PITTSBURGH GAZETTE.

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PITTSBURGH.

THURSDAY MORNING, DEC. 9, 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 published, 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 several places of holding election, on Saturday, the 11th day of December. The election will take place between the hours of 11 A. M. and 3 P. M., the vote to be by ballot and the delegates chosen to represent each ward

ROBERT MCCUTCHEON, President.

ATTEST:

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

Resolved, That it shall be the duty of the President of the Convention to order the next primary meetings to be held in the several wards on the second Saturday of December, 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.

SEWALL FOUND GUILTY.—Our readers will learn from the Court Proceedings, in the appropriate column, that the Jury in the case of Davis Sewall, after a short consultation, found the accused *guilty of murder in the first degree*, the penalty of which is death. We would not add one more pang to the sufferings of the unfortunate culprit, but a sense of duty to society constrains us to say that the verdict is eminently just, and we thank the Court and Jury, in the name of the community, that they had courage thus to vindicate the outraged majesty of the law. The just application of the penalties of the law will do more to arrest the appalling frequency of murder in our midst, than any other remedy. In fact, no other remedy is of any avail.

THE MAYORALTY.—We publish to-day, a call, very numerously signed, requesting Mr. SAWYER again to stand a nomination for Mayor, and his acceptance of the call. Should Mr. Sawyer receive the nomination it will give us great pleasure to support him, and we believe he will be elected. He is an old and highly respectable citizen, a gentleman of probity and honor, and deserves well of the Whig party. We publish the call with pleasure, and commend its claims to the attention of our Whig fellow-citizens.

BUFFALO AND PITTSBURGH RAILROAD.

We learn from a gentleman from Buffalo, that this Company is fully organized with a large subscription list in the city of Buffalo. Their Engineers have completed the examination and exploration of a line from that city, via Aurora and Holland to Olean, and are now engaged in examining a more direct, and so far as examined, more feasible line via Springfield, Cook and Ellicottville, thence down Great Valley Creek to and along the Allegheny River to the mouth of Tonnewyant (Tuney) Creek, thence up the Tuney Valley to the New York and Pennsylvania State line, being induced to adopt this latter line from the fact that it presents the most direct and much the shortest route to an intersection or connection with our Allegheny Valley Railroad.

This route will enable the Buffalo and Pittsburgh Company to make use of some 12 miles of the Buffalo and State line Railroad, and at the same time save to themselves the expense of Depot, and right of way into and through the city, a saving of itself of great importance to the outset of a new enterprise. From the point where this line will leave the State Line road, the route is up the valley of the 18 mile Creek, diverging to the village of Springfield in Erie Co., near which a very favorable crossing of the Cataraugus can be effected, and the stream emptying into that Creek, coming from the South is followed up to the Summit at its source. At this point the Summit is attained, presenting no obstacle not easily overcome, thence to Ellicottville and down the valley of the Great Valley Creek, the route is reported to be very favorable; the valley of the Allegheny is peculiarly adapted to the construction of a road from the mouth of the Great Valley Creek to the mouth of the Tonnewyant, and the road can be carried on either side crossing on a bridge at one of several feasible points. The Valley of Tunneywant is well settled, and is of easy grade, and only at the very extremes of its sources is any difficult grades encountered, and then of not over 50 feet to the mile, in attaining the Summit between it and the Pine Creek; following the Pine Creek down and crossing the Kenzua on a bridge of only 50 feet elevation will carry this line to the point of intersection with the route surveyed by the corps of Engineers sent out by the Allegheny Valley Railroad Company.

We are gratified to learn that the Buffalo and Pittsburgh Railroad is a favorite enterprize with the citizens of Buffalo, and that they are awake to the importance of a direct and early connection with our city. Our interests harmonize on this subject—the citizens of Pittsburgh wish to have a route to the cities on the Atlantic, without being under the necessity of crossing the mountains, and the Allegheny Valley Railroad, when completed, will present two routes to the city of New York by the N. York and Erie Railroad, or by the Buffalo and Pittsburgh Railroad through Buffalo, Niagara Falls, Rochester, &c., by the New York Central route to New York or Boston. It will no borne in mind that this Central route running *down* the Mohawk Valley, presents the only *downhill* across (or through) the Allegheny Mountains, from Maine to Georgia, consequently it will always be one of the best routes to New York and Boston

THE HEMPFIELD RAILROAD.

In 1849, the legislature of this State passed an Act to incorporate the "Wheeling and Pittsburgh Railroad Company," with full power to build a Railroad from Pittsburgh, through Washington, Pa., to the State Line of Virginia, in the direction of Wheeling. This Act provided that operations under it should be commenced *within three years* after its passage, which term expired last March.

This Act remained on the statute book, unheard of, until after the time named in it for the commencement of the road had expired. Had our neighbors in Washington county known of its existence, the Charter of the Hempfield road would not have been asked for.

But although the Act has expired by its own limitation, it can easily be revived this winter, and thus an opportunity may be offered for a direct railroad communication between this city and Wheeling, which will give to Wheeling and Washington all that they desire or expect from the Hempfield road.

The recent discovery of a general railroad law which vitiates all the late acts of the Hempfield company, impels us to suggest, in good faith, to the people of Washington county and Wheeling, that the best course for them to pursue, under the circumstances, is to wait for the re-incorporation of the "Wheeling and Pittsburgh Railroad Co.," and transfer to it the stock of the Hempfield Company. A number of reasons present themselves to justify this course.

First, such a road will not only be shorter, but will be much more easily built than the Hempfield road. It will be only 49 or 50 miles long, and the part between Washington and Pittsburgh can be built very cheaply. The money now subscribed to the Hempfield, added to what can be easily obtained in Pittsburgh, and Allegheny and Washington Counties, would be sufficient to build it. This is a consideration of great importance.

Second, It makes the distance from Wheeling to Philadelphia but a few miles longer than by way of Greensburg; and the fact that this large and growing city is on the route, more than compensates for the difference.

Third, Such a road will answer all the main purposes of the Hempfield road. It will secure to Washington county and Wheeling the *great end* at which they are aiming with the Hempfield road—a connection with Philadelphia and the east for themselves and the western roads which concentrate at Wheeling, shorter and speedier than afforded by the Baltimore and Ohio

[illegible] slightly consideration is this, the Washington *will be built* at any be no question. To build ashington to Greens- hen it is certain ch road will he travel height e come

and go by way of Wheeling, one half will find it to their interest to travel by way of Pittsburgh, and one half of the remainder will gratify their inclination by doing the same. It will be useless to tell them that it is 160 miles shorter by way of Greensburg, ten miles are nothing, in these railroad "times," to men who, by taking another route, may promote their interests, or gratify their inclinations.

It will be much wiser, therefore, to save the cost of building that end of the Hempfield road—the most difficult and costly part of it. It can answer no purpose that will not be answered by the route we have named, and has only the poor merit of making the road to Philadelphia a few miles shorter. Offering no peculiar advantages to the trade and travel from the west and southwest, it cannot divert that trade and travel from the Washington and Pittsburgh route. To build it, therefore, is useless; and we appeal to the good sense of those interested, if it would not be better, all-round, to abandon the eastern end of the Hempfield road, as unnecessary, and unite with us in compassing the desired end in a better way, through the "Wheeling and Pittsburgh Railroad."

The time has come when all the parties interested—Wheeling, Washington, and Pittsburgh—may look at this matter calmly, and, laying aside all old bickerings, may find, as the result of their investigations, that the interests of all there can be best promoted by acting together in harmony.

In proposing to revive the charter of the Wheeling and Pittsburgh road as a common basis of action, we go upon the supposition that the Hempfield road cannot, under its charter, be stopped at Washington. If any part of it be built under that charter, it must be finished to Greensburg. If it be desirable, therefore, for us to go east of Washington, in that direction, it will be necessary to build the road from Washington to Wheeling under another charter; and that can be had in the charter of the Wheeling and Pittsburgh road

The American Whig Review for December is on our table. It contains an admirable biographical memoir of Daniel Webster, with a very striking, life-like portrait of that illustrious man. Also an excellent article upon "The Foreign Policy of the incoming Administration," together with a vast amount of political and literary reading. *Champion Biesel*, 120 Nassau st. New York, is the publisher.

AN IMPORTANT DISCOVERY.—A scientific correspondent of the New York Courier has made an important discovery in vitality electricity, which may be practically applied to the cure of weak nerves. It is this:

"If a cylindrical piece of zinc is placed near the top of a broom-handle, and another about fifteen inches below, connection being made between the two by means of a wire, a person taking hold of the top-piece with the right hand, while the left is placed on the copper or lower piece, forms a voltaic circle, which becomes powerful the more the broom is used. The hands must be without gloves, so that the metals are in contact, and the window of the room should be open when the broom is used, so as to admit the air freely. The discovery is invaluable to females in a weak state for want of active life, and for males it can be applied to axe handles."

We suppose all weak young ladies and pseudo men will be practising this experiment every day.

COMMERCE OF CALIFORNIA.

We glean from the San Francisco shipping list the following interesting particulars. They illustrate forcibly the already great commerce of that Pacific port:

From the 1st of January to the 25th October, 1852, there entered at San Francisco, coastwise, 51 steamers, of 39,672 tons, and 520 sailing vessels of all kinds, of 116,622 tonnage; total tonnage, coastwise, 156,614.

Within the same period 58 American steamers, of 59,236 tons, entered from foreign ports, and 171 sailing vessels, of 42,107 tons; total American tonnage from foreign ports, 101,343.

Similarly, one foreign steamer, of 853 tons burden, and 852 foreign sailing vessels, entered from foreign ports, with a tonnage of 109,387.

The total of vessels, including steamers, entering the port within the period stated, was 646, with a tonnage in all of 687,788.

In like manner there cleared coastwise 61 American steamers, of 60,522 tons total burden, and 645 sailing vessels of all classes, with 68,142 tonnage. Total coastwise clearances, 627 American vessels of 118,664 tons.

For foreign ports in the same time there cleared 51 American steamers of 52,850 tons, and 262 other American vessels of 114,284 tons burden. In all cleared for foreign ports 313 American craft, of 167,084 tons; also, 345 foreign vessels, of 118,266 tons, cleared for foreign ports, of which two were steamers of 778 tons burden.

The total of vessels, including steamers, that cleared the port within the given period, was 1,285, with a total tonnage of 894,014 tons.

There arrived at San Francisco by sea in the same interval 58,853 passengers, of whom 3,860 were from American ports direct, and 27,528 by way of Panama and San Juan. The emigration from China was larger than from any other foreign country, amounting to 20,022, of whom only 75 were females. From Mexican ports 2,414, and from Chilian, 2,186 passengers arrived. France sent 1,420; England 122.

There left San Francisco by sea 16,621 passengers. So that the balance in favor of arrivals amounted in ten months to 40,232 persons. This last number is made up of 24,749 grown males, 4,063 grown females, and 1,417 children.

The specie manifested during the month preceding the 28th October was $4,582,170, and 105,500 lbs. of quicksilver. Total amount of duties from January 1st to 28th October $1,518,945.

From these materials the intelligent reader may form some competent idea of the trade of the great entrepot of the Pacific.

AMERICAN IRON.

Now is the time, if ever, for American iron factors to put their furnaces, forges, and rolling mills in order, and demonstrate that they can, even without the fictitious protection of Government, compete with the world in iron products. The stores of English iron accumulated in view of prospective railroads—stopped by the bursting of the railway manic in Britain—have been precipitated on our markets at low rates until they are exhausted, and while our demand is rapidly increasing through the extension of rail roads, machinery, iron building, fences, &c., the accustomed plentiful supply from abroad is cut short. The consequence is that iron, of all kinds has largely advanced, and promises to advance still further and for a long time.

Another consequence, more gratifying if the advantageous impulse be rightly improved, is the prospect of a reopening of all the closed Iron Works of the country. It is safe to calculate that the present good time for iron men will last four or five years before competition and extravagant mismanagement can again flox the market. [Iron. Mirror.]

☞ If the late remarkable enhancement of the price of Iron be indeed a *"gratifying"* circumstance, in view of the prospect that the price will keep up three or four years, then why would it not have been equally "gratifying" if Congress has imposed a specific duty on iron three or four years ago, whereby our Iron works might have received an "advantageous impulse," with not merely a doubtful prospect but with a moral *certainty* that this "impulse" would hold good until Home Competition should have reduced the price of Iron? If it be such a good thing to have the price of Iron put up by British Ironmasters for their own profit, why would it not have been a still better thing to have had it stiffened years ago by our own legislation, whereby the enhanced price paid by *our* people would have been paid into the Federal Treasury, or served to stimulate enterprise and reward Labor here at home? Why? [N. Y. Tribune.]

The Rev. Southard, then offered a series of resolutions expressive of the entire confidence of the Convention in the integrity of the Bishop. Mr. W. Halsted, of Trenton, offered a preamble and resolutions quoting from the opinions of several of the Bishops and requesting the Presenters to proceed with the presentment and trial. After a long debate, in which Messrs. Halsted, Stratton, and others participated, these resolutions were laid on the table, by a very large vote, and those of the Rev. Mr. Southard agreed to with but one dissenting vote.

THE CASE OF BISHOP DOANE.—The Convention of the Protestant Episcopal Church of New Jersey re-assembled at Burlington on the 1st inst. to receive the report of the Committee appointed to investigate the charges against Bishop Doane. The Committee presented their report, which was read. In it that they had met, and examined both witnesses as appeared before them. They say, that in reference to several of the charges no witnesses appeared, and that they were not sustained. In reference to the charge of intemperance they made a thorough investigation, and say that there is not the least foundation for it.

To B. C. SAWYER, &c.

Dear Sir—The undersigned, your fellow citizens of Pittsburgh, respectfully request you to permit your name to be brought before the next Whig and Antimasonic Convention as a Candidate for the Mayoralty, believing that, if nominated, your well established character for integrity, your uniform support of, and your undoubted attachment to the party, will secure your triumphant election.

Daniel Armstrong,	John Floyd,
A. H. Miller,	A. Garrison,
B. Singerly	B. Armstrong,
W. B. English,	Jacob Wilson,
Robt Armstrong,	Thomas Lowry,
Wm Blakely,	Thos. Cunningham,
Arnent Heaskins,	Thomas Greenough,
A. McBane,	John Campbell, sr.,
James Lowrie,	John Campbell, jr.,
Henry C Kelly,	Wm. Campbell,
Robert Miller,	Samuel Carnahan,
Wm Armstrong,	Jacob Grier,
A. T. Johnston,	S. Moore,
Joseph Justice,	Joseph H. Butler
John Semple, jr.	Andrew Boyd,
James Herlington,	Robert Lytle,
Thomas Scott,	Samuel Bryson,
James Davies,	John D. Morgan
Wm. Heaslett,	Wm. Wilkinson,
Robert Conoly,	T. B. Richards,
John Conoly,	H. Pugh,
M. Gilvain,	Benj. Trimble,
Daniel McIlvain,	Robert J. Smith
Wm. McCormick,	Wm. Creighton
John Wilson,	John Tucker,
Joseph Evans,	H. Jones,
John Cunningham,	J. B. Jones,
James Allen,	E. McCormick
John Caslio,	W. Jones,
Aug. English,	James Murdock
E. B. Davidson,	George Selbald,
Jos. H. Palmer,	B. C. Phillips,
E. E. Foster,	C. Lund,
Hugh Rennay,	Philip Lee,
Samuel Reeves,	John Mackey,
Robt. Snodgrass,	C. J. Collins,
E. J. Wood,	A. L. Butler,
Edwin Wright,	Fred. Korns,
Alfred Hill,	John M. Turner,
Eli Taylor,	Henry Bolling,
Robt. F. Potts,	George Swift,
B. Underhill,	Geohy Pike,
R. Watson,	N. B. Allen,
Walter Scott,	Milton Alfen,
David McGowan,	George Cpurcia,
William Biddell,	Wm. Duff,
Harrison Graham,	S. Somerville,
Wm. Blazey,	Wm. J. Linn,
F. Weelholt,	A. F. Patterson
Wm. Snyder,	George Cable,
Abram Whitworth,	D. Fitzsimmons,
L. Hinkle,	D. C Kammerer,
Jas. C. Davis,	Robert Kurtz,
S. D. McNulty,	H. D. Lee,
Thos. Jacobs,	J. A. Johnston,
John D. Ingram,	Josiah Kelly,
Geo. Vinton,	W. E. Sahmertz,
J. Carpenter,	Thomas Cook,
George Hartman,	F. Lupton,
E. M'Nary,	A. A. M'Cormick
C. Martin,	Samuel Kroesen,
John Thompson,	Charles M'Coy,
Thos. Ewing,	Stewart Craig,
Simon Kahn,	John Furney,
Alfred Riley,	Edward Hunter,
James L. Sandgrass,	William Cooley,
John Wilder,	Jeffrey Blair,
Thomas Hubley,	Alfred Carroll,
John Lee,	B. Thompson,
Robert Freeman,	Henry Keefer,
James J. Bennett,	William M'Kee,
Charles Hawley,	A. Butler,
Thos. Higginson,	Henry Aljikeany,
A. Ludlie,	J Lebenman,
Francis Sartier,	William Earley,
John Kraft,	John Kraft,
William Barclay,	J. Shannon,
Stephen M'Sherry,	Joseph Lawson,
Alfred Rowlan,	H. Einkelein,
J. H. Wilis,	David Enon,
P. Valentine,	J. D. Looney,
Jacob Garber, Jr.,	Hugh Kelly,
Thomas Parker,	John Thorp,
John Gaively,	W. B. Berman,
Charles Neal,	W. B. Hunter,
B. W. Osburne,	John M'Kinly,
John Sheldon,	Geo. V. Fool,
Geo. H. Faber,	John Lewis,
Cornelius Brown,	B. F. Goodman,
Washington Murdock,	Victor Jones,
J. W. Letz,	O. D. Hughes,
Joseph Green,	Lewis Keenan,
Thos. L. Sampson,	Henry Errett,
Robert Marshall,	G. D. Frenuh,
Wm. M'Clelland,	Albert Kesler,
John S. Dilworth,	John P. Bowman,
Levi Ackerberry,	Thomas Lamb,
James Noble,	A. Morrison,
C. W. Goodrich,	John T. Fletcher,
Jas. T. Kincaid,	Thomas Hass,
J. S. Nobbs,	Robert Pierce,
Wm. Eckels,	Eli Fowler,
Wm. L. Barrett,	Philip Lederman,
James Doyle,	Peter Fattock,
J. Moorhead,	John Wells,
David P. Marshall,	David Fletchaer,
John Vogle,	Stewart Davis,
Hugh Evans,	Joseph Packand,
Wm. Lang,	S. S. Rogers,
John Lowman,	Thos L. K. Baltmore,
William Barclay,	J. D Sanderson,
R. M Ailhouse,	Samuel Bates,
M. A. Martin,	James Bell,
James Algeo,	T. J. Duncan,
David Laughlin,	James Kerr,
Daniel Mitchell,	P. H. M'Dermott,
John Lawler,	Charles Rodgers,
Daniel Casey,	David Donaldson,
John Mullen,	Benjamin Bamford,
Thos. M. Wilson,	John M'Lain, Jr.,
James Gracey,	David Wright,
George Johnson,	Richard Donovan,
Joseph Mitchell,	Peter Billot,
W. L. Coos,	John Beatty
John M'Connell,	Rowley Wilson.
William White,	Samuel Glanville,
Frederick Miller,	J. M. Witty,
A. Hunter,	R. H. Armstrong,
A. B. Hepner,	John Jarnes,
Thomas Armstrong,	A. Toner,
Henry Berks,	H. T. Wilson,
David Robinson,	J. J. Kayler,
Robert Montooth,	R. Mehon,
John Kerr,	Samuel Jones.
Wm. Campbell,	John Gochenour,
Geo. Williams,	Samuel Shore,
Thos. Balls,	Wm. Wilson,
James L. Kerr,	R. Thompson,
James Mackrell,	James Maxwell,
A A Hunter,	Jas. Harbinson,
James McKee,	Samuel McCurdy,
D. Hunter,	Wm. Jones,
Theo Kesper,	John Armstrong,
Jas. Patterson,	T. R. Duncan,
John Thompson,	F. W. Russell,
Joseph Arthurs,	Jno. B. Phillips,
C. A. Andrews,	Samuel McKee,
Phillip Dunn,	John E. Sanger,
W. A Brock,	Richard Gillespie,
James McLean,	Matthew Lowan,
Zach. Gillespie,	John Adams,
Adam Thornburgh,	David-Hutchinson.
Thomas Catling,	John Cunningham,
Adam Kuhn,	John Richardson,
Jacob Beaver,	David Beckett,
S. Mitchell,	S. Richardson,
A. S. Robison	Samuel Kennds,
Jas. Klinefelter,	Thos. Gainor,
Alex. Douglass,	J. F. B. Jones,
Thos. A. M'Cabe,	George Otte,
Wm. Wiglow,	J. E. Bennett,
John Scott,	Christ. Taper,
Joseph Armstrong,	Christopher Teese,
C. Curtis,	J. C. Weeks,
A. Bear.	Wm. Forsythe,
R. J. McCuiiy,	John Huchenbach,
Thos. Keagan,	Thos. J. McClung,
R. Jones,	A. M Johnston,
R. J. Henry,	James Armstrong,
J. C. Martin,	Anthony Fressley,
T. L. Logan,	Wm. Traker,
Jas. R. Reice,	John O'Brien,
Wm. S. Johns,	Wm. H. Hulsh,
Jas. M. McIntyre,	Thos. Thompson,
Wm Ramsey,	Thos. T. Dixon,
Jas. Herron,	Lewis Reeves,
Wm. Harvey,	Samuel Kennedy,
Joseph Green,	James Davis,
Wm. Prentice,	John Hurley,
Edw. Kaye,	Robert Cowan,
Jas. Gillespie,	Geo Mentooth,
A. L. Watkins,	Samuel Mercer,
Thos. Prescott,	Thos. Martin,
J. Atkinson,	James Ellis,
Geo. A Ward,	M. J. Allen,
John T. Ford,	Wm. Wright.
Hugh Delman,	Thos. Gardner,
Levi Robertson,	John Lambert,
Adam L. Cunningham,	John Algeo,
P. A. Walsh,	Wm Hooke,
Thos. Coughey,	Samuel Maxwell,
John D Lorieg,	James Kelly,
Henry F. Taylor,	Jno. Graham,
John Taylor,	Thos. Nealy,
Harvey Wilson.	Thomas Young,
Edwin Wright,	A. Quimlin,
G. W. Symes,	John Walton,
Edw. Willard,	Samuel Reives,
John Casey,	John Hardy,
Edw. Davis,	C. L. Dickinson, jr.
Richard Floyd,	Alfred T. Ryan,
Jacob Teter,	Henry Rosenheim,
Jeremiah Sloan.	J. Warner,
John M. Nelson.	Robt. J. Warner,
A. E. Jones,	Henry Newall,
H. Ager,	Howard Yarnell.
Lewis Cook,	Thomas Sampson,
Jacob Roll,	Joseph Wilson,
Lewis Roll,	John Gordon,
R Armstrong.	Alex. Farris,
Samuel Wilson,	Wm. Moore,
Hugh Parkhill,	T. W Loughrey,
C. Gibson,	George Arthurs,
Henry Wilson,	Wm. White,
Robt. Meakin,	James Little,
Robt. A. Laughlin,	J. Herron,
John Nesper,	John Wilson,
James M'Mickel,	Joseph Green,
John M'Clung,	M. M'Clary,
Noah Myers,	Alex. A. Stokes,
Robert Means,	Robert Armstrong, jr.,
Wm. Bougher,	J. Myers,
John Bougher,	J. W. Biddle,
James Bougher,	T. C. Russell,
Henry M. Smith,	John Hughes,
Thos. M'Coy,	W. M. Everson,
Wm. Lavely,	Wm. Armstrong, jr:
Wm. Agnew,	Edw. G. Abbott,
George Allcot	James Fulton,
Jas. Agnew,	Edward Boardman.
Michael Kerry,	W. Cresson,
P. M'Cann,	John Waters,
Wm. Nelson,	Samuel Garvin,
Thomas Hill,	Wm. Rowe,
S. H. Ferguson,	Joseph Kyle,
James M'Kelvy,	Alfred Johnston,
A. Bougher,	Jeremiah Cox,
John Bougher, jr	Alf Hancock,
Henry Myers,	J. F. Clark,
Robt Wilson,	F. Murphey,
Wm. Buchanan,	John Aiken.
Francis Alsopp,	Thomas A. Rowley,
Samuel Alsopp,	W. King,
Wm. Alsopp, jr.,	John Priesly,
Wm. Alsopp, sr.,	J. Allen,
Wm Aiken,	Geo. B. Stevenson,
George Moore,	Thos. Saunderson.
Albert Moore,	David Morris,
Andrew J. Moon,	Wm. Bilby,
H. M. Ingram,	Wm. Splane,
Thos. M. Collingwood,	Robert M'Sherry,
S. Hughes,	F. Cooley,
George W. Leonard,	John Curtis,
John Laughlin,	J. Craig,
G. W. Glasgow,	J. Liggett,
James O. Collins,	J. Corbett,
John Brooks,	A. L. Pearson.
Humphrey Davis,	Samuel Long,
L. Hopkins,	J. C. Anderson,
Wm. Newell,	Andrew Wilson.
Jas. H. Moffatt,	James Scott,
John S. Mills,	Ferd E. Vois,
Robert Jarvis,	John Poland,
John P. Scott,	Simon Armstrong.
Wm. S. Alexander,	Wm. Kennedy,
Geo. Fisher,	H. M'Donough,
John Spencer,	C. Lewis,
Henry Newell,	John Gripp,

PITTSBURGH, Dec. 7th, 1852.

GENTLEMEN—I have received your favor requesting me to permit my name to be brought before the Whig and Anti-Masonic Convention in connection with the Mayoralty.

To personal applications of a similar character, made to me by many friends, I have previously given my assent. In reply to the very numerous call before me, permit me, in according to the request therein contained, to return my thanks for the kind and complimentary terms in which it is conveyed.

Respectfully yours,

B. C. SAWYER.

To Messrs. Daniel Armstrong, John Floyd, A. H. Miller, A. Garrison, Wm. B. English, B. Singerly, and others.

DECLINE IN THE VALUE OF MONEY.—A late number of the North American Review contains an article on the increase of the precious metals, and the consequent reduction in the value of money. The writer shows, from Humboldt's table, that the supply of precious metals obtained from America, from the year 1492 to 1545, was about $8,000,000 a year. From 1545 to 1600, the supply averaged 11,000,000 a year. The supply was largely increased from 1750 to 1800, the highest rate estimated at $35,300,000. Above the year 1808 the annual supply was estimated at $46,900,000, of which $12,648,000 was gold, and $36,289,000 silver.

"For the ten succeeding years there was but little increase in the supply, and down to the wars in the Spanish American colonies, according to Jacob, the supply from the American mines did not exceed $20,000,000 a year. In 1884 McCulloch states the supply from all the world at $30,000,000. In 1845 this supply was increased by the products of the Russian mines to $67,000,000. The products of the California and other mines have swollen the amount in 1852 to $178,284,600; in gold $138,834,000, and in silver about $39,000,000 from all the world. The supply in 1852 is about six times as large as it was twenty years ago. No reduction in the supply is anticipated for a number of years. Should there be a reduction in the products of the California mines, those of Australia will at least make good the deficiency.

An important difference appears in the present increase and that of former years. It is this: the present increase is in gold, while that of former years was nearly all in silver. This difference has already produced a great change in the relative value of gold and silver, and a still greater change is looked for. The Review, in consideration of the matter, thinks it but the exercise of ordinary caution to assume that the annual supply of the precious metals will not fall below a hundred millions of dollars for many years, and that in a quarter of a century this supply will depreciate money to one-half or one-third its present value."

The general opinion is that the value of money is reduced in the precise ratio of the increase of the quantity. There can be little doubt that the large increase in the quantity of the precious metals will occasion important changes in the value of money, but no cause for alarm is seen in that. The operation will be very gradual, and must continue for many years. A decline in the value of money will increase wages, and the price of agricultural and manufacturing products, as well as real estate, in this general and gradual change there will be no revulsion to produce general distress.

A BULLFIGHT AND A MORAL.—"Ralphs" tells the following tale in *The Halifax Novia Scotian*:

I remember, when a lad at school, of once seeing a fight between two bullocks. I never shall forget it, although I could not have been more than eight years of age at the time it happened on this wise.

Close by the school-house—a very unpretending edifice it was—ran a deep and rapid river. Across it had been thrown a high, wooden bridge, the handrailings of which time, and the winds, and the waves had entirely destroyed. It was one bright summer day—I remember it as it were yesterday—the hour of noon had arrived and a frolicsome, romping, fun-loving company of lads were let loose, for an hour's recreation. The land on the opposite side of the river was owned by different persons, and farmed by them respectively. The bellowing and roaring of two bulls that had broken out of the inclosures on each side of the river and were approaching each other along the highway, at a rate which would cause them to meet about the center of this high bridge, beneath which, at some thirty feet, ran a deep and sluggish stream, between high and steep banks, attracted our attention.

The more daring of us gathered near the bridge, lining the fences to see the fight, and we were not disappointed. Nearer and nearer approached the proud, pawing combatants to each other and Satan never produced two fiercer looking brutes than those I now describe. They tore the ground with their feet—they kneeled down occasionally, trying to gore the earth with their horns; they lashed their sides fiercely with their tails, but unobservedly of each other, for the high bridge obstructed their view. Presently, as they simultaneously ascended the expensive abutments, they came full in sight of one another. The roar was mutual and actually tremendous. Every urchin of us sprang sprang into the fields and ran; but gathering courage in finding we were not pursued, we hastily retraced our steps; and there they were, both of them front to front, their horns locked together, fighting, as *bulls only can fight*. It seemed to be an even match. How we would press back his opponent a few paces, and presently you would hear quick, sharp, short steps, and his adversary would be pressed back in return. The struggle was hard, was long, was *savage*.

They began to wheel,—in another moment the head at right angles with the old bridge, which shook, and creaked, and rocked again with their tramping, and the effects of the terrible strife.

It was the work of a single moment—one of the beasts—I never could tell which of them did it—one of them, however, as if conscious of his position, made a desperate, a terrible lunge forward, and pressed his antagonist back—back—back—there was but another step of plank behind him—between him and nothing—back still further, he was pressed, and over he went headlong. Such a sight I never saw—I never again shall see—a bull off a bridge, falling at least thirty feet, over and over. He turned once or twice, probably—I thought he turned over fifty times. There seemed so much horns and feet and tail flying through the air,—but down he went, the water was deep and he disappeared.

The other bull didn't laugh, merely because bulls, as I supposed, could not. But we laughed. There he stood, looking directly down into the deep abyss below, and into which he had hurled his unlucky foe. He stood, however, but a moment, as if frightened at the prospect before him. He commenced to step backward—back—back—back—with his head in the pugnacious attitude as when in combat—back another step and over he too went on the opposite side of the bridge, performing just as many and exactly as ludicrous somersetts as his adversary had done a minute before. It beat all I ever saw.

In about five minutes both bulls might be seen, their tails twalling in the sand, dripping wet, and scratching up the steep, gravelly banks, each on his own side of the river.

"There are bulls won't never fight no more," said a boy behind me. I turned around; it was red-haired Bob, as we used to call him, and every hair on Bobby's naked head looked as if it was in spasms. But Bobby was right.

There are two political parties in Nova Scotia; I wish they had seen that fight as I saw it—that is all I have to say for the present.

Miss Pennell, niece of the Hon. Horace Mann, of Massachusetts, has been appointed Professor of the Latin language and literature in Antioch College, Ohio, of which Mr. Mann is elected President.

Mr. Crawford, the well known American sculptor at Rome, is said to have received a commission from a munificent and enthusiastic countryman for a bronze statues of Bethoven, which is to be placed in the Music Hall of Boston, U. S. That greatest instrumental composer is still without a statue in Vienna.

The piano forte factory of Mr. Chickering, destroyed by fire in Boston, was not the only one belonging to that extensive manufacturer. He was insured for $32,000 on the building and $46,000 on the stock, making a total of $67,000. His loss is estimated at $150,000.

THE VOTE OF MISSISSIPPI.—The full vote of the State of Mississippi for President sums up 26,831 for General Pierce and 17,656 for Gen. Scott; giving the former a majority of 9,825. The whole vote given is 44,487, which is about 8,000 less than the vote of 1848, nearly 10,000 less than the vote of 1840, more than 18,000 less than the vote of 1850, and probably about 15,000 less than the actual vote of the State at this time.

The New York Observer states that the graveyard at Princeton, New Jersey, in which repose the remains of Aaron Burr, was recently visited by a stranger, and after inquiring as to the locality of his grave, which had been heretofore unmarked by any memorial, before he left had a neat marble monument, with a brief inscription erected. He left no name or clue as to who he was, for the motives prompting his act.

A three story brick block of produce stores in Providence fell down on Thursday night with a great crash, damaging the property $6,000, and covering in the ruins $8,000 worth of grain, flour, &c. stored in the building

Sarsfula.

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

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

To those having a dread of mixtures are asserted that this medicine is purely natural, and is bottled and sold in the form the bosom of the earth.

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

"This may to certify, that I have been so badly afflicted with Sarsfula for the last seven years, that during the time I have been unable to attend to any kind of business, and much of the time unable to walk, and confined to my bed, and have been treated nearly all the time by the best physicians our country affords; I consequently got some relief, but no cure, and continued to grow worse until Dr. Peel recommended me to try the Petroleum, or Rock Oil, as every thing else had failed. I did so, not much faith at first, but the effect was astonishing—it threw the poison to the surface at once, and I at once began to grow better, and by using seven bottles, I have got a cure worth thousands of dollars.

MRS. NANCY M. BARKER.

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

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M'Lane's Worm Vermifuge.

☞ The following order shows at once the demand for and the excellency of this great medicine—Certificates have been so multiplied in favor of this Vermifuge, that we consider it unnecessary to add any more.

BOONVILLE, Ind., June 8, 1852.

MESSRS. J. KIDD & Co.—You will please send us with us IX dozen bottles M'Lane's Vermifuge, which is nearly all sold. Please send, quickly, 12 dozen more, as we do not want to get out of it, for we consider it the best Vermifuge ever sold in this part of the country.

O'P & J. D HUDSPETH.

This Vermifuge is always safe, and effects a cure in every instance. It is a real blessing to the human race, proving far itself by its superiority over all others, and never failing to effect a cure.

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STODDER AND WILLOW WARE to be found IN THE WEST. de8

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