PITTSBURGH GAZETTE.

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PITTSBURGH.

FRIDAY MORNING, DEC. 3, 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, should place them in before 5 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.

☞ *READING MATTER WILL BE FOUND ON EACH PAGE OF THIS PAPER.*

THE HEMPFIELD RAILROAD COMPANY have got into a snarl, as we learn by the *Washington Reporter*. It seems that under a law of the Legislature of Pennsylvania, passed in 1847, it is future of Pennsylvania, passed in 1847, it is made imperative upon all companies receiving their charters from the legislature of this State, for the construction of railroads, &c., through its territory, in whole or in part, that all elections for officers shall be held within the limits of this State; that a majority of the Directors shall be citizens of this State, and that the President shall also be a resident of the State. It is also provided in the same act, that the offices of the several companies, for the transaction of business, shall be located in this State.

All these provisions of the law have been violated by the Hempfield Railroad. The railroad office has heretofore been kept at Wheeling; the late election of President took place in Wheeling, and the majority of the Directors reside in Virginia. If their acts, it would seem from this, have heretofore been illegal, as far as Pennsylvania is concerned. What will be done we cannot say, but there seems to be a pretty kettle of fish to cook. We wish them good luck out of it, and hope that they will at the same time, find out the importance of uniting with Pittsburgh in securing a continuous railroad from this city to Wheeling.

THE SMOKE MUST BE BURNT.—So says everybody we have talked to since our article of yesterday. It *can* be, it *must* be prevented from becoming such an intolerable nuisance. A correspondent expresses himself delighted with the idea of reform. So is every body else who does not love filth for its own sake. If the people are once convinced that the nuisance is unnecessary, there will soon be a powerful party in favor of cleanliness, among whom we may number all the ladies of the place.

We are told that the new gas works in Allegheny permit no smoke to escape. Is this so? Will the superintendent of the works inform us.

Why may not the reform commence at once? We see a large stack building in the First Ward, Allegheny, attached to the new Flour Mill. Do the proprietors intend to burn their smoke, or is it to add to the already intolerable nuisance. We hope the enterprising proprietors will not consent to follow in the old beaten track, but will have the honor of commencing the reform. We shall watch their proceedings with much interest.

A man calling himself William Russell has been fleecing the people of Washington, Pa. In order to succeed in his schemes he laid claims to an extensive acquaintance with all the notable men in the land—had *actually frequently occupied the same bed with Lewis Cass!* and had been "cheek by jowl" with all the men of mark in the land known to fame! He succeeded in borrowing some $80, and then decamped, but was pursued to Steubenville, and compelled to disgorge.

The Pennsylvania Railroad is crowded with freight, and will no doubt have as much as it can carry from this time onward. Some complaints are made by shippers that goods consigned to the agents of the Railroad Company are given an undue precedence. This will no doubt be corrected, if it really exists, as the Railroad Company, as common carriers, will see that it is to their interest to use impartiality to all, and to promote the interests of our merchants and produce dealers, as they will thereby increase the business of the road.

MRS. BOSTWICK'S FIRST CONCERT.—The concert given by Mrs. Bostwick, the Queen of American song, on Wednesday evening, was one of the most pleasant we have ever attended. Every person connected with the troupe acquitted themselves with credit, and the audience gave the most unqualified expressions of approbation.

Of course, the principal attraction of the evening was Mrs. Bostwick herself, who possesses a voice of considerable power, great sweetness, and of perfect clearness; and who gives evidence that she possesses the requisite enthusiasm and taste so essential to a great artiste. The sacred Bravura, "*Gratias agimus tibi,*" with the Flute obligato, performed by her and Mr. Beide, was richly worth the price of admission to the whole concert. Never before, except by Jenny Lind, have we observed such a perfect harmony of the human voice with the rich tones of the Flute, or a more perfect appreciation of the sacred and inspiring music. The audience was perfectly carried away with the soul-inspiring harmonies of this performance, and Mrs. Bostwick was from that moment established in their hearts as a vocalist of the highest order. In ballad singing Mrs. Bostwick is also very happy. "Down the Burn, Davie, Love," was given with the true spirit of the song, and with most faultless execution.

Mr. Beide, the celebrated Flutist, is a favorite here. He has never been excelled by any performer we have ever heard. Mr. Henry Appy, as violinist, is an artist of the first rank. His execution is of the most brilliant character, and the audience testified their approbation of his performance in the most decided manner.

We were sorry to observe but a small audience present. We expect this evening to see the house crowded, as the lovers of music here seldom have had a richer treat in store for them.

REDUCTION OF FARE ON RAILROADS.—The Camden and Amboy Railroad from Philadelphia to New York, have reduced the fare on that line to two dollars. This is an admirable arrangement and should have been made long ago.

The Battery at New York, is to be enlarged immediately. This will add very materially to the beauty of this famed Promenade.

ARKANSAS.—W. K. Sebastian has been nominated, in caucus of the Arkansas Legislature, for re-election to the Senate of the United States a fact which is regarded as equivalent to an election.

The Boston Atlas furnishes the following illustration of the mode of voting adopted by the coalesced Democracy and Abolitionism of Massachusetts and copied by the Democracy of Rhode Island:

"To show the utter folly of the secret ballot law, we have that in the election for members of the Legislature on Monday last, in Chelsea, some half dozen envelopes were cast, containing the Free Soil ticket for Presidential Electors. It would appear by this, that the Free Soilers had their envelopes filled on the day of the Presidential election, and had kept some of the unused over; and thus they became mixed up with the Representative envelopes. This voting blindfold we don't like."

BANKS OF INDIANA.—The following new banks it is stated, have been organized in Indiana, and will soon be in operation, viz: Public Stock Bank in New Port, Vermillion county, with a capital of $50,000; Government Stock Bank, in Lafayette, with a capital of $50,000; City Bank, in Terre Haute, with a capital of $150,000, to be increased to a half a million; and the State Stock Bank of Indiana, in Peru, with a capital of $200,000.

NEW YORK CITY TAXES.—The taxes of the city of New York will be increased next year one million five hundred thousand dollars. The rate of taxes now is 96.70 on $100 of valuation, but next year it will be 1,25 on the $100. The city debt of New York is $14,578,908.

From 1848 up to the 20th of the last month one million two hundred thousand immigrants have arrived at the port of New York.

THE LEMMON SLAVES.—The Tribune's appeal has had the desired effect. The Lemmon slaves received on Thanksgiving $750. The Tribune says:

"We trust that a large majority of our readers will rejoice to hear our appeal in behalf of the late Slaves of the Lemmons has been generously responded to. About seven hundred and fifty dollars have already been raised—$294 of it among the merchants of our city through the instrumentality of Henry Bowen, Esq., (of Bowen & McNamee) who circulated a paper in behalf of the freed ones, and met with very general and hearty favor. *Two* of the subscribers to this fund were subscribers to the Lemmon aid; but we regret to say that the patriots who piled up the $5,240 have not generally regarded this parallel movement with sympathy. A gentleman who spent Tuesday in waiting upon the great body of them, from store to store, was not successful in raising the first dollar; while several of the patriots expressed a willingness to pay liberally toward the cost of sending the emancipated back into slavery. But they do not happe to be going that way.

For the Daily Pittsburgh Gazette.

D. N. WHITE, Esq.,—Dear Sir,—Several of the contributors, in answer to the recent appeal for the Infirmary, having withheld their names, and consequently not being able to reach them through the Annual Report, I must avail myself of your columns to acknowledge the reception of their generous donations. Should any persons not be able to recognize their remittances in the accompanying list, they will confer a favor by informing me of any omissions or mistakes.

The following sums have been received, in answer to the appeal, up to the present date. (The donations in produce are here omitted, but will appear in the Report.) "A former citizen of Pittsburgh, now in Louisville," $10. 1st Ass. Ref. Church, 6th st., per A. Getty. St. Andrew's Church, per Rev. C. W. Quick, Pastor, $15 2d Pres Church, Rev. Mr. Howard; Pastor, $77,- 42. Unknown donor, per letter left at G. Weyman's, November 30th, $10. "J. W.," per letter, $5. "C. Z., per F. A. D., $5. Unknown donor, per letter, Dec. 1st, $5. 1st Presbyterian Church, Rev. Mr. Paxton, Pastor, $80- Meth. E. Church, Smithfield st., Rev. Mr. Lacuk, $20. Mrs B. C——, $10. A. G., $15. F. A. D., $5. Miss L. H., per Rev. Dr. J., $10. An unknown donor, per post office, Nov. 22, $5. J. H. H., per do, $20. J. O. & Co., $5 Three persons on O. & P. Railroad, $1. J. L., $1. An unknown donor, per G. Weyman, $1. Miss G., per post-office, $100. C. B., $50. Unknown donor, per post-office, Nov. 23d, $10. Miss J. N. M., proceeds of needle work, $3 Unknown donor, Nov. 25, per letter left at G. W's, $10 Mrs. H. $3. J. K., $4. Mrs. M'F., collected by her to aid in furnishing a room, $26.75. Offerings of M., B., & M. M'C., each $2,50. 2d Ass. Ref. Church, Rev. J. G. Brown, pastor, $15. 3d Pres. Church, Dr. Biddle, pastor, $71 in cash, and $60 in orders for grocories. Proceeds of Panoramas of Pilgrim's Progress, one afternoon, per Mr. Hart, proprietor, $44,27. Cash from G. W., per J. W., $5. Mrs H. per post-office, Nov. 26, $5. Allegheny county, Pa.—Mrs. E. S $30.

Notwithstanding the embarrassment under which the Institution has labored hitherto, the generous sympathy of the citizens awakens the hope of a final and speedy deliverance. The liabilities which remain after the purchase of the grounds, the erection of the necessary buildings and the care of a large family of sick for near five years, are only about $4,000. Were this incubus removed, it might be safely left to the operation of a small annual subscription, or even to that holy charity which like a perennial fountain sends forth its waters for the healing of the nations. Of this amount, more than the half is acknowledged above, and though the remainder appears a large sum, we confidently hope in the language of an unknown contributor, "that in a community like this where Jenny Lind could in one evening obtain five or six thousand dollars for bestowing a very ephemeral enjoyment, an Institution for the suffering sick will not be permitted to decline for want of three or four thousand."

While then we tender our most grateful acknowledgments to the Press of both cities for their kind notice of the Infirmary, and to the Pastors, Churches, and individuals who have so liberally responded the appeal in its behalf, we cannot but add the earnest hope, that the stream of charity will not cease to flow until the present liabilities are removed. Could this be done during the present month, the Institution would begin the new year with renewed vigor and be able to perform its mission of mercy to the unfortunates without embarrassment and further hindrance. W. A. PASSAVANT.

Pittsburgh, Pa., Dec. 2, 1852.

For the Pittsburgh Gazette.

THE SMOKE NUISANCE.

D. N. White, Esq.—When I read your leading editorial this (Thursday) morning on the subject of smoke reform, a thrill of delight passed over me. And believe me, sir, if you had entered the city last evening about 6 o'clock, along Pennsylvania Avenue, as I did, you would think it no wonder. It appeared to me that so heavy a cloud of smoky darkness never enveloped Pittsburgh. The mixture of wintry twilight and smoke looked horrible; and I could not help thinking that it was a fine representation of the "place of darkness," which is emblematic of despair. Boiled paints, smoky windows, sooty garments, and, if might be said, unwashed and *unwashable* hands and faces, appeared to my imagination in all their dirty reality, and I had to fancy how ridiculous it was in people striving even to appear happy in such a place. I know very well, however, how much habit will enable us to tolerate of that which taste, influenced by reason, will condemn. The apparent hopelessness of the case, has led all our good people into a sort of stupid resignation. But mask it as they will by cheerful countenances, it is not only odious to strangers and disagreeable to themselves, but is at the same time, a very expensive nuisance. Some thoughtless men may deny this, but I think not a lady in the city will.

But now, sir, after the cities of England have showed the practicability of consuming their smoke, is there not a hope for us? Who will try? Where is reform to begin? A reform! oh, how desirable—from a state of blackness and dirt, to one of bright cleanliness. A few years ago when Mr. Brooks controlled the Gazette, he had the subject before the people. The result of his labors I witnessed with sorrow last evening. I sincerely hope that you have broached the subject in a most auspicious season, for surely if it is a subject capable of reform, that reform could not fail to be exceedingly desirable and pleasant to all. IMPROVEMENT.

From the Binghamton Democrat.

THE ALLEGHENY VALLEY RAILROAD.

It will be recollected that early in September we published a statement of facts derived from a Report of the Board of Managers of this important Railroad project, which is designed to connect the city of Pittsburgh with the N. Y. & Erie Railroad at or near Olean, in this State; and took occasion to call attention to it, as, without doubt, the most important contemplated Railroad in the old State; as connecting the west business of Pittsburgh with the N. Y. & Erie Railroad and thus with the city of New York, and offering the quickest and cheapest route of business and travel between New York and Cincinnati, and forming a direct chain of communication with the valley of the Ohio, and thus commanding the immense travel of southern Ohio, Indiana and Illinois, northern Kentucky, western Tennessee, the valley of the Mississippi, &c.

We soon after received a letter from one of the Managers, residing at Pittsburgh, giving a very favorable account of the prospect of success of the proposed work, and presenting it in a new aspect in connection with the eastern trade over our Albany and Susquehanna Railroad, which will not be without interest at this time, when the directors of the latter road are making a final appeal in its behalf.

The following is an extract from the letter alluded to. We premise that a late amendment of the charter authorizes each of the several Counties through which the road passes to subscribe to the stock to an amount not exceeding ten per cent. of its valuation—the amount of the subscription to be determined by a grand jury of the county:

"The President and Managers have just returned from a tour along the line, holding meetings in the several counties that are authorized to subscribe to its stock. The prospect for the speedy commencement of the work is cheering, as the first Grand Jury to which the subject was referred, has recommended to the Commissioners to subscribe the full amount specified in the act of Assembly. Forty-two miles are nearly ready for contract.

"The trade of Pittsburgh with Boston and the eastern towns in domestic goods, boots, shoes, &c., is large, and the contemplated connection with the Albany and Binghamton road produces a lively interest in this quarter."

HEAVY RECEIPTS OF GOLD AT THE MINT.—We understand that the receipts of gold dust at the United States Mint in the city, during the month of November, have been about $7,250,000. This is the largest amount ever deposited there during a similar period. The exports of specie to Europe, during the month, have been less than nine hundred thousand dollars. There need be no fear now of a scarcity of gold coin for some time.—*Phil. Bulletin.*

PROPERTY QUALIFICATIONS IN NORTH CAROLINA.—The success of the proposed reform of the North Carolina Constitution, abolishing the Property Qualifications now required of each voter for a State Senator, is virtually secured. A bill for the purpose has passed its second reading in the House of Commons by 84 to 27—four more in the affirmative than the Constitutional requirement.

[COMMUNICATED.]

ALLEGHENY VALLEY RAILROAD.

I have arranged some facts and statistics from Hunt's Magazine and the Railroad Journal, representing the resources of the thirteen counties in this State, and the thirteen in New York through which the A. V. Railroad will pass; also, the population of Pittsburgh, Buffalo, and Rochester; Boston the great railroad city; New Orleans, the great commercial city of the South; Cincinnati and Cleveland; also the commerce of the Lakes and rivers and the New York canals, with calculations of what the population and trade will be in future.

I do not believe, after a careful examination of these facts and figures, any man will hesitate to recommend the Commissioners to subscribe to the above named road. The great trade and commerce on our Lakes, which has indeed New York to open ten routes to those Lakes, and Boston to make two Railroads, one to Montreal, and one to Ogdensburg, in addition to her railroad to Albany, should have weight with our citizens. Observe the change in twenty years in the anthracite coal trade, and consider that in addition to the 650,000 people of these thirteen counties, all the steamers of the Lakes which will carry this increased commerce will require fuel. All know that our property depends upon our manufactures, and every new avenue opened gives us a new market.

There are men yet living who packed iron on horses over the Allegheny mountains, in the same way the Spaniards pack sugar in the interior of Cuba. David Leech, of Armstrong county, says that he remembers some fifty years since, when his father was coming over the Allegheniens, a tree with all its branches, was fastened to the tail of the wagon to prevent a too rapid descent in the steep places, and the horses were let go down the mountain without guide or control. All remember the indignation Press among us when the National Road was located through Wheeling. That road was of vast importance to Wheeling, and would have been of greater to Pittsburgh, but want of energy lost the route to us.

Observe the fact that Massachusetts expended $54,000,000 in railroads, being $14,000,000 more than our State debt, and that the valuation of property in 1840 was $290,000,000, and in 1850, after *this expenditure*, it was $580,000,000, doubling in ten years. And that the population of Boston in 1835 was 78,000 total and personal estate $79,302,000, with 123 miles of railroad in operation; while in 1850 there was 133,788 inhabitants, real and personal estate valued at $180,000,000, with 1130 miles of railroad in operation. Her commercial position is not as favorable as that of New-Orleans. When she depended on commerce alone her population duplicated but once in twenty years; but when she has made the whole Union tributary to her, by her vast system of railroads, and sends her manufactured articles to all climes, her population will double in fourteen and a half years, while New Orleans will double herself in thirty four years, as thus:

	1800.	1850.
N. O., 1st period, 12 years,	24 yrs.,	24 period
Boston, " " 23 "	14½ "	" "

The thirteen counties in Pennsylvania beneficially affected by this road, had a population in 1850 of 844,725, and have increased since 1840, 135,663. Of minerals they have 887,898 acres, containing coal 741,020 acres, containing iron ore 600,000 acres, containing lime stone and of timber land 1,812,000 acres.

Population of the cities in and around Pittsburgh in 1800 was 1,565, and in 1850, 88,000. The calculation is that the population will double every nine years; which would give for 1869 176,000 inhabitants; 1868, 332,000 inhabitants; and 1877, five years before these bonds become due, 664,000 inhabitants. The population of the thirteen counties in New York, connected with this road was, in 1850, 632,383, being an increase of 123,383 from 1840. The live stock in these counties is valued at $19,372,682. The farm tools at $6,066,722, and the farms at $143,052,161.

	1830	1840	1850
Population of Rochester,	9,207	20,191	36,403
" " Buffalo,	8,668	18,213	42,260
" " St. Louis,	4,977	16,469	77,860

Taking the ratio of growth of various cities from 1840 to 1850 we find the time required for duplication as follows: Milwaukie 3 years, St. Louis 4 years, Cleveland 6 years, Cincinnati 6, Buffalo 8¾, Pittsburgh 8, Rochester 9 years.

Population of Cincinnati in 1800, 750, in 1850 125,000, doubling every seven years would be 250,000 in 1857, 500,000 in 1864, and nearly 2,000,000 in 1877. Cincinnati has two railroads to the Lakes, of which one is finished to New York. Two railroads to Dayton, one to Saint Louis, one to Lexington, one to Louisville, and one to Parkersburg, and others in course of construction, to all of which she has loaned her bonds for almost $3,000,500. She has two canals to the Lakes and one into Indiana.

Population of Cleveland in 1850, 17,000 doubling every six years, would give 544,000 inhabitants for 1880. Cleveland has three completed and in course of construction seven railroads, two to Toledo, one to Cincinnati, one to New York, one to Wellsville, one to Elyria, and one to Mahoning. This latter road is for the purpose of transporting coal to Cleveland, in the same way coal would be transported to Rochester and Buffalo on the Allegheny Valley Railroad, and their calculation of the profit is worthy of consideration.

Taking 600 tons per day the year round to be transported 60 miles, at 2 cents per mile, this will yield an income of $10 per mile, of road per day, or on a road of 100 miles in length, an income of $360,000 per year.—P. 658, R. R. J.

In 1820, there were transported to market of anthracite coal 365 tons.

In 1850, tons 3,371,255, valued at $16,000,000.

The actual increase in the value of lands due to the construction of railroads, is controlled by so many circumstances, that an accurate estimate can only be approximated, and must in most cases fall far short of the facts. Taking only the farming lands of the particular district traversed by a railroad, where the influence of such a road is felt more directly seen, there is no doubt, the increased value is many times greater than the cost of the road. It is estimated by the President of the Nashville and Chatanooga Railroad, that the increased value of a belt of land, ten miles wide, lying upon each side of its line, is equal to at least $7 50 an acre, or $96,000 for every mile of road, which will cost $20,000 a mile; so that this work has already created a value, in its influence upon real property alone equal to about six times its cost. It is believed that the construction of the 3000 miles of railroad in Ohio, will add to the value of the landed property in the State, at least five times the cost of the roads, assuming this to be $60,000,000. But, we are not left to conjecture, the history of Massachusetts shows the reality. The valuation of that State being in 1840, $290,000,000, went up in 1850 to $580,000,000. Massachusetts expended $54,000,000 in railroads, and has now 1130 miles in operation, at an average cost of $49,573 a mile, carrying in 1850, 9,500,000 passengers and 2,500,000 tons of freight.

We have considered the effects of railroads in increasing the value of property, in reference only to lands devoted to agriculture. But such results do not by any means give the most forcible illustration of their value. An acre of farming land can at most be made to yield a small annual income. An acre of coal or iron lands, on the other hand, may produce as many thousands as the former does dollars. These deposites may be entirely valueless without a railroad. With one, every ton of ore they contain is worth two, three, or four dollars, as the case may be. Take for example the coal fields of Pennsylvania. The value of the coal sent yearly from there, in all the agencies it is called to perform, is beyond all calculation. Upon this article is based our manufacturing establishments, and our merchant and government steamships, representing millions of money in gross relations, equal to thousands of millions of dollars. Without coal it is impossible to conceive the spectacle that we should have presented as a people, so entirely different would have been our condition. Neither our commercial, nor our manufacturing, nor consequently our agricultural interests could have borne any relation whatever to their present enormous magnitude, (R. I., 728). What is true of the Pennsylvania coal fields east is equally true of those west of the mountains. The commerce of the Lakes will be enormous in a few years and the consumption of coal alone would yield a good income to this road.

The United States have over 3000 miles of lake coast; 30,000 miles of navigable rivers; 3000 miles of canal, and about 36,000 miles of inland water navigation. The gross value of the commerce of the lakes alone, exclusive of tonnage, passage or express business in 1841, was $65,000,000, in 1848 $186,000,000, and in 1851 $326,000,000. The enrolled tonnage of the lakes in 1841, was 56,552 tons, and in 1851, 215,975 tons, an increase of near 400 per cent in ten years, while the increase in capacity owing to substitution of steam for sail, as a motive power both for propulsion and handling freight, is much greater still. The total net money value of all the property transported on the lakes in 1841, was estimated at $33,000,000, and in 1851 at $161,000,000. That of property on the rivers of the Mississippi Valley in 1842 was estimated at about $130,000,000, and in 1851 about $275,000,000. Aggregate value of interior lake and river commerce about $488,000,000. This is independent of the Canal and Railway commerce. The commerce of the New York Canals in 1851, was 3,582,735 tons, valued at $169,981,891, paying tolls to the State of $3,339,727.

The railways of the United States in operation are about 15,000 miles, average cost $25,000 per mile. Aggregate $375,000,000. The business of 1851 was benefitted by less than 10,000 miles of railway, in 1855 we shall have over 20,000 miles in operation, penetrating the agricultural and mineral hearts of almost all the Western States. The year 1860 will dawn on an internal Commerce in the United States valued at not less than $1,800,000,000 including Lake, Canal, River, and Railway.

"Suppose the Mississippi Valley rivers and the Northern water routes to have a total movement of 10,000,000 tons, it would require 1000 railways, each with double tracks, stretching from Boston, New York, Philadelphia, and Baltimore, to New Orleans, via the Mississippi Valley and the Lake basin, making at least 40,000 miles of track, costing at least $600,000,000, and taking ten years to build, to carry their freight. In the meantime, our commerce would have doubled twice, crowding both land and water routes to their full capacity."

After all, it is not the foreign trade that creates the wealth of our cities. We trade with foreigners with our surplus, and procure luxuries and comforts in return; but for our sustenance, we exchange among each other the fruits of our labor. A manufacturing city is, therefore, more independent of foreign powers than a commercial one.

These statistics are reliable, and public attention is directed to them, with confidence that every well wisher to the prosperity of Allegheny County will advise the Commissioners to subscribe. B. S. T.

FROM NEW YORK.

[Correspondence of the Pittsburgh Daily Gazette.]

NEW YORK, NOV. 30, 1852.

The arrival of the California fleet, on Sunday, bringing over three millions of gold, has thus far produced no effect upon business in any way, though more confidence in a continued easy money market is naturally caused by such an addition to the specie basison which our expanded currency is sustained. All descriptions of stocks sell at full prices, and just now the cautious buyers, retired capitalists, and the like, are getting anxious to be the owners of Erie Railroad Stock, at 96 per cent, a price more congenial to their ideas of safety, and value than sixty per cent. All sound stocks are readily sold at steadily advancing rates to this class of buyers.

The enormous profits on flour and grain shipped to California has stimulated business connected with that quarter, and ships suited to the trade meet ready sale in full rates. Not only are all the ships hereabouts filling up at round prices, but orders have been sent East for clippers, there to be purchased on New York account. Cots costing here one cent, sold at San Francisco at 4½. Flour at $35, costing onboard here $4.75. Small lumber has also paid enormous profits, say, $16 per M. for what cost $2 per M. The present rate of freight has also created a demand for ships of all kinds, and at the eastward numerous contracts have been made for new vessels.

It has been deemed advisable to commence the enlargement of the Battery, and a few years only will elapse before Castle Garden will be located upon the new Battery instead of fronting it. The improvements are to be made at a cost of to the city of say $27,000, the contractor looking for his profit to the demand there is for a spot upon which to place the rubbish created by tearing down old" New York, preparatory to new buildings being erected. Room is wanted on the Battery for city railroad stations, for to this end the new land must no doubt be appropriated, after it is built. As a promenade the Battery is useless, no decent woman daring to cross it alone not even at mid-day.—Commerce has claimed this spot for her use and its surrender can only be delayed a little.

We are to have a sort of "Free Academy" in New York, the foundation of which has been formed by the munificence of Peter Cooper, Esq., who has given $300,000 for the purpose, and wisely taken the precaution to superintend the expenditure of the money himself, instead of leaving it to be stolen or squandered at his decease. It is to be called the "Union" and located opposite the new Bible House, on Fourth avenue. It will be six stories in height, the upper story being occupied as an observatory, with choice astronomical and microscopic apparatus. In the basement will be a hall 135 feet long, and 84 wide, intended mainly as a lecture room.

Like our Free academy the institution is to be open to the world, and, as far as possible, be made the means of entrance to its advantages. There is to be an annual prize of $500 to be awarded to the female who shall be considered as having performed the most heroic act, or have done the most in the cause of humanity. The institution is to be self-governing to a great degree, and will in all proper modes be separated from sectarian control.

The Catholics on Sunday consecrated an immense church, destined for the German up-town population. Its cost was $60,000, and it is intended to erect a convent adjoining. The ceremony, was very imposing, and the rush of people so great that a military company of Germans was in attendance as police. The Catholic Church is increasing wonderfully hereabouts. Not only numerically, but in the valuable kind of citizens it absorbs. The clergy are among the most able men of the times, and their sides superior to any thing the protestant faith now grects. This last new church belongs to the Redemptionists, and is the only one, save the Cathedral, ever consecrated. Of course, after this, the building nor grounds can ever be used for any other than the purposes of the Catholic Church, which declaration was made by Archbishops Hughes and Mosquera, of Bogota, Bishops McCrosky, of Albany, Newman, of Philadelphia, Whelin, of Virginia, and Vandervelden, of Illinois, assisted at the ceremonies, which were very solemn and imposing. V. C.

[ADVERTISEMENT.]

To Dr. James King.

In your reply to my article you exhibit, in a most singularly clear manner, the character that you would wish to fix upon me—ignorance of the subject that you are attempting to write upon. It is an easy matter to make bold denunciations and call hard names, but perhaps more difficult to sustain your position. In your report you state that you found inflamination of the duct and stomach, which satisfied you of the cause of his death, and which made it unnecessary to prosecute further your examination. Now, sir, if you had examined more particularly the duct to its entrance into the bowel, and thence along its course to the stomach, you would have been able to have given a more satisfactory solution to the public, but perhaps not your object. Yet I should think it should be exhibited the true condition of the organs upon which you rest your conclusions. We should then have seen whether there was a continuous inflammation from the duct to the stomach and a higher degree of inflammation existing at the point where you locate the disease, than was manifested in the stomach, which should be the case to sustain your position; or was this omission intentional on your part, fearing that the examination would not vindicate your treatment. Was this a blatus in which you could bury your ignorance and stupidity, and therefore escape exposure in making out your case! (Deep research! profound pathology! verily a second Daniell) You call in question the efficacy of Homeopathy, and at the same time you are unable to enlighten the community with the foundation principles upon which the practice or system is built. Your denunciation of Homeopathy will not annihilate those who practice it, nor make a thinking community repudiate it. That, sir, would require a sounder man than Jas. King, and one who knew something of the subject upon which he wrote. You, sir, are not the embodiment of all science, although you profess to belong to the school that thinks it is. You think that there is no other remedy for the disease of which Mr. Forward died but *opium*. I pity the man whose brain contains such rubbish, and can find no better remedy for the disease. In this, sir, you exhibit, I suppose, your *ordinary* tact for practice; in believing this, you feel justified in the administration of the large and repeated doses of opium which you admit you gave. But opium has at least two effects, primary and secondary. The first stimulating and astringent, the second relaxing, which I presume you did not know, or you would not have given your medicine in such large and frequently repeated doses, and thereby counteracting the very effect you wished to produce. The frequent repetition of the dose would keep up the stimulant effect and prevent the secondary on which which you rely for a cure, and without that result you must fail. You stated at the time of the examination that the enormous doses of opium given should have relaxed the duct, and allowed the calculi to pass out. It was also stated, by Dr. Sellers, that the dejections exhibited a sufficient quantity of bile, consequently there could not have been an alarming stricture from the calculi, which may have been there for a long time, and which would be a natural conclusion from the appearance of the duct and the calculi—the one being enlarged greatly and the other quite smooth, and being readily moved about in the duct—consequently your *only* remedy was not imperatively demanded, and even an infinitesimal might have been substituted with effect. You state that the opium treatment rarely fails in other hands, but we have a melancholy example of its failure in *yours*.

You say that there was not exhibitated any of the effects of opium at eight o'clock in the evening, *I say there was*, and the effects were so evident that Mrs. Marks observed them and spoke to me about them, saying she knew the symptoms, she had seen them often and that his were the effects of opium. You speak of the patient's writhing in excruciating pain for five or six hours under my treatment, and admit that there was not any mitigation of symptoms until nine o'clock, under the stupifying effects of opium, which was nearly six hours from the time that I was dismissed. So much for your *only remedy*. You charge me with sneaking back. I felt a strong interest in the great man who had been my patient, and I had strong doubts of the propriety of the treatment that would be adopted, and determined to watch its effects. Mr. Forward had often expressed to me his detestation of the Allopathic practice. And besides I knew that I had Mr. Forward's confidence, and would not have been dismissed had it not been for intermeddlers, which the sequel showed, by my being called back at his last hour, when your *only* remedy, opium, failed. You say that I may have attended Mr. Forward in similar attacks, but when there was no spasm, there nothing would be required; but in the attacks that I attended him there were violent spasms and a frequent recurrence of them, and relief was obtained by Homeopathic remedies.

The family spoke of cupping, and to gratify them, I had him cupped, not that I expected any material aid from it, but supposing that it would not interfere with the operation of my remedies, I permitted it. Perhaps I am as familiar with the effects of opium as the *sapient* gentleman who is the embodiment of science.—Opium is a poison, and post mortem examination of bodies dying under the effects of opium, have revealed inflammation of the stomach, and congestion of the liver. Orfila says opium will produce swelling of the abdomen, with heat over the whole body, burning thirst, dry tongue, without impaired consciousness. Lassus and Cox assert that they have seen the stomach inflamed from opium. Other authority could be cited if necessary. Poisons are of various kinds, and each has its specific action. Opium, you admit, is a narcotic poison, affecting the brain, and notwithstanding that, administer either by inhalation to the very organ to which your specific poison applies. I am obliged to you for your gentlemanly conclusion. Yours, respectfully, WM. A. PENNIMAN.

PS. I did not myself, nor intend that the readers of my article should arrive at the conclusion that injury was done to Mr. Forward, or his life shortened by any intention on the part of Drs. Sellers and King, nor that they did not treat him in strict accordance with the dogmas of the Old School. WM. A. P.

LARD.

☞ R. WATSON is now engaged in stuffing 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 bbls and kegs, for sale at his Ware House, corner of Liberty and Wayne Streets. nov23tf

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DIED.

Thursday morning at 8 o'clock, CATHARINE, wife of John Shey, aged 65 years

The friends of the family are invited to attend the funeral on this (Friday) afternoon at 2 o'clock, from the residence of her husband, 190 Second st., between Grant and Ross sts.

DELEGATE ELECTION.

The undersigned, pursuant to a resolution of the City Convention of last year, a copy of which is subjoined, gives notice to the Whig and Antimasonic voters of the city of Pittsburgh, that the choice of delegates to nominate a candidate for Mayor will take place, at the usual places of holding election, on Saturday, the 11th day of December. The election will take place between the hours of 11 A. M. and 6 P. M., the vote to be by ballot, and five delegates chosen to represent each ward.

ROBERT M'CUTCHEON, President

SAMUEL M'CLURG,

No. 19, Diamond Alley.

N. B.—As I am declining the Leather Business, I will sell the balance of stock on hand very low for cash. All those indebted are requested to pay me, before the 1st of February next, as after that date I will place all unpaid accounts in suitable hands for collection. Those having claims against me, are also desired to present them for immediate settlement. [de3] F. M'CLAIN.

For Rent.

THE STORE on the corner of Third and Market sts., now occupied by Wm. H. Herrh as a Fancy Store and Gentlemen's Furnishing Room, being one of the best business stands in the city. It is elegantly finished and completely furnished. Possession can be given during the present month. For terms, enquire of

C. P. DÜTZ, Market street,

de2 between Third and Fourth streets.

SELLERS' IMPERIAL COUGH SYRUP.

Professor Porter has written for solicitation, given a certificate of the excellence of this popular cough and cold cure. It will be interesting to all who are afflicted with coughs, and we are casting about for a sale and speedy cure.—Pittsburgh Daily Post.

EXCHANGE HOTEL, Dec. 19, 1846.

MESSRS. EDITORS:—Having been for some time past very much afflicted with a severe cold, and almost constant cough, and having tried various remedies, syrup,