PITTSBURGH GAZETTE.

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PITTSBURGH

TUESDAY MORNING, AUGUST 10, 1852.

WHIG NOMINATIONS.

FOR PRESIDENT,

GEN'L WINFIELD SCOTT, of New Jersey.

FOR VICE PRESIDENT,

WILLIAM A. GRAHAM, N. Carolina.

FOR CANAL COMMISSIONER.

JACOB HOFFMAN, OF BERKS COUNTY.

JUDGE OF THE SUPREME COURT,

(In the room of the Hon. Richard Coulter, deceased.)

JOSEPH BUFFINGTON, of Armstrong Co.

FOR PRESIDENTIAL ELECTORS.

SENATORIAL.

A. E. BROWN, JAMES POLLOCK.

REPRESENTATIVE.

Districts.	Districts.
1. WILLIAM B. SUDERS.	14. JAMES H. CAMPBELL.
2. JAMES TRAQUAIR.	15. JAMES D. PATTON.
3. JOHN W. BOYER.	16. JAMES K. DAVIDSON.
4. JOHN P. VERREE.	17. Dr. JAS. McCULLOUGH.
5. SPENCER MCILVAINE.	18. RALPH DRAKE.
6. JAMES W. FULLER.	19. JOHN LINTON.
7. JAMES PETROSE.	20. ARCHIB'D ROBERTSON.
8. JOHN SELFRIDE.	21. THOMAS J. BIGHAM.
9. JAMES MARSHALL.	22. LEWIS L. LORD.
10. CHARLES F. WEBER.	23. CHRISTIAN METZES.
11. DAVID AUNON.	24. DARWIN PHELPS.
12. M. C. MERCER.	25. SAM'L A. PURVIANCE.
13. NEH MIDDLESWARTH.	

Antimasonic and Whig County Ticket.

FOR CONGRESS—21ST DISTRICT.

DAVID RITCHIE, Pittsburgh.

FOR CONGRESS—22D DISTRICT.

THOMAS M. HOWE, Allegheny.

FOR SENATE.

GEORGE DARSIE, Allegheny.

FOR ASSEMBLY.

GEORGE E. APPLETON, Birmingham.
THOMAS PENNEY, McKeesport.
RICHARD COWAN, Pittsburgh.
C. S. EYSTER, Pitt Township.
JOHN M. PORTER, Tarentum.

SHERIFF.

WILLIAM MAGILL, Pittsburgh.

AUDITOR.

EDWARD CAMPBELL, Jr., Pittsburgh.

COUNTY JUDGE OF COURT OF QUARTER SESSIONS, &c.

JOHN GEDDART, Allegheny.

COMMISSIONER.

WILLIAM ALOEC, Pittsburgh.

CORONER.

JAMES LOWRY, Pittsburgh.

AUDITOR.

FRANCIS J. GARDNER, Elizabeth.

CHARLES ELLET, JR.

This pugnacious individual makes his appearance again in the North American, of August 7, in an article continuing his assaults upon Gen. Robinson, and the Ohio and Pennsylvania Railroad, the company and its officers. It is not difficult to understand this man and his motives. Possessed of a strong will, a headlong, rash and impetuous spirit, with a perfect indifference to truth, honor and reputation—that of his own as well as others—when they stand in his way, it has been his practice hitherto to bear down every body and every Company, that came across his path, or interfered to expose his deceptions upon the public. He has set his heart upon forcing through the Hempfield Railroad, a most wild and reckless scheme, and he is determined that the people of Philadelphia shall assist in the object, with their money, if it can be done by coaxing, wheedling or bullying. Pittsburgh and the Ohio and Pennsylvania Railroad, having just claims upon Philadelphia, oppose his scheme, and he has set himself to write down a whole community, and to destroy, if in his power, the credit of our western railroad.

Mr. Ellet has succeeded so often in his unrighteous and malignant policy that he has grown bold by temerity, and reckless through the forbearance of those whom he has injured. Most men avoid, instinctively, a noted bully, who parades on all occasions the bowie knife and pistol, and who is ever seeking for victims to his brutal ferocity. On the same principle, men shun controversy with a dogged, unprincipled adversary, whose malice is only equalled by his audacity and his cunning, and who uses every weapon which comes in his way, true or false, and who sets no bounds to his malignity but his power to injure.

Mr. Ellet will find, however, in this instance, that he has miscalculated the dread inspired by his previous assaults upon companies and private reputation, and may learn that a nuisance may at last become so intolerable, that it is a duty to abate it at any sacrifice.

In the article under consideration, Mr. Ellet betrays the most consummate ignorance of the Ohio and Pennsylvania Railroad, which is the subject of his assaults, or else he wilfully misstates facts. He may take which horn of the dilemma he chooses. Either is ruinous to his reputation as a man and a civil engineer. In order to fortify a false statement he made in a previous article, that the road was not paying expenses, he, in this number makes the following assertion:

"There are now open and in use about 132 miles of this extraordinary line, which, I am sorry to say, has become the subject of merciless ridicule among all the Railroad people of the West."

Having thus laid down the length of the road, *"open and in use,"* he proceeds to divide the receipts for the month of June by 132, and to compare the sum thus obtained per mile, with the receipts of several other roads, the Pittsburgh and Cleveland, the Cleveland and Columbus, and the New York and Erie.

It unfortunately happens, however, for his argument, that, either wilfully or ignorantly, he has added *twenty four miles* to the number actually open and in use, on the Ohio and Pennsylvania Railroad. On this 10th day of August, there are only 108 miles open and in use, and there never has been up to this date, more than that number. He also places the receipts of June at about $1000 less than they actually were, as will appear by a corrected statement in our paper some days ago, and which he has most probably seen.

It also happens, unfortunately for his character as an Engineer, and, what is more important, as an honest and fair man, that he has made his comparisons with *finished roads*, having all their facilities for a regular through business, and has wilfully forgotten to state, that the Ohio and Pennsylvania road, in its unfinished state, has no western connections, and has to depend solely upon a local trade for its support. Will Mr. Ellet venture to make his comparisons when the road is finished, or dare he make them with any unfinished road, of the same length in the country?

In Mr. Ellet's previous article, he stated that the Ohio and Pennsylvania Railroad "twisted about through the Western Reserve," and in the number now under review, he exhibits his gross ignorance, or rather his reckless habit of lying, in the following language:

"Leaving the [Allegheny] depot, the first direction of the road was towards the city of Cleveland; lying perhaps *one hundred miles off*, on a northwestwardly course!"

Our friends of the Cleveland and Pittsburgh Railroad, which terminates for the present 45 miles from this city, and 100 from Cleveland, who claim that they have the shortest line to Pittsburgh, will be quite alarmed at Mr. Ellet's computation of distances. If Cleveland is only 100 miles off, the Warren and Mahoning road will be apt to find it out, and then what becomes of the Wellsville route! Is it not a little singular that Mr. Ellet should add to the length of the Ohio and Pennsylvania Railroad, "open and in use," *twenty four miles*, and should shorten the real distance between Pittsburgh and Cleveland, some *forty miles!* Is it not strange that he should state that the road "twists about through the Western Reserve," when it does not touch it by several miles in any part, and should present a gross carricature of the line for actual facts!

The people of Philadelphia are high-minded and honorable. They despise meanness and lying, and scorn the man who would make use of his reputation as an Engineer, to deceive them by distortion or wilful misstatements of facts. How can they believe Mr. Ellet's statements concerning the Hempfield Railroad, when they find him resorting to shameless misstatements to injure another work, and that too, a work which which will benefit Philadelphia a thousand times more than the visionary Hempfield scheme!

We cannot pursue this matter further to-day, but promise to attend to this Mr. Ellet as often as he intrudes his falsehoods before the public; and we have no doubt that abler pens than ours, will vindicate to the people of Philadelphia and all others interested, if they desire it, the judiciousness of the location of the Ohio and Pennsylvania Railroad, which was made by its present able Engineer, who is a Philadelphian, and a gentleman of high character and professional reputation, after a full survey of the ground, and with no self-interested, self-aggrandizing and malicious motives.

OHIO AND PENNSYLVANIA RAILROAD.

The formal opening of this great work, to Wooster, will take place to-day. Invited guests will leave by the cars at 8½ o'clock this morning, and arrive in Wooster at 4 P. M. If any person feels himself neglected, in not having received an invitation, he should recollect, that but a limited number could go from Pittsburgh, as Salem, Canton, and Massillon, all have their claims, and that the stockholders and citizens of those places have not had the opportunities that Pittsburghers have had, of attending celebrations of this kind. But a limited number of cars could be afforded for the excursion, as the numerous delegates of the great Free Soil Convention, to meet here to-morrow, requires all the spare cars of the Company to supply this want. When the road is completed to Crestline, we move that we have a great Pittsburgh celebration in this city, where we have not had one yet, and invite the people all along the line to come and see us, and join with us in celebrating so auspicious an event. On such an occasion Mr. Ellet should be invited to decide the twistings of the road through the Western Reserve, stopping at all the cheese and butter farms, and to point out howto make a road to Cleveland only 100 miles long, and to initiate the people of Pittsburgh into the mysteries of his new arithmetic, which stretches or diminishes to suit an argument, in the most convenient manner imaginable. The antics of such an original live, civil engineer would be the most amusing farce imaginable, and would add greatly to the interest of the occasion.

The following programmee of proceedings has been published by the people of Wooster.

RAIL ROAD CELEBRATION.

President of the Day—Hon. E. Dean.

Secretaries—E. Pardee and E. Foreman, Esqs.

Committee of Invitation and Reception—Dr J P. Coulter, C. Lake, Dr. S. F. Day, John McSweeney, and D. Robinson.

Committee on Finance—Saml. Knepper, I. N. Jones, and Jas. Jacobs.

Committee on Toasts and Resolutions—Samuel Hemphill, William Givin, and Levi Cox, Esqs.

Committee of Arrangements—J. H. Kauke, J. Johnson, C. A. Crandall, J. P. Jeffries, T. J. Coulter, H. Lehman, R. H. Stibbs, H. Howard, and Neal Power.

Marshals—K. Porter and J. H. Kauke.

ORDER OF ARRANGEMENTS FOR THE DAY.

1st. A National salute at sun-rise, and also on the arrival of the cars.

2nd. On the arrival of the cars at the Depot, a procession will be formed under the direction of the Marshals, and proceed at once to the grove north west of the Railroad Depot, where refreshments will be provided for invited guests, and as many citizens as choose to partake, by H. Howard, Esq., of the American House, at 4 o'clock, P. M.

ORDER OF PROCESSION.

1st.—Band of Music.
2nd—Fire Department.
3rd—Citizens.
4th—Mayor and City Council of the town of Wooster.
5th—Committee of Invitation and Committee on Toasts and Resolutions
6th—Editors and Reporters of Public Journals.
7th—Mayors and Common Councils of the cities of Pittsburgh and Allegheny.
8th—Officers of the Ohio and Pennsylvania and other Rail Road Companies.
9th—President of the Day.
3d. Regular Toasts, Volunteer Toasts, and Speeches.

4th On returning from the grove, the procession will again be formed, and march to the Public Square; the invited guests will then be conducted to their respective quarters, provided by the Committee, to receive the hospitalities of the citizens.

5th. *A Torch Light Procession* by the Fire Department, at 8 o'clock, concluding with a display of Fire Works, in the Public Square.

☞ PROPOSALS FOR IRON WIRE.—We call the especial attention of our manufacturers to the advertisement of JOHN A. ROEBLING, Esq., so well and favorably known to our citizens. Mr. Roebling, is engaged in building a wire suspension bridge, at Niagara Falls, and as the means of conveyance from this city to the point of delivery are so ample, there being water communication the whole way, and as we have every facility for the manufacture of this wire, we hope our manufacturers will secure the job. Mr. Roebling built two wire suspension structures here, (a bridge and an aqueduct,) of Pittsburgh wire, is well acquainted with the quality of the article we make, and will no doubt afford our manufacturers all the facilities in his power to procure the contract.

A NEW WIRE SUSPENSION BRIDGE AT NIAGARA.—When at the Niagara Falls, a few days ago, we understood that our old and esteemed friend, JOHN A. ROEBLING, Esq., had been employed to remove the unsafe and rickety bridge put up by Mr. Ellet, and erect a substantial wire suspension bridge over the Niagara river below the cataract. The advertisement for wire is in our paper to-day, is an earnest that this necessary and important work is to be commenced immediately and prosecuted with vigor, and we feel the most confident assurance that the new bridge will be a substantial and workmanlike structure, satisfactory alike to the stockholders and the public, and wholly unlike the dangerous and useless bridge which is to come down. Mr. Roebling is no visionary theorist, no self-opinionated, egotistical and rash experimenter. He is a sound, practical and accomplished Engineer, universally successful in all he undertakes, and meriting the lasting esteem of all who are so fortunate as to secure his services. It would have been a fortunate circumstance if his services had been secured in the first instance, as both loss of time, and a great waste of money would have been prevented.

An interesting letter from our New York correspondent will be found on our first page.

The *Westminster Review* for July, has been received by Gildenbury & Co., 76 Fourth street, and G. H. Mines & Co., 32 Smithfield street.

The National Portrait Gallery, No. 3, containing the portraits of Winfield Scott, Anthony Wayne, and Thomas McDonough, with sketches of their lives, has been received. J. W. Hudson, sole agent for Pittsburgh and Allegheny. Office at A. H. English & Co's Bookstore.

THE HENRY CLAY.—A subscription list toward the fund to enable those bereaved by the burning of the *Henry Clay* to bring suits for damages against the parties legally liable, has been started in New York.

SETTLEMENT OF THE FISHING DIFFICULTY.—The New York Journal of Commerce contains the following important dispatch:

WASHINGTON, Aug. 4, 1852, (evening.)

Mr. Webster and Mr. Crampton will be here in a week. The fishery question has been temporarily settled. Mr. Crampton has sent a dispatch to the British Government, urging them to suspend their orders, and to withdraw their naval force. This is authentic. — E. K.

CONSUMPTION OF GOLD.—The following curious statistics relative to the consumption of gold, were stated in a lecture lately delivered at the Geological Society at London:

The entire amount of gold in circulation is said to be £48,000,000; of which the wear and waste is stated to be ¾ per cent. annually, or £1,680,000. The consumption of gold in arts and manufactures is as follows:

In the United Kingdom,	£2,500,000
France,	1,000,000
Switzerland,	450,000
Other parts of Europe,	1,600,000
United States,	500,000
	$6,050,000

In Birmingham alone there is a weekly consumption of gold for chains only, amounting to 1000 oz. The weekly consumption for gold leaf in London is 400 oz; in other places in Great Britain, 184 oz.

One of the potteries in Staffordshire consumes £8500 worth of gold annually in gilding; and the whole consumption for gilding porcelain in England is estimated at about 8500 ounces annually.

The Whigs of Washington City held a large and enthusiastic meeting on Tuesday evening, at which addresses were delivered by the Hon. Mr. Bayard, of Ohio, Hon. J. R. Bowie, of Maryland, Governor Morehead, of North Carolina, and others. An exhibition of fire works, with the names of Scott and Graham in letters of fire, closed the proceedings of the meeting.

BLOW AT CAPE MAY.—A severe southeasterly gale prevailed at Cape May on Wednesday. A considerable portion of the large Mount Vernon House was carried away, but nobody was hurt. This building was not finished, and several windows being open on the windward side, the roof was raised from its fastenings by the wind.

INDIVIDUAL EXPERIENCE ON THE HENRY CLAY.

The following extract of a private letter, from one of the Pittsburgers on the ill-fated Henry Clay, will be read with interest by his acquaintances here, and as the individual experience of one who narrowly escaped death in the fearful perils which surrounded him:

PHILADELPHIA, August 7, 1852:

"After parting with you at Buffalo, I took a seat in one of the crowded cars for the falls. On arriving there I immediately decided not to stop, seeing no chance for rest. I bought a ticket for New York, and in a quarter of an hour was on my way. I arrived at Albany before seven o'clock, Wednesday morning, and immediately took passage in the steamboat Henry Clay. On reaching the boat my attention was drawn to a steamboat runner who stood on the landing, just beside the plank, calling on the passengers not to go on the Clay, saying that she was a slow boat, that she would not get to New York before six o'clock, that their boat, the Armenia, would beat her three hours, that the Clay was one of the inferior class of boats, and that he expected she intended to make a trip on the canal. I thought the fellow was very insolent, and observed to a young man, who turned out to be an agent and bar keeper on the Clay, that a stop ought to be put to his slanders, and that such conduct would not be tolerated in Pittsburgh. He answered that it was nothing, their runner did the same.

The Clay pushed out first, and immediately the Armenia followed. We had probably 150 passengers on board. The Clay run perhaps 15 or 20 miles, with the Armenia about a quarter of a mile in the rear, when the first stop was made on the left or eastern bank. The Armenia took a near cut, which I was informed, made a difference of a mile, and so got ahead of us. The Armenia next stopped and we got ahead. We made several stops, and received large accessions to our number at all the landings. At Newbury quite a number came on board. I remarked to the agent, who was diligent at the landings in assisting passengers on and off, that there must have been a hundred who came on board. He replied, not quite that! Five from this an idea may be formed of the crowd on board when we passed West Point.

I noticed for several hours the unusual heat of the boat between the top of the boilers and the pilot-house, which increased to such a degree that I expected smoke to pass them, at a distance of 10 or 15 feet.

As I was a stranger among the passengers, I did not know that there was a person on board that I had ever seen. I was sitting on the larboard side of the pilot house, when a man below put up his head near me, between the deck and the awning, and cried that the boat was on fire. We all started for the gangway to go down. There was so much smoke forward that I went towards the stern, which I found densely crowded. In a little while it became so packed that a person could scarcely move. Word came in a few minutes that the fire was out, which had the effect of quieting the passengers for a brief period.

Very soon the smoke and flame began to spread through the boat. As the fire broke out midship, it forced the passengers to the bow and stern. I stood wedged up in the extreme stern, and for a while viewed the scene.

The river was a mile to a mile and a quarter wide. We were in the centre and continued our course for about a mile and a quarter, when the boat was headed to shore, at about right angles. The fire spread so rapidly that some were forced into the water before the boat run ashore. The scene no language can describe. I will merely state an incident or two coming under my own observation.

The flames had forced nearly all into the water. There was a very stout young man, his wife, and a child about 8 or 10 months old, beside me on the guard. She told her husband to take the child and save himself and it. He took it and jumped in, came up, and called for her to jump. I helped her over the rail. She went down and soon rose some ways off. The river was rough, the waves dashed over us, so that I soon lost sight of them.

My first effort to reach the shore like to have proved fatal. When within four or five yards of the stern, I was caught by the leg causing me to sink, I came up and made back to the stern. Before I got there my coat was caught by two women, one at each side, causing me again to sink. I told them they would drown themselves and me too, if they persisted in holding me to my coat. I made out to get to the rudder and held on to it, principally with my knees. The lady holding my coat on my left never spoke. She soon let go and sank.

By this time all were in the water who had been on the stern. About the same time I saw the Armenia out in the centre of the river, under full head of steam. When she got about opposite to us, she checked up and lowered her yawl. There might have been twenty sail of various kinds of water craft within a mile or two of us, but yawls could not be sent soon enough to save but few lives.

When we struck, people came running to the shore from all quarters, and the passengers from the bow of our boat increased their numbers — They all stood on the shore apparently bewildered—unable to render any relief. A few bits of sticks were thrown in, but the waves carried them in the wrong direction. If caught, they could have been of but little service. Some of the light stools thrown into the water served to drown more than they saved. One boy near me kept his head above water with one of these stools until he was rescued. I did not hear him utter a word the whole time. He might have been twelve to fourteen years old.

While I was hanging by the rudder, a lady appeared beside me, and exclaimed, "my God, what shall I do with my dead baby in my arms!" I looked at it, and told her to save herself. She disappeared as she came. I know not whence she came from, or where she went. She was lost beyond all doubt.

Soon after this, I saw three yawls plying around, picking up here one and there one, and able to approach our burning boat. The fire at this time was burning the guard above my head. There was an oar thrown out, which I told the lady holding to my coat to catch, which she did, and I saw her pulled into the yawl. Another caught within some twenty yards of me, and I let go, and was just able to reach her, and a stout man hauled me in, and I was saved. As my paper is full, I will postpone further particulars till I get home. Yours, &c., truly, W. A. I.

FROM WASHINGTON.

(Correspondence of the Pittsburgh Daily Gazette.)

WASHINGTON, Aug. 5, 1852.

The Democrats at their Old Tricks on the Tariff—J. Glancy Jones' Proposition—Adverse Report upon the Homestead and Land Distribution Bills—Various Items—The Revenue.

Among the devout rhymes that nurtured the piety of my tender years, I recollect with peculiar gravity of feeling the stanza conveying the great moral truth, that—

"This world is all a fleeting show
For man's illusion given;
There's nothing certain here below,
There's nothing true but Heaven."

The application of this scrap of sacred melody and moral philosophy to the present condition of the Democratic party, was strongly illustrated in the House to-day by a little affair, of which J. Glancy Jones, of Penna., was the hero, and his constituents and their fellow citizens generally the victims. Glancy is a member of the Ways and Means, a Democrat, and a Representative of an iron district. It naturally glanced through Glancy's luminous brain, that in either or all of these capacities, it was proper for him to do something for Pennsylvania and cold iron. Accordingly, to-day, "When every thing was still," in Committee of the Whole, the civil and diplomatic bill being in hand, Glancy Jones rose boldly in his seat, like a free American citizen, as he is, (to use the impassioned language that was common here when old *nous verrons* steered the official organ,) and proposed a proposition. Glancy is a young man from Old Berks, and in his tones was heard as a voice from the Gibraltar of Pennsylvania Democracy. This proposition was nearly to this effect: From and after a certain day, not far off, it shall be the duty of the Secretary of the Treasury to ascertain the average market price of imported iron, and such other imported articles as he may decide to include therewith, in the principal cities of the United States during the year next preceding, and to proclaim such price, so officially ascertained, and to assess upon such price the respective *ad valorem* duties named in the present tariff law. It will be perceived that the effect of this would be to increase the duty, by some twenty-five or thirty per cent of an amount composed of the present duty, the mercantile profit, and miscellaneous charges. To illustrate: if iron be sixty dollars per ton, the thirty per cent. duty of the present law will be eighteen dollars. This, added to the invoice price, will be seventy-eight dollars, and ten per cent. profit, and incidental charges will raise the market price to ninety dollars. Thirty per cent. on this latter sum will be twenty-seven dollars, equal to forty-five per cent. on the invoice price.

This change would afford sensible and timely relief to the iron and many other suffering interests, but as Mr. Jones well knew would be the case, it was not such a plan of relief as his party friends were prepared to sustain. Mr. Phelps, of Missouri, a democratic Free-trader of the straightest sect, was in the Chair, and he promptly decided the amendment to be out of order. Mr. Jones appealed. The Whigs in solid column passed through the tellers to overrule the decision. The Democrats, including Rose, of Pottsville, and McLanahan, of Chambersburg, two died in the wool subjects of the faith,, with equal unanimity came up to sustain the Chair and rule the amendment out of order. The latter succeeded, ays 67, noes 64. So, had Ross and McLanahan voted no with their Whig colleagues, the amendment would have been brought before the committee and would probably have been adopted. I have gone into this detail only for the purpose of exposing the spirit of deception and trickery which marks the conduct of the Democrats upon this question, so vital to the prosperity of the country.

I learn that the Committee on Public Lands have this morning decided to report adversely upon the Homestead bill and Mr. Bennett's Land Distribution bill. These important decisions of the committee were arrived at by the following votes: On the Homestead bill, ayes, Messrs. Borland and Dodge, nays, Felch, Pratt and Underwood. On Mr. Bennett's bill, ayes, Mess. Pratt and Underwood, nays, Felch, Borland and Dodge. I think the decision of the committee will be conclusive as to the Homestead bill, but that the Senate will overrule its vote upon Mr. Bennett's bill.

Mr. Markoe, second clerk in the State Department, will be appointed Charge to Copenhagen, in place of Hon. A. J. Ogle, who declines.

Hon. Humphrey Marshall will be confirmed Minister to China, the House to-day having voted to raise the mission to the highest grade, and having appropriated the requisite amount as salary and outfit.

In the Senate, an old Shawnee claim for half a million or so, engaged the attention of that august body. The usual annual amount of thievery on account of those Georgia, Mississippi, and Arkansas Indians has been already exceeded this year, so the business seems to be on the increase.

I learn that the revenue for the last fiscal year was between forty-nine and fifty millions of dollars, of which $47,500,000 was received from customs, and upwards of $2,000,000 from public lands and other sources. JUNIUS.

WASHINGTON, Aug. 6.

Congress is getting along moderately, in just about that pace, in fact, to which it is goaded by the resolution of adjournment, which compels them to do a certain amount within a specified time. There appears to be a determination to make a *decent* ending, more than that could not be expected. The House will get through with the general appropriation bill tomorrow, and the Senate will despatch it in a few days thereafter.

From the concurrence of a number of rumors, I have no doubt that the fishing difficulty has blown over. It has been settled over a dish of chowder, between the American and British Ministers. Mr. Webster put in one scale the interests of the British trade with America, and the innumerable privileges which it enjoys, Mr. Crampton poised in the other the rights which his government justly claims to exercise over their own waters of unlimited jurisdiction; either result was that the convention of 1818 is substantially reaffirmed—that is the report.

Gen. Persifer F. Smith has made a requisition for 700 horses, to mount a regiment of infantry on the Rio Grande for the more effectual chastisement of the marauding Indians on that frontier. Under an indiscreet and violent administration, the endless hostility between the whites and the red men in Texas, New Mexico, and on the Plains, would soon be blown into the flame of war But by a firm and conciliatory management of the feuds which must necessarily arise between the pioneers and the weak, but reckless remnant of the receding race, the peace may be maintained between them. It is universally admitted that our Indian relations have been admirably managed by the present able head of the Department of the Interior, and by Mr. Lea, the energetic and vigilant chief of the Indian Bureau. A great number of treaties have been made by which the United States have acquired title to large bodies of valuable lands, and suitable provision has been made for enabling the Indians, who relinquish it to live in comfort and improve themselves in the arts of civilization, and to settle themselves in the habits, without which they cannot live under the jurisdiction of the whites. Yesterday morning, the President gave audience to a delegation of Pueblo Indians from New Mexico; that is, inhabitants of villages, as distinguished from the roving bands who scour the plains and mountains of the interior of the continent, and live by hunting and depredations upon their industrious and stationary neighbors. These vagabonds are the Bedouins of America, Sons of Ishmael, whose hands are against every man, and every hand is against them. They will be pursued and punished until reduced to quiet and submission, or exterminated. The interview with the Pueblos was well calculated to impress them with the power, liberality and justice, of the United States.

A very unreasonable prejudice, the result of personal enmity, has been excited against Mr. Kennedy, the hard working and pains taking head of the Census Office. Under the influence of this ungenerous feeling, the Senate passed the resolution on Friday cutting down his salary from $3,000 to $2,500 per annum. It will probably be stopped in the House. JUNIUS.

MISSOURI ELECTION.—All accounts concur in the opinion that Colonel BENTON has been elected in the first district.

From the third district we have the following returns by telegraph:

	J. G. Miller.	J. S. Green.
Cole,	853	397
Howard,	770	798
Randolph,	66 maj.	—
Cooper,	976	435
Monitean,	50 maj.	—
Boon,	400 maj.	—
Morgan,	—	96 maj.
Clarke,	388	294
Lewis,	490	571
	3,492	2,691
	2,591	
	901 maj.	

for Miller 80 far, and nine counties to be heard from. Miller, the Whig candidate, is doubtless elected.

In the fourth district, the report is that OLIVER, the Whig candidate, is elected.—*Republic.*

EARTHQUAKE.—A slight shock of earthquake was felt on Sunday forenoon at the village of Groton, Conn., the first sound of which somewhat resembled the falling of a person on the floor in the upper rooms of the house, but it was followed by a rumbling noise, of a few seconds in duration, and a trembling of the house. Persons out of doors sensibly felt the trembling of the ground.—*N. Y. Commercial.*

A Park, embracing 250 acres, on the Metairie Ridge, is proposed at New Orleans. The entire cost of the ground is estimated at only $11,000.

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

Special attention will be given to Posters and Programme for Exhibitions and Concert

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

Dr. M'Lane's Great Remedy for Liver Complaint.

☞ THE proprietors of this justly celebrated medicine are in the daily receipt of the most gratifying testimonials of its excellence. Cases that had been given up as incurable by most skillful physicians, were cured immediately after these pills were given. The certificates are so numerous, that it is impossible to publish them within the limits of a newspaper; but as it now is an established fact that M'Lane's *Liver Pills* are the best medicine *ever offered* to the cure of Hepatic derangement, their publication is rendered unnecessary. Those who suffer from that worst of scourges, Liver Complaint, should lose no time, but hasten to purchase and use this invaluable medicine, which may be had from most Druggists and Merchants, in town and country, and by the sole proprietors. J. KIDD & CO.

aug12dawS 60 Wood street.

F. S. Cleaver's "Prize Medal Honey Soap."

☞ THOSE who have ventured on the useless and unprofitable task of imitating "Cleaver's Prize Medal Honey Soap," have very naturally supposed that the indiscriminate admixture of the article of Honey with other ingredients, usually employed in the manufacture of so-called Invented Soaps, is sufficient to place it in competition with that produced by F. S. Cleaver. It is but an act of justice, however, to the skillful inventor, to mention (and doubtless this fact must have been brought before the view of the learned and impartial committee who awarded to him the medal) that his success was not the result of chance, nor the work of a momentary enterprise, but the fruits of long and careful study, joined to a knowledge of those materials which, by chemical combinations, has rendered his labors beneficial to himself and useful to the world.

For sale retail at all Dispensing Drug Stores, and wholesale only by the agents for Pittsburgh and its vicinity.

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Successor to H. P. Nelson & Co.,
MANUFACTURERS OF
SOLID BOX VICES,
PLATED SHOVELS, MATTOCKS, SPADES, HOES, RAKES, FORKS, &c.
PITTSBURGH, PENNA.
Office No. 134, Water street, third door above Smithfield
☞ All work warranted equal to any manufactured.
aug10

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AT THE
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JACKSON'S National Daguerrean Gallery, corner of the Diamond and Market street, (opposite L. Wilcox's Drug Store,) Pittsburgh.
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Engravings, Paintings, &c., accurately copied, and duplicates taken of original likenesses.
☞ Persons not required to take a picture, unless a perfect resemblance.
☞ Likenesses taken of sick and deceased persons in any part of the city and vicinity.
☞ Rooms open, and operating from 8 A. M. until 6 P. M. Entrance in the Diamond. 10:29:d&w1y:tf

☞ S. M. KIER.—And now as to your Petroleum. I thought as I had delayed writing so long, it would be well to wait until I had "somewhat to write." When I first offered the oil for sale, the people thought it was perhaps like the quack patent productions of the age, and so felt but little disposed to buy. But I gave it to some on trial, and persuaded some to buy, until I got them to test its medical powers. It soon began to cure the deaf and lame, &c. A man who had been blind for eight years, was persuaded to try its virtues, and when he had used but three bottles, he could see across the room, and clearly distinguish the color of cloths, &c., while his health was otherwise much improved. His blindness appears to have been the result of a very inveterate case of Scrofula. Much more might be said of the healing powers of Petroleum. But let it suffice to say that it has obtained an extended popularity in this country. I have sold all that you gave me, and might have sold a hundred bottles more. M. HIMEBAUGH.

SUSQUEHANNA FALLS, Wisconsin, March 16, 1852.

Nelson's First Premium
DAGUERREOTYPES.
Post Office Building, Third Street.

CITIZENS and strangers who wish to obtain an accurate, artistic and life like likeness, at very moderate price, will find it to their interest to call at the Fall Brown establishment, where entire satisfaction is guaranteed, or no charge made. Having spared no pains to get and keep arranged Slides and Skylights ever constructed for the purpose, with instruments of the most powerful kind, and having adopted the system of Daguerreotyping, as now practised by the celebrated Rosie, of Philadelphia and New York, Mr. N. flatters himself to be able to offer to the patrons of the city, a class of pictures pretty pass, either simply or in groups, which has never been surpassed.

Rooms open and operating, in all weathers, from 8 o'clock A. M. to 6 P. M. aug2dawf

Cleveland and Pittsburgh Rail Road.

TICKETS THROUGH TO
BUFFALO, DUNKIRK, TOLEDO, DETROIT, CHICAGO, MILWAUKIE, COLUMBUS and CINCINNATI.

Fare to Cleveland $3 50

THE new and fast running steamer FOREST CITY, leaves the Monongahela wharf, opposite Monongahela House, every morning (Sundays excepted) at 9 o'clock, promptly, connecting at Wellsville with the Express Train of the Cleveland and Pittsburgh Rail Road, leaving Wellsville at 12:25 P. M., and arriving at Cleveland at 40 minutes past 10 o'clock, P. M., and connecting with steam boat for Dunkirk, Buffalo, Toledo, Detroit, Milwaukie, and Chicago.

Passengers leave Pittsburgh in the morning, and take the next evening in Cleveland.

Passengers going to Cleveland via Ohio and Penna. R. R., are put out at Allianceton, by the 8:30 A. M. train, at 1 o'clock P. M. and (by 11 o'clock, A. M. train,) at 2:45 P. M., where they dine, and reach all 5 o'clock P. M. for the Express train from Wellsville, which takes them on to Cleveland, arriving at same time, and in same train of Cars as those who left Wellsville at 12:25 P. M.

Baggage checked through from Pittsburgh to Cleveland, on board the Forest City.

For tickets, apply to

JOHN A. CAUGHEY, Agent
Cleveland and Pittsburgh Rail Road Co.
Office in Monongahela House, Water St., 2nd door from corner of Smithfield

Notice by the Ohio & Penna R. R., Alliance, and Cleveland and Pittsburgh R. R., from Alliance to Cleveland 1, the fare is $4.00. —19:tf

Citizen's Insurance Company of Pittsburgh

C. G. HUBLEY, PRESIDENT.
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OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.

☞ INSURES HULL AND CARGO RISKS ON THE OHIO AND MISSISSIPPI RIVERS, AND TRIBUTARIES.

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DIED.

On Saturday, August, 7th, in South Pittsburgh, at 10 o'clock, P. M. ALGERNON KENNEY, son of Isaac W. and Matilda L. McIlvain, aged 2 years and 11 months.

G. REICHBLEN, M. D. ..... P. DAVIS, M. D.

Co-partnership.

ASSOCIATED in the practice of Medicine from this date, will occupy the office hitherto occupied by Dr. Davis, 210 Penn street, between Hand and Wayne streets. aug10

NORRIS McCOMBS,
Importer and Wholesale Dealer in
FOREIGN AND DOMESTIC HARDWARE,
NO. 83 WOOD STREET.

IS now receiving, direct from the Manufacturers, in this country and Europe, a large and well selected stock of Hardware, Cutlery, Locks, &c., which he is determined to sell at lower rates than any other house in the city.

Log, Brace, Cow and Halter Chains;
"Hann's" celebrated C. S. Axes;
Mill, Circular and Cross Cut Saws;
"Ames" celebrated Shovels and Spades;
Anvils, Bellows, Vises;
Locks, Latches, Hinges, Files, &c.,

Together with every article in the Hardware line, to all of which the attention of Merchants and Mechanics is respectfully invited.

He has just now received, per packet from England,

1 cask "Marshall's" Anvils;
1 do. "Turner's" celebrated Saws;
1 case Single and double axes.

N. B. McC. would call the attention of Carpenters to his large assortment of celebrated "Union Factory Planes" aug10

LINEN HDKFS—250 doz. of those very cheap Linen Hdkfs., at 8 and 10c, just rec'd by aug10 A. MASON & CO.

To Druggists and Country Merchants.

THE subscribers, successors to PHELPS, FOWLER & Co., and formerly for many years in the employ of HOBART, LEE & CO., are now prepared to supply the Trade and Country Merchants with every article in the line of Drugs, Medicines, Paints, Dye Stuffs, Perfumery, &c., &c., and on the most favorable terms. Having for some three years since been engaged almost exclusively in the importing business, we feel confident that we possess superior facilities for selling goods on the very best terms, and we are disposed to sell on correspondingly favorable terms to our customers.

PHELPS, SQUIRE & STEWART,
Importers and Wholesale Druggists,
40 Cliff street, New York.

Ohio & Penna. R. R. Stock.

A FEW Shares for sale by
aug10 THOMPSON BELL & CO.

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500 TONS WIRE WANTED.

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