PITTSBURGH GAZETTE.

PUBLISHED BY WRIGHT & CO.

PITTSBURGH:

TUESDAY MORNING, NOV. 30, 1852.

☞ TO ADVERTISERS—Neither the Editorial Rooms nor Printing Establishment of the DAILY GAZETTE are opened on Sunday. ADVERTISERS who desire their notices to appear in the paper on Monday morning, will please hand them in before 9 o'clock on Saturday evening.

☞ PITTSBURGH WEEKLY GAZETTE.—The extensive circulation of our Weekly Gazette offers to our business men a most desirable medium of making their business known. Our circulation is between four and five thousand, reaching almost every village and county in Western Pennsylvania and Eastern Ohio.

☞ OLD TYPE FOR SALE.—Several hundred pounds of Old Type for sale at this office. The type being all of the smaller descriptions, is the best kind of metal for various kinds of machine work, being the hardest and most valuable type metal made.

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

Another communication from "O. P. Q." in opposition to the Allegheny Valley Railroad, has been received, which, together with some editorial comments, will appear to-morrow.

A reply to Dr. Pessiman, by Dr. King, has been received, and will appear to-morrow.

PITTSBURGH AND PHILADELPHIA.

CONTINUOUS RAILROAD COMMUNICATION.

We have at length the pleasure of announcing that we have a continuous Railroad from Pittsburgh to Philadelphia. The staging between the East and the West is finally abolished. Last evening the passengers came through for the first time by a continuous Railroad. A new era is opened to us, and Philadelphia and Pittsburgh are only a long day apart.

On Wednesday, to-morrow, the new schedule will go into operation, as follows:

The Express, Mail Line, or Fast Line, will leave here at 8 o'clock, A. M., and will arrive in Philadelphia at 10.30 P. M., of the same day—making the time between Pittsburgh and Philadelphia 10½ hours, passing the mountains in the day time. Passengers who leave Cincinnati at 7 o'clock, A. M., and arrive in Pittsburgh at 2, A. M., can leave here at 8 A. M., and arrive in Philadelphia at 10.30 P. M., or in 38½ hours from Cincinnati—being out two days and one night. The fast train will arrive in Pittsburgh from the East, at 11 8 A. M., giving the passengers time to get their dinner, and leave in the half past twelve o'clock train, to Cincinnati.—They will leave Philadelphia the afternoon previous, and will arrive in Cincinnati in time for breakfast in the morning, being out two nights and one day.

The Second Mail Line between Pittsburgh and Philadelphia, will leave here at 11½ A. M., and arrive at Philadelphia at 10 the next morning—time 22 hours. It will leave Philadelphia in the forenoon, and arrive at Pittsburgh at 4.40 A. M. The fast train in the evening train from Philadelphia, and the second Mail train, the morning train. The fast train stops at but few stations; the second train stops at all the stations, and is the accommodation Mail Train for the route.

Besides these two trains, there will be an Accommodation train run between this city and Johnstown. Leaves Pittsburgh at 2 P. M., and arrives in Johnstown same evening. Leaves Johnstown at 8.40 A. M., and arrives at Pittsburgh at 11 A. M., coming in just ahead of the Express train.

We have been thus particular in making these announcements, for the information of the travelling public, and to exhibit to our readers the great Railroad facilities we shall possess from this time forward. We shall have, after to-morrow, seven daily Railroad passenger trains leaving this city for the East and the West, and the same number arriving, besides several freight trains, all of which furnish more or less business to our citizens. It is only about six years, since the first Railroad car commenced its trips to and from this city. What wonders have been wrought already, and even this, seems to the contrary notwithstanding, is only a beginning!

THE PRESS SHOW DIFFIDENCE.—The conduct of the President in the matter of Mr. Law and Purser Smith is one side, and the Cabinet authorities on the other, has been eminently wise and proper. Whilst he has interfered as little as possible with individual and private rights, he has at the same time interfered most effectually, to prevent Mr. George Law from involving this country in war with Spain, on a most absurd and disgraceful pretext. Whenever this country is determined to take possession of Cuba, "right or wrong," we trust it will have the manliness to seize it, without interposing some weak and shallow pretext which will add the quality of meanness to the original enormity.—The world may tolerate a bold bad action, while it has nothing but contempt where a transparent device is used to cover up the injustice.

RAILROAD MATTERS.—We give to-day two important communications on Railroad matters, both from responsible and authentic sources, and bearing a startling taste; and although they appear somewhat to be contradictory, yet it is not difficult to reconcile them.

The one by "*A Pennsylvanian*" has reference to facts which will only exist from this time, when we have a continuous railroad communication between Philadelphia and Pittsburgh fully established. The article by "*Western Reserve*" is in relation to facts which have heretofore existed in regard to freights. Whether they will continue to exist hereafter will depend wholly on the liberality and skill with which the Pennsylvania Railroad is conducted. We hope for the best. The present state of facts is certainly mortifying to Pennsylvanians, and injurious to Pittsburgh and Philadelphia, and we most earnestly direct the attention of those cities to the statements of our correspondent. Some remedy for existing evils ought and must be applied.

The superiority of the Pennsylvania route, with its present increased facilities, as a *passenger line*, between the east and west, are truthfully and clearly set forth by our correspondent, "A Pennsylvanian." His facts cannot be controverted. There is a difference of one hour and a half between the time he has based his calculations upon, and that set forth in the new schedule. This is the only difference. It is probable that the hours will be shortened to 16 in a short time.

NEW MUSIC.

Strakosch's New Polka.—Frith, Pond & Co., of New York, have just issued "Strakosch's" celebrated Fandandino Polka. This polka has been performed by the author, at all his concerts, with great success, and our musical friends will be pleased to hear of its publication. It can be found only at Kleber's music store in this city.

The Alary or Sontag Polka.—This is the only correct edition of that Polka, as sung by Mad. Sontag, with unequalled success, at her concerts in New York. It is at once brilliant, elegant, and not too difficult—the very thing as a recreation for middle players.

Oh Old Log Hut, or Row, Row your Boat.—This popular song and chorus as sung by all the Ethiopian bands, has just been published by Frith, Pond & Co. All the above for sale by H. Kleber.

For the PITTSBURGH GAZETTE.

BUSINESS.

MR. EDITOR:—Will you allow me the privilege of inviting the attention of the Street Commissioner to the condition of the footway in front of the new Market House.

The contractors have been appealed to from different quarters, on the subject, under the impression that it was a part of their duty to remove it. They say, however, that they have nothing to do with it.

I would suggest therefore, to the proper authorities of the City, the propriety of attending to it before the commencement of the winter. A few days of cold weather would perhaps prevent the question of putting altogether, and thereby perpetuate what is an intolerable nuisance to the whole public, until spring.

A PEDESTRIAN.

THE NEW YORK CENSUS.—The Albany papers assert that the Usual Commissioners have determined not to designate any day for closing the census of the State—being desirous that enumerators should be enabled to bring in the results of their labors. The Atlas says that although this determination is in consistence with the general usage, it will, no doubt, be more in conformity to the wishes and interest of most concerned, if some end of all doing business upon the census, or interested in canal navigation.

For the Daily Pittsburgh Gazette.

ENTERPRISE—BOSTON AND NEW YORK VS. PHILADELPHIA AND PITTSBURGH.

The immense quantities of grain, flour and provisions of the west which seek a market at Boston and New York, as compared with Philadelphia, is the result simply of no other cause than the natural effect of the difference which exists in the commercial policy of those cities. For the sake of illustration, let us take the article of flour, and compare the rate of charges on the rail roads leading to Boston, and to New York, with the rates by the Pennsylvania Central Rail Road, leading to Philadelphia.

From Ogdensburgh to Boston the distance by rail road is 400 miles; transportation 50 cents per barrel. From Albany to Boston 200 miles, transportation 25 cents. From Dunkirk to New York 459 miles, transportation 50 cents. While from Pittsburgh to Philadelphia, 357 miles, the rate is 100 cents, or more than twice the rate per mile charged by any of those three roads named. Wheat is taken say from New Castle, Pa., transported to Cleveland, a distance by canal of 124 miles for 7 cents; thence to Buffalo 200 miles by lake for 8 cents; thence to New York, being 325 miles by canal, and 150 miles by river, for 15 cents; total cost for 800 miles 25 cents per bushel, or an average of 3 cents per bushel for 100 miles. The expenses of unloading, loading and storage at either Cleveland or Buffalo amounts to only ¼ cent to 1 cent per bushel. Now suppose this wheat should be transported from New Castle to Philadelphia the expense would be about as follows: from New Castle to Pittsburgh 50 miles 5 cents per bushel, unloading, draying, &c., at Pittsburgh, 2 cents per bushel, transportation from Pittsburgh to Philadelphia 357 miles, at 65 cents per 100 lbs, 39 cents, whole cost 46 cents per bushel, for a distance of 407 miles, or nearly 12 cents per 100 miles, against 25 cents for 800 miles, or a trifle over 3 cents per 100 miles.

The absurdity of requiring property to be drayed through Pittsburgh and the necessity for seating grain in order to its safe transportal by the Pennsylvania improvements, while by the lake route to New York the grain is shipped in bulk, and handled by means of steam elevators, at a trifling expense, and without any necessity of draying, is among the many considerations that give to that route the almost entire trade in the grain of Ohio and the other western States, and takes from the cities of Pittsburgh and Philadelphia, an immense trade which their natural advantages of location would give them, did they pursue a corresponding liberal course of commercial policy in the management of their public improvements, which is pursued by the cities of New York and Boston.

Flour should be transported from Pittsburgh to Philadelphia for 50 cts. per bbl. Wheat 15 cents per bushel, corn 12 cents. Butter, lard pork &c., from 35 to 50 cents per 100 lbs, and other articles in proportion. These rates would insure an immense business to the Central Road—a trade to the cities of Philadelphia and Pittsburgh, of which that citizens can scarcely form any adequate conception. These prices for transportation would be full equal in proportion to distance to the rates of charges by the New York and Boston roads. Will not the cities of Philadelphia and Pittsburgh wake up to a spirit of enterprise and emulation corresponding with that of those other cities of this "great and glorious country," and reap the rich fruits which the harvests of nature has designed for them? WESTERN RESERVE.

CONTINUOUS RAILROAD THROUGH PENNSYLVANIA.

To the Editor of the Pittsburgh Gazette.

We now have a continuous railroad from the waters of the Delaware to the great valley of the Ohio river, which, with the Ohio and Pennsylvania road, completes the connection with Cleveland, Cincinnati, and the extensive net-work of railroads which intersect the entire West, uniting Pennsylvania in the strongest bonds of fraternal feeling, and commercial interest, with the millions now throwing the immense basin of the Mississippi.

This is no every day occurrence, and the opening of this splendid line of inter-communication should be regarded as one of the proudest achievements of this busy, practical age.—What changes have been wrought in our glorious old Commonwealth, through the instrumentality of internal improvements! How little is it since the pack-horse was the only locomotive that ventured to scale the rugged Allegheny! How many are there who yet well recollect when the narrow mountain paths yielded to the steep, rough, wagon roads of former times; and when these, in their turn, were supplanted by the modern turnpike, graced with its six-horse conestogas, creeping along to the sound of many jingling bells! and when the startling announcement, that a stage-coach would run through, from Philadelphia to Pittsburgh in a week, practicated the advance which had then been made in the science of motion! But now we behold the crowning glory! The completion of a magnificent line of continuous railway, overcoming in its progress obstacles once deemed almost insurmountable. This true, that there is still an important part of the Pennsylvania Railroad not yet finished, though it is in process of rapid construction, over the Allegheny range. But, in the meanwhile, we have a continuous chain, of which the Allegheny Portage Railroad constitutes a link, so that the passage from Philadelphia and Baltimore to Pittsburgh can even now be made in 16 hours! In point of time, (the railroad measure of distance,) Pittsburgh stands no farther off than Lancaster, a quarter of a century ago. In summer, it is but a day light excursion from Philadelphia to the Ohio, through a region abounding in scenery unrivalled for beauty and grandeur combined.

Our Pennsylvania line of railroad, though, as before remarked, not fully perfected, stands now as one of the main completed thoroughfares between the seaboard and the west. It has competitors, on the North, and on the South; but with them it is abundantly able to cope, even under existing arrangements, as a few facts will show.

For the western and northwestern or Lake ladies, the contest, for the present winter, must be at Cleveland,* as the common point of departure for the New York and Philadelphia routes respectively.

The distance from Cleveland to Dunkirk is 145 miles.
From Dunkirk to New York 469 "
Total distance 614 miles.
The distance from Cleveland to Pittsburgh is 140 miles.
From Pittsburgh to Philadelphia 358 "
Total distance 498 miles.

Showing the actual difference to be 116 miles in favor of the (Pennsylvania route to the City of Philadelphia, as compared with the Lake Shore route to the City of New York. In fact, the distance through Philadelphia to New York is 24 miles less than it is through Dunkirk.

Heretofore, when Express trains may run through from Philadelphia to Pittsburgh in 13 hours, the strong advantage of the Pennsylvania route will be more strikingly manifest, but I am now referring to the line as it will be worked during the present winter.

For this period, New York, and between Cleveland and the time required between Cleveland and Philadelphia, (or Baltimore) will be set down at 24 hours. It is therefore obvious, that Passengers at Cleveland destined for Philadelphia, Baltimore, Washington, or any point south of Philadelphia, will naturally take the route through Pittsburgh, in preference to the Lake shore route through Dunkirk and New York. And why? Because they will thereby save 196 miles, (if to Philadelphia) and 239 miles, (if to Baltimore) of rail road travel; and because, in addition to this great saving of distance, they will be in Baltimore as soon as they can be in New York. Thus saving time, money, and *time*. Passengers not desiring to *stop* in New York, wishing to go to Baltimore and Washington, will lose a day by following the New York route from Cleveland. Take, I conceive to be a fair statement of the relative position of the Lake shore and Pennsylvania routes for the contest of the present winter. With first class roads and cars, and obliging and efficient conductors, and good accommodations along the line, the Pennsylvania route may fairly anticipate an abundance of travel from the west and north-west, concentrating at Cleveland. It must also be recollected, that the great current of *south-western* travel, bound eastward, now rushes to Cleveland, and there divides on the routes just described.

But, for a portion of this, there will soon be another rival, the Baltimore and Ohio Rail Road, touching the Ohio river at Wheeling. At some future day, when the rail road connections of this route through Ohio, shall be completed, this rivalry will have more importance than it can possibly have at the present time, for the reason, that when finished to Wheeling, it can only make a rival route to Cincinnati in connection with steamboats on the Ohio river. Several years will probably elapse, before the Baltimore and Ohio rail road can be placed in *rail road* connection with Cincinnati.

Now, about the time the Baltimore and Ohio road is to be completed to Wheeling, the Ohio and Pennsylvania road is to be opened to Crestline, its western terminus on the Cleveland, Columbus and Cincinnati line. When that opened, it will present the shortest route in *actual distance*, and much the shortest in *time*, between Cincinnati and Baltimore (and of course a still stronger advantage in both these respects to Philadelphia.)

Golden, four miles southwest of Crestline, on the Cleveland, Columbus and Cincinnati road, will also then be a common point of departure for passengers going to Philadelphia and New York. The distance from Galion will then be

On the Lake shore route.

Galion to Cleveland, 79 miles.
Cleveland to New York, 614 "
Total, 693

On the Pittsburgh route.

Galion to Pittsburgh, 190 miles.
Pittsburgh to Philadelphia, 358 "
Total, 548

Being 145 miles shorter to Philadelphia.

But to resume the comparison between the Pennsylvania route, and the Wheeling route, to Baltimore, *for the coming year.*

There is a vague idea on the public mind, that immediately on the completion of the Baltimore and Ohio road to Wheeling, on the Ohio, it is at once to monopolize a large portion of the great South-Western travel. Will this be the case? Let us test the question a little, taking Cincinnati as the starting point.

Wheeling route.

Cincinnati to Wheeling, (river) 400 miles.
Wheeling to Baltimore, (railroad) 379 "
Total, 779

Pittsburgh route.

Cincinnati to Galion, railroad, 175 miles.
Galion to Pittsburgh, " 190 "
Pittsburgh to Baltimore, " 335 "
Total, 700

Being actually 79 miles shorter through Pittsburgh than by way of Wheeling to *Baltimore*, and 156 miles shorter to Philadelphia and New York. And how will the comparison stand in point of *time?*

Set down the rail road time, between Baltimore and Wheeling, at 16 hours, (for the 379 miles, including the passage over the 121 feet per mile grades) and the time (ascending and descending time averaged) between Wheeling and Cincinnati at 24 hours—total 40 hours.

On the *Pittsburgh route.*

Time from Philadelphia to Pittsburgh, 18 hours.
Pittsburgh to Galion, " 9 "
Galion to Cincinnati, " 7 "
Total time, 34
Difference 16 hours.

A passenger by the Pittsburgh route, leaving Cincinnati, will be in Philadelphia or Baltimore before he can arrive at Wheeling by the river.

The only respect in which the Wheeling route can expect to stand as a successful rival during the coming year, will be on the ground of cheapness. When the Ohio river is in a good stage for steamboating, passengers may be carried through from Cincinnati to Baltimore at somewhat lower rates; but with the great majority, the difference of *time*, and the certainty, will settle the question in favor of the Pittsburgh route.

To shorten the *time* on the Wheeling route, a line might be formed running by coaches from Wheeling to Zanesville, 75 miles; thence to Newark, Columbus, and Cincinnati, by railroad.—But this plan cannot pull in competition with the continuous railroad route via Pittsburgh; which can carry cheaper and quicker than the route trammelled with staging.

It will then be perceived that the apparently little circumstance of closing up ten miles of road on the Pennsylvania route, is fraught with important consequence; and it places Pittsburgh on the most convenient route of travel between the great world west of the Ohio river, and the city of Philadelphia, and all seaboard points south thereof. Why, a traveller, even at Zanesville, in preference to staging across to Wheeling, will go by railroad to Mansfield, and thence by the Ohio and Pennsylvania Road to Pittsburgh. The Ohio and Pennsylvania, the Pennsylvania, and the Commonwealth's Railroads, will all feel the good effects of this early completion of a continuous line between the East and the West.

I have not designedly set forth the advantages of the Pennsylvania route for the year 1853, more favorably than the facts appear to warrant. If there is any error of consequence in the statements or inferences, let it be pointed out.

Yours, &c., A PENNSYLVANIAN.

FROM EUROPE—BY THE AMERICA.

Correspondence of the N. Y. Commercial Advertiser.

LONDON, Nov. 12, 1852.

The Queen's speech to the new Parliament was delivered yesterday. The invariable custom was discontinued of furnishing the newspapers impartially with an outline of its intended contents on the morning of delivery. This was calculated to what public curiosity, and to lead to the anticipation of some novel announcement. The result, however, was as uncertain as the expectation was great.

The mode in which the free trade question would be dealt with was of course the grand point to which public attention was directed. Every one regarded as absolutely out of Mr Lane's Pills. It would be well to keep up supplies, as there is a great demand for them in our city.

☞ If you feel sick doubtful, just purchase a box, and if they do not relieve you, your money will be returned.

For sale by all respectable Druggists in town and country, and by the sole proprietors.

J. KIDD & CO.,
65 Wood street.

Serofula.

☞ IT is due to Mr. Kinsie Pratt, from us, to say that it has been known to completely eradicate every vestige of this dreadful disease, in more than one other remedy, and at less cost or inconvenience to the patient.

With regard to the nature of Mr. Disraeli's intended Budget, everything remains secret, but he professes that while it will be in harmony with free trade, it will adjust the claims of all other interests. An alteration in the mode and amount of the income tax is to be one of the prominent features.

The principal news from France during the past day or two has consisted in the accounts of a severe reaction on the Paris Bourse. The brokers, having become alarmed as to the solvency of their clients, suddenly intimated that a deposit of security would be required before they would consent to carry on further operations, and the immediate result was a panic that caused a rapid and heavy fall in the Government stocks and railway shares. The general opinion, however, is that this will prove only momentary, and that the real end is not yet to be expected. Until the vote on the Empire has been taken, the Government avoid taking any decisive step, lest it should be found that it is without the requisite majority. I did so without fear, but the effect was astonishing; it threw the present occasion, but those who can hold out for a short time may hope to receive fresh support, and when the mania is again renewed it will proceed with increased intensity.

From other parts of the continent there is little of interest, but the general indications are not satisfactory. Belgium is the country regarding which the greatest anxiety is still felt, as it is known that the efforts of the Jesuit party are unceasingly devoted to bringing about a revolution that shall terminate in annexation to France; and owing to the secrecy of their combinations, it is impossible to anticipate when the signal may be given. Meanwhile, although the King has been able to form a new liberal Ministry, their first measure is one that indicates the pressure to which they are subjected by Louis Napoleon, a project of law having been introduced to impose the penalties of fine and imprisonment on all persons who, either by speech or writing, or in any other way, shall give offence to foreign governments.

In Sardinia the state of affairs is no less critical, and although there is also a new liberal Ministry in that country, under Count Cavour, the prospects of its stability are very doubtful. In Spain, looking at the compact conspiracy of the Roman Catholic priesthood all over the continent, and the blind material power by which they are supported, it has long seemed hopeless to entertain a thought of such feeble states permanently maintaining their freedom; and everything now denotes that the struggle will soon be ended.

The arrangements for the funeral of the Duke of Wellington, are now approaching completion, and the lying in state has commenced to-day.—The final ceremony will positively take place on Thursday the 18th. It has been announced that no representative will be sent from the Austrian army, in consequence of the British Government having two years back declared themselves incompetent to punish without trial, the people who attacked General Haynau.

A mania is to be said to prevail at the Legation of the United States, in Portland Place. An expression of Respect, on the part of the Americans in London, to the memory of Mr. Webster.

The weather continues unusually warm, with incessant rain; and the details of the earthquake at Liverpool, Dublin, and Holyhead, show that it was of a serious character, and that a slight increase of its violence might have caused the most extensive damage. Yesterday, during the Queen's visit to the Houses of Parliament, the sky, which had been invariably bright on such occasions, was gloomy in the extreme, and a heavy storm prevented any gathering in the streets.

The construction of the Crystal Palace is in rapid progress, and already the vast size of the building can be appreciated as it is seen at a distance from the railroad, which passes about half a mile from its site. It is not expected, however, that it can be opened by the first of May. An announcement has just been made that by the consent of the Government, Cleopatra's Needle is at length to be brought over from Egypt, and is to be placed within its walls.

THE LONDON TIMES ON THE FRENCH EMPIRE.

From The London Times Nov. 9.

The *Moniteur* has confirmed with the least possible delay the statement which we published yesterday, as to the re-establishment of the French Empire, and, with one remarkable exception, this change will doubtless be effected in the manner proposed by Louis Napoleon himself to the Senate. This exception is, that the ex-King Jerome and his hopeful son are no longer allowed to occupy the exalted station of heirs presumptive to the Crown which had been allotted to them by the original draft of the decree.—There is, it seems, a limit which even the servile devotion of the French Senate to the new order of things cannot pass, and the acceptance of such a race of Sovereigns as might be anticipated from the progeny of Jerome Bonaparte lies beyond that limit. Accordingly, when the projected *Senatus Consultum* was referred to a committee of that august body, no less than seven members out of ten voted against the fatal clause. A communication was forthwith made to Louis Napoleon at St. Cloud, who, surprised as he might be at this indication of a will differing from his own, found that the repugnance to the adoption of his uncle and his cousin was too deeply rooted to be surmounted, even among the devoted supporters of the imperial scheme. He, therefore, gave way, probably from the feeling that after all, it matters little to himself, what becomes of the supreme power when he is no more, and from the hope that the birth of issue to the marriage will set at rest all questions of collateral succession.

But it was less easy to soothe the irritated feelings of Jerome and his son. That personage at once declared that it would be impossible for him to retain his post as President of the Senate—the very body which had just passed a vote of ostracism against his Imperial pretensions. He has therefore resigned it, and, after this family quarrel, there is no great probability that a cordial understanding will be restored between Louis Napoleon and his relatives, or between them and the nation. To say the truth, it would be a piece of good fortune, both for him and for France, to be disencumbered of them altogether. The father is notorious for his unscrupulous rapacity, the son is detested for his extravagant alliance with the Red Republican party in the worst days of the National Assembly; and it matters little to themselves or to any one else whether they are invested with nominal rights to the Crown, which it is certain they would never be suffered to exercise.

Yet this opposition to the original scheme of Louis Napoleon has not been unfelt even by himself. It is a sort of declaration that, although the Senate and the people may consent to take Louis Napoleon as their ruler, and may even confer upon him the contingent right of nominating his successor, they will not be in full force in those permanent elements of the Bonaparte dynasty, on which he relies for more than the suffrages of the people; and it shows that in consenting to go through this form of election, the Senate is desirous of committing itself as little as possible to the chances and uncertainties of the future.

On these terms, however, the decree was almost unanimously voted by the whole body of the Senate, and instantly accepted by Louis Napoleon. The Legislative body will take no part in this remarkable transaction except by being allowed to verify the votes given by the people at large on the question to be submitted to them on the 21st of November. For this purpose the Legislative body is convened for the 25th. But if any thing were wanted to demonstrate its utter nullity, it is the fact that this fundamental revolution in the institutions of the country, by which France still professes to be governed should be promulgated without so much as a communication to the representatives of the people. In this respect the present restoration of the Empire differs materially from the original proclamation of it in 1804; when the proposition to that effect was legally made by the tribune Cusse in the Lower Chamber, a debate took place, in which Carnot was not afraid to record his opinion and his vote against the proposal, and it was only after the measure had been carried by a large majority in that assembly that it was taken up to the Senate. On the present occasion it is clear that Louis Napoleon has not dared to encounter the observations which even such a chamber as he has called into existence could hardly fail to have made on his projects.

CANAL FROZEN.—The Chicago Tribune of Wednesday says, a telegraph message received that the canal boats were frozen in the night before, on their eastward passage. The prospect was, however, that navigation would be resumed the next day, as the temperature was moderating.

LARD.

☞ R. WATSON is now engaged in slaughtering 5,000 Hogs, and will have constantly on hand a large stock of Bulk Pork of his own curing; also, a No. 1 article of Lard, in kits and bags, for sale at his Ware House, corner of Liberty and Wayne Streets.

M'Lane's Liver Pills,

☞ Have now become the great Specific for Hepatic or derangement of the Liver, in its most complicated forms. This medicine has done an immense amount of good in curing the terrible disease, Ague, throughout the United States, and as evidence of its efficacy, we will state that it is supersoding every other medicine, for the cure of this certain cure in southern climates. Dose, one pill at bed time. Sold by all respectable druggists.

☞ Orphans' Court Sale.

PURSUANT to an order of the Orphans' Court of Allegheny County, dated October 29th, 1852, the undersigned will offer for sale, on the premises, hereinafter mentioned, on Wednesday, the 24 day of December, 1852, at 10 o'clock, A. M., the following real estate, consisting of two lots of ground, situate in the city of Allegheny, bounded and described as follows, to wit: Lot No. 1, bounded by Lot No. 2, and owned by John Curry, thence south twenty feet deep, one hundred and twenty feet parallel, to a larger tree on the line of lot No. 3, thence north twenty feet, along the bank of said river, by the several courses of the same, one hundred and ninety one feet, to a stake on the bank of said river; thence north twenty seven degrees west, one hundred and forty at perches, to a stake, thence north twenty degrees west, sixty six perches to a white oak; thence south thirty one and a half degrees west, one hundred and seven perches to a point on the line of John Curry's lot, to the place of beginning, containing, by a straight line to a beat oak, the place of beginning, the property adjoining lands of said John Curry, James Cunningham, J. Fox's, Jones, and McFadden's, along the front forty five to fifty acres of which front are excellent bottom land, from twenty five to thirty acres of which are in good cultivation, and about twenty acres are wooded.

On the above premises are a large frame house, a barn and out buildings and a small house.

The Terms will be made to the time of payment, and will be made known at sale. The title is indisputable.

Persons desirous of viewing the premises are invited to examine the premises, and enquire of John Whitham, opposite McCullough's.

SAMUEL CUNNINGHAM,
JOHN WORK,
JAMES CUNNINGHAM,
THOMAS B PATTERSON,
Executors of John Cunningham, dec'd.

Executor's Sale.

THE subscribers will offer at Public Sale, at the Court House, in the city of Pittsburgh, on Saturday, the 4th day of December next, ROGAN'S ALLEY, Second Street, between Smithfield and Liberty Street, late the property of Thos. May, dec'd. Terms made known at sale.

GAMGWIER,
THOS. DAVIES,
Executors.

S. J. WETHERILL, J. FORNEYER.

Samuel J. Wetherill & Co.

COMMISSION & FORWARDING MERCHANTS

No. 23, LEVEE STREET, ST. LOUIS.

WE offer our services in the purchase of Pork, Bacon, Lard, Hemp, Lead, and Produce, with unexceptionable experience in this market, has fully qualified us.

Particular attention paid to sales and the forwarding of Goods to the upper country. mo8tw1m

Cloths, Cassimeres, Trimmings, &c., at Auction.

ON Tuesday morning, Nov. 30, at 10 o'clock, at the Commercial Sales Room, corner of Wood and Fifth streets, will be sold on a credit of 90 days to approved city buyers, the following:

50 pieces super Cloth, assorted colors, of the best French fabrics, Black and Fancy Cassimeres.
10 pieces Heavy Cloths, Blankets, and Flushings.
4 " super Black Doeskins.
4 " Fancy Cassimeres.
12 " Wool and Cotton Tweeds.
1 bale Red and Yellow Flannels.
Canton Blankets, &c.

Also, at 2 o'clock, P. M., 1 case Gent's Calf Boots, Gaiters, Shoes, Tacs, and Pegs; 1 case Ladies' Gaiters, Slippers, Shoes, Tacs, and Pegs; 1 case Suspenders, &c. &c.

P M DAVIS, Auctioneer.

OAK PAPER—A beautiful article for Office, Hall, &c., with Corner Pieces and Border to match; rec'd and for sale by the Wholesale Warehouse of THOS. PALMER, No. 65, Wood st.

LIST of the names of Venders of Foreign Merchandise, &c., being business in the City of Pittsburgh, who will be called by the Assessors for the Year 1853, from the Collector's Office:

Thos. Bennett, William Gaston,
Drexel Evans, Nimick & Co.,
John Williams, Thos. Bakewell,
Evans & Co., Jeffrey Jackson,
Dickey & Co., Lewis Lentzner,
Nathaniel Hutton, J. Hoffstot,
Nicholas Hill, Joseph Darlington,
John Lynch, Wm. Eaton,
James A Donnelly, Michael Tolliver,
Thompson & Co., Henry Fritze,
Martin McLaughlin & Co., James Barker,
John Cook, Wm. Bingham,
John Young, art. Philip J Mayer,
George Schmidt, Graff & Co.,
Joseph Walker, William Gross,
John S Downing, Nicholas Snyder,
William Irvin, James Kuhn,
J P D Keating, Matthias Schwartz,
Henry Thomas, W S Newton,
A L Gutbert, William Grimm,
B Abrams, Michael Bohm,
Thomas Thomas, Henry Lynch,
Timothy Hackney, Jno. O'Neil,
Thomas Sampson, Christian Heisterman,
Edward Heck, J M Kirkpatrick,
Joshua Wade, Thomas McWilliams,
John Maloney, Benedict Jung.
John Muir,

Richard Barclay,

All other persons doing business in the City of Pittsburgh have not taken out a license as required by law. The Mercantile Appraisers (with a false) to furnish to the Treasurer of the City a certified list of the dealers aforesaid, as required and provided by Act of Assembly, the Treasurer is unable to publish the list of delinquents.

AND. McMASTER, City Treasurer.

To Loan.

SEVERAL thousand dollars on approved endorsed Notes. Enquire of

R F WILDIN, Real Estate Agent,
cor. of Smithfield and Fifth sts., Pittsburgh.

GROUND NUTS—224 sks now landing from steamer York State. For sale by

ISAIAH DICKEY & CO.,
Water and Front sts.

GINSENG & FEATHERS—

6 packs Ginseng.
20 " Feathers. Now landing from steamer York State. For sale by

ISAIAH DICKEY & CO.,
Water and Front sts.

LARD—4 bbls. No. 1, now landing from steamer York State, for sale by

ISAIAH DICKEY & CO.,
Water and Front sts.

COTTON—40 bales now landing from steamer York State.

ISAIAH DICKEY & CO.,
Water and Front sts.

☞ WINES, &c.—Persons wishing to purchase PORTER WINES and LIQUORS of all descriptions, *pure as imported*, can obtain them, at the lowest prices, at the Wine Store of

JACOB WEAVER, Jr.,
oc15 Market and Front streets.

Co-Partnership.

THE undersigned have this day entered into Co-Partnership, under the name and style of MYERS, KEYNOUT & CO., for the purpose of transacting a general Milling business, in the city of Allegheny.

JOHN T. LOGAN,
ROBERT T. KENNEDY,
E. S. MYERS,
WM. BAGALEY,
H. CHILDS,
A. P. CHILDS,
HENRY P. SCHWARTZ.

Canal Basin, Allegheny City, June 12th, 1852. no27:tfwtf

Notice.

PERSONS having in their possession Tickets to Rev. Henry Giles' Lectures, will please leave them at the Library Rooms.

no30 F B McNAMARA, Librarian.

Pearl Keyed Pianos.

JUST RECEIVED and opened one of those superb Rosewood SEVEN Octave Pianos, with PEARL KEYS—from the celebrated Manufactory of J. H. DUNHAM, N. Y. The manufacturer after testing the pianos in the most thorough and trying manner has come to the conclusion that it is one of the very best materials for piano-keys known, and moreover not liable to wear out, even with the severest usage.

The public is respectfully invited to call and examine this great specimen of American skill. Speaking of these Pianos the

MUSICAL MERCURY SAYS.

The very splendid Piano with Pearl keys used by M. SIGAKOSKI at the Concert on Thursday night was from the warm room of S. Hedgeman & Co. It was manufactured for them by J. H. DUNHAM of New York; and for brilliancy of tone cannot be excelled, it is believed, by any instrument in the country. It was selected by Mr. Sigakoski for its superior tone and power, and will be used by him again at the Concert to-night.

For sale by

H. KLEBER, No. 101 Third st.

Great Sale of Ironstone China, White *Stone, Blue, Purple, Mulberry, Paris White, and Common Queensware; suitable for Hotels, Steamboats, Private Families and Grocers.*

WILL be sold at the Commercial Sales Rooms, corner of Wood and Fifth streets, on Friday, December 3d, at 3 o'clock, the contents of two crates, embracing a large and handsome assortment of Dishes, Plates, Bakers, Coffee and Tea Cups and Saucers, Sugar Bowls, Cream Jugs, Pitchers, Butter Dishes, Soup Tureens, Pickle Dishes, Sauce-Tureens, &c. &c. which will be found worthy the attention of the trade, to which the attention of the trade is solicited.

Terms at sale.

P M DAVIS, Auctioneer.

INDIA RUBBER CLOTHING—Just rec'd at the "India Rubber Depot."

4 dozen Officers' Cloth.
3 " Tan.
3 " Pockets.
3 " Mining Capes.
3 " Wagon Aprons.
3 " Wagon Covers.

Also, Overshoes, Fishing Boots, Gloves, Mittens, Oxychloes, &c. &c.

N. B.—All articles bought at this establishment are warranted to be the genuine "Metallic Rubber," and not the imitation, of which there is a large quantity for sale in the market.

J & J ILLIGHWORTH,
No. 116 Market st.

BACON—14 casks prime Shoulders in store and for sale by

O BLACKBURN & CO.

DOOR SPRINGS—2 gross gum door springs just rec'd at the "India Rubber Depot." For sale, wholesale and retail at No. 116 Market st.

J & J ILLIGHWORTH.

CINCINNATI HOMINY—5 bbls. White Hominy, just rec'd by

W A McGUIRE & CO.

NEW Sugar Cured Hams, Dried Beef, and Tongues have been rec'd by

W A McGUIRE & CO.

NEW BOOKS—Home Scenes and Heart Studies, is the title of a new work, by Grace Aguilar, just published in "Queen of Israel, Days of Bruce, &c. Blanche Gray.
Mary Crockett.
Thompson's Detector for December.
The Book of the Week, a periodical.
Sent free of postage to any part of the United States, and for 12 Subscriptions rec'd by

SELLERS GALLOW,
Opposite the Post Office, Third street.

CREAM OF CAMPHOR, a new and valuable remedy for chapped skin, just rec'd by

JOHN S IRWIN,
Apothecary, No. 84 Market street.

TOWNSEND'S ESS. GINGER prepared by [no30] JOHN S IRWIN.

LOW'S Genuine Brown Windsor, and other fine Soaps, for sale by

JOHN S IRWIN.

FINE English Hair Brushes for sale by

JOHN S IRWIN.

FINE CHINA PUFF BOXES for sale by

JOHN S IRWIN.

FOR NEW ORLEANS—

The Packet Ship Ca. Clark, will leave for the above port on the 1st of December. For freight or passage apply to

SHICK & CO., 86 Water st.

1852 1852

WINTER ARRANGEMENT.

PENNSYLVANIA RAIL ROAD.

Staging Entirely Avoided.

ON and after Wednesday morning, December 1st, the fast Express Mail Train will leave the Depot on Liberty street, above the Canal Bridge, every morning at 8 o'clock, and will run through to Harrisburg, Johnstown, Summit, Hollidaysburg, Altoona, Tyrone, Spring Creek, Bellefonte, Mill Hall, Lock Haven, Williamsport and Lewisburg, arriving at Philadelphia at 8 o'clock, P. M., and at Baltimore at 10 P. M., and at Harrisburgh with Mail Trains direct for Baltimore.

The second Mail Train will leave the Depot on Liberty st. at 11.45, stopping at all the regular stations on the road, and connecting at Harrisburg with the Night Express for Baltimore, leaving Philadelphia or Baltimore at 6 o'clock, A. M.

Fare to either place, $9.50.

Baggage checked through to Philadelphia.

The Accommodation Train will leave every afternoon at 3 o'clock, stopping at all regular stations, and running only as far as Johnstown.

Saturday, the fast Express Train will arrive here from the east at 11.45, and the Mail Train at 4.40, A. M., and leave for the east at 11.45, A. M.

For Tickets, apply at

J. KEENLEYSIDE, Agent, R. R. Depot on Liberty st.

Notice.—In case of loss, the Company will hold themselves responsible for the amount specified by law, and for an amount not exceeding one hundred dollars.

NOTICE.—Messrs. M. & J. Brideshead, Canal-boat Proprietors, have agreed to carry Passeng