PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & ...

PITTSBURGH

MONDAY MORNING, AUGUST 30, 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 F. HUGHES.	12. JAMES H. CAMPBELL.
2. JAMES TRAQUAIR.	13. JAMES D. PAXTON.
3. JOHN W. BOWERS.	14. JAMES K. HAGINNEY.
4. JOHN P. VERREE.	15. Dr. JAS. MCCLINTOCK.
5. SPENCER MCILVAINE.	16. RALPH EMERY.
6. JAMES W. FULLER.	17. JOHN LUSON.
7. JAMES PENROSE.	18. ARCHIBALD ROBERTSON.
8. JOHN SHEAFFER.	19. THOMAS J. BIGHAM.
9. JACOB MARSHALL.	20. LEWIS A. LOBIN.
10. CHARLES F. WALTER.	21. CHRISTIAN METZGER.
11. DAVID ALWOOD.	22. DARWIN PHELPS.
11. G. G. MERCER.	23. SAM'L A. PURDIANCE.
12. NEW 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, Mt. Lebanon.
RICHARD COWAN, Pittsburgh
M. S. WISTER, 2d Ward Pgh.
JOHN M. FORBES, Taryntum.
SHERIFF.
WILLIAM MAGEE, Pittsburgh
PROTHONOTARY.
EDWARD CAMPBELL, Jr., Pittsburgh.
COMMISSIONER.
JOHN GEBHART, Allegheny.
COMMISSIONERS.
WILLIAM ALGEO, Pittsburgh.
DIRECTOR.
JAMES LOWRY, Pittsburgh.
AUDITOR.
FRANCIS I. GARDNER, Elizabeth

Scott Club

☞ 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 23rd of next month:—

At Clinton, on Tuesday, the 31st, at 7½ P. M.
At Turtle Creek, at Brown's Hotel, on Saturday, the 4th of September, at 3 P. M.
At Perrysville, on Tuesday, the 7th, at 7½ P. M.
At McKeesport, on Friday, September 10th, at 7½ o'clock P.
At John Cowan's, Baldwin Township, on Saturday, Sept. 11th, at 7½ P. M.
At Tarentum, on Tuesday, September 14th at 3 and 7½ P. M.
At Noblestown, on Saturday, September 18th at 7½ P. M.
At Sharpsburgh, on Saturday, September 20th at 7½ P. M.

From the Philadelphia Daily Commercial Register.

ALLEGHENY VALLEY RAILROAD.

The Pittsburgh Gazette, of the 23d, has an article speaking in glowing terms of the prospects of the above named railroad. As our readers are aware, who are familiar with the rail-road system of the country, this road is intended to connect Pittsburgh with the New York State line, where it will become united with a line of railroad to Rochester. To show how the "movement" is going forward we extract the following from the article referred to in the Gazette:

"The President, Managers and Chief Engineer of the Allegheny Valley Railroad will start this (Monday) morning on a tour along the line of the road to the New York State line—holding meetings at points on the route, as was announced early last week. This will afford an opportunity to any of the friends of the road to make an interesting tour through that healthy and picturesque valley, and it will give them and the people along the line a fine opportunity of conferring together upon the best measures to be adopted for the prosperity of the enterprise.

The meetings of the Board will be as follows:

* * * * * * *

At the last named place it is expected that they will be joined by the officers of the Pittsburgh and Rochester Railroad, which road will meet the Allegheny road at the state line. We are informed that that Company have overcome all their difficulties respecting their route, and are now prepared to unite cordially with their friends of Pennsylvania in making their two roads form one direct and continuous road from Pittsburgh to Rochester. This is very important and encouraging news. A direct intercourse by railroad between the valley of the Allegheny, with its exhaustless stores of iron, coal, timber and lime, and the rich and populous valley of the Genesee, with its plaster, is a consummation the value of which cannot be estimated. But in addition to that, this Rochester road will place Pittsburgh and Western Pennsylvania in direct communication with all Western and Northern New York, Canada, Lake Ontario, and the St. Lawrence river. If the Allegheny Valley Railroad had no other connection than this, it would fully warrant its construction."

Thus it will be seen that while Pittsburgh is at work on one side in operating through her Robinsons and others, in opposition to railroad projects of vast importance to the commercial interests of Philadelphia, on the other she is pushing, as far as her limited pecuniary capacity and youthful enterprize will permit, into the hands of New York city, through the Allegheny Valley Railroad, the trade and traffic that must come over the Ohio and Pennsylvania, and Steubenville roads, to that city! This is the kind of *affection* felt for Philadelphia, after Pittsburgh had sent Mr. Robinson to defeat any proposition for aid to the Hempfield Railroad—which work, although not promising any material advantages to Pittsburgh, is nevertheless destined, with the connections it will form at Wheeling with certain railroads centering there from the West and Southwest, to be of immense benefit to our city. Quite *affectionate*, indeed, is the tone of the Pittsburgh press towards us, when every effort is making by it to endeavor to check our progress and lessen our trade with the West, over the roads between Philadelphia and Pittsburgh, and to be transferred at that point to the A. V. Railroad to the New York State line, thence into the Erie Railroad and over it to New York city!

The Gazette further remarks that, "the Ohio and Pennsylvania Road has not and never will have anything like the amount of heavy freight that the Allegheny Valley Road will have; and it has to contend with the great New York and Erie road as a competitor, *while the Allegheny road will be the great south-western branch of that road, resting on the Ohio river and numerous western railroads at Pittsburgh.*" In fact the more we look at the subject—viewing it in reference to the rich mineral region through which it will pass, or extending the view further, and seeing it as *one of the principal links which will unite the great net work of railroads of New York and the New England States, with* (at Pittsburgh) *the still greater system which is rapidly stretching over the West and Southwest*, we feel fully persuaded that it will be no sooner completed than it will be occupied with trade and travel to its utmost capacity."

In the above paragraph we may clearly and plainly ascertain the state of the railroad barometer of Pittsburgh as regards this city. Their roads, stretching westward, particularly the Ohio and Pennsylvania Road, (which would have had no existence at this day had it not been supplied, as a new outlet of trade and of traffic to Philadelphia, by the construction of our Central Road, and the advancement of a sufficiency, for that purpose, of capital to push it on westward from Pittsburgh) it seems, are to be turned to the accommodation of New York, that the trade of Pittsburgh may be increased and built up, no matter how much her neighbors may be made to suffer thereby.

But, we are probably attaching too much importance to the Allegheny Valley Railroad in viewing it as likely to affect seriously the interests of this city. We have strong doubts as to whether that road is destined to eventually prove of so much value as the Gazette expects to realize by it. It will scarcely cause Pittsburgh to be the great distributing market for goods, that she vainly imagines and hopes and longs for; nor can it seriously endanger Philadelphia, or any dry goods market of equal cheapness, variety and extent. And the reason why we feel thus assured is that the Hempfield Road is vigorously going forward—the Sunbury and Erie Road—that great eye sore to New York, is advancing—one linking us to Erie—on Lake Erie—and the whole Northwestern system of roads—and the other uniting us at Wheeling with the whole western and southwestern chain of roads. Let us once have these main lines fully completed, and, together with our own Central Road, we may be content with the trade and travel we shall receive, and remain indifferent to the Allegheny Valley Railroad and the over-colored pictures the press of Pittsburgh are drawing as to its advantages to them.

But, in conclusion, we cannot but refer again to the increasing *affection* of Pittsburgh for us in playing into the hands of New York, by means of the A. V. Railroad. We think the course that city is pursuing, in this respect, will effectually change the feelings of those who were disposed to favor Mr. Robinson's wily schemes in defeating the intention of aiding the Hempfield Road and per consequence the injury of the trade of Philadelphia. Pittsburg, in the A. V. Railroad, has taught us another lesson of her warm regard for us. Shall we profit by it? We shall see.

Does our Philadelphia cotemporary imagine that Pittsburgh was made for no other purpose but to subserve the interests of Philadelphia? has she no interests of her own, but is a mere tributary and vassal to her imperious sister? What business has Pittsburgh to make any Railroads except such as run directly to Philadelphia? If she wishes to form business connections with the Valley of the Genesee, or any part of western or northern New York, or Canada, what right has she to take any route, however short and direct, that does not run through that city? Let her call her engineers back from the Valley of the Allegheny, and send word to her Rochester friends that if they have occasion to come to Pittsburgh, they must come through Philadelphia; for it seems that our "affection" for that city forbids us even to look in any other direction. We had indeed well nigh forgotten our allegiance, but we know now what is expected of us.

But we shall not trouble the reader with any serious reply to the above article. Its littleness, its bitterness, the virulence of its tone towards Gen. Robinson, and the manifest soreness of the writer on the subject of the Hempfield Road, all betray its paternity.

Could we for a moment suppose that the writer spoke the sentiments of any respectable number of Philadelphians, or that his unprovoked attack upon the A. V. Railroad—an enterprise which every true-hearted Pennsylvanian, even though residing in Philadelphia, ought to regard with pride and satisfaction—would receive any countenance from the people of that city, we could easily scatter to the winds all he says by way of complaint or objection. We might ask our Philadelphia friends, in reply, whether they suppose they can subserve their own interests by assuming such a tone as the above towards us? Our business relations with them are intimate and extensive, and we hope ever will be. We are connected with them by a first class railroad, towards the construction of which Allegheny county and the people of Pittsburgh have contributed more means than the Allegheny Valley road asks or expects of them. These cities have also borne a large share of the expense of constructing the Ohio and Pennsylvania Railroad, which is virtually an extension of the Pennsylvania road to the centre of Ohio, and giving it there a connection with the splendid system of roads which traverse that and other more Western States. All this Pittsburgh has done; but much as she has done for Philadelphia, great as is her "affection" for her, she is not quite prepared to admit that she is her satellite; and if Philadelphia wishes to retain that affection, of which this paper talks so much, her editors and writers had better lower their haughty pretensions. Pittsburgh needs a railroad through the valley of the Allegheny—the great source of her iron supplies;—she desires also a connection with the state of New York; and even an independent connection with the cities of New York and Boston would not be undesirable, and she is sufficiently presumptuous to suppose that she may have all these things with or without the permission of Philadelphia, just as it may happen.

When the people of Philadelphia projected the road from that city to Erie, called the Sunbury and Erie Railroad, which is to pass along some hundred miles north of this city, did they ask permission of us? or did we complain? Certainly we have more cause to complain of that road than Philadelphia has to complain of the Allegheny Valley Road. But we did not complain—we had no right to complain;—so far from it, the papers of this city, our own among the number, always spoke encouragingly of that important enterprise. It may, indeed, draw away some trade from us, but we cannot help that.

The Hempfield project, however, is a very different affair. In the Pennsylvania Central Road our citizens have a large interest. They hold some twelve hundred thousand dollars of the stock, and they protest, as they are bound to do, against any diversion of the means of that company to such a scheme as the Hempfield road—a scheme which, knowing the country as well as they do, they regard as unwise to the last degree, and as one which is never likely to realize the expectations of its projectors. But the people of this city and county oppose it mainly because it is grossly unjust to them as a portion of the stockholders of the Central Railroad. There is no parallel whatever between the cases of the Allegheny Valley Road and the Hempfield, as just causes of complaint. The cases of the Sunbury and Erie Road and the Allegheny Valley Road are far more analogous, and we contend that Philadelphia has no more right to complain in the one case than we have in the other.—Pittsburgh has never manifested the slightest jealousy towards the S. and E. Road, why then should Philadelphia belittle herself so far as to quarrel with us about the A. V. Road? It is shameful, and will certainly recoil upon her to her injury.

We shall not, however, apply the foregoing language to the people of Philadelphia, even though the article above quoted appeared in one of their public journals. We believe we are not mistaken as to the author; and as neither they nor we are ignorant of his devices, his wild and perilous schemes, his recklessness of assertion, and his bitter and implacable animosities towards some of our citizens, who have, by their labors, conferred inestimable benefits upon Philadelphia as well as Pittsburgh, we leave them to put what estimate they please upon this last miserable attempt to excite their jealousy towards us.

PENNSYLVANIA MUTUAL LIVE STOCK INSURANCE COMPANY.—Office 21, Fifth street, Pittsburgh.—We commend this excellent institution to the attention of farmers and others. No kind of property is more subject to casualty than live stock, and it often happens that the loss of a horse or a cow falls upon a poor man or family as a serious calamity. By means of this institution, and by the payment of a trifling sum annually, such lost animal may be instantly replaced. But it is not necessary to do more than turn the attention of the owners of such property to the fact that there is such an institution amongst us, for its advantages will at once suggest themselves to every mind. The rates of insurance are very reasonable. Printed copies of the Constitution and By-Laws may be procured at the office. See advertisement.

The *Post* says:

"We need just such a man as William Hopkins in the Canal Board of Pennsylvania."

What for?

It is very amusing to read the extravagancies of the Locofoco press when they undertake to tell us about Gen. Pierce's exploits. Here is a scrap from the South-side Democrat:

Franklin Pierce is the sincere and determined supporter of the Compromise, including the Fugitive Slave act; he stands up, and always has stood up, for the guaranteed constitutional rights of the South; he has battled manfully against the abolition faction, and made the gates of fanaticism and treason ring with the blows of his battle-axe.

☞ Hon. Samuel W. Parker has been nominated for re-election to Congress by the Whigs of the 6th District of Indiana. Mr. P. was elected two years ago over George W. Julian, (the independent Democratic candidate for Vice President,) who then ran as the regular Opposition Congressional candidate.

☞ The Whigs of Clinton County, Pa., have nominated L. A. Mackey for Congress, Jas. T. Quay for State Senate, and A. K. Best for Assembly.

☞ The Steubenville Herald says the work on the Steubenville and Indiana Railroad is progressing rapidly. The labor is lighter than first anticipated. A part of the track will be laid by the first of January next.

☞ The cholera in Sandusky City has so far abated that the Board of Health have suspended their reports.

☞ Mons. Maillefert, who has for some time been engaged in blowing away the dangerous rocks in Hurl Gate, has started for Lake Erie for the purpose of attempting to raise the steamer Atlantic.

☞ Cholera still lingers at Rochester. Three or four deaths occur daily.

☞ The Whigs of Luzerne county nominated Davis Altore, of Pittston, and A. Purdie, of Hazleton, for the Legislature.

The soldiers who were under Gen. Pierce in Mexico, are ready to go to their *death* for him.—*Detroit Free Press.*

We don't know why they should, for he always took good care that he didn't go his death for them.

☞ The Phœnixville, (Penna.) Nail Works, carried on by an association of practical nailers and operatives in the mill, has ceased operations, after sinking a heavy portion of the capital paid in. Would this have happened under a really protective tariff? There are few who could say it would. Nor does this loss fall upon the capitalist or iron master, which is often pleaded by doughfaces in extenuation of their treachery, but upon the hard working members of this association, many of whom are doubtless lost their all. Here we may see the practical effects of locofoco policy.

☞ The Mayor of Brooklyn has been served with an order, from Judge Edwards, to show cause before him, why an injunction should not issue to prevent the enforcement of the Sunday law. The complainants are publicans at Brooklyn, who have subscribed a fund for the purpose of testing the legality of the law.

FROM WASHINGTON.

Correspondence of the Pittsburgh Daily Gazette.

WASHINGTON, Aug 24, 1852.

About the Islands—The Guano of the Lobos—Our Rights eloquently Defended and not Enforced—Vote on the River and Harbor Bill—Quarrels in the House—The cause thereof.

Our insular relations are getting to be numerous and complicated. The Sandwich Islands are waiting to be annexed; Cuba remains in *statu quo* only because she cannot decide whether to throw herself into our arms or those of his shady majesty, Faustin the 1st. The administration is censured for not having taken part in the interesting quarrel between that potentate and the inhabitants of the eastern end of Hayti, called Dominicans, and for not intriguing to get possession of both ends and the middle thereof. The odoriferous contest about the Lobos between Mr. Webster and Peru continues, while the only actual proprietors and inhabitants, the sea birds, are left entirely out of the question, and are certain in the end to share the fate of their former fellow citizens the seals, who were long since expelled from their ancient homes. John Bull and Brother Jonathan have been on the point of wrapping the world in flames for nothing else than their mutual right to hover around Grand Manan, Newfoundland and Anticosti; and, to close the formidable catalogue, the clarion trump of war is this morning sounded over Rustan and the group of dots in the sea lying off the coast of Honduras, which have been just seized by Great Britain. In all these occurrences, we find abundant ground for a naval war, which will decide the supremacy of the seas. New bureaus are the order of the day; and we must have an insular bureau to decide these knotty cases.

The dispatch of Mr. Webster on the right of the Americans to take Guano from the Lobos, published this morning, is a very well written and able document, but it concludes by saying that, notwithstanding the positive orders that have been given for the protection of American ships employed in the transportation of the article from those islands, no countenance will be extended by their government to persons so engaged. If the Peruvian authorities choose to forbid them. If this last paragraph had been placed at the top of the dispatch, it would have saved the labor of writing the rest of it; but then the parties interested would have been denied the pleasure of reading so excellent a composition.

The Senate labored painfully all day for deliverance from the River and Harbor Bill. Additional appropriations to the amount of $500,000, or so, were voted into the bill, and then the whole was ordered to be engrossed by the vote of ayes 31, noes 17. There were ten regular Democrats in the affirmative, three Free Soilers, Chase, Hale, and Sumner, and one nondescript, James of R. I. The remaining seven were tried and veteran Whigs. The negative vote was composed of sixteen Democrats and one Whig, Mr. Dawson of Ga. Mr. Brooks, of Miss., was found on this side, but he has his claims, and I believe now makes no professions, to be called a Whig. This analysis shows that the Democrats gave 26 votes on the question, and a majority of 6 against the improvement of rivers and harbors. The Whigs gave 16 votes, of which all but one were in favor of such improvements. All the Free Soilers present voted for the bill. Had the absent Democrats been present, their majority against the measure would have been larger.

Major Polk, of Tennessee, was the means of creating a most scandalous scene in the House. In the course of a speech on the qualifications of the rival candidates for the Presidency, he called his colleague, Mr. Cullom, and Mr. White of Kentucky, liars. Of course a furious altercation immediately ensued, Polk avowed personal responsibility, &c. Mr. Cullom replied to Polk with great severity, describing his course in the House as disgraceful to Tennessee and the country. Mr. White said nothing. It is universally believed that a message will pass between Mr. White and his assailant, which may lead to a duel. That even a fatal duel would be a less misfortune to the country than such shocking violations of decorum and decency in the national legislature, I have no doubt at all.

It is certain that the accounts from the South representing the perfect restoration of harmony and unanimity among the Whigs, in that quarter, have introduced a very bad state of feeling among the Democrats, and rendered them peculiarly sensitive to any criticisms upon their candidate. They are compelled to acknowledge that all hope based upon Whig disaffection has vanished, and that General Scott will carry every Whig State of the South. This makes them bad tempered and quarrelsome.

JUNIUS.

WASHINGTON, Aug. 25.

Steamboat Safety Bill—Printing Bill passed—Probability of a veto—The Tehuantepec route—The men of honor satisfied—The House disgraced—Postponement of the Wheeling Bridge Bill—Report on the Tariff.

The bill for the prevention of accidents on steam boats passed the House to-day with amendments which will no doubt meet the concurrence of the Senate. The most that can be said of this bill at present is, that it is a necessary and desirable experiment. It can do no hurt, and may do some positive good, and suggest the means of preventing much evil.

The democracy have so far healed their dissensions as to allow of the passage of the bill for the choice of a public Printer. It is supposed that a compromise has been effected by which Armstrong of the Union will be elected Printer to the House, and the Proprietors of the Republic Printers to the Senate. Whether any such arrangement has been made or not, I hope the President will veto the bill. The printing of Congress has been for years a source of the grossest corruption, and the attempt to check it has resulted in the partial suspension of the work. Practically, it is not done to all, for nothing is completed until long after the time when it could be of use. And this bill proposes to make the Executive printing dependent upon the wretched intrigues and imbecility, which on this subject paralyze the action of Congress; for the Printer or Printers to be elected to that body are to be charged with the execution of the work for the Departments. A more flagrant case, in a petty way, of effrontery and corruption, has rarely been witnessed. As a surgeon would say, "it is a beautiful case" for a veto.

The Tehuantepeckers are incessant in their exertions to procure the vigorous interference of the Executive or of Congress in their behalf. The administration is well disposed to press claims by negotiation, but not by more violent methods, and no one in Congress has yet responded to the vehement appeals of their agents for special legislation to compel Mexico to a specific performance of her alleged engagements.

The unspeakably disgraceful scene in the House, in which such blackguard epithets as *liar* were bandied from mouth to mouth, has passed over without leaving a sign behind, except the opprobrium and contempt which it brings upon the national character. Polk and White, by their next friends, Johnson, of Arkansas, and Gray of Kentucky, announced to the House the important fact that all difficulties between them had been *honorably* and amicably adjusted. Very well so far as they are concerned. But if their honor is so easily satisfied, what is to become of the honor of the House, whose dignity has been so grossly outraged? The fact is, members guilty of such blackguardism, should be expelled the House.

The Senate made a vain effort yesterday to get up the bill legalizing the Wheeling Bridge. It failed by twelve majority, and there is some reasonable hope that it may go over to the next session, and be ultimately defeated.

I omitted yesterday to refer to the important report of the Committee on Finance on the proposition of James and Stockton for a modification of the tariff, by the substitution of the specific for *ad valorem* duties. The Committee report that they have not time to examine the questions involved in the proposed change. What a precious confession is this for our democratic majority. They have spent nine months in doing nothing that the public can perceive, and now report that the cause of obstruction on the tariff is want of time! That is pure fiction, unadulterated gammon. The truth is, the opposition on that Committee, and in both branches of Congress, have deliberately refused to act, because they are hostile to protection, and they report want of time, because they wish to continue the game of deception with the deluded and unemployed proprietors and laborers in Pennsylvania, Maryland, New Jersey, and New York iron works. That is the whole story.

JUNIUS

Correspondence of the Pittsburgh Daily Gazette.

SOUTH SHENANGO, CRAWFORD CO., Aug. 24.

Mr. Editor—*Dear Sir*: In answer to your editorial of the 19th inst. in reference to the construction of the Pittsburgh and Erie R. R. I can assure you from good authority that every effort is being made by the Company to place a greater portion of the road under contract soon.

The counties of Mercer, Lawrence and Crawford have each subscribed one hundred and fifty thousand dollars. The private subscriptions so far as I have heard from, in Crawford and Mercer counties, are, at Powerstown 45,000; Linesville 24,000; Jamestown 33,000; West Greenville 50,000; Clarksville 10,000 and at Wilmington 12,000.

The P. & E. railroad passing in its entire length through a section of country unsurpassed in every element that gives life and animation to trade—a country overflowing with its products seeking an outlet—the company had fondly hoped that the liberal policy and enterprising spirit of the citizens of the cities of Erie and Pittsburgh in their grand chain of RR. operations would have ere this stepped forward either in individual or corporate capacity to aid in the construction of this important link.

SHENANGO.

THE GEORGIA UNION PARTY. SAVANNAH, Aug. 24.—A circular was published on Monday evening, signed by the Executive Committee of the Union Party of Georgia, withdrawing the Electoral ticket put in nomination by that party at its late convention at Milledgeville. The same circular calls a meeting of the Union Whigs and Democrats of Georgia, to be held at Atlanta, on the 18th December, to determine what course this party will pursue in future.

SOMETHING WORTH KNOWING.—The yard is derived from the Saxon word *gyrd*, or girth, being originally the circumference of the body, until Henry I. decreed that it should be the length of his arm. Inch, from *uncia*, or twelfth. In 1066, when William the conqueror began to reign, the penny, or sterling, was cast with a deep cross, so that it might be broken in half as a *half penny*, or in quarters for *fourthings*, or farthings.—*Kelly.*

A VEHICLE OF PROGRESS.—A coachmaker in advertising as a great novelty an article he calls a "silent and easy Brougham." This must indeed be something new, and very different from the old original Brougham, which can never be silent for long together, and certainly can never be silent and easy under the same moment. There seems to be something more like the genuine article advertised under the title of a "Brougham with pole for a pair," inasmuch as our favorite Brougham has indeed "pole for a pair," or head enough for two any day.—*Punch.*

At one of the hotels in Boston, an honest countryman from Vermont, who had come to the city for the first time, was awakened by the cry of "Oy! buy any Oy!" beneath his window. Frightened half to death, he aroused his fellow lodger, and inquired what it meant.

"Oh, bless you, it nothing but oysters," said his room mate, in a pet.

"Gosh!" cried Jonathan, "do tell if oysters holler as loud as that!"

NEWS ITEMS.

The potato rot has appeared in the eastern States, and, it is said, prevails extensively.

The barque Matagorda, of New York, was struck by lightning at Mobile recently, and Capt. Purchase and wife killed.

Peter Kreps, of Adams county, Pa., was tried last week, on the charge of killing his father, and acquitted.

The Keene, (N. H.,) American News, announces the death of Hon. Benaiah Cooke, editor and publisher of that paper, in the 51st year of his age.

The Whigs of the Third Congressional District of Pennsylvania, have nominated John P. Sanderson, editor of the Keystone News, as their candidate for Congress

Col. Benton, at the late election in St. Louis, received some six votes for jailor, besides several for justice of the peace, constable and coroner.

A party of sixteen Indian Chiefs of different tribes, in Minnesota, passed through Cincinnati on Sunday last, for Washington, to receive pay for lands sold the Government. A brother and son of Black Hawk were among the number.

Dr. Anas Monson, a revolutionary patriot, died in New Haven on the 22d, aged 89. Dr. M. graduated at Yale College A. D. 1780, the youngest of his class, and he lived to be the last survivor of it. After taking his collegiate degree, he joined the American army, and served as assistant Surgeon until the close of the war.

A public meeting of merchants, bankers, and others, was held in London, on Wednesday, to take measures for relief of the sufferers by the great fire at Montreal. The Lord Mayor presided. Many gentlemen present put down their names for sums varying from £10 to £200, and subscription books are open at all the banking houses.

THE WRECK OF THE ATLANTIC.—BUFFALO, Aug. 25.—Despatches just received from Mr. Well's Express Agent, state that they have not yet succeeded in finding where the wreck of the Atlantic lies. More boats and drags are about to be sent on to Long Point. Mr. Wells states that he fears the prospects are bad for finding or raising the wreck.

Scrofula.

☞ IT is due to Kier's Petroleum to say that it has been known to completely eradicate every vestige of this dreadful disease in less time than any other remedy, and at less cost or inconvenience to the patient.

The thousands of certificates in the hands of the proprietor, many of which are from well known citizens of the city of Pittsburgh and its immediate vicinity, go to show clearly and beyond all doubt, that KIER'S PETROLEUM is a medicine of no common value, not only as a local remedy in Paralysis, Rheumatism, Deafness, loss of Sight, but as a valuable internal remedy, inviting the investigating physician, as well as the suffering patient, to become acquainted with its merits.

Those having a dread of mixtures are assured that this medicine is purely natural, and is bottled as it flows from the bosom of the earth.

The following certificate is copied from a paper published at Syracuse, New York, and bears date August 2, 1852, to which is also appended the certificate of the celebrated D. Y. Foot, M. D., of Syracuse:

This may in truth certify, that I have been so badly afflicted with Scrofula for the last seven years, that most of the time I have been unable to attend to any kind of business, and much of the time unable to walk, and confined to my bed, and have been treated nearly all the time by the best physicians our country affords; I occasionally got some relief, but no cure, and continued to grow worse, until Dr. Foot recommended me to try the Petroleum, or Rock Oil, as every thing else had failed. I did so without faith at first, but the effect was astonishing; it threw the poison to the surface at once, and I at once began to grow better, and by using seven bottles, I have got a cure worth thousands of dollars.

MRS. NANCY M. BARRER.

This may certify that I have been acquainted with Kier's Petroleum, or Rock Oil, for more than a year, and have repeatedly witnessed its beneficial effects in the cure of indolent ulcers, and other diseases for which it is recommended, and can with confidence recommend it to be a medicine worthy of attention, and can safely say that success has attended its use, where other medicine had failed.

D. Y. FOOT, M. D.

For sale by all the Druggists in Pittsburgh.

aug23:1w

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aug26:3mdly

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aug28:1m

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