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FRIDAY MORNING, JAN. 9, 1852.

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

KOSSUTH IN PITTSBURGH.—The following telegraphic despatch has been received by the Chairman of the Committee.

WASHINGTON, Jan. 8, 1852.

Kossuth will be in Annapolis, on Monday, at Harrisburgh on Tuesday and Wednesday, and Pittsburgh on Friday and Saturday, next week.

THOMAS M. HOWE.

A letter from Gov. KOSSUTH, accepting the invitation of the City of Pittsburgh, has been received, and will be read at the meeting of the Committees, to be held at Col Sahl's this evening.

OHIO AND PENNSYLVANIA RAILROAD COMPANY.—The annual meeting took place yesterday. The official proceedings and report of the President, will be found in another column. The following persons were elected Directors for the ensuing year:

Gen. Wm. Robinson, Jr, Frederick Lorenz, Jas. Wood, H. S. Fleming, Zadok Street, Arnold Lynch, and John Larwill.

The report of the President gives a very flattering account of the state and progress of this truly magnificent work, which is already exhibiting tokens of its beneficial effects upon this city, and which is rapidly progressing to completion. Under the management of the able and efficient Board of Directors, which has brought the work into its present flattering state, we may confidently look for the best results in the future.

GOVERNOR'S MESSAGE.—Like all the previous messages of Governor Johnston, this document, which we publish this morning, is a lucid and vigorous, but brief, exposition of the affairs of the State. A feeling of regret will be experienced by many, even of those who, in obedience to the inexorable behest of party, aided to drive him from office, that Pennsylvania can no longer enjoy the services of such a chief magistrate, and such a champion of her now languishing interests. But be it so. Western Pennsylvania did him justice as Governor; and if we may not have his services in that capacity, we are likely to receive the benefit of his talents and energy in another sphere of action, perhaps even more advantageous to us than they could have been in the one from which the madness of party and the intrigues of faction ejected him.

FRANCE.—The army of Algiers has voted against the President. Some regiments voted unanimously against him, while others refrained from voting. The force there is large, and the vote causes some uneasiness.

The President has received the felicitations of the despotic courts, and a present of a coach and four splendid horses from the Emperor of Austria.

Gen. Cavinac refuses to accept of liberty unless the same favor is extended to his fellow prisoners.

KOSSUTH MEETING IN BEAVER.—A call for a Kossuth meeting in the court house in Beaver, on this, Friday evening, signed by a large number of influential citizens, is published in the Beaver papers. We hope they will have a good meeting. We should expect the people of Beaver to sympathize largely with the cause of European liberty, judging from past indications.

MR. WALKER IN ENGLAND—FREE TRADE.

Thurlow Weed, Esq., editor of the Albany Journal, is now in England, noting passing events, and communicating them to his journal in a series of highly interesting letters. Hon. Robert J Walker, author of the tariff of 1846, is also there, trying to negotiate a large loan for the Central Railroad company of Illinois, to be paid in the shape of English rails. He is tickling John Bull amazingly by his numerous speeches in praise of the blessings and benefits of free trade as exemplified in his tariff law.—Mr. Weed, speaks of him and his mission as follows:

The Hon. Robert J. Walker, who is rightfully regarded as the Father of the Tariff of 1846, is receiving marked attention here—attentions to which he is well entitled, for England is now profiting largely by the Policy of the Polk Administration. The British Manufacturers are reaping, and will continue to reap, a rich harvest from the Tariff of '46. *They paid*, if what I hear be true, *handsomely for that Tariff*, but it is repaying them, in its operation, fifty fold. England, after adhering for centuries to a rigidly restrictive Policy, has attained a position which enables her, with her superabundant capital and cheap labor, to become the World's work shop. There is a fable I believe, of a Fox who having lost his own Tail, persuaded his friends that Tails were quite useless.—England has got to the end of Protection, and is now endeavoring to persuade America, a Nation that possesses, like England, all the elements required for manufacturing independence, that as she can Manufacture for us cheaper, we should abandon the Protective Policy! She does not tell us, however, that when, deluded by the popular theory of "Free Trade," we shall have withdrawn the pressure of American competition, John Bull, generous as he is, will consult his own rather than our, interests, in his prices.

I do not urge a high Tariff. We collect quite revenue enough now. But let us have a discriminating duty, with one-sixe to Revenue and another to Protection, keeping the latter ever a little widest open. I hope to see the closest commercial relations cherished and perpetuated between England and America. We want much that she makes, and she needs some things—considerable, indeed—of what we produce. But when the balance of trade is so much against us as to require the shipment of nearly a million of dollars a week, taking some fifty millions a year, I venture to hazard the opinion that we cannot stand it long.

I met Ex-Secretary Walker at the house of an English friend the evening before he went to Manchester. He is even more zealous than when in the Treasury Department, for Free Trade, insisting that our true interests lay in that direction. It was urged he said, that the tariff of 1846 would break down the iron *interests, and yet Pittsburgh*, the only exclusively *Iron Working City* in the Union was never *so prosperous*. But he very freely admitted that this was owing principally to the fact that the raw material was obtained at rates so low that it was destructive to that interest, which is a large and important one.

The relative situations of England and the United States in regard to free trade was never better set forth. The policy of the former is that of free trade, because she is able and prepared to compete successfully with the whole world, provided she can get into the markets of other nations; while the true policy of the United States is directly the reverse, because we are not prepared to compete with foreigners even in our own markets, much less in the markets of Europe. That being the case, we must be protected by adequate duties upon imports, if we would manufacture at all. This difference in the condition of the two nations arises from various causes, the first of which is, that in this country labor is better rewarded than in England, and it is a cause that no good man would wish to see removed; but which we will see removed; but which we will see removed unless the Government returns to the protective policy. Another is the low price of capital in England, which pre-supposes a supply correspondingly large.

Mr. Walker cites the present *prosperity* of Pittsburgh as illustrative of the blessings of his system. A more unfortunate example could scarcely have been chosen. It may answer to talk in that way in England; but should he come here, and witness our silent, cold, desolate iron works, it would require a degree of effrontery which we think even he is not master of, to enable him to discant upon the blessings of free trade.

THE FRENCH DESPOTISM.

The despatches received by the Cambria state that the French usurpation is complete. The usurper is elected by an overwhelming majority, and now reigns as absolutely in France as the Czar Nicholas does in Russia. The despots of the Continent, backed by the Pope and his armies of Priests, have succeeded but too well in their devilish work of destroying the liberties of the French people. The money power, sordid and selfish, rejoices; the Roman priesthood hold a jubilee, and the despots breathe freer, and draw the reins tighter. The liberty of the press, the best safeguard of a free people, is destroyed, the right of suffrage, as it is permitted to be exercised, is a mockery, and religious liberty only exists in name. Who could have thought that such atrocities could have been seen in the middle of the Nineteenth Century!

The following letter from the London correspondent of the New York Commercial shadows forth the nature of the despotism established, and the sort of liberty to be enjoyed under this mis-named Republic. The constitution prepared by the usurper, as the reader will see, leaves him the sole power, and his title ought to be that of Dictator, instead of Regent, although that savors of the Royalty which he will soon assume.

LONDON, Dec. 11, 1851.

Considering the critical position of Europe, the amount of intelligence to be conveyed by this packet is remarkably small. France is the one object of attention, but as the press in that country is nearly extinguished, and no one dares to utter a political opinion contrary to the will of the Government, it is impossible to ascertain her real state.

The accounts from the provinces and elsewhere continue to be limited solely to such manifestations as the President may please to authorize. One of the suspended papers, the *Siecle*, was allowed to reappear; but it had scarcely done so before its suppression was again ordered. Such scraps of actual and independent intelligence as reach this country are for the most part conveyed by stratagem. The merchants and newspapers receive a large number of letters from parties known to them, but to which no signature is affixed. The state of terror is shown by the fact that these communications, about which the writers are so timid, contain no violent lannuage, but consist chiefly of statements of undisputed occurrences or of corrections of false assertions by the Government. It is only by such means that many of the leading men of France have been able to acquaint the world that the use made of their names by the government, is not only without their consent, but in the face of their strenuous protestations.

The various isolated movements in the provinces have all been suppressed; at least such is the report of the prefects and generals; and it is most probable that such is the case. It appears to be very generally believed that the government would rejoice at every fresh act of local incendiarism, and would make the most of it, as it is only by their cry of impending anarchy that they can obtain the toleration of the middle classes. Several statements have appeared accompanied by collateral proof, that the fighting in Paris on the 4th of December was mainly accomplished by the efforts of the Police. The government were alarmed at the terrible coldness of the population and the universal cry of *Vive le Republique*, and felt that without an emeute to terrify the citizens and excite the soldiery, their success would be extremely doubtful. Every day brings additional proofs that the large majority of persons killed were inoffensive business men or their wives and children. The amount of slaughter will of course never be ascertained. But it was much larger than at first supposed. The lowest estimates seem to be about 600, and some reach as high as 2000.

At the same time, while all active resistance has been crushed in the provinces, there are signs that nothing but the most severe repression is considered equal to secure the safety of the existing usurpation. The department of Jura has just been placed in a state of siege, and thus out of a total of 86 departments 34 are now under military law.

The voting for Louis Napoleon commences the day after to-morrow. Some persons anticipate that his majority may be small. If such should be the case, it would show that the feeling against him must indeed be strong, but every thing leads to the expectation that he will carry the whole affair his own way. The priests with him, the army, the speculators, the timid capitalists, and last though not least; the herd who are always with the strongest. Even, however, if these should not prove sufficient, he has a council of his own nomination to report the number of suffrages, and to augment or diminish them as may be desirable. Thousands of his opponents, moreover, in Paris, and in all parts of the country, are safely lodged in prison, or are under the surveillance of the police.

The sentiments with which the usurpation has been regarded by the monied class has been further shown by a fresh advance in the price of the funds. The five per cents, which last week had raised from 96 to 97, have since touched 102 and are still 100¼. It is true that much of this movement has been produced artificially but the private letters of the bankers and speculators show undeniably that they are delighted with their prospects.

The feeling of the priests has also been conclusively manifested, and those who look at the whole movement as a mere link in the chain of conspiracy of Popery against Protestantism, have had their opinions strengthened. Count de Montalembert, the head of the Jesuit party, has issued a circular for all true Catholics to vote for the President, "To vote against Louis Napoleon," he says, "would be to invite the dictatorship of the Reds in place of the dictatorship of a Prince who has rendered for three years incomparable services to the cause of order and Catholicism:" and the people are reminded not to forget "the great religious acts which have marked his government." Among these acts are specified the facilities given to the priests in the matter of education; "the re-establishment of the Pope by French arms," and the restoration of the Church "to the plentitude of its dignity." Count Montalembert finally declares the cause of Louis Napoleon to be the cause of "Catholicism against revolution."

The new constitution to be "granted" by the President after his election is already shadowed forth.—According to well informed parties, it is likely to be as follows:—

A Council of State, to be named by the President.

A Senate of eighty members—forty-one to be named by the President, and thirty-nine by the Councils General, from a list of candidates made out by the President.

A Legislative Chamber of two hundred and fifty. Each Commune to have one to name as elector by universal suffrage. The number of these electors will be 36,000. They are then to name 500 representatives. From this list of 500 the President is to select 250, who are to form the Chamber.

The President to be elected for ten years, with the title of Regent of the Republic. He shall be responsible unless the communal electors shall, three times consecutively, return a body of representatives out of whom the President shall be unable to select a Chamber in his favor, when, if they refuse the budget, he is to retire.

The press to be free—but not to call in question "religion," the "rights of property," or the existing social organization.

It is a little more than three years since M. Lamartine announced to the world that France was the only nation fit for unlimited freedom, and that states less advanced were not to be looked upon with condemnation for preserving old forms until their people should be raised to the level of French civilization. His views upon her present prospects have not been published.

With regard to general affairs, there is nothing but what may be summed up in a few lines. Rome has been illuminated in honor of Louis Napoleon. The executions in Lombardy continue with undiminished frequency. Persecutions and arrests are also being resumed in Hungary, and among twelve prisoners lately brought into Vienna, Kossuth's sisters are believed to have been included. Protests are being got up by Prussia and other absolutist powers against the shelter afforded to refugees in England, and movements are plainly indicated against Belgium, Switzerland, and Sardinia, which still retain their independence, but which from their geographical position can of course be hopeless coerced. Great Britain is now alone.

THE WAY IT IS DONE.—We expressed our belief a few days ago, that the entire power of the Catholic Church is exerted to sustain Louis Napoleon in his usurpation. Here is proof positive of the fact.

The Bishop of Chartres has addressed the following circular to the clergy of his diocese:

CHARTRES, Dec. 12, 1851.

MONSIEUR LE CURE.—Understand fully the counsel communicated in this letter. I beg you earnestly to conform to it. The 20th or 21st of the present month the French people are to decide whether Louis Bonaparte shall be for ten years President of our country. Yes or No, inscribed on tickets by all the citizens, decides the question whose consequences are infinite.—Influenced by your views, and still more by the love of country of which Jesus Christ has given you the example, you will, I doubt not, sign Yes. Providence has given you at this moment only this means of safety. It is evident that if Bonaparte be rejected, France has no one to put in his place. The people, deceived by intrigues and false suggestions, might make a detestable choice, which would plunge our country into new and unparallelled calamities. We have escaped the 23 of May, 1852, which was opening for France a frightful abyss. It would be madness to bring back this chance of ruin and death. All that we have learned for days past of the abominations, the horrors, and the most savage excesses that have just taken place, are but the specimen, or the anticipated sketch, of the monstrous crimes that would be perpetrated on a lower scale, and throughout all France, if God had permitted the triumph of Socialism. You will feel, M. le Cure, the irresistible force of those reflections, which must strike every thinking man, and in which, I believe, they will hasten to agree.

I have the honor to be, &c.,

† CL. HIP., Bishop of CHARTRES.

ANNUAL MEETING

OF THE STOCKHOLDERS OF THE OHIO AND PENNSYLVANIA RAILROAD COMPANY.

The annual meeting of the Stockholders of the Ohio and Pennsylvania Railroad Company was held this day, January 8th, 1852, in pursuance of the published notice, and was organized by calling R. L. BAKER, Esq., to the chair, and appointing SAMUEL SCATTERGOOD, Secretary.

The President of the company presented and read to the meeting the Fourth Annual Report of the Board to the Stockholders, also a financial statement of the affairs of the Company.

On motion of James Duncan, it was

Resolved, That the Report of the Board of Directors, just read, be received and accepted, and that the thanks of the stockholders are eminently due to the Board for the successful prosecution of the work during the past year, which has resulted in the completion of the first Railroad connection between the public improvements of Pennsylvana and Ohio.

Resolved, That the Report of the Board of Directors be printed in pamphlet form for circulation among the Stockholders.

On motion of R. C. Stockton,

Resolved, That hereafter the Annual meetings of the Stockholders, and election for Directors, shall be held on the fourth Thursday in January, in order to give the Officers of the Company sufficient time to post up the accounts, after the close of the Calender year.

On motion, adjourned.

R. L. BAKER, Pres't.

S. SCATTERGOOD, Sec'y.

REPORT.

To the Stockholders of the Ohio and Pennsylvania Railroad Company.

PITTSBURGH, Jan. 8, 1852.

When the last annual Report of the Board of Directors was submitted to the Stockholders, on the 8th day of January 1851, the laying of the superstructure of the railroad was not begun.

The report stated the inadequacy of the means at the command of the Board to the completion of the work, and urged the importance of additional stock subscriptions to enable the directors to proceed it with energy. This appeal did not meet with the success for which the Directors had hoped, and which the importance of the enterprise deserved; and the labors and anxieties of the Board have been greatly increased by this cause. So far as the work has been completed, its cost has agreed very nearly with the original estimate of the Chief Engineer, but the means of the Company have never permitted the simultaneous and vigorous prosecution of the whole line. Still less have they allowed of those large advances to contractors, and heavy additions to the cost for the sake of hurrying the work, which are so common in the history of railroads. To make a railroad as far as possible, at the lowest cost, in the shortest time, and with inadequate means, is a problem which may well tax the best energies or whoever may undertake its solution.

In surrendering their trust to the Stockholders at the close of the year for which they were elected, the Board do so with a belief that they have done the best they could with the means in their hands, and that they have shunned no labor, and shrunk from no responsibility, which their duty to the whole body of the Stock and Bond holders of the Company called them to meet.

On the 30th of July last, twenty-eight miles of the railroad, extending through Rochester to New Brighton, were opened for use, and this was accomplished in fifteen months from the letting of the first contracts between Pittsburgh and Beaver. The work was delayed mainly by the large amount of masonry required to cross many small streams with stone arches; by numerous questions of the most vexatious character involved in the right of way; and by the failure of the contractors who had bound themselves to furnish the cross ties. Notwithstanding these difficulties the road was opened in the middle of the hot season, and while the Ohio river was low; and the best proof of its utility is the fact that in three months it carried 24,700 passengers; and the net receipts of this broken link were at the rate of about eight per cent. per annum on the cost of the road in use. This part of the line is graded and bridged for a double track, with a single track and turnouts laid in a most substantial manner; and now that the track is gravelled, the twenty-five miles of the railroad parallel with the Ohio river are readily run over by the express train in an hour, and have been run in thirty-six minutes.

The plan of superstructure adopted by the Chief Engineer has fully met the expectations of the Board. The track is smooth, even and firm; pleasant to ride upon, and easy on the machinery. The rails weigh eighty pounds per yard.—They were manufactured by the Brady's Bend Iron Company, and by Bailey, Brothers & Co. Their quality sustains the reputation of those well known manufacturers. The wrought iron chairs and spikes, made by Corning & Winslow, are excellent.

On the 23d of October the first train passed through the great cut at Clark's summit, thirty six miles from Pittsburgh. By this cut the grades of the river hills is accomplished. It is nearly half a mile long, seventy four feet deep at the summit, and contains more than one hundred thousand cubic yards of excavation, principally rock. It has been made wide enough for a double track.

The only large stream passed by the Ohio and Pennsylvania Railroad, throughout its whole length, is the Big Beaver river; which is crossed at New Brighton by a very substantial Burr bridge, 700 feet long and 60 feet high, built upon a rock foundation, and having the track laid on the roof or deck of the bridge. The rise over some by the railroad from the bridge to the summit is 300 feet in eight miles. The passage of the Big Beaver and that of the river hills are accomplished more advantageously on the route adopted, than they could have been on any other of the numerous lines examined.

On the 10th of November, the first train ran to Enon Valley, 44 miles from Pittsburgh. In the short time that has since elapsed, this station has been found to be one of the most important on the whole road. It is at the northern bend of the line, in the valley of the Little Beaver, and it is rapidly becoming a point of attraction for the trade and travel of a wide scope of country, both populous and productive. It appears to be probable that both the Pittsburgh and Erie, and the Cleveland and Mahoning Railroads will come in as tributaries at or near this point. Of the *sixteen* projected railroads intended to connect with our main trunk or "backbone" line, the two just spoken of are among the chief.

On the 8th, day of December, one month ago, the first train crossed the state line, and ran to Palestine, Columbiana County, Ohio, 49 miles from Pittsburgh. From the summit to Palestine, passing near Darlington, the line traverses a region abounding in bituminous and cannel coal of excellent quality, and individuals are making efforts to construct short branch roads to the main trunk.

On the 27th of November, thirteen miles of the road between Salem and Alliance were opened for use; and on the 31 Alliance was made the cars ran to Columbiana from Pittsburgh, reducing the staging between Pittsburgh and the intersection with the Cleveland Railroad, at Alliance, to ten miles.

It has required great efforts to accomplish these successive openings at the periods indicated. It has been done in the winter season, and during weather of unusual severity. The persons employed upon the work have exposed themselves both day and night to accomplish the object, and they have pushed it forward with cheerful earnestness, in spite of snow and rain, and of severe frost, even when the temperature was below zero. To the engineers of the Company, and to Messrs. Bailey, Hayden & Co., the contractors for laying the track, and their excellent body of skilled workmen, the Board feel much indebted for what has been accomplished.

At noon, on Tuesday, the 6th day of January, 1852, the parties laying the track in the two directions met at a point sixty one miles from Pittsburgh, and closed the gap. A continuous railroad communication from Pittsburgh to Alliance, 82 miles, was thus consummated; and Pittsburgh became connected by an unbroken chain of first class railroads with Cleveland, and also with Columbus and Cincinnati. The passengers and express freight from Cleveland were brought through to Pittsburgh on the line the same evening. There has thus been accomplished, in two years and a half from the commencement of the work, a first rate railroad connection between the public works of Ohio and those of Pennsylvania. It is the first railroad completed between the great western State of Ohio, and the older States, which have so long been striving to reach her from the East. Although not the first connection to be begun, it is the first to be accomplished, and the Board congratulate the Stockholders on this auspicious event: the honor of which belongs to the Ohio and Pennsylvania Railroad Company, and which can never be wrested from it. The Board consider the location of the road to be a most fortunate one, and they believe that before long none will question this fact.

The Board desire to express their strong sense of the importance of the services of Solomon W. Roberts, Esq., the Chief Engineer, who has devoted himself unceasingly to the enterprise, from the commencement of the surveys until the present time. His professional knowledge, acquired by long experience as a Civil Engineer, in the construction and management of public works, has been at all times at the service of the Company, whenever desired by the Board. Final settlements have been made with the contractors on the finished work generally, and in every case without litigation.

The road being now open to Alliance, the work west of Alliance can be pushed more rapidly than heretofore, and will be as fast as the means of the Company will permit. Between Alliance and Massillon, twenty-six miles, a considerable portion of the track is already laid. The Board are pressing forward the work, and hope that the line to Canton and Massilon will be opened for use in about a month. Between Massillon and Wooster, twenty five miles, the grading and bridging are nearly completed, a large part of the timber is delivered, the railroad iron is procured, and it is intended to lay the track early in the spring.

From Wooster, by Loudonville and Mansfield, to the point of intersection with the Cleveland, Columbus and Cincinnati Railroad, a distance of fifty-three miles, the grading and bridging are under contract and in progress. Arrangements have been made for timber, and the Board hope that they soon will be for the requisite railroad iron. If an ample supply of funds can be provided, the whole road can be brought into use in twelve months from the present time.

The time of the members of the Board, and of the officers of the Company has been so much taken up by the arduous duty of accomplishing the connection with Alliance, which was opened day before yesterday, that they cannot at this time do justice, in this report, to the great and complicated subject of the numerous railroads which are intended to connect with the Ohio and Pennsylvania railroad. They are about sixteen in number, and most of them of great importance. Feeling an interest in all these works, the Board have endeavored to cultivate friendly relations with them all. The Ohio and Indiana, the Bellefontaine and Indiana, and the Springfield and Mansfield (now called the Cincinnati and Pittsburgh) railroads are among the most imporiant of these great works, which will hereafter add greatly to the profitableness of our road.

The subject of the ultimate eastern terminus of the road, and the point and mode of its connection with the Pennsylvania Railroad, is one in which much interest is felt by the stockholders residing in Ohio, as well as those in Pennsylvania. The company is working under an Ohio charter, recognized by a law of Pennsylvania, and about one-half of the stock is held in each State. As soon as ten miles of the road were completed and brought into use, the charter became perpetual, and no limit of time is fixed by the law for the completion of the remainder of the road. The board are, however, anxious to see the whole road finished as rapidly as the means can be provided. In accordance with the terms and intention of the law, they wish to see the best connection made "with the Pennsylvania Railroad, with the consent of the Pennsylvania Railroad Company," at Pittsburgh. Although the board have had no fixed or original route, which were not imperatively needed for purposes more immediately pressing, they have never lost sight of this subject; and from some negociations which they have had with the Pennsylvania Railroad Company, they hope that that company will aid in making such a connection in the most judicious manner.

The Board have directed the Treasurer to compute and pay interest in stock to those stockholders who are entitled to receive the same under the provisions of the Charter.

Negotiations are pending for the erection of a telegraph line along the railroad, the necessity for which is already sufficiently felt.

Locomotive engines are at work upon the road, and seven more have been contracted for to be delivered in the spring. Several of the engines are necessarily employed in the transportation of materials and gravel for the track.

The company have twelve passenger cars, four baggage cars, and sixty freight and platform cars, each of which has eight wheels. The number of freight cars will soon be largely increased. A train of gravel cars is at work upon the road, and another must soon be provided for the use of the western division.

The number of passengers carried from the opening of the first portion of the road to the close of the calendar year, was 56,206. Until very recently, only 28 miles of the road were in use, and the freight business is in its infancy. The receipts from passengers have been $20,074 59, and from freight $2,265 53, making $22,340 12. The expenses have been $13,258 82, and the net receipts $18,081 30. The daily receipts are now rapidly increasing.

It is recommended to the Stockholders to adopt a by law changing the day of their annual meeting and election from the second to the fourth Thursday in January, in order to give the officers of the Company sufficient time, after the close of the calendar year, to post the books and include all the accounts connected with the transportation department.

The estimated cost of the road from Pittsburgh to Massillon, 108 miles, with equipments for one year, is $2,065,000, as per the last annual report. From Pittsburgh to Crestline, 186 miles, the estimated cost is $4,370,000. The Board believe that, at cash rates, the actual cost will vary very little from these estimates.

So far as the work has been completed, its substantial character has elicited general commendation. Mr. Edward Warner, the Resident Engineer of the Eastern Division from Pittsburgh to Alliance, and Mr. J. R. Strangham, the Resident Engineer of the Western Division, from Alliance to Crestline, deserve great praise for the manner in which they have performed their highly important duties, under the supervision of the Chief Engineer. The members of the Engineer Corps, in general, have done their duty well.

At the request of the Board, the Chief Engineer has undertaken the general superintendence of the transportation department. It is believed that the regulations with which the road has thus far been worked, will compare favorably with the working of any new road in the country.

It is the desire of the Board that none but sober, industrious, competent, and courteous men should be employed in any department of the Company's service, and that strict discipline and good order should at all times be enforced. They believe that the road, if well managed, will become very profitable, and they wish to see it made a model road in all respects.

In conclusion, the Board desire to express their concurrence in a suggestion made in the recent annual report of the Little Miami Railroad Company, of "a frequent and frank correspondence between those who manage and direct the leading lines of conveyance for passengers, and of a conciliating spirit, by which minor and local considerations shall be compromised for the good of the general system, and the advantage of the public." All of which is submitted by order of the Directors.

W. M. ROBINSON, Jr, Pres't.

FROM HARRISBURGH.

(Correspondence of the Pittsburgh Gazette.)

HARRISBURG, Jan. 5, 1851.

The following resolutions were passed at the meeting of persons favorable to the Erie and Sunbury Railroad, held at Philadelphia on Friday night:

Resolved, That this meeting urgently recommend to the citizens of Philadelphia to make subscriptions to the stock of the Sunbury and Erie Railroad Company, to such an amount as will enable the corporation to place the work under contract without delay, so as to complete a railway connection from this city to Lake Erie within the shortest possible period.

Resolved, That a committee of three hundred be appointed by the Chairman of this meeting, to procure the necessary subscriptions from persons and corporations in the city and county of Philadelphia.

Resolved, That this meeting recommend to the Sunbury and Erie Railroad Company the procurement of a law which will authorize them to pay interest on subscriptions, and charge the same to the cost of construction, until so much of the road be finished and in use as will justify the declaration of dividends from the profits thereof.

The London Times, in an editorial upon the prospects of the coming election in France, says that of course nobody but Louis Napoleon can be elected, because there is no competitor in the field, and that the Constitutional party will probably abstain from voting. M. DeMontalembert has given in his adhesion, but the Times says that he has done this in the interest of the Catholic Church, and not of France. None of the real statesmen of France have shown any willingness to share the councils of Louis Napoleon; and the Times concludes by saying that "different as are the accounts and opinions received from various quarters in France, they all concur in one point—that the *principle difficulties of the President will begin when the tranquillity of the country is returned*," and when he proceeds with his present adherents and his future constitution, to govern the French nation at his pleasure."

WHIG RALLY.

FRIENDS OF SAWYER TO THE RESCUE.

The Whigs of the City of Pittsburgh are invited to meet in the old Court House, on Saturday evening, at 7 o'clock, preparatory to the Mayor's election.

Robert M. Riddle, Samuel Roseburg, R. E. McGowin, James Nelson, John Major, Isaac Jones, F. E. Volz, A. Garison, Wm. J. Howard, James Sawyer, W. Leonard, Samuel Eakins, Robert McCutcheon, Israel Wiggans, Rees Thomas, John McElwain, John A. Sergeant, Thomas Daft, Charles Richardson, Henry Reis, James Mathews, W. B. McClure, James J. Kuhn, D. Fitzsimmons, E. F. Pratt, Wm. A. Fitzmorris, Wm. Mackey, Thomas Scott, Robert McKean, Robert King, Joseph Kay, John Taylor, J. H. Cassell, Wm. G. McCartney, James Crawford, Joseph Barnett, John McKee, R. Corling, H. Chignell, Robert Hill, John Hall, Cornelius Darragh, Andrew McMaster, Jared M. Brush, Daniel McCurdy, David Bruce, Robert J. Smith, Carter Curtis, L. Sahl, H. Mueller, J. Ochse, Henry Earle, R. M. Thompson, John Ross, L. R. Livingston, Wm. McCutcheon, Jacob Rolls, Gotlieb Fickler, Michael Rohitzer, Harrison Parry, Jos. Long, P. M. Davis, Geo Ogden, A. G. Reinhart, Wm. Kirkpatrick, John Smith, Wm. Mckee, David Holmes, Wm Evans, Hugh Richardson, George Moore, Richard Thompson, John M'Quewan, Thos A. Rowley, Samuel Long, Joseph McCulloch, Hugh Hammond, M. W. Lewis, Geo. Hamilton, S. R. Johnston, Phillip Drum, W. S. Haven, M. Edwards', Alexander speer, John Aikens, Benj. Trimble, James Montooth, Gabriel Adams, Jos. W. Lewis, James T. Kincaid, Benj. Darlington, Wm. Larimer jr., P. J. Chroniger, Daniel Armstrong, Ed. Day, David Sims, James Little, Geo. Bell, Jacob McClelland, Geo. Wilson, Chas. Lewis, W. B. Hunter, R. W. McClelland, Andrew Miller, David McClelland, John Eppely, William Roseburg, James M. Morehead, F. G. Ray, Isaac Jones, Jas. Oruston, Henry Gerberding, Soloman Stoner, John Shipton, S. M. Kier, Wm. Young, Jas. Caldwell, Henry Hays, Adams Getty, Allen Cordell, Simpson Horner, H. B. Pentley, John Rippey, H. Stimple, W. C. Friend, John Lightner, Philip Reseck, Ed. Campbell, C. L. Magee, Joshua Rhodes, Noah Frew, John Bissell, Jos Pennock, Thomas Hays, Wm. Algeo, H. L. Ringwalt, Thos. McFadden, Wm. Wilkinson.

JOHN S. DILWORTH ..... JOSEPH DILWORTH.

J. S. DILWORTH & CO., Wholesale Grocers, Commission and Produce Merchants Agents for the sale of *Hazard's Powder and Safety Fuse*. No. 31 Wood street, Pittsburgh. jan wly

Dwelling To Let.

A THREE storied brick House, No. 112 Penn street, from 1st April next; supplied with gas and bath fixtures, stable and carriage house. Enquire of CHARLES ROWAN, at the lumber yard office of Rowan & Dawson, Ninth street, corner of Cherry alley. jan2tf

Dissolution.

THE partnership between the subscribers, under the name of J. COPLEY & CO., for the purpose of making Fire Brick, Pot Clay, &c., expired on the 1st inst., by limitation.

Manorville, January, 1852. JNO. SIBBET

The affairs of the late firm will be settled, and the business continued, by the subscriber. JOSIAH COPLEY.

N. Liverpool Times please copy. jan2tf

SUNDRIES—400 matts Cassia; 6 bales Cloves; 2 bales Nutmegs; for sale by WM. BAGALEY & CO.

LARD—22 bbls. landing and for sale by WM. BAGALEY & CO.

LINSEED OIL—30 bbls, for sale by J. KIDD & CO., 60 Wood st.

COCHINEAL—200 lbs. Honduras, for sale by J. KIDD & CO.

BATH BRICKS—500 for sale by J. KIDD & CO.

CHALK—5000 lbs. good White, for sale by J. KIDD & CO.

WHITING—50 bbls. in good order, for sale by J. KIDD & CO.

LAMP BLACK—40 bbls. for sale by J. KIDD & CO., 60 Wood st.

SELLERS' IMPERIAL COUGH SYRUP. is pronounced to be the pleasantest and most efficacious remedy now in use, for the cure of Coughs, Colds, Hoarseness, Influenza, Tickling Sensation of the Throat, Whooping Cough, &c., has given relief to hundreds who have used it, and the proprietor is persuaded that it has the power to impart benefit that cannot be claimed for the Cough Mixtures in general use. Most of the mixtures sold for months are composed of spirituous and inflammatory articles, which, while they give a little relief, really do harm. The Imperial Cough Syrup contains no spirituous ingredient whatever, and may be used in all cases not requiring active medical treatment. The Imperial Cough Syrup has been used for the last fifteen years by the most respectable inhabitants of Pittsburgh and vicinity.

Parents should not permit their children to suffer from cough, when they may be cured by a 25 ct. bottle of the Syrup.

Prepared and sold by R. E. SELLERS, jan 57 Wood st., and Druggist generally.

NEW ATTRACTIONS AT R. WINTER'S UNRIVALLED EXHIBITION OF CHEMICAL DIORAMAS, Dissolving Views, Chromatrope Views, &c. AT FRANKLIN HALL, *EVERY EVENING THIS WEEK.*

THE EXHIBITION will commence with a series of DISSOLVING VIEWS, representing Ruins, Moonlights, Cities, Sea Views, &c., &c., numerous to mention (in the brilliant and unsurpassable style.

After which a grand display of SIX CHROMATROPE VIEWS, with a variety of pleasing Metamorphoses. The evening's entertainment to conclude with the far famed CHEMICAL DIORAMAS, illustrative of the following subjects, superlative in all the choicest graces peculiar to the natural day, representing nature in all its brilliancy.

MILAN CATHEDRAL, night view, celebrating Midnight Mass.

And the COURT OF BABYLON, night view, "The Feast of Belshazzar."

For the first time, the sequel to Belshazzar's Feast, CITY OF BABYLON, night view, Destruction of the City.

For the first time, the favorite subject, BIRTH OF CUPID.

Tickets 25 cents; children under 12 half price. Doors open at 7; Exhibition commences at 7½ precisely. A full and complete bill of fare. jan2tf

Educational.

WM. D. SWAN, Esq., of Boston, will address the "Teachers' Association of Allegheny County, in the Fourth Ward School House, on SATURDAY EVENING, January 10th, at 7 o'clock.

Teachers, directors, and citizens generally, are respectfully invited to attend. DAVID

Allegheny, Jan. 9, 1852. jan9 3t

Banjo!

PERSONS desirous of learning the Banjo, will be thoroughly taught in TEN EASY LESSONS, on a new and simple method, by S. R. STANTON, Southern Banjoist.

Address S. R. Stanton, St Clair Hotel, corner of St. Clair and Penn sts. jan2tf

Worthy of Attention.

CHESTER'S EMPORIUM OF MEN AND BOYS CLOTHING.—Our prices have been reduced to a very slight shade above cost. Purchasers desiring to avail themselves of the reduction, will do well to call on any stock of Men and Boys' Winter Clothing. No charge for exhibiting goods. We invite all to call.

jan 61 Smithfield st., near diamond alley.

VENISON! VENISON! —52 Hams prime, received and for sale by J. D. WILLIAMS & CO.

Stocks.

EXCHANGE BANK: Ohio and Pennsylvania Railroad. Stock at the Exchange Company. Mountain Mining Company. North American Mining Company. A. WILKINS & CO., Stock and Exchange Brokers, jan 57 Market st. and Third st.

LANDRETH'S GARDEN SEEDS—Just received from Philadelphia, a full and complete assortment, all warranted the crop of 1851, which I will for sale, in any quantity, either at wholesale or retail, at the Seed Store, No 164 and 166 Wood st.

S. S. MICKERSHAM, jan corner of Wood and Fifth sts.

SEE FLOUR—500 bbls. Aushutz, Pollock & Co's brand, just landing and for sale by J. S. DILWORTH & CO., 60 Wood st.

DRIED PEACHES—150 bu. prime halves, just rec'd and for sale by J. S. DILWORTH & CO.

BUTTER—14 bbls. Packed; 50 kegs prime Kentucky; 10 bbls. Roll, just rec'd and for sale by SAMUEL P. SHIRVER & CO.

LARD—2 bbls. No. 1, for sale by S. P. SHIRVER & CO.

HIDES—200 Dry, for sale by S. & W. BARBAUGH.

BUTTER—10 kegs packed, for sale by S. & W. BARBAUGH.

LARD—6 bbls. No. 1, for sale by S. & W. BARBAUGH.

MORRIS, in the Diamond, is selling French currants at 8c per lb. Young Hyson at 62½c per lb. New Raisins at 12½c per lb. Almonds at 12½c per lb. Oranges at 37½c per doz. jan7

SUPER SHIRTING MUSLINS—Just received at the northeast corner of Fourth and Market streets, some very superior shirting muslins, at 8c per yd, which we offer to our approved men, and warranted pure fast, always go hard. WADDELL & CO.

WADDELL—A Supply of White and Black, just rec'd. MURPHY & HORCHFIELD.

To Printers and Publishers.

SEALED PROPOSALS will be received at the office of the County Commissioners up to noon of Saturday, the 10th day of January, for the County Advertising for the present year. EBENEZER BOYLES, ROBERT KING, JAMES DALZELL, Commissioners.

Commissioner's Office, Pittsburgh, Jan. 3, 1852. jan 3t

Pumpkin Pies!

JUST rec'd at No. 256 Liberty street, a small lot of KNIGHT'S PUMPKIN PIES. This article will make Pies of a superior quality, and is the most convenient as well as the most economical article for use. Put up in ½ pt. cans. WM. A. McCLURG & CO., Grocers and Tea Dealers.

SAP SAGO CHEESE—500 lbs. superior, on hand and for sale by WM. A. McCLURG & CO. (Chronicle copy.)

PLAID DRESS SILKS—A. A. MASON & Co will close out all their stock of rich Plaid Dress Silks, at a great discount jan6

DRESS & CLOAK GOODS—A. A. MASON & Co are now receiving an assortment of Dress and Cloak Goods, at less than auction prices