PITTSBURGH GAZETTE.

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PITTSBURGH.

SATURDAY MORNING, JULY 26, 1851.

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

EASTERN STATIONS OF THE OHIO AND PENNSYLVANIA RAILROAD.

We promised, a few days since, in noticing some of the contemptible jealousies created and fomented by some of our cotemporaries between the inhabitants of our two cities, to take up the subject of the Depot or Station of our Western Railroad, which has been the fruitful subject of much ungenerous and ill-natured remark, evincing not less ignorance than spleen on the part of those who are ever too ready to find fault with everything which does not accord with their local prejudices, or gratify their local pride.

It is well known that the outer station, for the housing and preservation of cars and locomotives and their repairs, *etc.*, has been located a short distance beyond the West Commons, and the passenger and freight station on the west side of Federal street, between the canal and the South Commons, running along the two latter several hundred feet—both in the city of Allegheny.

The location of these stations has been the frequent subject of ill-natured comment by the *Post*, and latterly in a more indirect manner, by the *Journal*, and the subject has acquired increased importance by the late action of the Common Council of this city.

We shall take up the location of the outer station first, as there can be no objections to that on account of the place, as the most prejudiced person could hardly expect the Company to purchase the requisite quantity of ground on this side of the river, or at any point much nearer the heart of the city even were it all desirable. The location is a most beautiful one, and in every respect unobjectionable, but its selection has been used by the *Post* to assail the character and motives of the President of the company, Gen. Robinson, because the property was purchased of his son. Now we were well acquainted with all the facts connected with this purchase, at the time it took place, and most unequivocally assert that it was the cheapest and best location within the reach of the Company. Gen. Robinson declined having anything to do it, from that delicate sense of propriety which has governed his conduct in every step of this enterprize, and the purchase was made by Mr. Lorenz, who was wholly disinterested. We know that the ground could have been sold for more money, that it was considered by every one as remarkably cheap, and we do not believe that any ground can be purchased in that neighborhood within $1000 per acre as low as that was bought for. Mr. Lorenz will gladly take the bargain off the hands of the Company, if it is desirable to relinquish it. So far, then, from Gen. Robinson making a speculation, as the *Post* charges, his son's property was disposed of at what good judges consider less than its value, and at a far less rate than any property offered suitable for the purpose. We now come to the passenger and freight station. This is on Federal street, not on property of Gen. Robinson's, but near it, and this has been used to his injury by unscrupulous and malicious persons. Gen. Robinson is so extensive a property holder in Allegheny, that it would be difficult to select any suitable station in that city without its being on or near his property. But with the present selection he had nothing to do. The Board of Directors referred the subject entirely to the Chief Engineer, S. W. Roberts, Esq., as a person who was wholly disinterested, and who consulted the interests of the company solely in making the selection, and at the time he made it he was not aware that Gen. Robinson owned any property in the neighborhood. It must be admitted by every person, not wholly besotted by prejudice, that it is decidedly the best location which could have been made on that side of the river, giving more accommodation to the people, with less expense to the company. It is nearer and more accessible to the heart of Pittsburgh than any other available point without crossing the river. It is on the principal business street of the city of Allegheny, at the foot of the second bank, on the principal avenue between the cities, and on the canal, contiguous to a commodious basin. At no other point could locomotives have approached so near the centre of business in both cities, as this.

No better point, we unhesitatingly assert, could have been selected in Allegheny; and Mr. Roberts, for his selection, and the Directors, for their ratification of it, deserve the thanks of this entire community for the wisdom and sagacity which have marked this part of their proceedings.

A most bitter complaint is made, however, that the inner station is not in Pittsburgh, and this complaint has at length been formally acted upon by one branch of the councils. We are prepared to meet the inquiries on this subject of every fair minded man. There are some men, however, whose prejudices are unconquerable, and to such we have no argument to offer.

It has been a question of anxious concern with the Directors of the Ohio and Pennsylvania Railroad Company from the commencement, to ascertain the best and cheapest mode of connecting with the Pennsylvania Railroad, to facilitate the exchange of freight. It has always been seen and admitted, that in order to enable the line through Pittsburgh to compete with rival lines, north and south, that freight should not be subjected to unnecessary expense and delay in its transhipment at Pittsburgh. Two modes of transit to and from Philadelphia and Baltimore offer—one by the canal and the other by the Pennsylvania Railroad. The station selected on Federal street secures all the facilities for cheap and rapid transhipment on the Canal which could be desired. The Depot will have a length of several hundred feet on the Canal, and freight can be transferred from cars to Canal boats, with the least possible delay and expense. No station which could have been procured in Pittsburgh could have afforded such facilities, and this shows the wisdom of the selection on Federal street.

In regard to a connection with the Pennsylvania Railroad, there are greater difficulties, but they have by no means been left unconsidered by the Directors. Among the projects spoken of, one is to take a branch of the road down Allegheny Avenue, which runs almost direct from the outer station to the river, and to connect by a bridge with the extensive depot at the Point, proposed to be erected by the Pennsylvania Railroad. Another plan is to carry a branch of the road along the North Commons, and through the back streets of the upper part of Allegheny, and to cross the Allegheny river some half a mile or more above the Upper Bridge, and thus form a connection with the Pennsylvania Railroad at its outer station. This is the only route which could be run by a locomotive, and it would be a mile, or a mile and a half farther from the business part of Pittsburgh than the Federal street station. It would in fact take the business of the west around the two cities, and not through them. And yet such is the unreasonable and thoughtless clamor on this subject, that this results is more likely to be brought about than any other. Another plan which has been suggested, is, to construct a viaduct along side of the lower bridge, and to lay down rails in the streets, on which to bring the cars over by horse power. There are many difficulties in the way of this project also, which it is not necessary to notice now. We have referred to these several projects, to show that the company has been alive to the importance of this connection, and that it is surrounded with great difficulties, and that in the selection of the Federal street station the Directors have been governed by motives of prudence, forethought and economy, and not by local jealousies, or speculative objects. The route through the upper part of Allegheny has been surveyed, and found practicable in an engineering point of view. At the time the upper bridge was burnt, a survey was made for the purpose of seeing whether the river could be crossed by a railroad at that point; but it was found impracticable, except at an enormous expense, causing the injury or destruction of an immense amount of private property.

The complainants will see, from this cursory view of the difficulties to be surmounted in uniting the two railroads, how unreasonable and captious are their objections. They talk without reflection or examination, and in a spirit of injustice as ungenerous as it is disgraceful. To establish a station of the Ohio and Pennsylvania Railroad within the city limits of Pittsburgh, and to form an immediate connection with the Pennsylvania Railroad, is a work of time and great expense. It was and is the manifest interest of Pittsburgh and the company to open the road as early as practicable, so as to derive profits from the outlay, bring business to the city, and turn the attention of the west to this point. What folly, then, would it have been for the company to have spent their time, means, and energies, in crossing the river into Pittsburgh, when we were already connected by good paved streets and commodious bridges, and when the station on Federal street is nearer the heart of the city than probably that of any railroad station in any large city in the Union? It is doubtful whether all the money Pittsburgh subscribed as a corporation would more than suffice to defray the expense of this connection; and it is a subject also which requires mature deliberation, critical examination, and ought never to be undertaken in a hurry, in the midst of all the excitement and bustle attendant on the construction of an extensive railroad, requiring the decision of so many difficult questions; especially when there was nothing in the nature of the case requiring haste.

In regard to the best mode of forming a connection with the Pennsylvania Railroad for the exchange of freight, to which we are decidedly favorable, we shall give our views at another time, and beg leave now to ask the unprejudiced examination of the citizens of this city disposed to find fault, to the location of the Federal street station. Can any of them point out a better location for a connection with the canal, or for the distribution of passengers? How much farther is it from the hotels, and the business part of the city, than the station of the Pennsylvania Railroad? Will not passengers, when they arrive at the Pennsylvania Railroad station, be conveyed in omnibusses and carriages to the different hotels in this city, and will not precisely the same be the case with those who arrive by the Western road? All the passengers by the latter road will be delivered just as cheaply, and as certainly, and as rapidly, at the hotels in Pittsburgh, as those by the former road. Then as to freight intended for distribution here, it will have to be put on drays in both cases, and with the exception of bridge tolls, which we presume the Railroad Company will arrn nge in some way, the expense of distribution will be about the same. As far as Pittsburgh is concerned, then, we cannot see the reasonableness of these complaints.

The Federal street station is nearer more people in Pittsburgh than it is in Allegheny, and the passengers and business will as naturally flow to the hotels and business streets of this city, as if no river run between the two places. As the station is now located the business must pass through Pittsburgh, but if the passenger and general freight depot should be transferred to the upper end of the Ninth Ward, and pass to it back of Allegheny, and by a viaduct across the Allegheny river, which is a favorite plan, as we have been informed, with some of the officers of the Pennsylvania Railroad, passengers might pass by us without so much as looking into our doors.

In every aspect of the case, then, we arrive at the deliberate conclusion that the officers of the Ohio and Pennsylvania Railroad Company in their proceedings thus far, in relation to stations at the eastern terminus of their road, have acted with prudent forethought and with an honest regard to the best interest of the stockholders, and the joint and mutual advantage of the two cities, and that there is not the slightest foundation for the unjust and most disgraceful and shameful charge of speculative motives, urged against the President of the Company by the editor of the *Post*, whose course in this, as in many other things, has shown him to be as reckless of private reputation as he is of the public welfare.

CUBA.—The reported rising of the people of Cuba, communicated a few days ago by telegraph, is by no means confirmed. The fact is there are so many persons interested in getting up these stories, that but little reliance can be placed upon them. There is little doubt but that the late report of an affair between the people of Principe and the government troops had some foundation; but it will require further advices to render the rumor worthy of much regard.

There is unquestionably a feverish state of feeling among the people of that island, and sooner or later it will be wrested from Spain; but this event will be postponed, not hastened, by the threatened irruption of a set of brigands from our country, who, like some other people, are fond of propagating democracy for sake of the "spoils." The quiet, indolent, unambitious Cubanos know very well that, bad as their present government may be, it is preferable to being overrode and trampled down by a parcel of bold, restless, grasping, and unscrupulous *Americanos*.

The Cubans are making slow advances in either physical or moral improvement. It seems indeed that the Spanish race cannot get beyond the point now attained by them in Cuba, which is rather in advance—notwithstanding the arbitrary nature of their government—of that to which the Mexicans ever attained. Republican institutions seem to exert no beneficial influence upon these people. What the cause of this may be, we shall not undertake to determine; but the abortive republics of Mexico and South America we think have established the fact. The true principles of freedom must be sown in the school house, or it will be in vain to expect to find them operating upon either the people or their rulers.

THE FREE TICKET SWINDLE—AGAIN.

The fact that the Canal Commissioners issued free tickets to members of the Legislature and others, having been fully and clearly substantiated by the statement of Mr. Bigham, through the columns of this paper, we felt no disposition to recur to the subject. We placed the facts fairly before the people, and having done so, we cared not to notice the long, rambling, weak, and scurrilous article which appeared subsequently in the *Post*, on the same subject. If the readers of that paper choose to accept of such stuff as an offset to the positive statement of a fact by a gentleman of unimpeachable veracity, why be it so. That paper has not broken the force of the statement in the slighest degree; but the Canal Commissioners lie at this moment under the imputation of a most dishonorable and unlawful act; and if either they or their defenders were possessed of a particle of honorable principle, they would push the matter to a full investigation, unless conscious guilt restrained them.

We tell the Post that it will require something else than vituperation to turn aside the force of Mr. Bigham's statement; and we say further, that if the editor were not lost to every sense of honor and decency, he would not have resorted to such a weapon in such a case as this. Could any thing be more abhorrent to the minds of honorable men than to lie under such a charge as this, and make no attempt at defence except the one—as vain as it is contemptible—of attempting to defame the witness of their swindling conduct.

We have been induced to take this much notice of the Post's article, because we see by that paper of yesterday that our silence has emboldened it to resume its attacks. But a man so utterly devoid of shame as the editor has proved himself to be in this matter, cannot be silenced; so we shall let him go on.

But one word to honest Democrats, who have as much interest in putting a stop to these swindling transactions as we have. You have heard the charge and the evidence. In our opinion the fact has been clearly established, that agents of the State, chosen by your votes, have violated their oaths, and the law—that they have perpetrated a most contemptible swindle upon the Commonwealth in this matter of giving free tickets to members of the Legislature and to travelling politicians; and what is worse than all, they tacitly admit the charge by their silence, though it has for some time been brought home to them by the solemn statement of a man whose word will not be disputed. Are you going to accept of defamation as an offset to facts, and vituperation as a substitute for argument, as the Post wishes you to do, and thus aid it in the vile work of screening the guilty? We trust not.

☞ The Books, for the subscription of stock to the Ohio and Indiana Railroad, have been left at the office of the Ohio and Pennsylvania Railroad Company in this city. Any of our citizens who feel disposed to invest means in the extension of our Western road, will call and subscribe. There can be no question that the stock will pay well, as the road will have no competitor.

OPENING EXCURSION.

The formal opening of the Ohio and Pennsylvania Railroad, from this city to Brighton, will take place on next Wednesday. It is expected that the road will be completed to that place to-day, and preparations are making to celebrate the opening of the road, by a grand excursion on Wednesday, when all the cars of the Company will be filled with persons especially invited for the occasion. It is expected that the Governor of the State will be present, and partake in the ceremonies of the day, as well as the Mayor and Councils of the two cities, the Judges and principal officers of the Courts, officers of the United States, and distinguished strangers in the city, and such other persons as the Directors may invite. More particular notice will be given by the officers of the company, in time for our next issue.

We were informed, yesterday, that Mr. Eilet had commenced the location of the Hempfield Railroad at Wheeling, and within a short distance of that city had encountered a tunnel of 1800 feet. This is the series.

THE RIVER ROAD.—We copy to day, from the Journal, an article signed "A.," in favor of the construction of the river road, from Beaver to Wellsville, and finally, and as soon as possible to Bridgeport. As this has always been a favorite route of ours, and one for which we have contended with nearly all our contemporaries. We need not say therefore, that we highly approve of the project, and recommend to our citizens to give it all the aid in their power, as a road which will confer great benefits upon Pittsburgh, and prove to be good paying stock.

THE CANAL.—Messrs. Bell & Ligget state to us on good authority, that the damages sustained by the Pennsylvania Canal by the flood in the Juniata have been so far repaired, that the boats will commence running again on Tuesday next.

STATE OF THINGS IN SAN FRANCISCO.

We made some remarks some days ago upon the fearful experiment of the people of that city in attempting to govern and protect themselves by mob law. The *Boston Traveller* gives the following extract from a private letter upon the same subject:—

"A secret organization of citizens has been formed for the preservation of lives and property; and during the next fortnight there will be executions of notorious villains. It is understood that an invitation will be extended to all Sydney people to come forward and show evidences of good character, or take five days to leave these parts—otherwise they will receive a pill from Colt's medicine chest. Since the last fire there has been more trouble than ever before. Now something will be done, and undoubtedly there will be more executions. If judges or lawyers remonstrate, they will be in danger. I think that for the last fortnight an attempt has been made every night to fire the city; and if we escape the 14th, which is the anniversary of one of our great fires, I shall feel glad."

Upon which the Traveller makes these judicious remarks:—"The fact that San Francisco is so overrun with lawless and desperate villains, is sufficiently painful and alarming; but it is by no means the most alarming and painful fact communicated in the above extract. We confess that we view with the utmost alarm a state of general morals which will allow, much less sanction, such an organization as that alluded to. It indicates an utter vitiation and corruption of the public functionaries of the city, and a general contempt for the administrators of the law, which is totally inconsistent with the idea that anything like a well ordered government exists in the country. Sure we are that if there are men whose business it is to administer this law, the course adopted by this "organization of citizens" must tend most directly to break down this law, and to render powerless these officers of justice. If this organization can be sustained, there is, in fact, an end to government."

The Commercial Advertiser holds the following sensible language respecting the matter:—

"Had the committee confined themselves to operating upon the ministers of the law, either by aiding and supporting them if they were willing to enforce the law, or by bringing such a combined public opinion to bear upon them that they would be compelled to act promptly and impartially, they would have done wisely and well; the effect would have been immediate and perpetual, and the triumph of the great principle of self-government, under the restraints of law, would have been complete. Very different is the case now. However much the committee may hereafter desire it, they cannot heal the wounded honor of the defied law. They cannot at will raise its prostrate form and re-animate it with authority and power. The vigilance committee may make itself feared, but it will be at the expense of popular respect and homage to the law. Moreover, a counter-vigilance committee would be quite as legal as that now existing, and might make itself as terrible. Nor is it improbable that such an organization will spring up, if every man who steals a box of money—in the present case recovered by his partners—or robbed in any other felony—is to be *secretly* condemned to *death*. A vigilance committee acting with such glaring illegality, and openly avowing it without shame, may go to the greater lengths of tyranny, thus provoking counter organizations; and where will the end be?

If there is, as cannot be doubted, necessity in San Francisco for organization for self-protection on the part of citizens, let it be done not in defiance of established law, but under its sanction. Let respectable citizens protect themselves and their property by existing law, or by amending the laws if they need amendment. Any other plan of protection must result in anarchy and ruin."

THE SANDWICH ISLANDS.—A late number of the "Polynesian" contains the report of the Hawaiian Minister of the interior, from which we learn that the number of foreigners who have taken the oath of allegiance during the past year is 151, citizens of the following countries:—

United States,	69	Great Britain,	37
China,	12	South America,	2
France,	4	East Indies,	6
Portugal,	5	West Indies,	4
Germany,	5	Polynesia,	4
Denmark,	1	Africa,	1
Prussia,	1		

The amount of goods sold at auction in the Hawaiian Kingdom, during the past year, was $1,060,760 38.

SIMMS' FIRE-PROOF MINERAL PAINT.

Our readers will remember that about a year ago we gave some account of a discovery made by Mr. James C. Simms, of a valuable mineral, found in great abundance near the head of Federal street, Allegheny, which proves to be a natural fire-proof paint of the best quality.—We are now enabled to state that Mr. Simms has completed the erection of a manufactory of this article, and is prepared to furnish it in any quantity, either dry, bolted through a superfine bolting cloth, or ground in oil, as may be desired.—The St. Charles Hotel, in this city is painted, (brick-work, doors and window frames) with this article, which has been on some ten months. We refer the reader to his advertisement in another column.

The following certificates will go further than any thing we can say.

This is to certify that the walls and window frames of the St. Charles Hotel have been painted with Mr. Simms' Fire Proof Mineral Paint, some ten months since, and have no hesitation in saying that it is a very superior article for that purpose. B. D. MILLER.

Pittsburgh, July 21, 1851.

From the Cape Royal Mail Monthly Dispatch

CAPE TOWN, Friday, May 30, 1851.

"The aspect of the war has undergone little alteration since our last publication, and we regret to say that we have still no decisive success to record, or in fact any thing that would lead to the conclusion of a speedy termination of the present disastrous state of affairs. The system of patrols has been continued, the Amatola mountains have been repeatedly penetrated and their fastnesses explored by the British troops, who have endured great fatigue and displayed all their usual gallantry; but the enemy, like the children of the mist, vanish at their approach, driving off their cattle. In fact, Sir H. S. Smith observes, we have to deal with a foe who acknowledges neither front, flank, nor rear, and whose movements are too rapid and eccentric to be calculated upon.

A fall of snow had occurred on the Winterberg and other mountain ranges of the colony, which extended to the Amatolas. The number of plundering parties of Caffirs within the colony have greatly increased, probably in consequence of the privations which they suffer in the bush. Fortunately the 74th regiment landed at Port Elizabeth and proceeded to Graham's Town, so that there will be a larger military force than heretofore within the colony, to second the efforts of the Burghers and the faithful colored inhabitants.

SWITZERLAND.

The Federal Council of Switzerland has drawn up a decree for the execution of the railways proposed by Mr. Stephenson. One line is to traverse the country from the lake of Constance to Geneva, passing by Zurich. A branch line is to run from this trunk line to the Basle railway, to unite with the German and French lines.—Another line is to proceed from the lake Constance to Coire, in the Grisons, to be prolonged afterward across the Alps, by Lockmanier, into Lombardy. The total length of these lines is to be 550 kilometres, (400½ English miles) and the expense 102,123,000f., or 137,112f. ⅔ kilometre.

ROME.

Rome is at the present moment tranquil; the season being over, and the unhealthy period about to commence, the number of strangers is very much reduced. With the exception of the assassination of one of the secretaries of the Holy Church, nothing has been attempted by the anti-Papal party; the smoking prohibition manœuvres have, however, not ceased—since the late second attempt at carrying that system through by the mixing of exploding cigars with those of the papalto. The strict measures resorted to by the French and Papal authorities, and the late military trials and sentences, seem to have, for the moment put a check on further attempts at serious disturbances; nevertheless, it is dangerous to indulge in a harmless cigar in public, as the consequences might be most disagreeable. The French are generally considered most changeable in their manner of maintaining order; this inconsistency naturally gives umbrage to the population, which is ready to show its hatred of the Gallic sustainers of Popery in every possible manner.

Large reinforcements are expected by the French, who are at present about 9000 strong, this certainly does not look like a probability of the garrison of Rome soon being composed of Austrians. The very personal appearance of the two armies is a type of their systems, and of the character of the nations they represent. The Frenchman has a careless, easy, light hearted way about him; one hand in his pocket, a light cane in the other, no sword on. He lounges through the streets of this capital, amidst a population whom he despises and by whom he is execrated and continually molested, with a cool bravado, exactly contrary to the German, who, still and upright sword at side, his white coat without crease or speck, takes the air, as if on duty and a matter of formality, with a firm step, which is the very contrast of the easy swagger of the other, but is more respected by the people individually, and more readily obeyed.—The French troops occupy the whole of the Southern part of the Roman States up Civita Castellana, whilst the superior portion, including Bologna and Ancona, is in the hands of the Imperial commanders. The Roman censorship is far stricter than that exercised in Tuscany, which in itself is very severe. In Rome but few numbers of the *Gazette di Genova* are suffered to pass, whereas that paper is generally read in all parts of the Grand Duchy. The custom-house officers direct their attention particularly to books and manuscripts, as the articles most under prohibition.

AUSTRIA.

The following letter to the London Morning Chronicle, will be read with painful interest:

"The Vienna papers are without interest of any kind. The capital is still 'nominally in a state of siege, for though the cannon of Windischgratz still peep out from behind palisades on the ramparts of the city, threatening death and destruction to all evil-disposed, the onerous conditions of a strictly military regime are taken off, and we now see a column in the journals' reserved for their cord of delinquencies and the details of crime that are daily taken cognizance of in open courts by twelve jurors, similar to our "police reports." Notwithstanding this and other symptoms of amelioration, I am bound to state that the condition of Austria is far from satisfactory. Every thing that has been done, every law or enactment that has been published since the accession of the present emperor, must be and is regarded as of a provisional and uncertain character. Of course in making this assertion, I except the new military organization which is, I suppose, perfect of its kind. Retrogression is the order of the day. Even the confessedly "provisional municipal laws"—provisional only until they receive the sanction of the central Reichstag of the empire—are undergoing revision, having been found too liberal and too free from the aristocratic elements. This is, it is said, is a concession made to the Hungarian Conservative party; the laws as they were first designed not being adapted to Hungary. It is indeed true, that still-born child, the famous Constitution of March, 1849, is not yet buried; but that is all that can be said of it. No formal repeal has been made, but I can assure you that it forms the main object of consideration with the Cabinet how and in what way they can best modify, and if not modify, when they shall withdraw and cancel their own work. You will easily understand that many rumors are rife on the subject, and that nothing is known on this side the veil of the temple. Until something decisive takes place, the crown-lands of the empire, the archduchy itself, must be viewed as in a state of transition; the prevailing forms of government, in name constitutional, being in fact arbitrary. I share the opinion of many persons that a change is not far distant; and I am led to this conclusion, partly by the passive and neutral tone of the journals, as if waiting for the favorable moment to show their colors. From what I have said, you will at once perceive that there is no immediate prospect of a coronation taking place.

The accounts which came dropped in from the different crown lands are by no means assuring in Galicia, a peasant "prophet" has been exciting the country folk by his eloquence to abstain from spirituous liquors, and enter the Mazigkeits Verein. These apparently trifling things, and of the most apparently innocuous character, instead of meeting with open encouragement from the Government, have been checked, and the prophet silenced, on account of the Communistic doctrines which are supposed to lurk under the mask of temperance. Field preaching in Poland is, in point of fact, what the prohibition to smoke is in Italy, the sign of disaffection, and as such, it has always been regarded by Government. In one of the circles of Galicia, serious disturbances have just taken place; the peasantry thinking that the time was come for them to rise and possess themselves of some portions of the land. The military at last were obliged to interfere to protect the landlords, when blood was shed, and one or two lives lost. Here we see the consequences of the too early emancipation of the serf from feudal obligation; one of the first fruits of the revolution, and now bitterly rued by those who generously conceded to give them their freedom; for I suppose there is no class of peasantry in the world so low in the scale of humanity as the Polish—so ignorant and so brutal, and from that very ignorance and superstition the ready tools of a crafty government. Ample, too ample, proof has already been given in that country of the subservitiency of the peasantry, and ever since the Tarnow massacres, Government has felt secure, being able at any emergency to gain over the country people. For this reason, and the contiguity of Russia, the military force kept up in Galicia is smaller than in any other province.

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.

☞ Messrs. J. Kidd & Co.: We wish to inform you that we have sold all of your Worm Specific you left with us. We wish you to send us some more as soon as possible, as it has given general satisfaction here. We have many calls for it since we have been out of the article. It has superseded all other preparations in this country, and for this reason we wish to keep a supply on hand. R. & H. A. PATTERSON.

Adolphi, Ross co., O., Feb. 19, 1848.

The above is one of the hundreds of similar communications which the proprietors of this medicine are daily receiving. Where it has been introduced, it has become the most popular remedy in use.

For sale by J. KIDD & CO., 6 Wood st.

☞ The greatest remedy of the age seems to be the celebrated medicine called H. G. Farrell's Arabian Liniment. It is used as an external application, and is said to possess most wonderful qualities for healing, quieting pain, restoring palsied limbs, &c. A friend had a most severe bruise, which threatened mortification; he had used several remedies to no effect, when he was advised to try H. G. Farrell's Arabian Liniment, one bottle of which entirely cured him. We have no doubt, from the extent of the injury, but for this excellent medicine, he would have had a serious time of it. See advertisement.

Pittsburgh Life Insurance Company.

CAPITAL, $100,000.

OFFICE, NO. 76 FOURTH STREET.

OFFICERS:

President—James S. Moon.
Vice President—Samuel McMurran.
Treasurer—Joseph S. Lesch.
Secretary—C. A. Colton.

☞ See advertisement in another part of this paper.

DIED,

At his residence, near Minersville, on yesterday morning, at 1 o'clock, the Hon. William Foster, in the 67th year of his age. The funeral will proceed from the family residence to the Allegheny Cemetery, to-day, (Saturday) at 3 o'clock. His friends, and the friends of the family, are invited to attend without further notice.

☞ Carriages will leave the corner of Fifth and Smithfield streets, at 1 o'clock.

Sims' Fire Proof Mineral Paint.

THE subscriber, having completed his establishment for the preparation of the above named article, near the head of Federal street, Allegheny, is prepared to furnish it, through his agents, either dry, or ground in oil.

JAMES C. SIMS.

AGENTS:

J. A. Qualler, Druggist, corner of Third and Wood sts.; F. H. Ingels & Co., Druggists, 110 Liberty street; Joseph Doughless, Druggist, Diamond, Allegheny.

COFFEE—150 bags Rio, for sale by JOHN WATT & CO.

MACKEREL—Nos. 1, 2, and 3, in bbls. and ½ bbls., for sale by JOHN WATT & CO.

Green Teas have advanced 10c. per lb.

YOU can buy Green Teas, for three months to come, at MORRIS' Tea Mart, in the Diamond, at the old prices, and the same qualities, notwithstanding the advance in prices east, as they have a large stock on hand. They sell the best Teas in Pittsburgh at this store, and defy opposition.

A Good Bargain is now Offered,

IF APPLICATION BE MADE SOON.—From Three to Four ACRES, in Duquesne Borough, near Herr's Island—on the premises is a good tan yard, with necessary buildings, &c. The property may be divided into lots, and sold at a good profit. Persons disposed to purchase will apply to BAIRD & IRVIN, 114 Second st.

STEAMBOAT OFFERED FOR CITY PROPERTY.—A bargain will be given if application be made soon to BAIRD & IRVIN, 114 Second st.

WHITING—100 bbls. (dry and very fine) for sale by J. SCHOONMAKER & CO.

ROLL BRIMSTONE—2 bbls. for sale by J. SCHOONMAKER & CO.

SALERATUS—8 casks (warranted pure) for sale by J. SCHOONMAKER & CO.

Watches!

JUST RECEIVED, by this morning's express, a very superior assortment of Watches. We respectfully inform our customers and the public generally, that we have now, and intend keeping constantly, as good an assortment of fine Watches as may be found at any eastern establishment. Our arrangements with manufacturers and importers are such as to warrant us in advertising that we are enabled to sell at N. Y. factory prices found in the United States.

☞ Being assisted by experienced and finished watch makers, our customers may depend on having their Watches repaired in the best manner, and warranted.

W. W. WILSON, Watch Maker,
67, corner Market and Fourth streets.

Murphy & Burchfield

HAVE OPEN this morning a further supply of Mosquito Netting, white, blue and green; super Mohair Mitts; black Lace Gloves; heavy Linen Check, for summer wear; Irish Linens; white and colored Flannels, &c.; at the northeast corner of Fourth and Market streets.

NEW MUSIC.

H. KLEBER, No. 101 Third street, has just received—
Farewell if ever fondest prayer;
Wherefore, Nelly, look so lonely;
The language of love;
The modest question;
Wait for the wagon; dedicated to Kit Carson, the great western mountaineer;
The home of my childhood;
A free heart;
Come where sweet toned zephyrs pass;
The angel's whisper;
I'm alone, all alone; by Dempster;
Oil Sly to the prairie;
Anita, yes the die is cast;
Careless childhood's sunny hours;
Nancy Bell;
Petunia Waltz; by Beethoven;
Niagara Falls, comic song;
Les Bords du Rhin; waltz by Hunten;
The Pipple Waltzes; by Hunten;
March from Norma;
Tully Waltz; by Beethoven.
SIGH ON THE GOLDEN HARP.

NEW BOOKS! NEW BOOKS!

AT HOLMES' LITERARY DEPOT, Third st., opposite the Post Office—
Dictionary of Mechanics, No. 34.
Little's Living Age, No. 373.
Blackwood, for August.
Harper's Magazine, for July.
International Magazine, for July.
The Adventurer; a tale, by Mrs. Trollope; a Sea Story.
The Countess of Lissebury; by Dumas.
Scenes or Sketches of Parts by Maj. Richardson.
Venat, a Problem; by the author of "Alton Locke."
Heretics of a Rochdale; or a Book of the Heart.
The Turner's Companion, with Illustrations.
Travels in Glide through the U. S. and Canada.
Ellen, or the Snow Bird; a tale of real life; by Caroline Lee Hentz.
The Scout; by Bulwer.
The Heir of West Wayland, a tale; by Mary Howitt.
The Danaides; or, Leaves from the Diary of a Recent time.
Not so Bad as we Seem; a comedy by Bulwer.
Freeman's Monthly Magazine, for July—No. 1.
Godey's Lady's Book, for July.
Graham's Magazine, " "
Sartain's Magazine, " "
The Ladies' National, " "
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To the Deaf!

DEAFNESS, noises in the head, and all kind of disagreeable discharges from the ear speedily and permanently removed without pain or inconvenience, by Dr. HARTLEY, Principal Aurist of the N. Y. Eye and Ear Surgery, and of 99 Arch st., Philadelphia, begs to announce his return for a few days. The number and importance of the cases under his care on his recent visit, and the gratifying amount of success which attended his treatment, have induced him to expedite his return. His stay here will depend much upon circumstances, and it will be advisable for those who wish to consult him, to make an early call. Dr. H. may be consulted, until further notice, at Allegheny, second brick dwelling beyond the School House, on Rebecca street. Jy23

Country Property.

THE undersigned offers for sale a piece of land containing between five and six Acres, situated on the road leading from Birmingham to Mt. Liberty, within a few rods of the Central Railroad. With a front of 47 feet on the new road, it is well adapted for laying out into building lots. A survey of the ground may be seen at the Banking House of WM. & HILL & CO.

Greenwood Garden.

A CHOICE collection of Shrubbery, Vining Rose, Raspberry, Strawberry, Gooseberry, Rhubarb, Grape Vines, hardy Monthly Roses, and every plant usually found in present yards and gardens, will be found at Greenwood Nursery. An Omnibus leaves the corner of Cherry alley and Fifth street, Pittsburgh, every half hour, for the Garden. Ice Creams and other refreshments served up in the Saloon.

Orders addressed to the proprietor, West Manchester, Allegheny county, Pa., will receive prompt attention.

J. McKAIN.

(Post and Dispatch copy.)

Removed.

BENNETT, BERRY & CO. have removed to their new Warehouse, corner of Chancery lane and First street.

SUNDRIES—
22 bales Cotton;
25 bags Feathers;
18 Glasses;
2 casks Beeswax; to arrive, for sale by ISAIAH DICKEY & CO.
Water and Front sts.

Kentucky Mutual Life Insurance Company.

GUARANTY FUND, $100,000.

THIS COMPANY offers to the insured all the profits and advantages of the Mutual and Joint Stock Plans (as heretofore applied) combined, namely: Low rates of premium; an annual return in cash of the per centage required for the contingent risk of the year; an adequate, but not excessive provision for the future security of members; the whole profit of the loan of the entire life interest in the accumulating fund secured to such members, payable at death, by credits upon their policies, a guaranty fund designed for the permanent security of short term policies, and also for the present security of those for the whole term of life.

☞ This is a Mutual Life Insurance Company where rates of premium are fixed at a reduced standard, and, with a provision for an annually increasing accumulation of funds (for the security of policies) equal to the amount of business and the increasing risk from advanced ages among the members.

Pamphlets, tracts, &c., giving in detail the plan and rates of the Company, may be obtained of the undersigned, or Insurance received by

J. TURBETT, Agent,
129 Wood street, Pittsburgh.

SAMUEL DUCHARME, Medical Examiner.

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13,000 Acres of Land for Sale,

IN LOTS TO SUIT PURCHASERS, part in cultivation and cleared farms; limestone, coal, mill sites, and timber on some tracts.

3,000 Acres in Butler county, along the Connoquenessing creek, between Harmony and Butler. Apply to D. Heckenlaughlin, in Butler, or R. Chew, of Epsom, now at Buhl's Mill, 24 miles from Pittsburgh.

7,000 Acres in Beaver and Lawrence counties. Apply to E. Hoopes, New Brighton.

3,000 Acres in Beaver county. Apply to John Reynolds, Mansville; John Vanlion, or A. Christy, Connoquenessing. Jy24d&w2t*3

Mosquito Bars.

I HAVE just received one case of Wash Net, three yards wide, for Mosquito Bars.

WM. NOBLE, Third street.

ROCK POWDER—300 kegs for sale by S. F. VON BONNHORST & CO.

CHEESE—75 boxes for sale by S. F. VON BONNHORST & CO.

The only real New York Plumbing Establishment

WHERE work is done on Scientific Principles, and warranted.

Home and Steamboat Plumbing, in all its branches, done with neatness and dispatch.

Baths fitted up with showers, from ..... $5 to $15
Bath Tubs ..... 6 to 20
Wash Stands, complete ..... 3 to 30
Sinks, wooden or iron ..... 8 to 20
Water Closets, complete ..... 8 to 24
Hydrants ..... 5 to 7
Force Pumps, complete ..... 8 to 12
Kitchen Ranges, Cast Iron Boilers, Wash Trays, Hot Air Furnaces, and Lead Pipe, furnished and put up at the lowest prices.

Lift, Force, and Yard-Pumps; Hydraulic Ram, constantly on hand, and put up at any distance in the country.

Repairing punctually attended to.

DRYDEN & WILKY, 125 First st., between Wood and Market sts.

Wanted to Purchase:

STOCK of the Bank of Pittsburgh, or Merchants' and Manufacturers' Bank of Pittsburgh.

W. R. RUBPHY,
corner Fourth and Market sts.

CHEESE—200 boxes prime, for sale by J. B. CANFIELD.

PEARL ASH—30 bbls. for sale by J. B. CANFIELD.

LINSEED OIL—20 bbls. for sale by J. B. CANFIELD.

SALERATUS—125 boxes pure; 25 bbls. White Fish; 5 bbl. " " for sale by J. B. CANFIELD.

LAKE FISH—10 bbls. White Fish; 5 bbl. " " 10 bbls. Lake Trout; 2 bbl. " " for sale by J. B. CANFIELD.

BUCKETS—30 doz. Marietta, for sale by J. B. CANFIELD.

New Books, Just Received.

YEAST: a Problem; reprinted with corrections and additions, by the author of Alton Locke. 12mo., mus.

History of Cleopatra, Queen of Egypt; by Jacob Abbott. 16mo., mus.

Odin Field; a Tale of the Puritans. 12mo., mus.

Eastburn; a Tale; by Anna H. Dorr, author of "Friends and Fortune." 12mo., mus.

Appleton's Mechanics' Magazine and Engineers' Journal, No. 1.

Byrne's Dictionary of Mechanics, Engine Work and Engineering; Nos. 21 and 22.

Lossing's Pictorial Field Book of the Revolution; No. 14.

Palestine: its Geography and Bible History; with 20 lithographic Maps; by F. R. Gilbert, of East Genesee Conference; edited by Daniel P. Kidder. 12mo., mus.

For sale by J. M. READ,
78 Apollo Buildings, Fourth st.

A Card.

THE Pennsylvania Railroad Company, no doubt with that regardful care of the public interests which so eminently distinguishes all their operations, advertise that "the canal cannot be in working order for six weeks." We take p