PITTSBURGH GAZETTE.

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PITTSBURGH

FRIDAY MORNING, OCT. 15, 1852.

WHIG NOMINATIONS.

FOR PRESIDENT,
GEN'L WINFIELD SCOTT, of New Jersey.

FOR VICE PRESIDENT,
WILLIAM A. GRAHAM, N. Carolina.

FOR PRESIDENTIAL ELECTORS
SENATORIAL.
A. E. BROWN, JAMES POLLOCK.

REPRESENTATIVE.

Districts.	
1. WILLIAM F. HOENES,	14. JAMES H. CAMPBELL,
2. JAMES TAGGART,	15. JAMES D. PATTERSON,
3. JOHN W. BYERS,	16. JAMES R. DAVIDSON,
4. JOHN P. WILDER,	17. JOHN WILLIAMSON,
5. SAMUEL MCILVAINE,	18. RALPH DRAKE,
6. JAMES W. PARKER,	19. JOHN LONGS,
7. JAMES CRAWSON,	20. ABNER S. ROBERTSON,
8. JOHN SHAFFER,	21. THOMAS J. HEMAN,
9. JACOB MARSHALL,	22. LEWIS L. LOSS,
10. CHARLES F. WALLER,	23. CHRISTIAN HAYNES,
11. DAVID MAHON,	24. DENNIS FERRY,
12. M. C. MERCER,	25. SAM'L A. PURDANCE,
13. WM. MCCLELLANDS,	

For the particulars of the great fire in Cleveland, and for some news items see first page.

THE SHERIFF.—The only additional returns, received since our last, are from N. Fayette which is as follows: Magill 61; Kent 57; Barker 22; Riddle 27. Magill's majority will be between two and three hundred.

Mr. Ritchie's Whig majority for Congress, will be about 500, in this, the 21st District.

We fear Mr. Penny, Whig, is defeated by Mr. Gilmore, Dem., for the Legislature. Mr. Penny was out by the temperance men, because he refused to reply to their interrogatories. Mr. Gilmore, we believe, is opposed to the Maine Law.

MR. ALLISON.—There is a rumor that this gentleman is not defeated, as we announced yesterday. We sincerely trust that the rumor may prove true.

The returns from Pennsylvania and Ohio are not very gratifying to Whigs, and a superficial observer would be wholly discouraged by them. We ask our Whig friends, however, calmly to wait a few days, in patience and with cheerfulness, when we think we shall be able to show that the State has polled but a small vote, and that, as usual in such cases, the whigs have stayed at home. All that is wanting is, then, to rally our forces, and turn out for the November election. In 1848, Gen. Taylor had a majority over both Cass and Van Buren, and there is scarcely a man who voted for one General who will not vote for the other. We believe most sincerely, notwithstanding the discouraging appearances of the returns, that the State can be carried for Gen. Scott, *if the Whigs resolve upon it*, and if there is any spirit in them they will, while the din of the exultations of the locofocos are sounding in their ears. A magnanimous foe triumps his triumph with calmness, and with as little injury to the feelings of opponents as possible. The locofoco press, if the *Post* of this city is any criterion, cannot throw off its blackguard propensities even under the mollifying influences of success.

Let these things nerve our Whig friends to renewed exertions, and if we succeed in overthrowing our opponents, in November, as we can and will, we will try and enjoy our victory without any exhibitions or meanness or malice.

INCOMPATIBLE ISSUES.

The impropriety of attaching extraneous and incompatible issues to a political party, have been fully exemplified in the case of the Whig party of this county at the late election.

At our last county convention resolutions endorsing the Maine Law were presented, and without discussion, or due consideration and forethought, were adopted. The members of the Convention, favoring the case of temperance, as indeed is the great majority of the party, voted for the resolution as expressive of their private judgment, without reflecting upon the propriety of incorporating such a new measure upon the Whig creed. The effects of this measure have been injurious to the party, and to the very cause it was designed to benefit, and the sooner we retrace our steps the better.

In the first place, the temperance men, themselves, were not satisfied with the action of the convention, but must needs interrogate the candidates who were nominated, and because one of them, Mr. Penny, refused to answer a question which had already been settled by the Convention which nominated him and by his acceptance of that nomination, they went to work to prevent his election, and large numbers of them voted against him. The question arises, what is the use of adopting a measure by a party, if the special friends of that measure are not willing to abide that decision, but must take separate action, and oppose the very candidates nominated by it.

In the second place, all experience has shown, that by attaching issues chiefly moral and social, upon a political party, both causes are injured. The moral cause to be allied is weakened, hosts of enemies are raised up, the political prejudices of the opposition party are enlisted against it, and it suffers irreparable loss. On the other hand, the party which adopts it is shorn of its strength, and receives no accession. In this Maine Law measure, for instance, thousands of good and true Whigs, who have acted with the party all their lives, and who are earnestly attached to it, are strongly opposed to any such political test. They complain, and justly, too, that a new issue, not strictly political, is forced upon them, and they have to choose between supporting a cause which they dislike, or deserting their party, and many of them are thus driven to the opposition. Who are to take their places? Will they come from the temperance men of the opposition ranks. Never. The very chiefs of the cause of temperance in this city, who belong to the Democratic party voted their party ticket, which was known to be opposed to the Maine Law, and gloried in their vote, and influenced all they could to do likewise, by their personal applications and example! Thus all the loss falls upon our party, and the cause of temperance is not benefitted.

Political associations or parties, are for certain political purposes, and the thinking on of extraneous and incompatible issues has always had, and always will have, the effect of distracting and destroying the party, without at all benefitting the cause it was designed to serve.

For these reasons, and many others we could mention, we protest most earnestly against any new issue being sprung upon the party, by a County Convention, without consultation with their constituency. When a County Convention is called to lay down new principles, or consider new issues, delegates will be selected for that especial purpose, and can thus bind the party, but a Convention which is called merely for the purpose of nominating a ticket, has no such authority, and its action is not binding upon the party. Such a Convention is appointed to carry out the known, admitted, and well-established principles of the party, and not to add new articles to its creed.

Temperance men cannot complain, that political parties refuse to adopt their measure. They have the right, and the privilege of interrogating the candidates of all parties, and the candidates are perfectly free to answer, and thus by their action will only commit themselves and not their party. Temperance men can thus choose a ticket for themselves out of the different parties, or they can make a new one altogether, if they choose; and the former is what they did in this county, notwithstanding the action of the late County Convention.

What is legitimately and properly required of political parties is, to nominate men of approved moral character, and of temperance habits and principles. If this is not done, they need not be, and ought not to be, voted for. Such men will support measures for the promotion of temperance more readily, and with more zeal than if they are made political issues. We have no objection also, to procure a vote of the people directly upon the prohibitory law, or any other measure of relief from the appalling effects of drunkenness and dram drinking. In this way the real sentiments of the whole people can be obtained, as then are persons who are for and against all such measures, in all parties, while, when they are incorporated into a political creed, they give no certain expression even to the views of the majority of the party which supports them.

GEN. SCOTT arrived at Buffalo on Tuesday and met with the most enthusiastic reception. In reply to an address of welcome he responded in one of his most brilliant efforts. He left for Rochester, where the most extensive preparations are making to receive him, and will leave for the east to-day.

PITTSBURGH AND BUFFALO.—The letter from Kittanning on this subject will be read with great interest. There is now a moral certainty that Pittsburgh and Buffalo will be connected by a railroad within three or four years. The people of Buffalo have gone into the subject with determination and energy. Eighty thousand dollars were subscribed in that city in a few hours, and there will be no want of means to carry on the enterprise. This movement on the part of the people of Buffalo has added vastly to the importance of the Allegheny Valley Railroad.

ADAMS COUNTY—The Whigs of Adams County have done well. We learn that Hoffman, (Whig) for Canal Commissioner, has a majority of nearly six hundred; a Whig gain. Buffington's majority will be over 500. The Whig county ticket is elected.

MOVEMENTS OF GENERAL SCOTT.—General Scott arrived at Sandusky on Saturday at noon, where, notwithstanding the rain, he was received with the same enthusiasm as attended him at other places.

He spent the Sabbath in that city, attending the Methodist Episcopal Church, and on the next morning took the Buffalo Steamer and proceeded on his way to that city.

General Scott, we understand, intends to return home by way of Albany and New York.

UNITED STATES AND CUBA.

Our relations with Cuba are becoming complicated, and somewhat alarming. The outrages upon the American flag, it is admitted on all hands, can no longer be submitted to. The sloop of war Cyane, under secret orders from the government, sailed for Havana on Sunday, and the steamship Mississippi will soon follow. The *New York Herald* learns that Mr. George Law, the principal proprietor of the California steam line touching at Havana, of which line the Crescent City is one of the vessels, has directed Captain Porter to retain Purser Smith in the service, in defiance of the impudent attempt of the Havana authorities to displace him; and also ordered the same captain to return from New Orleans to Havana on his usual voyage, with the mails of the United States on board. "If the Captain General of Havana again orders her out of his harbor—be it so. It only adds another item to the account current against Spain, and a fresh motive for action in our government, and excitement throughout the country. The law line contains nine or ten large steamers.—They could be transformed into powerful war steamers in a couple of weeks, each capable of carrying to Cuba, in five days, from any port in the United States, four or five thousand good troops—amounting in round numbers to 40,000 men—all eager for action. George Law, himself, has also on hand about 120,000 or 140,000muskets, and ammunition for a campaign of a month in Cuba could be got in ten days. If the government of the United States were only to stand by and see fair play, Law could expel the Spanish power from Cuba without any aid from the public purse, but merely by his own resources, in less than three months. He has the war steamers all ready—the arms and ammunition all ready—and there are 100,000 Americans ready at any moment to join the crusade, and close forever the Spanish authority on this continent."

In the early stage of the campaign, says the Republic, the Democrats appealed for Catholic support by a reference to the alleged action of the democratic nominee. That effort failed. It provoked an inquiry which ended in fixing upon the New Hampshire democracy the odium of perpetrating an insulting test, and which at least convicted General Pierce of culpable indifference to Catholic rights. Another movement was deemed necessary, and that not a whit less disreputable. The Catholics were not to be entrapped into the support of men who make religious belief a reason for exclusion from political privileges, and the next resolve was to make Catholics a scapegoat, with which to frighten a certain class of Protestant citizens. This relative has been acted upon in several of the Northern States, where General Scott is represented as a Catholic, and the candidate of the Catholics. The enthusiastic support which a large mass of our adopted citizens are rendering to General Scott is pointed to as evidence sustaining the assertion, and votes are solicited on the plea that the election of General Pierce is necessary to strengthen Protestant interests. The boldness and frequency with which demagogues agitate employ this means of attack have led gentlemen, residents in the North, to apply to this city for information in reference to General Scott's denominational attachments. Consequent upon the receipt of an inquiry of this character, a note was addressed to the Rev. Smith Pyne, whose reply we are permitted to print.

"WASHINGTON, October 2, 1852.

MY DEAR SIR—I have had the honor of intimate acquaintance with General Scott for twenty-six years. During the first three and the last eight of those years he has been a member of my congregation. I hope, then, that these seven years of official relation, will give some weight to my positive contradiction of the rumor to which you advert in your letter. I know that General Scott is much attached to the Protestant Episcopal Church. I know that nothing but the most imperious necessity ever prevents his attendance upon the worship of that Church on every returning Lord's day. The whole congregation of St. John's Church know, and can testify, how admirable an example he gives of decorous and devout attention to the public services.

"I do not, as you are aware, take any part in politics. I consider the statement a mere act of justice.

"I have the honor to remain, very truly, your friend and servant, "SMITH PYNE."

We publish this note to expose the recklessness of the Democratic managers in the North, and to place upon record proof of their disposition to evoke intolerance or any other evil which affords a chance of obtaining additional votes for Gen. Pierce.

As a vindication of General Scott, Dr. Pyne's note is wholly unnecessary. An overwhelming proportion of the American people are too thoroughly imbued with the principle of religious equality to be swayed one way or another by the religious creed of a candidate. In his character of candidate for the Presidency, General Scott's Episcopalianism is neither a recommendation nor a drawback. It has nothing to do with his fitness for the Presidency, and would not have been alluded to in the canvass, if the Democratic leaders were not so blinded by desperation that they failed to perceive the consequence of their own tactics. Gen. Scott might be Catholic, Baptist, Presbyterian or Methodist without being qualified for the Presidency more or less than he is; and the attempt to make his religion, or the religion of any portion of his family, an argument against him will produce discomfiture to none but its authors.

MISSISSIPPI exhibits unlooked for signs of a Whig victory to be achieved in November. Several elections to fill vacancies in the State Legislature, &c., have resulted in the choice of whig officers in districts hitherto democratic. So great indeed has been the stampede from the democratic ranks, that a correspondent in Tippah county, writing to an eastern paper says:

"Dont despair of Mississippi—at least ten democrats out of every one hundred refuse to support Pierce."

"Send me all the documents you can get hold of. If the Whigs do not carry this State for Scott, they never will!"

The vote of Mississippi stood in 1848:	
For Cass,	26,555
For Taylor,	25,831
Majority against us in 1848,	724

The palpable changes already taken place in Mississippi will give the State for Scott by at least ONE THOUSAND MAJORITY!!

The trial of Bishop Doane before the House of Bishops of the Protestant Episcopal Church is not yet ended, but it is confidently believed, from rumors which have been circulated, notwithstanding the House sat with closed doors, that the Bishop will be cleared of the charges alleged him. Of this his friends express the ultmost confidence.

FROM KITTANNING.

[Correspondence of the Daily Pittsburgh Gazette.]

KITTANNING, Oct. 11, 1852.

ALLEGHENY VALLEY RAILROAD.

Buffalo, Rochester and Attica all Moving Vigorously—Estimate put upon Pennsylvania Coal—New Evidence of the Immense Importance of this Road.

On Saturday I had a long and interesting conference with Judge Buffington, of this place, one of the Directors, on the prospects of the Allegheny Valley R. R., in which he read the following letters and extracts which more than sustain the strongest representations ever made by the Gazette of the importance and success of this great enterprise. We knew we should have a connection with Rochester, as also with the New York and Erie Railroad, and through it with places both east and west of the point of intersection; but we did not venture to promise a direct connection with Buffalo nor with Attica. Of the former city it is hardly necessary to say that as a commercial city it is the second in the State of New York, and perhaps the first off the sea-board in the Union; the second is a commanding point on the great Albany and Buffalo Railroad, and in the midst of one of the most fertile and densely populated regions of that State.

Judge Buffington and I agreed that these letters and extracts were of sufficient importance to be given to the public, as they cannot fail to infuse great additional confidence in the success of the road which, at its northern termination, is to meet with such important connections. Mr. Little, I hope, will pardon the liberty we have taken.

Copy of a letter dated

KENDALL CREEK, Sept. 28, 1852.

Dear Sir: Yours of the 9th instant, inclosed with a line from Gen. M'Cullough, was received last week. Owing to the rainy weather the Engineers will only be ready to leave Wells' tomorrow.

Last week a committee was here from the townships lying between Buffalo and the State line, and requested me to confer with you in regard to the terminus of the A. V. R. R. They are very anxious to have you adopt the Tonawanda route, as giving them the most direct communication with your line; but will meet you at the mouth of the Oswega (Olean) in case that should be found most feasible.

They wish to know, as soon as possible, what your terminus on the State line will be, as they cannot definitely organize until that point is determined. And, they request, that you give them the reception of reliable information on that point they can organize and be at work *building the road*, as their surveys are completed on both lines

They request that you will, if consistent, correspond with their Secretary on the subject, and on any point incident to your or their route. His address is, JAMES M. HUMPHREY, Esq., East Aurora, Erie county, N. Y.

Permit me to endorse their statement, that Buffalo, from its *situation*, business, rapid increase and wealth, is the much more important point than Rochester ever can be. All the railroads building in New York State point to Buffalo, and it is thought that, for the interest of Pittsburgh, the most direct and shortest connection with western New York should be at that place.

Will you please send me a copy of the appeal in behalf of A. V. R. R.. The copy I had I very reluctantly gave to the Buffalo men.

Will you please show this to Gen. M'Culloch, and much oblige,

Yours, truly, L. C. LITTLE.

Hon. J. Buffington.

P. S. I clip two pieces from a Buffalo paper, just received from Esq. Humphry, which are inclosed

Same date.

DEAR SIR—Since writing the letter inclosed with this, a gentleman from Cattaraugus county (Mr. Howland, of Ellicottville) handed me a letter from the Executive Committee of the Attica and Olean Railroad, of which the foregoing is a copy. The original I have forwarded to Gov. Johnston. I learn that since the delegation from the Buffalo road were here, the Buffalo Road Company have conferred by a committee with the Chairman (Mr. Hall) of the Attica and Olean Railroad, and the prospect now is, that the Buffalo and Attica road will unite from the State line, where you will survey and locate, about 40 or 50 miles, and then diverge, one to Buffalo and the other to Attica and Rochester. By the Attica route you can reach Rochester at a distance something less than by the Rochester route up the Genesee Valley.

Mr. Howland, who brought the line from Mr. Hall, is here to learn, if possible, the terminus of the Pittsburgh Road on the State line. The letter you will see is addressed to your engineers, from the fact that they were not informed of the name of your Executive Committee. Mr. Howland has given some cheering information relative to this road. He says they shall forthwith survey a route from Allegheny, South to the State line. This will be on the Summit route from State line, South by the head of Knapp Creek (which Gen. M'Cullough knows up) to the head of the Kenjua, leaving the Tonawanda on the West, and Smithfield on the East.

Should Buffalo, Attica, and Rochester all unite, the New York end of the road will be worn smooth before your road will reach M'Kean county.

I remain Yours, truly, S. C. LITTLE.

[MR. HALL'S LETTER.]

ELLICOTTVILLE, CATARAUGUS CO., N. Y., September 27, 1852.

To the Chief Engineer of the Pittsburgh and Rochester Railroad Company.

SIR—There are now built and belonging to the Buffalo and Rochester Railroad Company 43 miles of railroad from Rochester to Attica, on the most direct and feasible route to Pittsburgh.

The requisite amount of stock for the organization of a company has been subscribed.

A company has been organized, and a board of directors elected, for the purpose of constructing immediately another link in the great chain of railroad shortly to connect Pittsburgh and Rochester—from Attica South to the State line of Pennsylvania. The survey of the road was commenced on the first of the present month, and we are up with the line from Attica to the Allegheny river at the village of Allegheny, some four miles below Olean, ready to meet you at any point upon the State line, practicable to both parties.

The line from Attica to the Allegheny river has been found not only practicable, but highly favorable. The line is very direct, the curvatures and grades comparatively easy, and the cost of construction cheap

We are extremely anxious to locate our entire line, and put the work under contract this fall, so as to enable us to finish the same, and have it in successful operation in a year from next November.

The distance from Attica to the Allegheny river is fifty-five miles, making the line from Rochester to that point 98 miles. From actual examinations as we have as yet been able to make, and from the best information that we have obtained, we think we can meet you at the State line, near the head of the 'Four Mile Run,' so called.

Will you have the goodness to inform me at what point you can reach the State line, and when and any other information you may have for the promotion of our mutual interest. Please address me, or JOHN C. DEVEREAUX, Esq., at Allegheny, Cattaraugus county, New York.

You will please excuse the liberty I have taken in thus addressing you, and in the hope that I may soon have the pleasure of a better acquaintance.

I am yours, respectfully,

LOWELL HALL,
Chairman Executive Committee.

The route from Rochester to the State line, via Attica—the one spoken of in the foregoing letters—is a rival of the line up the valley of the Genessee river to the same point. Of their relative merits and claims I do not pretend to know anything, and it is a question with which we, at this end, never can have anything to do; but the Attica route is the one which will put us in direct connection with Buffalo. Attica is in Wyoming county, close to the line of Genessee county, forty-three miles east of Buffalo, and about twenty-five west of the Genessee river. It is exactly mid-way between Buffalo and Rochester, on the Albany and Buffalo Railroad.

The probability, however, is that both roads will be built.

The following are the extracts enclosed by Mr. Little from a Buffalo paper. He does not name the paper, so that I am unable to give the paper credit

From a Buffalo Paper.

"BUFFALO AND PITTSBURGH RAILROAD.—We understand that a meeting is soon to be held in this city, to take into consideration the propriety of constructing a railroad from here to Olean Point, or some other proper place of intersection with a railroad running from Pittsburgh to the Erie Railroad, through the Valley of the Allegheny River. It is asserted that coal of superior quality exists in the Valley of the Allegheny, within seventy miles of this city, and that the road would run through the coal field.

"The importance of this road cannot be overestimated. Buffalo needs manufactories. Cheap coal is requisite; and by the contemplated road, we would have coal at as low a price as it could ever be delivered at any point on the Lakes.—The lowest price at which coal is ever sold here by the cargo, is $2,25 per ton. At Cleveland and Erie, it is sometimes as low as $2,25; but rarely less than $2,50. The coal fields which now send coal to Erie, cut crop at Granville, some fifty miles by canal. At Cleveland, the coal lies from 40 to 100 miles by canal. Our supply from either of those points has to come to us by vessel at a freight of from 6 to 10 shillings, [76 cents to $1,25,] per ton, requiring to be handled four times, each time at an expense, and greatly injuring the quality of the article. With a railroad to the Allegheny, the lake freight would be saved, all handling dispensed with, and the coal laid down in Buffalo the day after it was mined—saving the interest now lost on coal *in transitu*.

"A practical coal miner furnishes us with the following estimate of probable expenses of the coal from the Allegheny Valley:

Mining per ton,	45 cts.
Seventy miles transportation on railroad, (Reading R. R. charges ¾ cents per ton,)	70 "
Yard expense and commission in Buffalo,	25 "
Clear cost per ton,	$1,40
Add profit,	60

And coal could be sold for $2,00 per ton.

"With coal at this price we would soon become as noted for our manufactures of Glass, Iron, Copper, Wool and Cotton, as we are now distinguished for the extent of our commerce.

"No enterprise now contemplated would so greatly benefit this city as this projected railroad, and no effort should be spared to carry the road through to early completion."

ANOTHER EXTRACT.

"The contemplated road offers inducements sufficient to insure its completion by capitalists seeking profitable investments. The great benefits which would result to this city from an unlimited supply of cheap fuel must make this road a favorite, and keep up a lively interest till its completion is insured. We are told that at a very low estimate, the consumption of coal this year in this city will be 150,000 tons, at a price above $4,50 per ton. If the consumption should not increase, a clear saving of $2,50 per ton on this quantity would accrue, amounting to an annual saving of $187,000, a sum greater than the interest on all the entire cost of the road to Olean. Can there be a doubt that this road should be built? Does not the best interest of this city require its early completion? That it will be a "*paying*" road there cannot be a doubt; but if it would not pay a dividend, the great benefits it would confer on the city should induce its early construction."

I learn that the meeting spoken of in the first extract was the largest and most enthusiastic ever held in Buffalo on the subject of internal improvements, and that the views expressed by the editor were endorsed to the fullest extent.

Thus we see what estimate is put upon this road by the people of western New York, and how important it is that it should be pushed on with all the vigor possible. There will be no lack of funds; and it is now certain that the stock will be among the very best in the United States, as the road itself will be one of the most important connecting links between the north-eastern and south-western sections of our country. These letters and extracts also show us the value of the vast mines of coal of the Allegheny valley. This coal field extends from Pittsburgh to M'Kean county. Some of the mines in Clarion, Jefferson, Elk, Forest and M'Kean counties are ten and twelve feet in thickness, and are believed to be absolutely inexhaustible. Western New York and Canada are destitute of coal; and the immense and rapidly increasing population of those extensive regions will require a very large and ever increasing supply.

But in addition to the coal, this valley is rich in iron, lime, fire clay, glass sand, and the finest of lumber. Much of it is excellent agricultural and grazing land, and its beautiful streams will give any quantity of water-power. This road will soon convert it into a perfect hive of industry, and cause it to fill up with people from every part of the country. Indeed there is not probably another valley in the Union which admits of the successful prosecution of such a variety of pursuits as this, or that has within itself so many elements of wealth and prosperity. As these facts now present themselves to our view, and as the wonderful adaptedness of this valley to be the line of one of the greatest thoroughfares in the country is so strikingly manifested, we are surprised that the great enterprise of which we are speaking had not been commenced and completed long ago.

Two things I think will now be admitted by the people of your cities: First, that no road terminating there will confer greater benefits upon them than this; and second, that none are likely to pay larger dividends. And, one other thing, I think that all will admit, and that is, that no enterprise of the kind was ever commenced and prosecuted, so far as it has gone, with less noise or greater rapidity. A year ago it was regarded by many as a visionary, and, for the present at least, impracticable project; now enough of stock is taken to render its speedy completion a fixed fact, and so great is the confidence in its success when completed, that the subscription is filling up more rapidly than ever. I think I am not in the habit of making wild calculations—at least I have not done so heretofore in reference to this road—but I now predict that it will not have been completed and in operation over one year until its stock will command a premium both in Pittsburgh and New York. J. C.

Four and a half millions sterling is the total amount received at London from Australia, up to the latest dates. The average monthly receipts are rapidly increasing, and the yield of gold from Australia during the coming year will probably exceed that from California.

OHIO.—For Congress, the result, so far, gives us the following:

18. Edward Wade, F. D.
20. Joshua R. Giddings, F. D
19. George Bliss, Dem.
——— Mungen, Dem.
17. ——— Lindsay, Dem.
3. Lewis D. Campbell, Whig
2. J. Scott Harrison, Whig.
1. David T. Disney, Dem.
12. Samuel Galloway, Whig.
7. Reported Whig.
8. Reported Whig.

For the Pittsburgh Gazette.

GLORIOUS RESULT.

Edr. Gazette—The Whig ticket has been unanimously elected in this County, to the tune of not far from four hundred majority. Buffington is running ahead of the ticket. You can set Butler down at six hundred sure for Scott and Graham Locofocism is at a discount this morning. Respectfully, E. C. S.

P. Butler, Pa., Oct. 13.

AUSTRALIA.—The last files of the Sydney Morning Herald contain accounts of a new propeller invented by Sir Thomas Mitchell, the Surveyor General of New South Wales, a trial of which in a small steamer at that port had just excited great interest. It is called the Bomerang propeller, and is constructed on the principle of the weapon of that name used by the natives to kill game. Although the experiment was made on a small and imperfect scale, a speed of 12 knots an hour against a head wind is stated to have been obtained. The instrument is described to combine great strength and simplicity, while it has also the advantage that its motion in the water causes but a comparatively slight agitation, so that it is capable of being adapted to canal boats as well as to other vessels. At the conclusion of the trial Sir Thomas Mitchell expressed his conviction that the weapon of the earliest inhabitants of Australia has now led to the determination mathematically of the true form by which alone, on the screw principle, high speed on water can be obtained.

THE CHOLERA AT BUFFALO.—The Buffalo Commercial says that the report of the Board of Health for the month of September shows that the number of deaths, by all diseases, was 757, of which 457 were by cholera. The whole number of deaths for the three months of July, August and September, was 1497, of which 857 were by cholera. The number of deaths by cholera, as reported by the Board of Health, in 1849, was 879. This disease broke out that year on the 6th of September. The greatest mortality in any two weeks in 1849 was in the fortnight ending Aug. 4, and the number of deaths was 278, all by cholera.

A heavy robbery was perpetrated on the steam ship Ohio on her late trip from Aspinwal to Kingston. One of the state-rooms was entered by means of false keys, and $600 in money and $1,000 worth of jewelry abstracted from the trunks. One of the waiters being suspected, was put in irons, but he asserts his innocence.

The long expected Neander Library, purchased by the University of Rochester, has arrived in New York. The collection numbers about 4,600 volumes, and is the library of the late Dr. Neander. It was obtained at a cost of about $2,800. Many of the volumes have been rebound, and that expense will make the cost about $3000.

WINES, &c.—Persons wishing to purchase Foreign Wines and Liquors should examine, once as imported, can obtain them at the Wine Store of JACOB WEAVER, Jr.
oct8 Market and Front streets.

CHOICE STOCK OF PIANOS

JUST RECEIVING FROM NUNN'S & CLARK, DUNHAM, HALLETT & ALLEN AND OTHER CELEBRATED MAKERS, IN NEW YORK AND BOSTON.

Some of these Instruments are of ENTIRELY NEW STYLES, OF GREAT ELEGANCE AND BEAUTY.

They are Unsurpassed For SWEETNESS AND VOLUME OF TONE, ELASTICITY OF TOUCH, STANDING IN TUNE, AND DURABILITY!

The Pianos of these Manufacturers have been Generally introduced, and have STOOD THE TEST OF TIME. *They Have Always Given Satisfaction Wherever Introduced.*

HENRY KLEBER,
oc2 No. 101, Third Street.

CHICKERING'S PIANOS,

HAVE STOOD THE TEST OF THIRTY YEARS' EXPERIENCE!!

THEY ARE USED BY MORE THAN *TWELVE THOUSAND FAMILIES*, IN THE UNITED STATES, AND HAVE GIVEN UNIVERSAL SATISFACTION.

THEY ARE UNSURPASSED FOR EXQUISITE QUALITY OF TONE! ELASTICITY OF TOUCH! STANDING IN TUNE and DURABILITY!

Mr. Chickering is now Manufacturing Twelve Hundred Pianos a Year, And the Demand is Steadily Increasing. All Persons desirous of obtaining a Piano WHICH WILL LAST A LIFE TIME AND GIVE PERFECT SATISFACTION, Are invited to call and examine the splendid assortment which has been CAREFULLY SELECTED! and are just opened at JOHN H. MELLOR'S
sep27:d&wlm No. 81 Wood street.

Rich and Attractive Stock OF IMPORTED AND AMERICAN FALL GOODS.

A. A. MASON & CO.

NOS. 62 AND 64, MARKET STREET, PITTSBURGH.

HAVE received and now opening, some TWO THOUSAND Cases and Packages of English French, German and American Goods, comprising a complete assortment of the latest and most fashionable Goods for the Fall Trade, most of which are now ready for exhibition and sale, and will be offered at WHOLESALE AND RETAIL At the Lowest Eastern Market Prices. Their immense Stock of SILKS, SHAWLS AND DRESS GOODS, Amounting in value to more than fifty thousand dollars, Comprising Silks, Rich and Broaded Silks, Striped do., Black and Brown do., Gros de Naples, Gros D'Afrie, Poulet de Soie, Satin de Chines, Armines, Striped and Checked do., Scotch Plaids and Satins, Gro D'Naples, Florence, Marcellines, &c., &c.

SHAWLS,

Paris and Vienna Long and Square Shawls, French Printed do., Scotch Plaid do., Hay Blade, Waterloo, Waterville, Empire State, Delaines, Paisdales, Blond and other Long and Square Wool Shawls, of all sizes and prices.

DRESS GOODS,

Splendid Paris Cashmeres and Merinoes, Persian De Laines, English, Scotch and American Cashmeres and De Laines, French Printed Cashmeres, Poplins, Mohair de Bombazines, Paramattas, Cashmere de Ecosse, French and German Merinoes, &c.

CLOAKS AND MANTILLAS.

French Cloth Cloaks and Mantillas, all of the latest and most fashionable styles, will be opened throughout the season. Will open a new invoice Paris patterns Cloaks in a few days.

HOSIERY AND GLOVE DEPARTMENT

Will always be found complete, with the best makes of Cotton, Silk and Woolen Hosiery. All kinds of Gloves, Mitts, &c., including the best Kid Gloves.

EMBROIDERIES, LACES, TRIMMINGS.

A complete assortment of all the most desirable styles—Alas, Ribbons, Flowers, &c; Bonnets of all the newest styles.

WHITE GOODS,

Cambrics, Jaconets, Swiss, Mull, Book and Nainsook Muslins, Thread and Bishop Lawns, Curtain Material, Piano and Table Covers.

LINEN DEPARTMENT.

3-4, 4-4 and 5-4 White Linens, Linen Sheetings, Pillow Case Linens, Diapers, Napkins, Towellings, Bordered Huckaw and Brown Damask Table Cloths, &c. &c. Also, a case of English, French, and American Cloths, Cassimeres, Cloaking, Satinets, Beavers, Felts, Petersham, Pilots, Tweeds, Jeans, Kentucky, Linsey, &c. &c.

VARIETY GOODS OF EVERY DESCRIPTION.

25	cases Fancy and American De Laines.
200	" Calicoes and Ginghams.
75	" Bleached Muslins.
50	" and brown do.
25	bales Flannels, all colors and prices.
25	cases Brittania, Checks and Striped Shirtings.
15	" Imported and American Blankets.

Having enumerated a small portion of the articles comprising their stock, they would respectfully invite all purchasers of Dry Goods, at either

Wholesale and Retail

To an examination of their extensive assortment, assuring them that it possesses the same advantages, as to variety in Houses, as always having a resident buyer in the market—that is constantly sending them the newest and most desirable goods, which they are enabled to compete with Eastern Houses. A. A. MASON & CO.,
oct6 d&w12 62 and 64 Market street.

JOSEPH PLUMMER,

WHOLESALE DEALER IN BOOTS SHOES, BONNETS, HATS, &c., NO. 111, WOOD STREET, PITTSBURGH.

(BETWEEN DIAMOND ALLEY AND FOURTH ST.)

Stock embraces every variety of Boots, Shoes, Brogans, Bonnets, &c. purchased directly from the Manufacturers for the Western Trade, and will be sold at New York and Philadelphia prices. Purchasers will please call and examine before buying. sep18:d&w1wt

JAMES P. TANNER,

WHOLESALE DEALER IN BOOTS, SHOES, BONNETS, &c., NO. 56 WOOD STREET, PITTSBURGH.

Southern Third and Fourth.

My stock embraces every variety and Style of Boots, Shoes, Bonnets, &c., purchased direct from the New England Manufacturers, adapted expressly for the Pittsburgh Trade, and will be sold at Eastern prices—Please call and examine before buying.

ALEXANDER FOWLER, JOHN PARK.
R. D. WILBOR, DAVID M'CLELLAND.

FOSTLEY, NELSON & CO.,

NO. 89, WOOD STREET, PITTSBURGH, PA.

MANUFACTURERS of Gun-Barrels, Cast Steel, Blister Steel, Springs, Spades, Solid Box Irons, Hoes, Hay and Manure forks.

All articles made of the Manufacturers, are warranted equal to if not superior to any in the market. Merchants and others wishing to purchase will find it to their advantage to call and examine our stock before purchasing elsewhere. sep18

JOHN D. MYERS. JAMES S. WOOD

M'CORD & CO.,

WHOLESALE & RETAIL FASHIONABLE HAT AND CAP MANUFACTURERS.

AND DEALERS IN ALL KINDS OF FURS. CORNER OF WOOD AND FIFTH STS., Pittsburgh, Pa.

Their stock embraces every quality and style of Hats and Caps. Hats, Caps, Robes, Cuffs and Fur Bonnets. sep18:tf&ly

1852. UNITED STATES MAIL. 1852.

NEW ARRANGEMENT, Commencing August 18th 1852.

OHIO & PENNSYLVANIA RAIL ROAD

The only Western Rail Road Running out from Pittsburgh.

FREE FROM ALL THE DELAYS OF THE OHIO RIVER,

TO CLEVELAND, COLUMBUS, CINCINNATI TOLEDO, DETROIT, CHICAGO, MILWAUKIE, &c.

Running in Connection with the Cleveland and Pittsburgh Railroad from Alliance to Cleveland.

RUNNING DIRECT FROM PITTSBURGH TO CANTON, MASSILLON AND WOOSTER,

AND THROUGH IN A DAY TO MANSFIELD BY STAGES FROM WOOSTER.

FIVE Trains start from Pittsburgh daily, (Sundays excepted.)

MAIL TRAIN

Leaves Pittsburgh at 8.20 A. M. Passengers dine at Alliance at 12.20 P. M., and reach Wooster at 4 P. M. Fare to Wooster, $3 75.

EXPRESS TRAIN

Per Cleveland leaves Pittsburgh at 11 A. M. Passengers dine at Alliance at 2 P. M. and reach Cleveland at 6.40 P. M., in time for the evening boats on Lake Erie. This train stops at Rochester, Beaver, Freedom, Ravenna and Salem, and at no other station between Pittsburgh and Alliance.

Through from Pittsburgh to Cleveland, 140 miles, in 6 HOURS AND A HALF HOURS. Fare $4. Passengers can take this train and be in Dunkirk the next morning, and continue in the evening of the next day.

The Mail train coming eastward, leaves Wooster at 9.30 A. M., dines at Alliance at 12.30 P. M., connects there with the evening train which leaves Cleveland at 2 P. M., and reaches Pittsburgh at 8 P. M., connecting with the evening train on the Pennsylvania Rail Road for Philadelphia and Baltimore at 8 P. M., and also with the West Newton Railroad train.

THE EXPRESS TRAIN

Returning leaves Alliance at 8.30 A. M., and reaches Pittsburgh at 12 at night. By this train passengers breakfast in Cleveland, take dinner in one day of less than 12 hours, instead of several days, as formerly, and be in Pittsburgh the next morning. Fare from Cincinnati to Pittsburgh $10. Passengers leaving Cleveland at 6.40 A. M. and Cleveland 4.30 P. M., reach Pittsburgh the same evening.

Close time up in connection with the road from Boston to New Castle, Mercer, and Erie; from Salem, on the plank road, to Warren, and from Canton, to Mansfield.

THE FREIGHT TRAIN

Leaves Pittsburgh at 4.30 P. M., and freight is carried through in a day to Cleveland and to Wooster.

The New Brighton accommodation Train leaves Pittsburgh at 10 A. M. and 4.40 P. M., returning leaves Brighton at 7 A. M. and 1 P. M., stopping at intermediate stations.

Excursion Tickets, good for two days, are sold between Pittsburgh, Rochester and New Brighton.

Quarterly tickets are sold at low rates, and tickets by the package to some of the stations.

Excursion parties are accommodated at reasonable rates.

The Train do not run on Sunday.

Omnibuses run in connection with the trains to and from the station on Federal street.

For tickets apply at the Federal Street Station of the Ohio and Pa. Railroad, to GEORGE PARKIN, Ticket Agent.

or to J. MESKIMEN, Monongahela House, Pittsburgh.

Pittsburgh, August 17, 1852.

A. H. HOLMES & BRO.

Successor to H. P. Nelson & Co