PITTSBURGH GAZETTE.

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PITTSBURGH.

MONDAY MORNING, DEC. 6, 1852.

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

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 12 A. M. and 6 P. M., the vote to be by ballot, and five delegates chosen to represent each ward.

ROBERT McCUTCHEON, President.

RESOLUTION.

[In the Convention to nominate a candidate for Mayor held on Wednesday, the 17th day of December, the following resolution was offered by John F. Quigg, and adopted.]

Resolved, That it shall be the duty of the President of the Convention to order the next primary meetings to be December next, between the hours of 11 A. M. and 6 P. M. to elect five delegates by ballot, to meet in Convention on the Wednesday following to nominate a candidate for Mayor.

THE GREAT BACK-BONE RAILROAD.

Mr. Charles Ellett has made himself, at times, very merry over the Great Back-bone Railroad, but the magnificent line contemplated in the project so named, is more likely to be verified, than some of the schemes of the utopian gentleman who has made so much noise lately in the Philadelphia papers.

This back-bone line commences at Pittsburgh, and leaving the Ohio river at Beaver, it comes on to the table land between the Lake and River as speedily as possible. This table land is the back-bone. This is the route pursued by the Ohio and Pennsylvania Railroad, and by its western continuation, the Ohio and Indiana Railroad. The great benefits of this line are, that it pursues a nearly due west course from Pittsburgh, that it avoids all large streams and high hills, and passes through the greatest stretch of fine agricultural country probably in the world. Mr. Straughan, in one of his reports, states that on the Ohio and Indiana Railroad, no curves exist except those caused by towns; that the aggregate curvature of the whole line is only 21¼ degrees, all of which is at or near stations. One straight line is over 60 miles long, another 30 miles! The gradients are equally remarkable. Sixty miles of the road are absolutely level, while an average grade would be only 9½ feet per mile.

Beyond Fort Wayne, it is now proposed to extend the back-bone line, in a nearly due west course, to Peoria, and from there to the Mississippi river, opposite to Burlington, Iowa, and from there to the Missouri river, and thence to the Pacific.

The whole length of the great east and west line from Pittsburgh to the Missouri, passes through an agricultural region unparalleled in richness and extent.

From Pittsburgh to Fort Wayne, a distance of 316 miles, the back-bone line is provided for, by the Ohio and Pennsylvania and the Ohio and Indiana Railroads. From Fort Wayne to the Mississippi, 332 miles, the condition of affairs is as follows:

An Act was passed in 1849, to incorporate a Company to build a Railroad from Peoria, on the Illinois river, to the Mississippi river, called the "Peoria and Oquawka Railroad Company."—Subsequent amendments were obtained to the Act, one of which gives the Company the privilege of terminating their road on the bank of the Mississippi, opposite Burlington, Iowa, and to establish a railroad ferry at that point; and another granting the privilege of extending the road east to the Indiana State line, thus affording a good charter for spanning the State from east to west with a railroad.

The Company was organized by electing a Board of Directors, two of whom reside in Burlington, and appointing RICHARD P. MORGAN, Esq., Chief Engineer. The line from Peoria to Burlington has been surveyed and put under contract, and 40 miles on the western division, and 32 miles on the eastern division, will be ready for the rails by the middle of next summer. This link in the back-bone line will therefore most assuredly be filled.

There remains, then, a gap of 240 miles, between Fort Wayne and Peoria, to provide for — This link is estimated to cost $3,000,000! This may seem exceedingly low to those who are accustomed to the prices paid in these hilly countries, but roads have been made in that section for one-fifth less. Owing to the increased price of iron, the road may cost, to build and stock it, $4,000,000; but this is the outside figure.

How is this link to be provided for? This is the serious question for Pittsburgh and Philadelphia. Peoria and Fort Wayne will do all in their power, and will probably subscribe $100,000 each, making $200,000. Probably $100,000 more, may be secured on the line making $300,000. We learn from a report of Mr. Morgan, the Chief Engineer, that the company have assurances from a company of contractors of the first responsibility, men who understand and appreciate the value and importance of the undertaking, and who are well convinced that no better opportunity can be found for investing capital, are willing to bind themselves to construct it within a very short period, at a moderate price, and in the best manner, provided three or four thousand dollars per mile can be obtained. Thus with $1,000,000 stock actually taken, the road can be secured. We have $300,000 on the line, and there remains $700,000, to be raised.

Mr. Morgan passed through this city last week on his way to Philadelphia, to lay these facts beore the citizens of that enterprising place, and we trust he will receive all the aid he asks. Philadelphia is deeply interested in this project it is a continuation of her own Central line, in a due west course, and the stock will prove of the most profitable description.

☞ Beyond the Mississippi, the back-bone line is to be provided for; but no one can doubt that its construction will speedily follow the completion of its eastern connections. A due west line from Burlington to the Missouri will strike the mouth of the Platte, up which the Pacific Railroad must go, by the way of the South Pass to California and Oregon. It will pass through the southern, and best, and most thickly settled part of the State of Iowa, spanning in a diagonal direction the Des Moines Valley, one of the richest in the world.

This great back-bone line will be the most direct, and the straightest, and the cheapest, and the nearest, which can be made between the Atlantic and the Pacific, and if Philadelphia will now take hold of the Fort Wayne and Peoria link, which will only require her to subscribe about $700,000 to what will be one of the best stocks in the country, she may see, within *five years*, a continuous Railroad, running due West from that city to the mouth of the Platte, 1250 miles in length!

No road which can be built will compare with this, for distance. We give below the comparative distances—by the Canada route, which is the shortest Northern route which can ever be made, and the route in contemplation. The Lake shore and New York and Erie route cannot compete with these routes in distance.

From Burlington, through Peoria and Philadelphia, to New York.

From Burlington to Peoria,	92 miles.
" Peoria to Fort Wayne,	240 "
" Fort Wayne to Pittsburgh,	316 "
" Pittsburgh to Philadelphia,	353 "
" Philadelphia to New York,	88 "
	1089

From Burlington, by Galesburg and Central Michigan to New York.

From Burlington to Galesburg,	48 miles.
" Galesburg to Chicago,	175 "
" Chicago to Michigan City,	54 "
" Michigan City to Detroit,	227 "
" Detroit to Niagara,	228 "
" Niagara to Albany,	300 "
" Albany to New York,	144 "
	1171
Other route,	1089
Difference,	82 miles.

It appears, from these figures, that by the extension of the Peoria and Oquawka Railroad through Fort Wayne, Pittsburgh and Philadelphia, to New York, it is 82 miles nearer than by Chicago and the Michigan Central Railroad through Canada, and 169 miles are saved in reaching the seaboard, at Philadelphia.

IRREGULARITY OF MAILS.—We have had no mails from the East for two days, although we pretend to have two mails daily. We trust sincerely that this is not to continue.

We have received another communication from "O. P. Q." which will appear in our next, if we can find time to prepare our comments upon it.

We are glad to see that Dr. Dake has proposed to take the Medical controversy out of the papers, and to discuss it before an audience where all that choose can attend and listen to it. It is a sort of controversy not exactly adapted to the columns of a Daily paper, and we shall be pleased to find it removed to another and more appropriate place of discussion. The public is doubtless anxious to learn on a subject so vitally important to their well-being, and if the discussion comes off, we may look for overflowing houses.

CONCERT ROOMS.—We wish the proprietors of these establishments would add more light to their Halls, which are now very deficient in this respect. Gas placed at short distances along the walls, and the walls painted white, instead of the sombre red and blue which some of them present, would greatly tend to their improvement. As it is, it gives one, the blues to go into most of them, and has a tendency to prevent concerts and other entertainments from being as well patronized as they would otherwise be. We want badly a first rate Hall, adapted particularly to sound, as well as convenience of interior arrangement, and with every facility of ingress and egress, which is an important matter in case of fire.

PITTSBURGH AND CHICAGO.—That these two thriving cities will soon be united by a first class railroad, is not now among the probabilities, but the certainties. Last fall we had the pleasure of attending a Railroad Convention, at Warsaw, Indiana, the object of which was to organize a company to construct a railroad from Fort Wayne to Chicago. The company was organized at that convention, and directors elected, and last week we had the pleasure of seeing in this city, J. B. STRAUGHAN, Esq., the chief engineer of the road, who informs us that the whole line has been surveyed, and found to be of the most favorable character—the grades light, the curvatures easy, and expense of grading and bridging small. The most of the way will be nearly in a straight line. The engineers are now locating the line, preparatory to a letting, which will take place shortly. The company has succeeded in securing excellent depot grounds in Chicago, and the enterprise is warmly seconded in that city. The subscriptions of stock along the line are quite large, while the right of way costs little or nothing. By next fall the road can be prepared for the rails, and if the iron can be obtained, the road will be finished by the spring of 1854.

The line from this city to Chicago is in the following condition. From Pittsburgh to Crestline, the Ohio and Pennsylvania Railroad will be finished about the first of February. From Crestline to Fort Wayne, the Ohio and Indiana road is under contract the whole way, and the grading and bridging will be completedearly in the spring. The iron has been purchased, and will arrive in May and June, and it is expected that the road will be finished by the first of October next. This gives us a continuous railroad to Fort Wayne. The remaining link is the road mentioned above. From Chicago to Pittsburgh and Philadelphia, by the above noticed lines, will be the nearest route to New York, and those who live to see the stream of travel which will pour over it three years hence, will wonder that any body could have been so stupid as to have doubted the practical value of the line.

CURRENCY RECEIVED ON DEPOSIT BY THE BANKS OF PITTSBURGH.—We understand that our Banks are about making an arrangement to receive the Bills of country Banks on deposit, upon a plan similar to that adopted by the principal Banks of New York, and which has operated so successfully there.

EL MONITOR REPUBLICANO, of the City of Mexico, gives an account of a fight between Mr. Albert Speyers, a merchant of Baltimore and a party of eleven robbers on horseback. Mr. S. was in the diligence with several other travelers, who were too much frightened to move, whilst he bravely got out and chased the robbers with his revolver. The matter was finally settled by the robbers declaring Mr. S. to be a brave man, and exempting him from harm on condition he gave up his arms, and robbing all the rest. The *Monitor* says:

In this fight more than thirty shots were discharged at Speyers. Two half spent balls were the only ones that reached him, when he was searching for his revolver in the dilligence—one struck him on the arm and the other in the back; a third he found in his boot on going to bed, without knowing whence it came. The Englishman had his hand badly injured by a bullet, which even now cannot be extracted; the driver was also wounded, and the French lady received in her dress four bullets, which did not, however, injure her. Mr. Albert Speyers lost in this affair nothing but his watch and some money, deposited in the dilligence and which he failed to claim, having no arms to back his demand. We have been informed that Mr. Speyers is a merchant established in New York, and accustomed to travel in caravans among the Indians of the North, and on one occasion, behind his wagons, with ten companions, sustained against 75 savages a combat which lasted from sunrise to sunset, leaving more than twenty-five of them stretched on the ground.

UNCLE TOM'S CABIN IN FRANCE.—Uncle Tom's Cabin has appeared in the feuilleton of three different Paris papers—the *Presse*, the *Siecle* and the *Pays*. There seems to have been much more eagerness, however, among the translators to translate it, than among the public to read it. It is not destined to a very great success in France, it is said. The only review of the book that has yet appeared in Paris is that in the *Debats*, by John Lemonne. The Paris correspondent of the Washington Republic gives an extract from it as follows:

"This book is profoundly impregnated, and, so to say, saturated with the spirit of the Bible; and it is this which explains the prodigious success in America and England. And yet, considered as a work of art, and a piece of composition, it is extremely defective, and argues great inexperience. But at the same time it is so essentially moving and pathetic that it goes strait to the heart; it is a flow of the hammer struck fist upon the head of the nail. It has an object, which is to inspire a horror of slavery. This object is attained, and this little poem has became in the two worlds a Marseillaise, by the voice of which an institution, cursed by God and by men, will crumble away."

On the 15th inst' Uncle Tom's Cabin appeared in Paris, in book form, at forty cents a copy. The translator is M. La Bedollire, who is an experienced hand at the business, having rendered into French the whole of Cooper, and many of the works of Dickens and Marryatt. The reviewer admits that the success of the book cannot be as great in France as in England, and may not be perpetuated there as a classic. It is stated that M. Denery, one of the best play wrights, is adapting it for the French stage, and that it will be produced in about two months.

The *Siecle* gives the authoress's name as Madam Stove, while the *Pays* declares her to be Madame Henriette Stoss. It may be said of her as of the deceased patriot: "Died for glory, and had his name spelt wrong in the Gazette."

PROVISIONS.—A writer in the Philadelphia Ledger attributes the present high price of some articles of provisions to the rapid increase of immigration, and reasons after this wise.

In the last three years the country has received about one million immigrants, who consume, on the average, one pound of meat daily, and a quarter of a pound of butter. Taking the average weight of bullocks killed at 800 pounds, casting the fat and offal, it would require an increased amount of animal food, equal to four hundred and fifty-six thousand two hundred and fifty head of cattle to supply our new guests, independent of the extra quantity necessary for the ordinary increase of population. Of butter it would take a sufficient number of cows to yield thirteen millions pounds extra.

The power of wind upon large bodies of water was shown in the recent storm on Lake Erie. We learn that the water in the Detroit River fell two feet; and at Malden, near the mouth of the river, fell four feet. Vessels lying at the latter place grounded at the piers, where they had to lay for two days for the water to return.

RAILROAD CONDUCTOR KILLED.—On Monday last, a conductor of a freight train on the Galena and Chicago Railroad, named Estes, was knocked from the top of the train in passing under a bridge, and instantly killed. The train passed on to Elgin before the accident was discovered.—*Galena Adv.*

JAPAN.

The last number of the *Edinburg Review*—the periodical most closely identified in sentiment with the moderate liberals of Britain—has an elaborate article on the contemplated United States expedition to Japan. Soon after the announcement of the project, the leading London journals declared themselves warmly in its favor, and the more stately Review sustains the decision in a spirit of candor and great friendliness to this country. The reviewer denies the right of any people to withdraw from the comity of nations, and contends that the United States will be justified in going beyond the exaction of indemnity for wrongs sustained and compelling the Japanese to enter into the system of political and commercial intercourse that obtains among the nations. He argues thus on the ground that the compulsory seclusion of the Japanese is a wrong not only to themselves but to the civilized world:

"Every one is so far master at home that the law of nations has been hitherto very tender of authorizing a country to force its commerce or its society upon another. But the rights of independent sovereignty must be so construed as to be reconcilable with the great principles upon which all titles of property or jurisdiction ultimately depend. It is difficult to entertain a doubt that, after so long and patient a delay, other nations are justified in demanding intercourse with Japan, as a right of which they are unjustly deprived. The Japanese undoubtedly have an exclusive right to the possession of their territory, but they must not abuse that right to the extent of debarring all other nations from a participation in its riches and virtues. The only secure title to property, whether it be a hovel or an empire, is that the exclusive possession of one is for the benefit of all."

In relation to Commodore Perry's expedition, the writer remarks:

"All human presumptions seem to indicate that if Commodore Perry's expedition is conducted in the same spirit of prudence and courage which has hitherto presided over the warlike operations of the United States Government, the hours of Japanese seclusion are already numbered. We have, however, the authority of English officers who have served with great distinction in those distant waters for stating that they place a wide difference upon an attack upon Japan and any similar operation which has been carried out either in China or in any other district of the Indian seas. The Japanese are a proud and warlike race. They are careless of danger and indifferent to life; where one combatant falls another will take his place, and another, and another, as though the only object of their assault was to exhaust the fire of their enemies, and then overpower them by sheer numbers. We can scarcely think, if Commodore Perry should decide to advance into the interior with the small force at his disposal, that the first attempt will end in favor of the expedition. The army at Japan consists, by the latest accounts, of 300,000 foot soldiers and 50,000 cavalry."

Their tactics, however, are greatly inferior to our own, and the munitions are of the poorest description. Nevertheless, they are a formidable enemy compared with the Chinese.

C.

ALLEGHENY VALLEY RAILROAD.

To the Editor of the Pittsburgh Gazette:

DEAR SIR: The articles herewith, from the *New York Times* and *Cincinnati Gazette*, are deemed worthy of the serious consideration of our citizens. Cincinnati and St. Louis are the great distributing marts of the Western country, and New Yorkers and Bostonians have always been anxious to connect with them.

The managers of the (Pittsburgh?) and Erie Railroad Company have employed engineers from the New York and Erie Railroad, to make a survey through Warren and Crawford counties, Pennsylvania, and upon their report of the practicability of the work, and the action of our County Commissioners, a subscribing to the Allegheny Valley Railroad, will depend upon whether another railroad shall be made across our State, within sight of our county, to some point on the Ohio river below Pittsburgh, either Wellsville, Beaver, or farther west.

A great stir has been made by this (Pittsburgh?) and Erie road and its friends and admirers in Pittsburgh to stop the Lake Shore Railroad. Was all that fuss and patriotism for the benefit of their project to get around our city?

We have some croakers amongst us, who would have laughed at Fulton, and sneered at De Witt Clinton—men who would pursue the dog-in-manger policy—men who hate all progress and improvement—the school tax, they said, educated poor men's children at THEIR expence—men who oppose the right of way for railroads, and will not allow telegraphs on their property—men who say none but property-holders have a right to vote or sign petitions, or be heard for or against this subscription—men who denounced the county subscription to the Central road, although the bonds are to-day at par, and the city subscription to the Ohio and Pennsylvania Railroad, and who have no measure of abuse for the late Councils' subscription to the Allegheny Valley and Steubenville roads.

We lost the National Road by folly—we failed in our Baltimore connection, and if the Commissioners do not soon act we will fail in stopping and the connection below us, which would be another blow at the prosperity of our cities and county, which might have been avoided.

A direct, six foot guage road from New York to Cincinnati, is in contemplation, branching off from the Erie Road at Little Valley, above Olean, and traversing the counties of Warren and Crawford, in Pennsylvania, and from the North Western line of that State, direct to Cincinnati, or as nearly so as practicable. We have been aware of this important contemplated connection with the Erie Road, as well as the Allegheny Valley connection to Pittsburgh, for some weeks; but was not aware, until made so to-day, that it was to be of uniform wide gauge. The Cincinnati Gazette has the following referring to the same project:

A project is on foot, and is pressed with great earnestness by Eastern capitalists, as well as by many enterprising citizens in Ohio, to construct a line of railway from Olean, New York, through Pennsylvania and Ohio, to connect with lines leading to Indiana and Cincinnati, at some suitable point in Ohio. This track to connect with the New York and Erie Road at Olean, and to be a six foot track, so as to open an unbroken line of gauge from New York to this city. The proposed line, we understand it, passes down the Valley of the Allegheny, say to Warren, Pa., thence into Ohio by Warren and Bayard, to connect on the Pennsylvania and Ohio Road at Wooster or Mansfield, branching south-west to this city. Should this line strike Wooster or Loudonville, it will, probably, take the route through Mount Vernon, Delaware and Springfield in this direction, and will make a pretty direct route from this city to Olean.

This is an important project, and we are informed that it is based on existing charters in Ohio, granted under the old constitution) and in Pennsylvania and New York. We are not now able to refer to the precise provisions of the charters alluded to, or to give their dates or titles; but we suppose that the whole extent of the proposed line within the State of New York, and for some considerable distance within the State of Pennsylvania, will be over the route of the Allegheny Valley Road, from Pittsburgh to Olean, and within Ohio will pass some thirty or forty miles south of the Lake Shore in the Western Reserve, diverging gradually farther south. Should the St. Louis track be laid on the wide guage, it may happen that a continuous line of wide guage road may connect the cities of St. Louis, Cincinnati and New York.

THE LOCOMOTION OF A LOBSTER.—In the lobster and all the long-tailed crustacea, such as the various kinds of shrimp and prawn, the tail is the chief instrument of locomotion. Owing to the form of the body these animals, notwithstanding their well-developed legs, make but slow work of it when they attempt to crawl. But swimming can exceed their activity in swimming, or, more properly, in darting backwards through the water. The rapid motions of the shrimp or prawn must be familiar to every sea-side visitant. Those of a lobster, though less frequently seen, are equally rapid, and both are effected in the same manner. The tail in these animals is furnished at its extremity with a number of broad, flat plates, so placed as to close together when this organ is extended, and to open and present a broad fan to the water on every downward stroke. The lobster turns his back, which is smooth and rounded, so as to present little resistance to the water in the direction in which he wishes to move, and then by a vigorous stroke of the tail he can dart backwards a distance of eighteen or twenty feet.

"You are at the very bottom of the hill," said the physician to a sick patient, "but I shall endeavor to get you up again." "I fear I shall be out of breath before I reach the top," was the reply.

FROM NEW YORK.

(Correspondence of the Pittsburgh Daily Gazette.)

NEW YORK, Dec. 4, 1852.

The weather here is extremely moderate for the season, and makes the labor of moving the mass of produce arriving comparatively small. Every means of transportation seems loaded to the extent of its capacity, and the goods left behind are ten-fold more than those that arrive.

Every consumer of gas, has just been made pubic and wherever gas is burned. It has long been known that "motors," though they sell how much has passed through them, (after astonishing the consumer,) do not regulate the consumption, nor do their any mode of doing so, except by the burners. So great is the pressure at certain times, say late at night, in a public assembly room, that a large quantity of gas is forced into the atmosphere, to the discomfort of an audience, without being valuable as light. The evils of too great a pressure are evident to all who consume gas, and need not be enumerated. It needs only to be said that this instrument which is placed upon the service pipe between the meter and the burner, completely regulates the flow, allows no more to pass than burns, and *saves to the consumer twenty five per cent.* The apparatus is now in use, and so completes what we have stated, and any enterprising citizen of Pittsburgh may have a chance at the profits, if he thinks proper—a word to the wise!

In Wall Street there is a brisk speculation, and prices are upon the advance, generally. Canton Co. selling at par, a point never dreamed of, a few years ago, except by enthusiasts.—Reading is bought for almost at par. Erie at 96, and U. S. stocks at 120, ex dividend. Long fortunes, has touched fifty, having been pushed up from fifteen. A sale of $100,000 of Pittsburgh six per cents, of long date, have been sold above par, and 103 now asked. Money was never so abundant as now, and no small trouble is had in finding a safe investment at satisfactory rates. The next two years must see an activity in all departments of trade, such as our past history cannot parallel, if the country is kept at peace. Our ships will obtain a rate of freights for cotton, such as has not been known for a long time, nor can all other branches of industry be behind them in profit. Our agricultural produce sells at prices that are very remunerative, and except in a few manufacturing districts, we are prosperous universally.

On Saturday no less than five persons are to be called up for sentence of death. Three of them were convicted of the murder of one man, for one of whom twenty three years of age. No one here doubts the justice of their sentence, but there are those who would gladly be spared the necessity of being informed that five men are to be judicially murdered by the State of New York. It grows daily more embroiled, after it is of much advantage to send men to their last account for violating human laws. And any true man will hail the time when criminals will be placed where time shall be given for reformation, instead of this useless and barbarous practice of hanging them.

The lecture business and concertizing progress finely, and the transfer of dollars from the audiences to the performers, is as ready as the latter could desire. Horace Mann, Miss Bacon, Blackford, and the female Crusader Mrs. ——smith," not the wife of Smith who is so much troubled about getting into Cuba, are the stars just now. Meagher, the Irish patriot, earned eleven hundred dollars clear by his lecture, which is better for him than a public reception, at which the Aldermen could have found excuse to rob the city strong box.

C.

For the Pittsburgh Gazette.

HOMŒOPATHY AND ALLOPATHY.

JAMES KING, M. D.—*Dear Sir*—Since the attention of the public has, of late, been drawn to the subject of Medicine, by the circumstance attending the decease of the much lamented WALTER FORWARD—and since you are the first physician of the Allopathic school of this city, enjoying the advantages of learning and respectability, who has openly written against the merits of Homœopathy—I am constrained by a wish, that the public may rightly understand the points at issue between the old and new schools of Medicine, as well as, by attachment to a favorite system, to invite you to meet me at an early day, before a public assembly, the fair discussion of the following propositions, viz:

1st, That, *"Similia Similibus curantur"—Like cures like—is the fundamental law in Medicine.*

2d, That, *the medicinal powers of matter can be correctly ascertained in no other way, than by the vital test—the trial of drugs upon the healthy.*

To these propositions I affirm, holding myself in readiness to meet all objections you may urge against them.

With sentiments of respect,

Your most ob't.,

J. P. DAKE.

P. S.—Special arrangements for the discussion can be made as soon as you signify your acceptance of my invitation.

J. P. D.

WESTERN PENNSYLVANIA.—From Pittsburgh, the great western Emporium, there will soon be railroads running to various points of the compass, and which cannot fail to make their city one of the wealthiest in the Union. At the same time that Pittsburgh will be increasing in wealth and population, the surrounding country will, to a greater or lesser extent, partake of her prosperity, its resources will become developed, and its facilities for travel and transportation increased. As a legitimate consequence of this state of affairs, every description of property will be greatly enhanced in value. When we speak of Western Pennsylvania, we mean all that which lies west of the Alleghenies, from the southern to the northern borders of the State, and we have always thought, and still think, this the most important and desirable region of country in the United States. Its natural advantages are not to be excelled anywhere, and with the improvements already completed and now in progress, we shall soon be in possession of all that is necessary to render our people prosperous beyond all precedent. With a productive soil, an abundance of minerals, a healthy climate, and excellent water privileges, bordering as one side on the northern Lakes, and on the other on the head waters of the Potomac, with the tributaries of the two great rivers of the East and the West, the Susquehanna and Ohio, heading in and flowing through a portion of our territory, and the various canal and railroad connexions with the Lakes and the Sea-board, together with our navigation facilities, we certainly are in possession of all the means of individual comfort, wealth, and independence. Why should men leave such a country and expose themselves to all the evils of distance, and the dangers of a journey or the hazards of a voyage, and seek riches among the sands of California, when by industry and care they can here acquire a competence in a few years and enjoy the blessings of home, of health and society? Surely he who can live here and enjoy life, cannot do it elsewhere. True, we do not make fortunes here in a day, as they are sometimes made in California, or even on the western prairies; neither do we spend fortunes here as rapidly as they are spent there. Ours is a slow but sure way of acquiring wealth; and if we have but patience and use proper diligence, we cannot fail to obtain all that is necessary to make us feel comfortably at home.—*Indiana Register.*

NEWS ITEMS.

We are informed that a gentleman in "fair and regular standing" in one of our city churches, entered Telman's music store a day or two since, and stated his wishes in this wise:

"Have you Solomon's Song? I want to get a copy."

"No, no," said the salesman, not being able to recollect at the moment any lithographed sheet with that title, "No, I'm afraid not."

"Eh," said the amateur, drawing on his kid, "perhaps it isn't out yet. Our pastor spoke of it last Sunday as a production of great genius and beauty, and I want my daughter to learn it."

The shopman with what gravity he could command, regretted that he had no copies in yet, and the customer left just in season to save the vest buttons of the book-keeper at the desk.

THE Polish Exiles in New York commemorated the twenty third anniversary of their revolution by a grand mass at St. Andrew's Catholic Church on Monday. A number of foreigners, other than Poles, were present.

OUR LANGUAGE.—The difficulty of applying rules to the pronunciation of our language may be illustrated in two lines, where the combination of the letters *ough* is pronounced seven different ways, namely, as *o, uf, of, up, oo, ock*:

"Though the tough cough and hiccough plough me through,
O'er the dark lough my course I still pursue."

BREACH OF PROMISE.—At the recent term of Court in Wayne county, Ohio, Eleanor McConnell received a judgement of $1,500 against John N. Reynols for breach of a marriage promise.

The Whig State Convention of Louisiana met at Baton Rouge on Monday and nominated Louis Bordelon, as the Whig candidate for Governor of that State at the next election.

PITT THE SCHOLAR, &c.—The editor of an Indiana Journal has the following:

"HARD UP.—It is but seldom that we trouble our patrons by asking them to fork over the small balance due us, but we think if they only knew how difficult a task it is for us to make provisions to protect Sally and the children from the cool, chilling blast of Winter, that is now coming upon us like an avalanche, it would hardly be necessary to say pay once, for they would come to our rescue instanter."

Rev. Dr. Ferris, pastor of the Market street (Reformed Dutch) Church in New York, has been elected Chancellor of the University of the city of New York.

The Wheeling Times of Nov. 30th, says the Baltimore and Ohio Railroad will be completed through by the 1st of January.

John Florence, formerly proprietor of the Florence Hotel, and subsequently of the City Hotel, in New York, died last Saturday.

Wm. B. Astor, Esq., has given $5,000 to the Association for the relief of Aged and Indigent Females in New York.

A new hotel, called the "Collins Hotel," is about to be opened near the depot of the Collins line of steamers.

Drunkenness, according to the Portland papers, is greatly on the increase in that city, notwithstanding the stringent provisions of the Maine Law.

Josiah E. Barclay, Esq., a lawyer, and formerly editor of the Fulton (Pa.) Republican, died at Bedford on the 24th ult.

Wm. S. Winn was shot dead in Gwinnett co. (Ga.) a few days ago, by A. D. Dunlop, who suspected him of improper intimacy with Mrs. Dunlop.

Mr. Webster's personal appearance, on exterior, was such, his presence so majestic and dignified, that probably no one ever looked at him without being struck (if one may so speak) with the impressive grandeur of his aspect—so remarkably in union with the gigantic intellect of the man. When he was in England thirteen years since, the people of all classes, as they looked upon his majestic form, seemed to regard him as a man altogether the most God like and wonderful in his mien, they had ever set their eyes upon. "Heavens," exclaimed Sidney Smith, "*Why, he looks like a small Cathedral!*"

We have just learned that Philadelphia has made a subscription of $250,000 to the Hempfield Railroad. This is cheering news, and gives us the promise of an early completion of the whole road.—*Mon. Repub.*

A RELIC OF THE PAST.—The census of Canada developes the fact that a man, named Abraham Miller, now living among the Indians, in Grey township, Simcoe county, and assimilated to them in manners and habits, is 116 years of age. He was in Wolfe's army, before Quebec, 93 years ago.

"Has the cookery book any pictures?" said Miss ——, to a bookseller. "No, madam," was the reply. "Why," exclaimed the witty and beautiful lady, "what is the use of telling us how to make a good dinner, if they give us no plates!"

It need to be said of Edward Everett, at the time he was pastor of a church in Boston, many years ago, that he made the most eloquent prayer ever addressed to a city congregation.

DAIRY SECRET.—Have ready two pans in boiling water; and on the new milk coming to the dairy, take the hot pans out of the water, put the milk in one of them and cover it with the other. This will occasion a great increase in the thickness and quantity of the cream.

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 this and kegs, for sale at his Ware House, corner of Liberty and Wayne Streets.

W. A. M'CLURG & CO.,

HAVE REMOVED TO THE CORNER OF WOOD AND SIXTH STREETS,

Where they offer to their old customers and the public generally, at the lowest rates, Wholesale and Retail, the largest, most select and complete Stock of

CHOICE TEAS, FAMILY GROCERIES, WOODEN AND WILLOW WARE TO BE FOUND IN THE WEST. de4

SAMUEL GRAY,

MERCHANT TAILOR,

No. 47, St. Clair Hotel Buildings,

St. Clair street, Pittsburgh.

GENTLEMEN'S CLOTHING MADE EXCLUSIVELY to order, and warranted to suit. Has constantly on hand a choice assortment of CLOTHS, CASSIMERES, VESTINGS and OVERCOATING, OF THE LATEST STYLES.

Selected expressly for the custom trade. Gentlemen in want of fine and fashionable garments, will find it to their interest to call and examine our stock before purchasing elsewhere. de6

☞ WINES, &c.—Persons wishing to purchase fine WINES AND LIQUORS of all descriptions, pure as imported, can obtain them, at the lowest prices, at the Wine Store of JACOB WEAVER, Jr.,
oct14 Market and Front streets.

ALEXANDER POE, JR. ..... JACOB PARK.
S. S. NELSON ..... DAVID M'CLELLAND.

POSTLEY, NELSON & CO.,

NO. 39, WOOD STREET, PITTSBURGH, PA.

MANUFACTURERS of Gun-Barrels, Cast Steel and Hammered Shovels, Spades, Scoop and Box Shovels, &c.

All articles made of the best materials, and warranted equal to any 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. se4

Goodyear's Patent Rubber Shoes.

JAMES P. TANNER, No. 56 Wood st., is now in receipt of a large assortment of the above makes of shoes, which will be sold by the case, or dozen, at a small advance from factory prices. Dealers will please call and examine. de6

JAMES P. TANNER.

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

Between Third and Fourth.

☞ My stock embraces every variety and style of Boots, Shoes, Bonnets, &c., purchased direct from the New England Manufacturers, since the decline in Gold. Spring and Winter sales, and will be sold at Eastern prices. Please call and examine before buying. se27

JOHN B. MCCORD. JAMES B. M'CORD

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; Buffs, Boas, Cuffs and Fur Bonnets. se4

NEW CARPET STORE.

ROBINSON & CO.,

NO. 47, FIFTH STREET, NEAR WOOD.

Now opening a large and entirely new Stock of Imported and American Carpets, together with everything usually kept in a Carpet Store, at the lowest cash prices. oct9

A. H. HOLMES & BRO.

Successor to H. P. Nelson & Co.,

MANUFACTURERS OF

SOLID BOX VICES, PLATED BIDDRIES, MATTINGS, SCRAPERS, HOES, PICKS, PORKS, &c.

PITTSBURGH, PENNA.

(Cor. No. 124, Water street, third door above Smithfield st.) ☞ All work warranted equal to any manufactured. se25

Co-Partnership.

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

JOHN T. LOGAN,
ROBERT T. KENNEDY,
S. S. BRYAN,
WM. BAGALEY,
R. CHILDS,
JOHN S. CHILDS,
HENRY P. SCHWARTZ.

Canal Basin, Allegheny City, June 12th, 1852. do27:1w6m

Notice.

THE members of the New England Society of Pittsburgh, are requested to meet at the Office of Todd & Smith, fourth street, Pittsburgh, on Wednesday, the 8th inst., to elect officers for the ensuing year, and to make arrangements for the Annual Festival, on the 22d inst. Per order,

ISAAC WHITTIER,
Secretary. de6:2t

300,000 COPIES SOLD!

THE NEW CARMINA SACRA; OR IMPROVED SINGING BOOK, by L. Mason, containing—

1. A selection of the best Tunes from all Mr Mason's previous books. 2. First rate compositions by Dr Kettering. 3. Appendix, containing New tunes and the most important book of Church Music in the world.

The sale of Three Hundred Thousand Carmina Sacra is sufficient evidence of its merit. Fifteen letter stamps to the publishers, Mess & Kendall, Boston, will command a copy by mail, for examination.

Also for sale by R. & K., The Boston Academy's Collection; The Psaltery; Mason's Large Musical Exercises for Schools; Mason's Juvenile Singing Books; The Boston Glee Book (very popular); The Boston Academy's Collection of Choruses (put down to $12 per dozen) and other musical works.

Boston, Nov. 20, 1852. de6:13w

Lots in Oakland for Sale.

THAT beautiful Tract of Land, formerly belonging to the Chadwick Estate, adjoining the residence of the late Moses Atwood, Esq., on Pennsylvania Avenue, will be subdivided into Acre Lots, and offered for sale so soon as a plot can be made by the Surveyor.

For years past no property has been offered in this market, possessing equal inducements to persons desirous of making investments in real estate. Being situated in the midst of one of the most delightful communities about Pittsburgh, these lots are particularly desirable for private residences, with their size, and the rapid extension of the City in that direction, afford an opportunity for speculation to persons who may be disposed to subdivide them into small Lots.

For terms, enquire of

A. WILKINS & CO.,
15 Fourth street.
(Journal and Post copy.) de6

Retail Store at Auction.

ON Monday morning, December 6th, at 10 o'clock, at the Commercial Sales Rooms, corner of Wood and Fifth streets, will be sold without reserve a large and desirable stock of Seasonable Goods, consisting in part of

Embracing Cloths, Cassimeres, Satinets, Tweeds, Merinoes, Gambroons; white, red and yellow Flannels; Printed Lawns; Plaid Linseys; Muslins; Tickings; Checks; Cotton and Cashmere; White, Scotch and Linen Sheetings; Gloves; Patent Thread; Spool Cotton; Brushes and Rags; Slate Boards; Combs; Needles and Silk Handkerchiefs; Capes; Collars; Trimmings; Hats; Caps; Boots and Shoes, &c., &c. Also, Hardware and Cutlery; Glass and Queensware; Tea; Tobacco; Wrapping Paper, &c., &c.

Sale continued until all are sold.

F. M. DAVIS, Auctioneer.

EMBROIDERIES.—Now opening, at A. A. Mason & Co.'s, a large and varied stock of Embroideries, comprising: Chemisettes, Habits, Collars, Undersleeves, Cuffs, Capes, Flouncings, Insertions, Edgings, &c., &c., of the newest and most fashionable styles. de6

LARD—35 kegs No. 1 rec'd for sale by de6 BELL & L