PITTSBURGH GAZETTE

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PITTSBURGH.

SATURDAY MORNING, APRIL 3, 1852.

FOR CANAL COMMISSIONER
JACOB HOFFMAN, OF BERKS COUNTY.

FOR PRESIDENTIAL ELECTORS.
SENATORIAL.
A. McDOWELL, JAMES POLLOCK.

REPRESENTATIVE.

Districts.	Districts.
1. WILLIAM F. HOORE,	14. JAMES H. CAMPBELL,
2. JAMES TRAQUAIR,	15. JAMES B. PAXTON,
3. JOHN W. STOKES,	16. JAMES R. HARTSHORN,
4. JOSEPH C. YERKES,	17. Dr. JNO. McCULLOUGH,
5. BREWSTER MCILVAINE,	18. RALPH DRAKE,
6. JAMES W. FULLER,	19. JOHN LINTON,
7. JAMES PETCOK,	20. ARCHI'D ROBINSON,
8. JOHN BRATTON,	21. THOMAS J. BURNAM,
9. JACOB MAGILL,	22. LEWIS L. LORD,
10. CHARLES P. WALLER,	23. CHRISTIAN MYERS,
11. DAVID ALTON,	24. DARWIN PHELPS,
12. M. C. MERCER,	25. SAM'L A. PURDIANCE,
13. NEE MIDDLESWARTH.	

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

COMMERCIAL IMPORTANCE OF CALIFORNIA AND OREGON.—The growth of California within the brief space of four years from what was almost a *terra incognita* to a State of great wealth and commercial importance, stimulated to be sure, by the discovery of the richest gold mines in the world simultaneously with its coming into the possession of the United States, is without a parallel in the history of the world. A memorial of a convention of citizens of California to Congress asserts, on what is said to be perfectly reliable data, that the commerce of San Francisco alone, per year, is more valuable than the trade of all the Pacific ports of Mexico, Central and South America, its exports being twice as valuable as the total foreign exports from New York of the products of the entire Western, Southern, Northern and Eastern States of the Atlantic, while the exports of California are more valuable than those of four of the largest exporting States of the Union. The products of the mineral and agricultural lands of the new State, are represented to exceed in value the cotton, sugar, rice and tobacco crops of all the Atlantic States. In the Bay of San Francisco there is never less than a fleet of four hundred sail, and all this, too, within the few years since California came into possession of the Americans. It is further stated by the memorialists that, in ten or fifteen years, the trade and commerce of the Pacific will fully equal the Atlantic, and the seas and rivers connected with it, since two-thirds of the waters of the globe lie upon that side of the Continent, and two-thirds of the inhabitants of the earth dwell around their shores. The memorialists say:

"When we shall have steam communications with Asia, in addition to our present large fleet of sailing vessels; when our commerce shall be more firmly established and prosecuted, with the Eastern Archipelago and other islands in the Pacific and Indian Oceans; when if shall be more extensively pursued with Mexico, Central and South America, then shall we begin to feel that we have laid the foundation for commercial enterprises which will give us almost the control over the trade and navigation of those portions of the globe." Indeed we may say that this commerce, which is destined to be so vast in its extent, and so civilizing and humanizing in its progress, must have a wonderful influence over the moral and political destiny of the inhabitants of the East, as well as those dwelling upon the Islands of the Pacific.

"In fact, we are on the eve of great events. The discovery of gold in California and Australia has turned the attention of all the maritime States of Europe to these extraordinary regions of the globe. Such a magnificent field for commercial enterprise has never in any age of the world been opened to the energy and sagacity of its merchants. The truth of population to the shores and the islands of the Pacific from all quarters is destined to produce important changes in the commerce, as well as in the condition of the States of the world."

All experience has shown, however, that gold producing regions are not likely to become the permanent resting places of capital, and consequently they cannot become controlling centres of commerce. The reason is plain and obvious: gold increases in relative value as it is removed from the place of production, and its law is to flow to and remain where its relative value is greatest. If this be so, then San Francisco, notwithstanding its immense trade, is not likely to become the great commercial city of the American side of the Pacific. The Bay of San Francisco, it is true, affords one of the finest harbors in the world, and the valley of the Sacramento, of which it is the natural outlet, is among the most beautiful and fertile on this continent; still it is of extremely difficult access from the east, owing to the tremendous mountains and arid deserts which lie between it and the South Pass of the Rocky Mountains. While, therefore, San Francisco is likely to continue to be the "Golden Gate" of the richest mineral region of the world, and a place of extensive trade, yet it is probable that it will always be a city *from* which, and not *to* which, capital will flow.

There is another bay on the Pacific shore upon which it is almost certain that the great commercial city of the Pacific will ultimately be located. We mean Admiralty Inlet, about 70 miles north of the Columbia river. This fine inlet is in a valley lying between the Coast range and the Cascade range of mountains, said to be very beautiful, fertile and healthy. It extends south from the straits of San Juan de Fuca, about 80 miles; is deep, full of beautiful islands, and indented with numerous little bays and headlands. All the shipping in the world could find secure anchorage in this inlet, bay, or whatever we may call it. The straits of Fuca, which forms the Southern boundary of Vancouvre's Island, and which has an almost uniform width of fifteen miles, extends from the ocean eastward 60 or 70 miles, whence it spreads north and south; the northern extension forming the channel which separates between Vancouvre's Island and the continent; the southern extension forming Admiralty Inlet, as we have before stated. Vancouvre's Island belongs to Great Britain, as does the opposite continent north of the 49° north latitude, agreeably to the treaty of 1846. Admiralty Inlet and one half of the straits of San Juan de Fuca belong to the United States.

The valley into which Admiralty Inlet flows extends from the straits above mentioned to the Columbia river, a distance of about 140 miles. Its breadth cannot be less than 60 to 100 miles. It is described as being fertile and very beautiful, consisting of both prairie and woodland. Its climate is like that of France, being in the same latitude. The winters are so mild that the grass remains green all the time, cattle requiring little or no provender. Vancouvre's Island is almost as large as Great Britain, in about the same latitude, and has a similar climate.

The distance from the South Pass to Admiralty Inlet is less than to San Francisco, and less than to Oregon City (on the Willamette) by any practicable route.

A few miles to the east of Admiralty Inlet there is a pass through the Cascade mountains, opening an easy passage for any kind of a road into the valley of the Columbia above the Falls. If ever a railroad is constructed from this side of the country to the Pacific, one branch of it will doubtless be carried through this pass to Admiralty Inlet; and the terminus of that road will determine the site of one of the greatest commercial cities of the world. Owing to shoals at its mouth, the navigation of the Columbia River is intricate and dangerous, exposed as it is to the full sweep of the ocean waves; but the Straits of Fucs being wide and deep, are of easy entrance, and Admiralty Inlet is as completely sheltered as an inland river. Every natural feature, both internal and external, points to this beautiful inlet as the gate of the commerce of the Pacific. It has a salubrious climate; is in a beautiful, romantic, and fertile country; it forms altogether one of the safest and most extensive harbors in the world; it is nearer to China and Japan than any other port in our territory; and it is probably more easily accessible by railroad from this side, than any other point at which the tide water of the Pacific can be reached.

At the rate things are moving now, a few years hence we may expect to witness a mighty change in that region, which, until within a few years, was regarded as one of the most remote in the world. The immense commerce and travel which is now crowding the circuitous and expensive route by way of the Isthmus, and which is only bounded by the means which can be brought to bear upon its transit, will soon convince capitalists that a direct railroad through our own territory will be a very profitable investment; and that is all that is necessary to ensure its early commencement and speedy completion. There cannot be a doubt that the road would be crowded with business to its utmost capacity from the moment of its completion. No road in the world would be the channel of so large or so valuable a commerce; and nothing could be done that would so greatly promote the prosperity of the valley of the Mississippi, or so greatly affect the entire commerce of the world. To bring the rich commerce of the Pacific—American, Asiatic, and insular—through the midst of our territory is an object so grand and important, that we wonder it does not arouse the ambition and energy of the whole country.

In the House of Representatives, on the 29th ult., Mr. Howe, of this District, gave notice that he would, on some subsequent day, ask leave to introduce a bill authorizing the Secretary of War to grant, under such restrictions as in his judgment the public interests may require, the right of way to the Pittsburgh, Kittanning, and Warren Railroad, over the grounds of the United States, at the Allegheny Arsenal, in the State of Pennsylvania.

NEW MUSIC.—We are indebted to the publishers, Wm. Hall and Son, of New York, for the following new and choice pieces of music. The most of it is by W. Vincent Wallace, who is now in this city, and who stands at the present moment almost unrivalled as a composer.

AU REVOIR, a ballad written by George P. Morris, and sung by Miss Catharine Hayes, composed by W. Vincent Wallace. Hall & Son, New York.

SOFTLY YE NIGHT WINDS, Ballad written and composed as a companion to "Sleeping Dreamed Love," words by Mary J. Hewitt. Music by W. Vincent Wallace.

DEAKIN'S OF IRARES, (The) will be a Jonny Drum: words by Geo. P. Morris, composed and dedicated to his friend Vincent Nornalia, by W. Vincent Wallace.

GRANDIOR FLOWERS, Romance, dedicated to Madame Henrietta Sontag. Poetry by H. L. Chorsley, music by W. Vincent Wallace.

WOODLAND SKETCHES No. 1—The Village Maiden: song composed for the Piano Forte, and intitulated to Madame La Princesse Marpellina Czartoryska, by W. Vincent Wallace.

WOODLAND SKETCHES No. 2. Music murmurings in the Trees—W. Vincent Wallace.

The above music is for sale by J. H. Mellor, Wood Street.

FROM WASHINGTON.

[Correspondence of the Pittsburgh Daily Gazette.]

WASHINGTON, March 29.

There was a long debate in the House to-day on the subject of flogging in the navy, from which it would seem the officers are heartily tired of the exemption poor Jack has enjoyed, now for about fifteen months, from the invigorating application of the lash. The naval committee have reported a bill proposing other modes of punishment for the maintenance of discipline in that branch of service. If, as is contended by those who have the administering of it, the cat o' nine tails is so good a thing and so effective and persuasive to duty, sobriety, civility and other virtues, suppose the officers now take their turn. In proportion to their number probably three trials for violation of discipline take place among their order to one among the sailors. Come now, let's see epaulett try some of the same medicine, it has so long prescribed for base shoulders. Until I see a different spirit, prevailing in the navy from what I witness in most of the officers, whom I happen to know, I shall not believe the abolition of whipping a failure. Let it at least have a fair trial before we make any movement for its restoration. The bill referred to above authorized solitary confinement on bread and water for thirty days, and was defeated on a vote of yeas and nays on account of that severity.

I believe I neglected to refer to the facts on which the President applies for the passage of a law for the better protection of papers in the public offices

It appeared that recently one of the claimants before the late commission, called at the State Department and obtained permission to look at the papers in the case. It is said that $80,000 had been allowed in the case by the Board, and that the claimant had petitioned Congress for a further allowance. The charge is that he took away and destroyed such of the papers as had an unfavorable bearing upon his claim. The aid of the Attorney General was invoked to bring the offender to justice, but he could find no law declaring the act felony, larceny, or misdemeanor. The particular case is of little consequence, the more especially as Congress is determined to allow no more money on any pretence in payment of Mexican claims.

I was, this morning, shown a note from Mr Corwin, in which he states that the story about a difference between him and Mr Hall, Postmaster General, was a pure fabrication, without the color of foundation. I learn from another source that the proceedings of the cabinet, on the day of the alleged rupture, were confined to a discussion upon the charges of polygamy, disaffection, &c., against the Mormons

The remarkable unanimity of the Whig Convention, at Harrisburg, in nominating Scott has given the highest satisfaction to the Whigs of all shades of opinion here, and the manner in which intelligence of those proceedings has been received proves that the popularity of Gen. Scott is not confined to the free States. He is evidently the man for the crisis in the party As to the Union, that has been saved so often and so thoroughly, that it is not only out of danger but quite convalescent. The country, too, is safe, and all we want now is an old fashioned sensible, patriotic Whig President, who will administer the government upon the well understood principles of the constitution, without any flummery about the higher law *compromises* never dreamt of in the formation of that instrument; and who will distribute the offices with a proper reference to the claims of his supporters. General Scott seems to be about the man to do those things. Let him be silent upon past controversies, let him show a liberal and tolerant spirit in all things, and he will be President by the largest majority obtained since the immortal campaign of "Tippecanoe" and ——— a banner now nameless.

There is some cavil in regard to the election of Ex Governor Johnston for delegate at large. The Compromisers, who see how things are going, fear "the South may feel offended." Nothing more likely for this same SOUTH, in the sense used by politicians, is something like Diogenes with his lantern—only instead of seeking for an honest man it is ever intent upon scaring up an insult, an offence to its susceptible feelings. Delicacy of sentiment is a great thing, and our Southern brethren are experts in the use of it, but as they grow older they will become a little more need to the roughnesses of the world. Pennsylvania Whigs are generally exceedingly pleased that the Governor is one of the delegates.

JUSTICA.

WASHINGTON, March 30.

The speech of Commodore Stockton presenting Mr. Webster to the Legislature of New Jersey, is a very remarkable production. For doctrine and expression, it almost comes up to some of the revelations in the famous Donaldson and Greer correspondence. He's a well known man, with the jockey to swear by the weak points of his horse, which may account for some of the glowing lexpletives of the Commodore in portraying the character of his distinguished guest. But the most important parts of the address were where the speaker alluded to the tariff, and to intervention.

When the wine is in the wit is out, *In vino veritas*. The English of which is, that toddy was about when that speech was made, but its developments are none the less reliable and interesting for that. They are more so: for "from the fullness of the heart the mouth speaketh," and no less from that fullness of the head, when the internal pressure proceeds from the exhalations of Champaigne, or other spirituous compounds. The quarter deck Senator says he will insist upon protection for the iron, copper and glass of New Jersey. Were not the battles of the revolution fought on her soil, and shall incalculable mineral treasures lie enshrined within her hills, ignoble captives of "free trade vagaries." Forbid it policy, forbid it sacred liberty, which settleth free all that lie in bondage; forbid it Democracy! That is very well. The democracy of the Commodore is rather modern, but it is of the genuine sort. Then as to intervention, the Senator is not quite so direct, but he is sufficiently explicit. Washington and the old Federalists were noble minded patriots, but they could not and did not bring up the policy they could not and did not leave to the world, of the country, as to all the rest of the world, for all time. And we cannot bind our posterity. That is to say, let us keep ourselves free to act as humanity, and a true and rational devotion to liberty may in any exigency require of us.

But the sailors' candidate for the Presidency has been too impetuous. He has stood heedlessly in with all sail set among the breakers, and now lies upon his beam ends, beached and hopelessly wrecked. He must go to pieces before the surge goes down. Perhaps the Northern men with exclusively southern principles, Stockton stood first, after Buchanan, in the regards of the people and politicians of the latter section. They now repudiate him unanimously. What! a Protectionist, an Interventionist, aye, even a FEDERALIST, aspire to the seat of a Jefferson, a Madison, a Jackson! The thing is up. The waves may roll, and the winds shriek over "the sailor boy's grave," they cant resurrect *him*. So there's another candidate gone.

The omission of the Virginia and Louisiana Democratic State Conventions to mention the Compromise, is a very significant sign. Your readers will remember that I have opposed the two leading and distinctive measures of that adjustment, as its friends claim it to be, because, first, they were insulting to the pride, dignity, and equality of the Free States, in their relations with the South, and secondly, in that they were corrupting in their tendency, and dangerous to public liberty Those two measures are the sentiment with Texas, by which she received an immense grant of land, and an immense sum of money as a reward for submitting to the laws and constitution of the United States. The other measure was, and, alas, is, the Fugitive Slave Law, which seeks to bribe our Judges, which destroys trial by jury as to a particular class of persons, and authorizes the suspension of *habeas corpus*, and practically does suspend it as to the same class. Now $10,000,000, and 25,000 square miles of desert land are not of great present moment to this nation, nor do aggression upon the rights of a few despised blacks much affect the sympathies or abridge the liberties of this great people. But the great thing is that they settle *principles* at variance with those upon which the whole body of American liberty is founded, and from which our constitution sprung.

This now the statesmen of the South begin to perceive. The tide may turn, and they may lose that almost monopoly of power which they have held for sixty years. Then may come irresistible invasion of State rights from the central power, operating only against the South. Then Judges may be appointed to seize poor white manby night or day, and hurry them to the North for trial, by a jury if they can get one; and to secure fidelity, the same judges may be paid ten dollars for sending off the accused, and five dollars for leaving him at home By gradual but not slow degrees *habeas corpus*, (which is simply the right of the citizen to be *out* of prison, unless probable cause is legally shown that he should be *in one*,) may become a lamented tradition. Constructive treasons may be multiplied indefinitely, and the Kanes of the nineteenth century may rival with their nobody assures the Jeffries of the seventeenth And thus by quietly pursuing the system and theory of the compromise, may the way be prepared for some future Octavius, or Louis Napoleon, to crush South and North alike The whole of this may be done in execution of the very power under which the Fugitive Slave Law was enacted, and the statute to effect it would be in fact nearly a transcript of that Law It would be enlisted in an act for the rendition of fugitive criminals, and to carry out the second section of the 4th article of the Constitution I recommend its consideration to Southern lawyers

Upon these considerations the Democrats of Virginia have refused to sanction the Fugitive Slave law which their wretched laugh face allies of the North, have made the corner stone of Democracy, out of servile fear of the South The democrats of Virginia repudiate the principles of that law and of the Texas donation and they go back to the resolutions of '98 and '99 which are in direct conflict with both those measures

It is said that the Cass men of the South contemplate transferring their strength in the Convention, to A. O. P Nicholson of Tennessee, when their first choice shall have been shelved. That will happen about the third ballot.

Congress did nothing of any account to day

J. JUNIUS

MR. WEBSTER'S RECEPTION BY THE NEW JERSEY LEGISLATURE.—*Extraordinary Speech of Commodore Stockton.*—The reception of the Hon Daniel Webster, by the Legislature of New Jersey, on Friday last, drew forth a speech from Commodore Stockton, (who was present on the occasion,) the sentiments of which are attracting some attention, from the fact that he has been spoken of as a candidate for the Presidency — for Mr. Webster, he said:

"Whenever I contemplate Mr Webster, my heart goes up in devout aspirations to heaven, that it has endowed one of our species with such virtue and intellect. It is not simply for his manly form, and noble brow which seems placed there as a crown by the Almighty: but the virtue of the man. I have known him for thirty years; I have seen him sitting among the wise and good in the councils of the nation; I have seen his as a boy and heard the words of wisdom falling from those lips, which I deemed inspired. And I say it before this assembly and before the world, that if there is a patriotic heart in any man, that heart is in the body of Daniel Webster. I have heard him at various times discourse of public affairs in private, and I have never heard a word that might be construed against his country or her interests, or that should not emanate from a great and pure man."

But that portion of his speech which excites most interest is where he refers to the tariff and the old federal party Speaking of the resources of New Jersey, he remarked:

"Her immense resources are inexhaustible. Her hills, filled with iron and copper, are lying dead, and they have been dragging the money out of your pockets in consequence of an eternally fluctuating revenue system I shall not be a beggar at the door of Congress. I do not be mouthed in telling them what we want. I shall insist—that is good Democratic doctrine, at least now a days—I shall insist upon dragging the iron out of our mountains and transporting it to the sea coast. I am aware that I am about to tread upon delicate ground, and I hope that no one will take offence, for I mean none. I do it on the principle that the operations of the general government shall contribute to the development of your resources as they have done for other States. I intend to get this of iron as well of glass included in a tariff question, if they will pass it.—The question of a protective tariff was always a democratic measure in New Jersey

With an annual expenditure of $50,000,000 staring us in the face, is there anything more ridiculous than to talk about the vagaries of free trade?—To raise this amount it would require 33½ per cent on all our imports, and when we all know that this sum has been raised it is folly to talk about free trade.

My politics don't hang very heavy on my shoulders, and when the interests of my country are at stake, I can very easily get rid of them. I have passed the grand climacteric of life, and can at the best have but a few years to live, and I live but in my children. If I were to consult my own feelings only, and wanted to have a good time, I would kick up a row, and would be more certain in the confusion to get into the White House, than I am now."

In conclusion, he thus defines, his early political position:

"These may seem queer sentiments coming from me, if I did not belong to the young and progressive school. I was brought up at the feet of Gamaliel—I was brought up in the strait-est sects of Federalism. My father was a Federalist. I was one. He was the compeer of Washington and of Hamilton, and other great men of those times.—He loved them when they lived and loved their memory when dead, and it was his religion to follow in the footsteps of Washington, wherever they led. If I had lived in those days I should have done as they did.—A purer band of patriots and more honest men never lived. Perennial flowers shall ever blossom on their graves. Those are the men whose principles are my principles."

PENNSYLVANIA LEGISLATURE.

HARRISBURG, March 31.

SENATE—A further supplement to the act incorporating the Sunbury and Erie Railroad Company, a supplement to the act incorporating the Pittsburgh and Steubenville Railroad Company.

The bill to restrict the manufacture and sale of intoxicating liquors came up in order, and passed finally. Yeas 17; nays 15, as follows:

Yeas—Messrs. Barnes, Carothers, Carson, Evans, Fernon, Guernsey, Hamilton, Haslett, Hoge, McFarland, McMurtrie, Malone, Parker, Robinson, Sanderson, and Slifer.

Nays—Messrs. Bailey, Buckalew, Crabbe, Darlington, Brailey, Fulton, Jones, Kinsey, Kunkle, McCaslin, Matthias, Muhlenburg, Meyers, Shimer, and Walker, speaker.

The further supplement to the act incorporating the Pittsburgh, Kittanning, and Warren Railroad Company, was taken up, considered, and passed.

HOUSE—The original bill authorizing a loan of $850,000 for the completion of the North Branch Canal, was discussed up to the hour of adjournment without a vote, and the House adjourned until 3 o'clock.

From the Boston Traveller.

OCEAN STEAM MAIL SERVICE.

So much has lately appeared in the papers about the mail contracts with Government for ocean service by steam, and the recent application by the Collins' Liverpool Line for further aid, that a short account of the system and its objects may not be uninteresting to our readers.

The plan of a combined Naval and Commercial Steam Marine was adopted in this country in 1846-7. Its design was two-fold—that of creating and maintaining in service ocean steamships of a class, tonage, and machinery, adapted to uses of Government for war purposes; and meanwhile their employment in the transportation of the mails. With this view, contracts were entered into with various parties for the performance of mail service between certain ports of the United States, and Bremen, Havre, Liverpool, Havana and Chagres, on the Atlantic side, and on the Pacific, between Panama, San Francisco and other California ports, and Astoria in Oregon With this view also, the steamships of the Liverpool, Chagres, and California lines were required, by acts of Congress, to be constructed in a prescribed manner, at a cost far exceeding the ordinary ocean or river steamers, in the material qualities of strength, durability, and powerful machinery—the latter so placed below decks as to be as secure as practicable from cannon shot. This was done in the infancy of ocean steam navigation in this country Those who embarked in these enterprises, at the invitation of the government, did so at much hazard, and at a very large outlay.

It was an untried service, in which very few were found willing to embark But all obstacles were overcome by American enterprise, skill and industry, and by the liberal employment of American capital, relying on the action of Congress, and on the faithfulness of the contracts made in conformity with them.

Collins and his associates have constructed four or five first class steamships at a great cost for Government mail service, and in order to enable the proprietors of this semi-national line to sustain it against the competition of the English house, (supported, as they are, by the British Government upon a much more liberal scale,) they petitioned for additional pay.

The New York and Chagres company have constructed three steamships of an average of 2600 tons each, which have been accepted by the Navy Department, and one of 1000 tons, by of which are now in the performance of the mail service, and another of 2100 tons burthen, being the full complement demanded by the contract, is now in progress of construction The aggregate tonnage of the ships, according to the provisions of the contract was 6600. The ships above mentioned exceed 10,500 tons, and are, each of them, in all respects far superior in burden, capacity and power, to the requirements of the contract Moreover, the company have five other steamships, of an aggregate of 8000 tons, always at the service of the Government for the transportation of the mails, and employed for that purpose whenever necessary. Besides the regular performance of the mail service between New York, Havana, New Orleans, and Chagres, twice each month, additional ships have been placed at the direction of the department for the transportation of the mails from Chagres to New York direct, and to and from Kingston, Jamaica, and are now so employed in conveying additional mails at later dates and with greater frequency than the contracts require

The Pacific Mail Steamship Company, the Panama, California, and Oregon line, were required to construct three steamships, two of 1500 tons and one of six hundred tons to be inspected under the direction of the Navy Department, to be easily convertable into war steamers and to convey the mails once each month to and from Panama, San Francisco, and some port in Oregon touching at one or two intermediate ports At the last session of Congress this contract was modified so far as to require the mail service to be performed semi-monthly, with the construction of two additional steamers. These stipulations have not only been fully complied with, but far exceeded by the Pacific Company, in the amount of service, and in the number and tonnage of the ships. Under their contract, including the twice monthly mail service, the required number of ships was—with an aggregate of 4600 tons Six steamers with a burthen of 7300 tons have been constructed under the contract, and accepted by the Navy Department. They have, besides, in the Pacific ocean, eight other spare steamers comprising a burthen entire of 14,000 tons While their ships have thus far exceeded in number the requirements of the contracts, their movements have strictly accorded with the orders of Government Their punctuallness has been attested by their faithful and regularly regular arrivals and both have been repeatedly approved by the Navy and Post Office Departments in their reports to Congress.

These two companies own the only steamers on this route, in either ocean, constructed as specified by the Navy Department and required by Congress, viz with marine engines under water. Both are engaged in the transportation of the mails, which shelter is indispensable to their fitness for war purposes, combined with proper speed and great strength and security And they have incontestably proved that their steamers can, by the way of Chagres and Panama, make the shortest time between the Atlantic coast and California and Oregon, whilst carrying a president limit of steam, insuring the safety of passengers and mails

They have created means of naval defence to the country, in readiness for its use whenever the exigencies of war shall require them, and the construction of the mail steamers has also been the means of establishing the large machine shops from which the 'Alabama,' 'Southerner,' 'Union,' and a host of steamers have been turned out, and which, in case of war, would be of incalculable benefit to the Government.

They have provided secure and rapid facilities for the immigration from our Atlantic ports, and the great outlet of the Mississippi valley, to the mining regions of the Pacific, and also for the exportation of the millions of gold which California sends to the Atlantic States. The importance of this service and the urgent necessities for it cannot be stated, nor the saving of life and increase in treasure that have resulted from having furnished it from the commencement of our first occupation of California.

The mass of the people are not aware of the untiring efforts which have been made and are still going on at Washington by means of paid agents and other outside influences, to bring about a system of *repudiation* by the General Government of its solemn contracts, whenever it happens that unforeseen events occur by which such contracts become a source of profit.

At the outset, when a chance of a ruinous result stood in the way, and the future was enveloped in darkness, there was not only no competition for the Pacific mail contract, but the proposals for it were offered in vain until the present Line undertook it. The Gold discoveries in California were not made until several months afterwards, and then emigration commenced. This unexpected circumstance rendered safe and profitable, what before was so doubtful and hazardous. In this process, why the Government of the United States should be urged to violate or repudiate contracts, upon the faith of which its citizens ventured such large sums of money, and incurred, at the beginning, such fearful risks.

In the short space of three or four years these companies have proved to the world that larger, faster and better steamers have been produced by American ingenuity and enterprize than the long experience of the English or French have been able to produce, although fostered by Government to an extent far beyond any patronage bestowed by the United States.

The very parties who are now so urgent that the Government should repudiate some of its present contracts, and give the mails to their lines of steamers, would not entertain, or even look at the projects when first offered—the risk then being so great, and the result so uncertain.

But now that the experiment has been made, and good results seem likely to be realized by those who took all the risks of the enterprises which have brought so much credit to the country, they coolly ask the Government to repudiate its sacred obligations and give them and their friends the patronage and benefits which they once despised.

No effort has been made to induce the Government to cancel any of the *unprofitable* mail contracts which bear so heavily on the proprietors of other routes, nor is there a probability of any such efforts, until something extraordinary happens to make them *profitable*. Then, if by motives of political or other equally unworthy considerations, the idea of repudiation by government, at pleasure, can once be established and carried into effect, a similar crusade may be expected against *them*.

Whatever may have been the occasion of the suicidal policy of an individual State in unprofitably disturbing their obligations, such a base and self-destructive alternative has never yet been resorted to by the Government of the United States; any apprehension that Congress can be induced by the pretext of cheaper bargains or aught else, to *repudiate* contracts made in compliance with its authority, or become instrumental in setting up a rival line to destroy that which was established under the assurance of its co-operation and patronage, we have too much respect for that honorable body to entertain.

QUICK TRIPS FROM SAN FRANCISCO.—We observe by the New York Herald that the passage, per U. S. Mail Steamship "El Dorado," recently arrived at New York, and which was accomplished in 26 days, 4 hours, is the fourth short trip inside of 27 days, from San Francisco to New York

They are as follows:

Jan. 1—By Panama route,	26 days	23 hours.
Jan. 11—By Nicaragua "	26 "	18 "
Jan. 16—By Panama "	25 "	18 "
Mar 15—By Panam "	26 "	4 "

We also notice in the Herald that the new U. S. Mail Steamship "Illinois" is to leave New York on the 26th of April for Chagres (Navy Bay)—thence the passengers and Mails pass over the railroad to Gorgona, and thence to Panama, and there take the U. S Mail Steamship "Golden Gate" for San Francisco The former steamer having performed a passage from New York to Chagres in 7 days, 14 hours, and the latter from Panama to San Francisco in 11 days, 18 hours, it is confidently expected that the above trip will be accomplished within 27 days from date of leaving New York — *Journal.*

☞ JOB PRINTING of all kinds executed at this office with neatness, and at reasonable rates

Special attention will be given to Posters and Programmes for Exhibitions and Concerts.

Cards, Bill Heads, Bills of Lading, Invitations, Labels, Blanks, Circulars, &c., &c., neatly, and promptly printed

apr2

Notice to Young Men.

THE Rev. Mr. Howard is obliged, on account of ill health, to act to the Young Men of Pittsburgh and Allegheny, that the Lecture which was to have been delivered on next Sabbath evening, will be postponed for one week. This, though deeply regretted, is unavoidable, as he has been advised by his physician not to attempt to use his voice on the approaching sabbath

apr2d1t

Spring Importations of Hardware Cutlery, &c.

MORRIS McCOMBS.

83 *Wood Street.*

I AM now receiving, direct from American and European Manufactures, a large and complete assortment of Hardware, Cutlery, Tools, &c., to which the attention of Merchants and Manufacturers in our city, is most respectfully invited to attend

apr2d3m

Notice.

THE agency of the subscriber in the Cash Mutual Insurance Company, having terminated, all insurance unexpired in the office he am settling

J DOLLY.

apr2d1t

A. MASON & CO. have now ready for sale Fancy and Staple Goods, 1-4 Calicoes at and etc. Four 4-4 Lawns at 12½ cts, 6 cases Scotch and American ginghams at 10 cts, 100 Wrought Collars at etc. Fancy Silks, Lawns 12½ and 16 cts, Fancy Cashmeres and Muslins 8 and 10 cts, 5 cases Bleached Muslins at 6 cts and 6½ cts, 500 Linen Halfs at 6 cts etc

apr2

STOCK EXCHANGE & COLLECTION OFFICE

A. WILKINS & CO., Corner Market and Third streets, Pittsburgh

Stocks bought and sold on commission. Sight Drafts on the Eastern and Western cities for sale. Interest allowed on Time Deposits. Collections made on all the cities. Drafts, Postage Gold and Silver bought and sold.

apr2

The Greatest Improvement of the Age

Short Hand Taught in one Lesson.

S. HARDINGE, is now teaching every evening, at his rooms, corner of Market and Third streets, Pittsburgh. A Reasoning Phonographic Class will commence at Kennedy, Hotel of the Danville, J. J. Henderson, Esq. Court of the Pittsburgh, Wm. Bone, Blair Hotel, Allegheny City.

James R Reed & Go.

Manufacturers of Theodolites, Surveyors' Compasses, Leveling and Grading Instruments, &c., &c., No. 56 Smithfield street, Pittsburgh, Pennsylvania

An assortment of the above named instruments always on hand.

Also—Clocks, Watches, Jewelry, &c. &c.

April 3, 1852—d2m

A Card.

HAVING received my Spring Goods, I am prepared to show my friends and strangers the finest Stock of Clothing and Building ever offered in this city, consisting in part of Black and Blue Doeskin Cloths, Cassimeres, Satinets, Tweeds, Linsey, Jeans, Cottonades, &c. &c. Also, a large assortment of Gentlemen's Furnishing Goods, such as Shirts, Drawers, Cravats, Stocks, Suspenders, Gloves, Hosiery, Handkerchiefs, Fancy Vests, &c. &c. Also, Trunks, Carpet Bags, Umbrellas, Hats, Caps, &c. &c. Also, a large assortment of Boots, Shoes, Gaiters, Brogans, &c. &c. Also, a large assortment of Ready Made Clothing, which I will sell very low for Cash, or exchange for Country Produce. Merchant Tailors will find it to their interest to call and examine my stock before purchasing elsewhere. Remember the place, sign of the Big Brass Eagle, No. 62 Market street, second door from Third street, Pittsburgh.

N. B. Country Merchants will find it to their interest to call and examine my stock before purchasing elsewhere.

apr2d1m

Select School.

THE next Session of H. Williams' Select School, will commence on Monday, the 5th inst, in the Lecture Room of the First Presbyterian Church, Diamond Alley. Terms, $5 per quarter, payable one half in advance. Parents and others desirous of having their children or wards instructed in the art of Penmanship, will do well to call at the Lecture Room, and see the specimens of writing, which will speak for themselves. Those who desire to be known by inspecting the Teacher's Penmanship, are respectfully invited to call at the Lecture Room, Mr. Marshall's, or Mr. Kennedy's, Hotel, or at the residence of the Teacher, Mr. Williams's, Second street, Pittsburgh, where specimens may be seen