PITTSBURGH GAZETTE.

PUBLISHED BY MITCHELL & CO.

PITTSBURGH

MONDAY MORNING, AUGUST 16, 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 P. HUGHES,	14. JAMES H. CAMPBELL,
2. JAMES TRAGHAM,	15. JAMES D. PAXTON,
3. JOHN P. SHARPE,	16. JAMES S. DAVISON,
4. JOHN F. WEBER,	17. Dr. JNO. McCULLOUGH,
5. PETER MCILVAINE,	18. HARPR DRAKE,
6. JAMES W. FULLER,	19. JOHN LOWRY,
7. JAMES PEPPER,	20. ARCHIE'D ROBERTSON,
8. JOHN SHAFFER,	21. THOMAS J. BIGHAM,
9. JACOB HAHN, JR.,	22. LEWIS L. LORD,
10. CHARLES F. WALLIS,	23. ORESTILLUS MASTERS,
11. LEWIS ALTON,	24. DARWIN PHELPS,
12. N. G. HERRICK,	25. SAM'L A. PURVIANCE.
13. * * * 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. ARBUTHNOT, Birmingham

THOMAS PENNEY, McKeesport.

RICHARD COWAN, Pittsburgh.

C. S. KEYSER, Sewickley.

JOHN M. PORTER, Tarentum.

SHERIFF.

WILLIAM MAGILL, Pittsburgh.

CORONER.

EDWARD CAMPBELL, Jr., Pittsburgh.

FOR THE JUDGES OF COURT OF COMMON PLEAS, &c.

JOHN GEBHART, Allegheny.

COMMISSIONER.

WILLIAM ALGEO, Pittsburgh.

CORONER.

JAMES LOWRY, Pittsburgh.

AUDITOR.

FRANCIS B. GARDNER, Elizabeth

☞THE Executive Committee of the "County Scott Club" have fixed upon the following meetings to be held prior to the Great Mass Meeting on the 30th of September:

In the city of Pittsburgh, on Friday, the 20th, at 7½, P. M.—

In Allegheny city, on Thursday, the 26th, at 7½, P. M.

At Elizabeth, on Saturday, the 28th, at 2 P. M.

At Clinton, on Tuesday, the 31st, at 2 P. M.

At Turtle Creek, at Brown's Hotel, on Saturday, the 4th of September, at 2 P. M.

At Perrysville, on Tuesday, the 7th, at 3 P M

(American copy.) aug16

SATISFACTORY ARRANGEMENT.—*From Cincinnati to Pittsburgh in a Day.*—We are gratified to learn that, at a meeting of the Boards of Directors of the Ohio and Pennsylvania and Cleveland and Pittsburgh Railroad Companies, held at Cleveland last week, a most satisfactory arrangement was made in regard to the passenger travel between this city and Cleveland. It is agreed that hereafter the roads shall work in concert—all Pittsburgh passengers to be sent over the Ohio and Pennsylvania Railroad, instead of by way of Wellsville.

We are truly delighted with this arrangement, and we have no doubt that it will prove mutually beneficial to both companies. It could not be expected that a competition could be kept up by a company with a broken line, and we commend the wisdom which has dictated this arrangement.

One of its first fruits is, that passengers will reach here, from Cincinnati, in one day. It was not found difficult, when the companies had agreed to work harmoniously together, to make such further arrangements as will greatly facilitate travel, and increase the profits of the companies.

The new time-table, which goes into effect on next Wednesday, is in substance as follows:—The Accommodation Line from Pittsburgh to Brighton will be run as at present. The eight o'clock morning train, which is hereafter to be called the *Mail Train*, will run as at present, arriving at Alliance at 12.30, and proceeding on to Massillon and Wooster.

The *Express* train will leave at eleven o'clock, A. M., and arrive at Alliance at 2.30, to time for passengers to go to Cleveland by the train which leaves at three o'clock.

The *Mail* train is therefore the Massillon and Wooster train, and conveys passengers directly on to those places. The *Express* train is the *Cleveland* train, and by it passengers lose no time at Alliance.

Coming this way, the mail train from Wooster will bring the passengers which leave Cleveland in the morning train, which will hereafter leave Cleveland at 10 o'clock A. M., and arrive at Pittsburgh at 5 P. M.

An evening train will leave Cleveland on the arrival of the Express train from Cincinnati, and arrive at Alliance at half-past eight P. M., at which hour the Express train will start back, and arrive in Pittsburgh at twelve at night.

Thus passengers who leave Cincinnati in the morning at six o'clock will arrive here at twelve at night, or in eighteen hours. This arrangement gives us two trains from Cleveland to Pittsburgh in a day—a morning and an evening train; and one train from Pittsburgh to Cleveland, leaving here at eleven o'clock A. M., and arriving in Cleveland about five P. M.

Arrangements have also been made by which freight will hereafter be sent through from Pittsburgh to Cleveland in one day, which has not previously been the case.

We look for an immense travel this way this fall and winter, and we have no doubt the roads will reap a rich harvest from this arrangement.

This will give them time to get a few hours sleep, and to take the morning train to Philadelphia, thus saving a whole day between Cincinnati and Philadelphia and New York.

THE TENTH OF SEPTEMBER.—It has been decided to hold a great Scott Convention in this city on the tenth of September next. Let all the friends of "Old Chip" in this, and the surrounding counties, prepare to attend. Efforts will be made to procure the attendance of distinguished speakers, and to render the occasion one of as much interest as possible.

☞The President of the Pennsylvania Railroad Company has lately received very favorable intelligence from Mr. Miller, who is now in London on business connected with the proposed loan of three millions of dollars. The cooperation of the eminent house of Messrs. Overend, Gurney & Co., the largest bankers of London, whose transactions amount to more than one hundred millions of pounds sterling per annum, has been secured.

☞The Detroit Advertiser expresses the settled belief, that Michigan, Wisconsin and Indiana are *sure* for Gen. Scott.

☞President Fillmore has pardoned Drayton and Sayres, who were sentenced, two years ago, to 50 years years imprisonment, at Washington, for attempting the abduction of 70 slaves in the schooner Pearl.

☞The manufacture of flax cotton has proved perfectly successful in England. At the Stepney Works the process has been carried on with perfect success, and on a commercial scale for upwards of eight months, during which time the factory was visited by thousands interested in the proceedings. One of the results of the public expositions at Stepney was the formation of an English company, whose confidence in the effect of practical investigation.

☞Iowa is now pronounced sure for Scott. J. P. Cook, the Whig candidate for Congress in the 2d District, is elected by over 500 majority. There is also reason to hope that Phillip Veile, Whig, has been elected in the other District, and that the Legislature is Whig.

☞Hon. John Brough has taken charge of the Terre Haute and St. Louis Railroad. Engineers are on the road, and the surveys will soon be completed. Before the close of next year there will be a continuous railroad from Pittsburgh to Terre Haute, and to St. Louis the year following.

☞Thos. H. Benton is elected to Congress in the first district, Missouri, and we are glad of it. He will help the Whig cause as much as a genuine Whig, and will be a thorn in the side of Locofocoism. Hurrah for "Old Bullion." John G. Miller, Whig, is elected in the third district, and Mr. Oliver, Whig, in the fourth. Two Whigs, two Locofocos, and one independent. Pretty well for Missouri. Better than we expected.

☞Philadelphia Whigs are active and enthusiastic. Last week they held their primary meetings for the election of delegates to a convention to frame a ticket for the October elections. The meetings were numerously attended. In Southwark and Moyamensing, they exceeded anything that has been known in the whig party for many a year.

☞The citizens of Crawford co. are taking ground in favor of a subscription by that county to the Pittsburgh and Erie Railroad. The Conneautville Courier says that every body in that part of the country, so far as its editor is informed, is in favor of such subscription.

☞A German paper calculates the number of political prisoners now confined in the prisons of Europe at 76,680, and that over 200,000 have fled to avoid imprisonment for the same cause.

☞Judge Wright, editor of the Cincinnati Gazette, met with a severe accident on Monday evening, on Fourth street, near his residence. In crossing the street, he was kicked in the breast by a horse, the blow felling him to the ground senseless, in which condition he was conveyed to his residence.

A Plea for Peace in the Presbyterian Family, on the subject of Psalmody. By Rev. J. F. McLaren, D. D.

This is a small volume just issued from the Press. The excellent character of the author, who is well known in this region, is a guarantee that the book is what it claims to be, "a plea for PEACE," and not a continuance of a venerable controversy. In his Preface he says:

"There seems to have been a long enough continuance of this 'strife of words' to make the office of a conciliator neither absurd nor impertinent. There seems a state of things to have arrived when some zeal, not intimidated by the common fate of mediators, may kindly approach the combatants, warring with each other, instead of jointly striving for the faith of the gospel, and say to them, 'ye are brethren, why do you wrong one to another.' To do this is the effort of the writer, in the following essay."

Published by Davison & Aguew, 65, Market street.

The *Wheeling Gazette* has a new dress, and is very much enlarged and improved. We congratulate our spirited Whig co-temporary upon this evidence of prosperity.

The authority of a late number of the *National Intelligencer* has been falsely quoted, to show that Scott cannot carry North Carolina in November. The following are the remarks of the Intelligencer on that subject:

We do not regard the re-election of Mr. Reid, if such be the result in North Carolina, as warranting the conclusion that his party will carry that State at the ensuing Presidential election. Local questions have influenced the present election which cannot be brought to bear upon that for President.

OHIO STATE FAIR.

We have been made the medium of the following invitation to the manufacturers and artizans of these cities, to exhibit samples of their skill, at the fair to be held at Cleveland, on the 15th and 16th of September. Being out of the State, will make no difference, as we have been assured, but they will meet their friends of Ohio on equal terms. We hope our cities will be well represented.

FRIEND WHITE:—Our Ohio State Fair will be held at Cleveland on the 15th and 16th of September. Will you call the attention of the *manufacturers* of Pittsburgh to the propriety and the *profit* of exhibiting specimens of their "goods, wares, and merchandize," at that fair. We should be very glad to see the "Iron City" well represented at Cleveland, in her industrial departments, and hope that a large number of your citizens will be with us. The "latch strings" of Cleveland hospitality will "be outside the door." Yours, truly. J. A BRIGGS

August 11, 1852.

FROM WASHINGTON

Correspondence of the Pittsburgh Daily Gazette.

WASHINGTON, August 11, 1852

Objections to the Steamboat Restrictions bill—Extra Pay to Clerks—Tariff—Extravagance and Corruption to be ferretted out, &c.—Wheeling Bridge Case.

The more I examine the details of the bill for the prevention of accidents upon steam vessels, the more numerous are the objections I find to it. The framers of the bill in the very effort to guard against the causes of accidents by the minuteness of details, have shown that legislation cannot reach nor remove them. Take for example the provision against collisions in the night. The bill requires that two vessels approaching one another shall slacken their speed, that the ascending one shall commence signaling by strokes upon its bell whether it wishes to go to the right or the left, that the other shall reply by the same methods, &c. &c. Now, no penalties could enforce such a regulation, they must do things rapidly; it is a part of our nautical character. And that disposition, partaking of activity and energy, has made us what we are. The most that Congress can do is to prescribe some general regulations providing against the most common dangers. They may properly require lights to be kept exposed in the bow or rigging, life boats to be carried, chain tiller ropes, and so on; but it is vain to attempt to supply the place of habitual caution and a conscientious regard for human life. The law may easily create a great many *sinecure* offices, and impose heavy charges upon the business of building boats and machinery, and navigating and managing them, but public opinion, only, as I have said before, can reform practices which now so often lead to the sacrifice of human life. That no legislation of Congress is likely to be effectual as a remedy is easily proved. Let Congress pass a law totally abolishing insurance on steamboats, and we shall hear no more of racing, collisions, fires, or explosions, through the carelessness of owners or officers. And yet everybody knows *this* will not be done. Why? Because the interests of commerce require the continuance of the insurance system. By the same means three-fourths of the fires in cities could be prevented. Yet, though millions of dollars worth of property are destroyed every year, the proposal has never been seriously urged. It is a mistake to suppose that, allowing for the differences of circumstances, more fatal accidents occur in American steam navigation than in that of England, the only other nation possessing a great interest of the same description. If you deduct the accidents from snags in the Mississippi, there are no more lives lost, in proportion to the number of passengers, on our rivers and coasts, by steam, than in the British waters, and there they are very careful in throwing guards around personal safety. During the last ten or twelve years no serious accidents have happened upon our sea-going steamers, of which we have now a vast number, if we except a few on the coast of the Pacific. During that time numberless British steamers have been burnt, run down at sea, or wrecked, whereby *thousands* of lives have been lost. And these vessels have been of every size, from that of the magnificent President, British Queen, Amazon, and the West India ships, to the petty steam tubs of their rivers and friths.

The House to-day passed the civil and diplomatic appropriation bill. The subject of contest for the last two days has been the amendment for raising the salaries of the clerks in the departments. It was at length agreed to, so far as to increase the pay of the lower grade from $1000 to $1200 a year, to take effect from the beginning of their fiscal year. The whole thing is a piece of favoritism and entirely wrong. I hope the Senate will throw out the clause.

There was another attempt to affix to the bill the proposition for raising the rates of duty on imports. The Chairman, Phelps of Mo., decided it out of order, and he was sustained by seven majority. It is the object of the democrats to avoid the exposure of their duplicity on this question, which the yeas and nays would bring. But they will not escape. Next Monday a joint resolution will be introduced embodying James' Bill, on which the yeas and nays will be called, notwithstanding the sharp practice of the managers.

General Sam Houston's Committee, on executive and congressional extravagance and corruption—all five of the committee being from the Slave States—are hard at work. They are striving to make a report which shall startle the nation, before the adjournment; in order to influence the elections. That sort of thing is so common an electioneering trick that the present movement justifies neither fears nor hopes.

A strong effort will be made to bring up the bill for nullifying the decree of the Supreme Court against the Wheeling Bridge nuisance.—A colleague of your able and vigilant representative, Mr. Howe, informs me that he is prepared with a powerful argument in opposition to it.

JUNIUS.

FURTHER BY THE AFRICA.

ENGLAND.—The elections are completed, but no journal seems to know which party is in the ascendency. Parties are, we suspect, very nearly balanced. The Morning Herald gives Ministers a majority of 43; the Globe puts them in a minority of 8, even allowing them the votes of neutrals. The other London daily journals differ as widely.

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Yours, &c. F. SHORT, Druggist.

For sale by most Druggists in Pittsburgh and Allegheny, and country, and by the sole proprietors

J. KIDD & CO.

aug16-dawtf

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For sale only at the agents for Pittsburgh and its vicinity.

aug9-dawtf J. KIDD & CO., 66 Wood street.

☞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 procured it to write to you about the Carbon oil from the Petroleum. When I first offered the oil for sale, the impression was perhaps like the quack patent proprietors of the age, I had so far 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 dame, &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 to read in a room, and clearly distinguish the color of cloths, &c. His blindness appears to have been entirely removed. His case was of Scrofula. Much more might be said of the wonderful 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 have now sold a hundred bottles more.

Petroleum Falls, Wisconsin, March 16, 1852.

S. HIMEBAUGH.

DAGUERREOTYPES

AT THE

NATIONAL GALLERY.

JACKSON'S National Daguerrean Gallery, corner of the Diamond and Market street, (opposite Wilson's Drug store.) Pittsburgh.

Ladies and Gentlemen visiting Pittsburgh like the impression of modern art, will please call at the above establishment, fitted up with every requisite for the perfection of the art, and satisfy themselves that the operator can take the most accurate likeness of the human face with all the expression of animated life. IN ALL WEATHER.

Operations, (stormy days excepted,) open and during the day. Pictures taken of children without charge.

☞Persons not wishing to take a picture, unless a perfect resemblance

☞Likenesses taking 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. aug16-dawly

Nelson's First Premium

DAGUERREOTYPES.

Post Office Building, Third Street

CITIZENS and strangers who wish to obtain an exact, artistic and life like likeness, at a very moderate price, will find it to their interest to call at this well known establishment, where entire satisfaction is guaranteed, or no charge. Having had one of the largest and best arranged Gallery and Skylights ever constructed for the purpose, with the instruments of the most powerful kind, and having adopted the system of Daguerreotyping, as now practiced by the celebrated artists of Philadelphia and New York, Mr. N. flatters himself to be able to offer to the citizens of the City and vicinity Daguerreotypes, either singly or in groups, which has never been excelled.

Rooms open and operating, in all weathers, from 8 o'clock A. M. to 6 P. M. aug9-dawly

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, Capt. Monongahela wharf, opposite Monongahela House, every morning (Sundays excepted) at 5 o'clock, precisely, 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 5 o'clock, P. M., and connecting with steam boat for Sandusky, Buffalo, Toledo, Detroit, Milwaukie, and Chicago.

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

Passengers going to Cleveland via Ohio and Penna. R. R., are put out at Alliance, (by the 8.20 A. M. train,) at 1 o'clock P. M. and (by 11 o'clock, A. M. train,) at 2.45, P. M., where they have to wait till 3 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 go by way of Wellsville.

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

Note—By the Ohio & Penna R. R., to Alliance, and Cleveland and Pittsburgh R. R. from Alliance to Cleveland, the fare is $4.00. 19:17

Citizen's Insurance Company of Pittsburgh

C. G. HUSSEY, PRESIDENT,
SAMUEL L. MARSHALL, SEC'Y.

OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.

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

☞*Issues a against loss or damage by FIRE. Also, against the perils of the SEA and INLAND NAVIGATION and TRANSPORTATION.*

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Robert Dunlap, Jr.,	H. Haslage,
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Edward Heazelton,	J. Schoenmaker,
Walter Bryant,	Samuel Rea.

Isaac M. Pennock, Agent.

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For sale only at the agents for Pittsburgh and its vicinity.

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☞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 procured it to write to you about the Carbon oil from the Petroleum. When I first offered the oil for sale, the impression was perhaps like the quack patent proprietors of the age, I had so far 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 dame, &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 to read in a room, and clearly distinguish the color of cloths, &c. His blindness appears to have been entirely removed. His case was of Scrofula. Much more might be said of the wonderful 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 have now sold a hundred bottles more.

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DIED.

Suddenly at Niagara Falls, on Thursday, 12th inst., in the 35th year of his age, EDWARD S. BLAINE, of this city.

In Allegheny City on Saturday, August 14, of dysentery, ANN ELIZA, younest daughter of R. C. Firmen, editor of the Daily Dispatch, in the 8th year of her age.

Frontier Convention on the tenth of September.

AT a meeting of the Executive Committee of the Allegheny County Scott Club, it was unanimously resolved to hold a Convention in this City, on the 10th of September. The following gentlemen were appointed a Committee of Arrangements:

Hon. William F. Johnston, Chairman.

Casper Hare,	W. Larimer, Jr.
C. Darragh,	Alfred Lloyd,
Col. L. Saul,	J. G. Bennett,
T. M. Howe,	Col. Comstock,
J. Alberis,	J. M. Cooper,
J. Morrison, Allegheny city,	C. Pugh, Reserve tp.
Capt. J. Young,	Ernest Eggers,
Ohio tp.	S. Wilson, Jr., Ferson tp.
E. Jones, jr., St. Clair tp.	John Gilfera, Indiana.
Col. Wm. Martin,	Hon. McMasters, Patton tp.
Gol. A. Hilands, Ross tp.	J. McGill, West Deer tp.
Col. Wm. Robinson,	W. Vankirk, Elizabeth,
Dr. McElroy, West Elizabeth,	Capt. Gwal, Tarentum,
Capt. Wm. Wilson, Versailles,	Jno Brown, East Birmingh'm,
Capt. Peebles, McCandless tp.	Jno Wilson, Jefferson tp.
J. Hays, Baldwin tp.,	John Reis,
S. Kaine, Reed tp.,	Thomas Dun,
	James Wilson, Indiana. aug7

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aug16 (Weekly Journal copy.)

Sons of Temperance.

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SAMUEL J. RICKARDS, G. S.

Scribe Gazette, Washington, Reporter and Bearer will please copy once each, charge and send bill immediately to this office.

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