellion was put down by the militia of the State of Pennsylvania alone. The principal force undoubtedly was a force of militia from the State of Pennsylvania, but there were also regiments from Virginia, Maryland, and New Jersey.

Here his remarks as to the Whiskey Insurrection are nearly correct in themselves; but he seems not to have discovered the blunder of Mr. Jeff. Davis in confounding the Whiskey Insurrection of 1794 with Fries' Insurrection of 1799.

Then the following passage took place:

"Mr Davis, of Miss—I would ask the Senator if those troops ever marched to the scene of action?

"Mr Cooper—They marched from Carlisle *as far west as Bedford. Further than that they did not go, I believe.*"

"Did not go farther than Bedford," says Mr. Cooper. The truth of the matter is, only part of the troops—those from Pennsylvania and Virginia—assembled at Bedford: those from Maryland and Virginia, at Cumberland, Governor Lee, of Virginia, commanded. They came to Pittsburgh, remained here some time, and General Morgan, the hero of the Cowpens, was stationed with his command near Parkinson's Ferry, the heart of the disaffected region, for several months, until the spirit of insurrection was subdued. C.

For the Pittsburgh Gazette

Mr. Editor:—I was extremely glad to perceive, in your paper of yesterday, an article urging upon the Councils of the City of Allegheny the necessity of doing something toward the improvement of the streets. Their present condition is beyond belief, and is as disgraceful as it is injurious. The present laws upon the subject have been in force for a considerable time, and have been proved to be totally inefficient and inoperative; and are, in the opinion of a great many, very inequitable. Allegheny is about to be, some something more than a suburb of Pittsburgh, and interest, as well as duty, loudly demands that her streets should be made passable at all seasons.

Yours, A SUFFERER.

THREE FUGITIVE RESCUES IN BOSTON.—The rescue of the arrested slave, "Shadrach," in Boston on Saturday, is the third occurrence of the kind which has taken place in Massachusetts. The first was in 1704. The second took place in Boston on the 4th of August, 1836, when two colored women, claimed as slaves by John B. Morrison, of Baltimore, were rescued from the Supreme Court, in Boston, during the session of the court, and while Judge Shaw was engaged in trying their case. The New York Express says:

"The colored people, of whom there was a crowd in the court, then sprang from their seats in every direction, and gathering round the two slaves, rushed to the nearst door, burst it open, and bore them pell mell down the stairs. A huge negro woman carried one of them into Court square in her arms. The deputy sheriffs were the only officers present. One of them, Mr. Haggeford, dashed in among the rushing mob, but was seized by the throat and thrown aside, unable to stem the current. Judge Shaw called to order, and commanded the rioters to stop, but they pressed on, till, in the space of not more than two minutes not a colored person was in court. A carriage was at hand in School street, and the women were placed in it, and driven up School street, down Beacon street, and over the mill-dam. The judge held the sheriff accountable for the return of the slaves, but they were never returned."

A special dispatch to the Tribune, dated Boston, February 19, says:

It is a well ascertained fact that more warrants have been issued for the arrest of fugitive slaves. The colored citizens are aware of this state of things, and it is believed are thoroughly organized and armed.

A new military association is about to be formed here, to be called the Liberty League.—More than 100 of the most influential and able bodied young men in the city are pledged to join it. The association is opposed to the Fugitive Slave Law and the aggressions of slave hunters.

Shadruch, the fugitive, is by this time safe in Canada. He left this city by private conveyance, and reached the house of an abolitionist, in a certain town in the western part of Massachusetts, on Sunday morning. On Sunday evening he attended an anti-slavery meeting in female attire. He remained unsuspected by the audience. Among the speakers were numbers of the Suffolk bar. He was very calm, and said that he had determined to sacrifice his life rather than to be taken back into slavery. His right name is Sherwood.

Fine American Cotton.—A bale of cotton weighing four hundred and sixty pounds, of so fine a quality that it has the appearance of silk, has been forwarded to the World's Fair by James H. Merriwether of Alabama, to be presented after the exhibition to Queen Victoria. It is a specimen bale of a premium crop.

PENNSYLVANIA RAILROAD—THE MOUNTAIN SECTION.

We have now the most cheering assurances that the mountain section of the Central Railroad will be placed under contract the coming spring. To provide funds for this purpose, the city of Philadelphia has authorized a new subscription of thirty thousand shares, ($1,500,000) whenever the same amount is raised from other sources, individual and corporate subscriptions. This will, no doubt, soon be done, and this tependous work finished without incurring a single cent of debt. The following is the Ordinance authorizing the subscription:

AN ORDINANCE to authorize a subscription on the part of the City to the Capital Stock of the Pennsylvania Railroad Company, and to provide for the payment of the Instalments on same.

Section 1. Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled, That the Mayor of the City be and is hereby authorized and requested to subscribe, in the name and behalf of the Mayor, Aldermen and Citizens of Philadelphia, for Thirty Thousand Shares in the capital stock of the Pennsylvania Railroad Company, whenever Thirty Thousand Shares shall have been subscribed by others after the date of the passage of this ordinance, in conformity with the provisions of the charter of the said Railroad Company.

Section 2. And be it further ordained and enacted by the authority aforesaid, That to provide for the payment of the respective instalments on said shares of stock, as the same may become due and payable according to the Act incorporating the said Railroad Company, the Mayor be, and is hereby authorized, from time to time to raise by loan, on the best terms he can obtain, and at a rate not exceeding six per centum per annum, payable half yearly, on the first days of January and July, such sum or sums as may be necessary for the purposes aforesaid, not exceeding in the whole $1,500,000, for which certificates shall be issued in the usual form by the City Treasurer, under the direction of the Committee on Finance, in such sums as may be convenient to the lenders, not, however, for any fractional part of one hundred dollars; the said loan to be redeemable, two hundred and fifty thousand dollars thereof on the first day of July, 1886, and the remainder thereof in five instalments of like amount on the first days of July in each of the five succeeding years, and not before, without the consent of the holders of said certificates; which said certificates shall be transferable in like manner with other certificates of city debt; and any premiums which may be obtained on said loan, shall be placed to the credit of the Sinking Fund.

Section 3. And be it further ordained and enacted by the authority aforesaid, That in addition to the appropriations to the Sinking Fund, the sum of one quarter of one per cent on the par value of all loans created and issued by virtue of this ordinance, shall be appropriated, quarterly, to the Sinking Fund out of the income of the real and corporate estate of the City and water rents, in manner following, that is to say, on the first day of the months of February, May, August and November, the sum of one quarter of one per cent on the par value of all said loan issued prior to the said Sinking Fund in the manner prescribed by existing ordinances: And the Sinking Fund of the city, together with the accumulations as it may receive by virture hereof, shall constitute a fund for the payment as well of loans which may be made by the authority of this Ordinance, as of loans now existing: *Provided*, That the investments of the said quarterly appropriations shall be made in the loans of the City of Philadelphia, and in no other loans or securities whatever.

In connection with this we copy the interesting letter below from SOLOMON W. ROBERTS, Esq., together with some introductory remarks by the editors of the *North American*. Mr ROBERTS' opinions and views on railroad matters are so highly appreciated here, that his letter will receive a careful examination.

From the North American.

We invite the attention of our readers to the very interesting letter, which will be found on the first page, from Solomon W. Roberts, Esq., Chief Engineer of the Ohio and Pennsylvania Railroad, addressed to Col. Wm. C. Patterson, President of the Pennsylvania Railroad. It will be found that its subject is the mountain division of the letter work; and upon this theme, Mr. Roberts, an engineer second to none in the comprehensive views, the practical spirit, and the far seeing sagacity which form the highest qualifications of his profession, and discourses with a truthfulness and power which cannot but make a deep impression on every mind. Every word he uses ought to be studied and dwelt upon.—No Philadelphian, we are sure, can rise from the perusal of his letter without a conviction that it is an important matter to the city—matter of almost life and death necessity—that the mountain division of the Pennsylvanian Railroad should be immediately commenced, urged on with energy, and completed at as early a period as possible. No delay should be thought of. The word is one which should be banished from our vocabulary. We have still to conquer the barrier of the Alleghenies, before the world and the wealth of the West are opened to us, and opened under circumstances which will enable us to compete for them on equal, or superior terms, with rivals full of energy and activity.

PHILADELPHIA, Feb. 18, 1851.

COL. W. C. PATTERSON,
President Penn'a. R. R. Co.

DEAR SIR—The importance of the prompt completion of the mountain division of the Pennsylvania Railroad is my excuse for addressing you on the present occasion. My position as Chief Engineer of the Ohio and Pennsylvania Railroad, makes me very anxious on the subject. We confidently expect to accomplish a continuous railroad communication between Pittsburgh and Cincinnati, by the way of Cleveland and Columbus, before the close of the present year; and we hope to have the whole line of our road, 185 miles in length, completed before the mountain division of the Pennsylvania Railroad can be finished, if put under contract immediately. In the level country of the West, railroads are made with great rapidity. It is hoped that next year will see the whole line in operation from our terminus Westward, through Indianapolis, to Terre Haute.

In the minds of Western men, the Portage Railroad is the great stumbling block in the way of our Central route. As most of my time is passed in the West, I have occasion to know this. In vain I argue, and in vain I ask whether there is any railroad in the country on which passengers have been carried with more safety than on the Portage Railroad. The constant reply is that it has ten inclined planes, that it causes great delay, and that it looks very dangerous. The breath of popular opinion directs the movements of the great majority of passengers, as the current determines the course of floating bodies.

The Cleveland, Columbus, and Cincinnati Railroad is on the point of being opened throughout. The distance is two hundred and fifty-six miles; and it is intended to put passengers through from Cincinnati to Cleveland, in the coming summer, in twelve hours. Fast steamers will ply upon the lake from Cleveland to Dunkirk, a distance of one hundred and forty-miles. The New York and Erie Railroad from Dunkirk to New York, is to be finished in May, and the express engines just built for that road, are probably the fastest locomotives ever made in America. Those that strive for the mastery must study the strength of their rivals. We have no time to lose; and the Portage Railroad must be superseded by the speedy completion of the mountain division of Pennsylvania Railroad.

Next summer, passengers that take the Northern route from Cincinnati, will be in New York before those who take the Ohio river route will be in Pittsburgh. I am sorry to say it, but it is an undeniable fact. The Northern route is much longer than ours, but travellers now compute their journey by time and not by distance. The Northern route will be a first class steam route before the Central route can possibly be made so, and I believe, the railroad line along the Southern shore of Lake Erie will be completed to Cleveland before a new road over the mountain can be made. Much of the work on the mountain will be so heavy that I am satisfied it will require two years and a half to construct it after it is commenced.

When the lake navigation opens in the spring, almost the whole of the through travel from the West and Southwest leaves the Ohio river at Cincinnati, ceases to pass through Pittsburgh, and never touches the soil of Pennsylvania.—This it is which has induced the citizens of Pittsburgh to press forward with such vigor the Ohio and Pennsylvania Railroad. Philadelphia, Pittsburgh, and Pennsylvania, have a common destiny and a common interest in removing every stumbling block and obstruction from their great thoroughfares. In view of the rivalry with which we are threatened, both on the north and on the south of us, we cannot hope to command the trade and the travel of the West until we have a continuous first class railroad communication, every part of which shall be adapted to be run at thirty miles an hour. The only way in which we can convert our saving in distance into a saving in time, is by running as fast as our rivals. Other things being equal, the quickest route will be sure to take the passengers.

The Baltimore and Ohio Railroad will be an unbroken line under one management, and the New York and Erie Railroad will be so likewise. The seven railroads, which form the chain between Albany and Buffalo, appear to be upon the point of a general amalgamation; driven to it by the rivalry of the Erie road. Every great railroad is an insidious and complicated machine, which requires the greatest order and system in its management. When it is made up of disordant links, confusion is unavoidable. The proper office of the Portage Railroad is to serve as the mountain section of the Pennsylvania canal line. Section boats are used upon it, and the wide passenger cars of the Pennsylvania Railroad cannot pass over it. In the narrow gorge of Blair's Gap Run, it rises eight hundred feet in two miles and a half. When it was made, it was a great work; but it was planned in 1831, twenty years ago, when railroads were in their early infancy, and the great powers of the locomotive have been developed since then.

The Portage Railroad not only has ten inclined planes, twenty stationary engines, a vast number of ropes and wheels, and other machinery, but it is well known to be one of the greatest political machines in the state. It requires a great number of officers, and they are appointed from political considerations, and changed very frequently. It is the unavoidable result of the constitution of the public works of the State, and it is not confined to any political party. I am satisfied that the interests of the Pennsylvania Railroad Company imperatively demand that the trade and travel of the road should not continue to be dependent upon the Portage Railroad for the means of crossing the mountain any longer than is absolutely unavoidable.

When the day arrives that proclaims the completion of the mountain division of the Pennsylvania Railroad without inclined planes, the character of the central route will be established, throughout the country. Bad as the Alpine grades of the Baltimore and Ohio railroad will be upon the mountains, the public will consider them to be but a trifling evil in comparison with the inclined planes of the Portage Railroad. We may argue against this view of the case, but we can not overcome it.

I trust that the appeal made in your late annual report to the stockholders of the Pennsylvania Railroad Company will not be in vain.—With what is there said of the importance of the speedy completion of the entire work, I fully concur. For nearly three years I have been engaged in the study of the railroad system of the Western States from personal observation: and if I should attempt to express in language my opinion of the tide of trade and travel which will pour over the Pennsylvania Railroad, when it and its western connections are completed, I should fail in the effort, or be subjected to the charge of extravagance. That the road will pay well, I do not doubt; but a large part of its legitimate business will be diverted to other channels until the mountain division is completed. The completion of the central link will add immediately to the value of the eastern and western division.

Cleveland is by far the most important point that we can reach upon Lake Erie; and, by the route of the Ohio and Pennsylvania Railroad, Pittsburgh and Cleveland are to be united this year. Make a new road over the mountain, and the route to Pittsburgh, will also be the best route to the Lakes. By improving our main line we attract numerous branches to the trunk, and discourage the construction of rival communications.

Now is the time to act in this manner. The state of the money market is highly favorable, and no one can tell how soon it may be less so. When money is scarce, good works have to stop as well as the bad; New York and Baltimore are "making hay while the sun shines," and strengthening their credit to the extent, to complete their great western railroads at the earliest possible day. They are all under contract without inclined planes. There are occasions when the boldest course is the truest caution, and this is one of them. If we permit the golden opportunity to pass unimproved, we can regrets cannot retrieve it. It cannot be that the appeal which you have addressed to our fellow citizens of Philadelphia will be disregarded, when so much is to be lost by neglecting it, and so much is to be gained by a determined and final effort to achieve the greatest enterprise ever undertaken by our citizens.

I am, very respectfully your obedt. servt.,
SOLOMON W. ROBERTS.
Chief Engineer Ohio & Penna. R. R.

PENNSYLVANIA RAILROAD.

1851. SPRING ARRANGEMENT. 1851

Forty-six hours to Philadelphia.

Forty-four hours to Baltimore.

280 miles Railroad—103 miles Canal.

Two Daily Lines Express Packet Boats.

(EXCLUSIVELY FOR PASSENGERS)

TO PHILADELPHIA, BALTIMORE AND NEW YORK.

ON the opening of Canal Navigation, Two daily Lines New Express Packet Boats will leave for Johnstown, thence by Portage Railroad to

HOLLIDAYSBURGH,

There taking the

NEW PENNSYLVANIA RAILROAD.

Two Hundred and Forty-five miles direct to

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Time through FORTY-SIX Hours.

Fare to Philadelphia, $10. Fare to Baltimore, $9.75.

The Cars on this route are now, and of the most approved construction for comfort and safety.

Passenger boats over morning precisely at Eight o'clock, and every evening at the same hour.

Passengers for Baltimore,

On arrival of Cars at Harrisburg, take the York and Cumberland Railroad, (now finished) direct to that city, (eighty four miles.) Time, FOUR hours.

No charge for handling Baggage on this route.

The Increased Speed makes this the most comfortable, safe and desirable route, now to the Eastern Cities.

For passage or information apply to

J. P. HOLMES, Agent,
Mounesshela House.

Or to D. LEECH & CO.
Canal Basin, Penn street.

N. B. On the 1st of July, the Portage Railroad will be finished to Lockport, which will shorten the time through SIX hours.

Pittsburgh, February 19, '51.

COPARTNERSHIP—We have associated with us THOMPSON BELL, late Cashier of the Farmers Deposite 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

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

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☞ INTEREST ALLOWED ON TIME DEPOSITS. ja15d

Citizen's Insurance Company of Pittsburgh.

ENCOURAGE HOME INSTITUTIONS.

Office No 41 Water street, in the warehouse of C. H. Gwin.

C. G. HUSTEY, President.....A. W. MAKEE, Sec'y.

This Company is now prepared to insure all merchandise in store, and in transit, by land or water, &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 probity, intelligence, and integrity.

Directors—C. G. Hustey, Wm. Bagaley, Wm. Larimer, Jr., Walter Bryant, Hugh D. King, Edward Heazelton, John Haworth, S. Harbaugh, S. M. Kier. apl8tf

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 PRICES that will compare favorably with the eastern cities.

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 agencies of a business character which may be confided to him.

JOHN D. DAVIS.

☞ PUBLIC ATTENTION is most respectfully invited to the plain, unvarnished statement of John Watt, who was cured of an *old Cough* by the use of the PETROLEUM:

"This may certify that I have been cured of an old Chronic Cough, by the use of four Bottles of Petroleum. The cough attacked me a year ago last December, and I had lost all hopes of getting well, as I had taken the advice of several physicians without any benefit. I was benefited almost instantly by the Petroleum. *I coughed up, during the use of the Petroleum, a hard substance resembling bone.*—I make these statements without any solicitation from any one to do so, and solely for the purpose that others who may be suffering may be benefited. You are at liberty to publish this certificate. I am an old citizen of Pittsburgh, having resided here thirty-three years. My residence, at this time, is on Second street.

JOHN WATT.

PITTSBURGH, February 24, 1851.

For sale by Keyser & McDowell, 140 Wood street; R. E. Sellers, 57 Wood street; B. A. Fahnestock, 4 Co. corner Wood and Front streets; D. M. Curry, D. A. Elliott, Joseph Douglass, and H. P. Schwartz, Allegheny, also by the proprietor.

S. M. KIER,
Canal Basin, Seventh st., Pittsburgh.

feb25ddw&T

MARRIED,

In Pittsburgh, on Sunday, February 23d, by the Rev. Edward McMahon, Mr. CHARLES P. SHEAS and Miss MARY F. CLOSEY.

DIED,