PITTSBURGH GAZETTE.

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THE PITTSBURGH GAZETTE,

WEDNESDAY MORNING, DEC. 29, 1852.

☞ The 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.

WHIG NOMINATION FOR MAYOR.

ROBERT M. RIDDLE.

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

A Letter from "Junius," and other matters will be found on the first page to-day.

THE ALLEGHENY VALLEY RAILROAD.—The necessity which exists for the construction of this improvement, must now be sufficiently apparent to all. The Pennsylvania Central route is now overwhelmed with business. It cannot do the work now pressing upon it. There is more freight offering than it can carry away. This is a serious fact, and one which is of great annoyance to shippers. And we now give it, as our deliberate opinion, that it never will be able, when it is finished through the mountains with a double track, to perform the work which will be required of it. The river alone can fully supply its utmost capacity. What, then, is to become of our city business, and of the business of the Ohio and Pennsylvania Railroad with all its ramifications, and of the business of the Pittsburgh and Steubenville Railroad? The fact is, there is a most urgent necessity for the construction of the Allegheny Valley Railroad, as an outlet to the Eastern cities. If it was finished now, it would be fully supplied. There is enough freight centering here to supply two roads, and we must have them, if we expect to attract our share of the trade of the great West to this point.

THE TRIPARTITE BRIDGE PROJECT.—We command attention to the article of our correspondent, "Pennsylvania," on this subject. If the people of this city and county desire to secure this magnificent improvement, now is the time to act. If it is ever built, it must be constructed mainly by the Railroad companies. These various companies are now considering the questions of their connection with the Pennsylvania Railroad. These connections will either be made above the present bridges in both rivers, or at the Point, by means of a tripartite bridge. If the Railroad companies, and the citizens interested, will unite in building the Tripartite, the work can be accomplished without much difficulty. If the citizens defer action until the Railroad companies have decided upon separate upriver bridges, the Tripartite will not exist in this generation. All must see, then, that there is no time to be lost. The Railroad companies must, of necessity, make their decision soon.

THE MARKET DIFFICULTY SETTLED.—Yesterday forenoon the Butchers surrendered at discretion, and came forward almost in a body, and took the stalls in the New Market House, at the rent established by the Councils. Nearly all the stalls were taken. The perfect good humor with which the whole matter was finally settled, showed that the differences, after all, were not of much moment, and that the Butchers, now are about the best satisfied people about the city. Look out now for handsome stalls, fine beef and choice cuts. We hope the improvement on the opposite side of the street will not be delayed.

THE INCREASE OF CRIME.

The papers, East and West, North and South, are uttering homilies about the "appalling increase of crime," and venturing advice as to the proper remedies.

One class urges that the increase is owing to a lax administration of justice; and it is argued that a firm and rigid application of extreme penalties would restrain lawless propensities and protect society.

Another class argues that the increase is owing to the "sympathy" manifested for villains of every class by pseudo-philanthropists, who make every possible effort to mitigate the severity of punishments, and who teach that crimes are not the faults of the "individual," but of "society."

Others allege that crime results from a mistaken system of education, which leads parents to endeavor to make "gentlemen" of their children by bringing them up in idleness, but which results in making blackguards of them.

And finally, it is maintained by a largely increasing class, that drunkenness is the fruitful source of all crime, and that the "Maine Law" is the only remedy.

That crime is largely on the increase, cannot be questioned; but probably the increase is not so large as most people are fain to conclude. There has been a great deal of crime in days that are past, and while we cannot shut our eyes to its increase, we must not forget that our population has also largely increased. It would be idle to compare the Pittsburgh of to-day with the Pittsburgh of 20 years ago, and draw an inference unfavorable to public morals. If the criminals have more than doubled in number, so has the population. Perhaps the proportionate growth of our has outrun that of the other; we cannot deny that it has, somewhat: but growing cities, it must be remembered, do not increase their police force and other means of prevention as fast as they grow; and hence, to all such, as to so many exposed places, do the evil-disposed gather. "Where the carcass is, there will the eagles be gathered together." The increase of crime, it will be noted, is mostly confined to the cities; and flows, legitimately, not so much *from* them, as *to* them.

That the causes we have enumerated, as severally urged by different portions of the community, have each contributed to the increase of crime, will not admit of question. They are all sources to which large streams may be traced. But no one of them is sufficient to account for all the mischiefs from which society is now suffering.

The laxity of judicial discipline has emboldened many to the commission of crime. We need a rigorous application of extreme penalties, both as a means of prevention and of cure.—And while society most not forget that the criminal is still a man, it must also remember that he is a *bad* man, and cease to waste upon him that "sympathy" which may lead him to believe that he is an *abused* man. So, also, that perverted system of home education which allows boys to roam the streets unrestrained, to visit the schools of infamy and become familiar with vice, instead of training them up to habits of industry, either in the counting-house or workshop, or to some other honorable employment, has unquestionably added to the muster-roll of the vicious; and no one doubts that intemperance is one of the most prolific of all the mothers of crime. But it is to *all* of these sources, instead of to *one*, that society must look for the fountains of the now overflowing stream of iniquity; and remedies must be applied to each. Some of the remedies belong to Society, others to individuals; and it is to their proper application, by both, that we must look for an abatement of what is so generally complained of.

THE LEAD TRADE.—The Galena Jeffersonian states that the total export of Lead from Galena and the other points in the Lead region, for this year, up to the close of navigation, was 391,682 pigs, against 474,114 pigs last year—a falling off of 82,582 pigs. The Jeffersonian accounts for this by the early closing of navigation, the low water of nearly the whole season, and the bad state of the roads. Immediately preceding the close of navigation, the roads between Galena and the furnaces were nearly impassable, and very little lead was received. But the low water of the season, and high freights, was a still more serious interruption to business, and to this is to be added the fact that navigation closed three weeks earlier than usual. In 1851, the last shipment was made December 3d—this year the last was sent forward, November 16th. A much larger amount has been, however, left on hand at Galena. The Jeffersonian thinks the lead shipments have now reached their sum, and that hereafter greater supplies be expected.

LITTLE SAWMILL RUN RAILROAD.—We understand that this road is expected to be finished, from the mouth of Sawmill Run, opposite this city, to the coal mines of the Company, a distance of three miles, about the first of February. The grading is all finished, and about half of the iron down. A locomotive, building at Baldwin's celebrated establishment, Philadelphia, will be placed on the road at that time. This road will afford facilities for bringing an immense quantity of coal to market, and will no doubt prove very profitable to the stockholders. A few shares of the stock can yet be secured, as we learn by advertisment in another column. It cannot but prove to be one of the best paying stocks in the country.

FINE FARM FOR SALE.—Persons desirous of purchasing desirable farms, are referred to the advertisements of JAMES BARCLAY and RICHARD FOSTER, in the appropriate columns. These are very desirable locations, and are worthy the attention of those wishing to obtain a country residence; they are both easily visited by Railroad, are in fine neighborhoods, and possess many advantages, both as residences, and for farming purposes.

RAILROAD MATTERS.

Last week, a large meeting to promote the construction of the Pittsburgh and Erie road took place in New Castle. We take the following account of the proceedings from the "*Journal*" of that place.

Hon. Charles T. Whipp, of this county, was called to the Chair, assisted by a number of Vice Presidents and Secretaries. L. D. M'Gaffin, stated the object of the meeting, which was to hear from the Directors what progress they were making preparatory to the construction of said road; whereupon Mr. Waugh, of Greenville, Mercer county, gave a statement of what had been done by the Directors. He stated the proposition had been made by the New York and Erie Rail Road Company to subscribe $450,000 to the Erie and Pittsburgh Road, provided, they would give them the privilege, under their charter, of extending the New York Road through Pennsylvania; in that event the county subscriptions would be rejected, and the citizens would be called on to subscribe the balance of the stock to make the road. He urged the people strongly to subscribe stock. Dr. M'Cook, of New Lisbon, next addressed the meeting on the practicability of making a continuous road from New York to the Pacific, through this section to New Lisbon, New Philadelphia, Coshocton, Newark, Columbus, Cleveland, &c.

On motion Dr. Whipp, Wm. Waugh and E. Soakey were appointed delegates to attend the great Rail Road Convention which is to assemble in the city of New York, on Monday next, to represent the interests of New Castle in said Convention, after which a committee will be appointed to urge the citizens of New Castle and Lawrence county, to subscribe stock to the Pittsburg and Erie Railroad Company.

The election of officers for the ensuing year, to manage the affairs of the Pittsburgh and Erie Railroad Company, was postponed until after the meeting of the Rail Road Convention in New York. Nothing of any importance was done at the late meeting of the Board.

RAILROADS IN BEAVER COUNTY.—A meeting, was lately held in Bridgewater, Beaver county, at which resolutions were passed that if said road intersects the Wellsville and Pittsburgh Road at the mouth of the Beaver river, they would use all the means in their power to procure the right of way, and that the Commissioners of Beaver county be requested to take such measures for the subscription of stock to said road, as may be in their power. They also resolved to subscribe to the stock to the extent of their means, and use their best endeavors to procure the largest possible amount of stock to said contemplated road.

THE RIGHT OF WAY FOR THE STEUBENVILLE ROAD.—The Wellsburgh Va. *Herald*, has the following remarks on this subject:

We take for granted that it is unnecessary for us to enlarge at any greater extent on the propriety of the citizens generally of Brooke county advocating the "right of way" for the Pittsburgh and Steubenville Railroad. Every imaginable consideration prompts them to the course. Not only regard for the interest of the north end of our county, but our own interest, in the construction of the branch to Wellsburgh, required by the charter petitioned for, makes it unquestionably our duty as well as policy, as citizens, to advocate it. *Our* duty, say journalists; is not less plain. We regard a connection with Pittsburgh as the most important for this town that can be effected—more important even than the Wellsville and Wheeling connections. Believing so, from many and obvious reasons, we have ever advocated such connection. We believe that it is practicable to effect it, only by bringing to bear upon the Legislature the moral force of the application of the citizens of Brooke.

The opponents of the project at Wheeling are representing that it is exclusively a foreign movement, and upon this assumption they base their arguments. Upon us it rests to disprove it. It is the only argument, or counterfeit of argument, they *can* use. We have no idea of attempting to reply to the broadside of misrepresentation, and malice, fired during the past week by the Wheeling press. They have, upon their own faces, their refutation. Scarcely a line but is subject to criticism. Contradiction would only give them importance. "WORK," is the word now.

The Ohio Exselsior Railroad is a new line in contemplation, the object of which is to find the most direct line of communication between Pittsburgh and Cincinnati. This road will pass through Harrison, Guernsey, Noble, Morgan and Athens counties, connecting with the Cincinnati and Marietta Railroad. Robert McLeod, Esq., formerly chief Engineer on the Central Ohio Railroad, will make a reconnoisance of the proposed route in the early part of January next.

TOLEDO, NORWALK, AND CLEVELAND RAILROAD.—The cars departed for the third time on this road this morning. The travel is enough to satisfy the expectations of the most sanguine. Two hundred passengers left yesterday and to-day, most of whom arrived the evening previous by the Southern Road. The business of the road, as a passenger thoroughfare will be immense—unexampled probably, in the history of the Western railroads. The way travels thus far, promises to be very large. The road passes through the best settled and richest portion of North Western Ohio. It is unlike both of the railroads from Lake to River, in this respect. Of course it makes our mornings and evenings very brisk here in Toledo. There were about two hundred arrived by the Eastern train last night who left in the Western train this morning, and so *vice versa*. It will continue to be so. Toledo takes the drift of Western travel. The business of the road, must of necessity experience a steady increase day by day—and when it is finished, and the necessity for going round by Shelby obviated, of course business will be enormously increased. We doubt if any stock in the country will pay a better per centage than that of the Toledo, Norwalk and Cleveland Railroad.—*Toledo Blade.*

Correspondence of the Daily Pittsburgh Gazette.

NEW YORK, DEC. 20, 1852.

MR. EDITOR—Having of late received several letters from friends in the West, wishing to know at what time I intend to sail for California, and by what route, &c.; and as I have, after much investigation, decided this matter for myself, and as few persons in your section of country have the opportunity of obtaining the information which I have had, I have thought it might not be uninteresting to some of your readers who may contemplate making the journey themselves, to know the result of my inquiries.

There are three different routes to California. The first, the oldest, though perhaps not the best is round Cape Horn. On this route, by a rail vessel, it requires from five to six months to make the journey. Last week, however, a steamer went out from this, which is expected to make the trip, "rounding the Cape," in 70 days.

Another, the Panama (called also the Navy Bay, and Aspinwall) route. On this route there are two lines of Ocean steamers. One the Howland & Aspinwall, the other Davis, Brooks & Co.'s line. All the ships belonging to each of these lines are very good. The rates of passage and the accommodations, (so far as a superficial observer can see,) are about alike on both, except that on the steamers of Davis & Brooks' line there is no 2d class cabin. So that passengers are compelled to take either a first cabin or a steerage passage.

The other route to California is by Nicaragua. On this route there is but one line of steamers, "Vanderbilt's." This is the only line giving tickets for crossing the Isthmus.

The following table will show the rates of passage of each line:

Davis, Brooks & Co.'s Line.	
First Cabin,	$300
State room on deck,	320
Steerage,	170
Howland & Aspinwall's Line.	
First Cabin,	$300
State room berth on deck,	320
Second Cabin,	240
Steerage,	170
Vanderbilt's Line—Nicaragua Route.	
First Cabin, state room berth,	$315
Second Cabin, open berth,	250
Steerage,	160

On the Panama route, after leaving the Atlantic Ocean, passengers take the cars for Barbacoes; the fare is $3; thence to Gorgona by boat, fare from $3 to $10; thence to the Pacific Ocean by mule as horse back, 22 miles. Cost of a mule will be from $10 to $25; incidental expenses $10 to $20. The expense of crossing the Isthmus by the Panama route will not be less than $50. Of those 22 miles to be traversed on mules, the road is represented to be exceedingly rough and unpleasant, especially in the wet season and for some time after.

By the Nicaragua route, after leaving the Atlantic, from San Juan del Norte, passengers travel by steam boats 135 miles up the San Juan river, and across Lake Nicaragua to Virgin Bay, thence by mules for a distance of only twelve miles; over a tolerably good road to the Pacific Ocean. On this route passengers are at no expense on the Isthmus except for their board; it takes from two and a half to three days to cross the Isthmus. A person to whom I have been introduced, as one on whose words I might rely, now a resident of California, and who has been over both routes twice, represents the Nicaragua route as much less laborious, more pleasant, and first class in every respect, to be the favorite route.

On each of the routes steerage passengers are furnished with steerage fare, and are not allowed in the cabins or on deck abaft the engines. The steerage fare is represented as very coarse indeed, in the expressive language of those who know, "scarcely fit for a dog;" and this, doubtless, is the cause of so much sickness among California emigrants.

I think, therefore, it would be well for emigrants designing to take a steerage passage to take provisions sufficient to last them through the whole route. They will find "California Crackers" put up in boxes and tin cases, all the grocery stores and eating houses near the wharf. I think it would also be important for all passengers, especially for steerage passengers, to provide themselves, before leaving New York, with a good thick blanket, or two of them, as the steerage berths are nothing but pieces of canvass stretched upon racks—no clothes or covering whatever. Steerage passengers thus provided, I think, could make the trip without much cause of complaint.

As to myself, Providence permitting, I intend to sail from New York on the 20th of January, proximo, in the steamship "Northern Light," for Aspinwall, on the Pacific Ocean, in the steamer "Pacific." These steamers are not surpassed by any on the California route, and are equalled by none but the "Golden Gate," belonging to Brooks & Co.

All the steamers for California leave New York on the 5th and 20th of each month. Should it probably be a favorable operation to California about the last of January, it might be well for persons intending to go, to forward a bank check or draft on New York, to the order of one of the agents of the line by which they intend to sail. The ticket could be returned by mail, or retained by the agent if called for, as might be directed. Yours, truly,

J. C. HERRON.

For the Daily Pittsburgh Gazette.

TRIPARTITE BRIDGE.

Some years, ago, our papers were filled with speculations, and estimates, for what was called a "tripartite" bridge, for common road travelling, to start from the junction of the Monongahela and Allegheny rivers; dividing at some point on the *bar* which stretches out between the two streams, and branching to both sides of the Ohio river. The idea is certainly ingenious, though it has been regarded by many as visionary.

Since the period when it was first suggested, Pittsburgh has become to some extent, and will manifestly be to a still greater extent, a railroad city. There are few cities, and especially railroad cities, of the magnitude and importance of Pittsburgh, so *hampered*, if I may be allowed the expression, for room. There are now in progress, and to be completed within a couple of years, four main lines of great trunk railroads, viz: the Pennsylvania, the Ohio and Pennsylvania, the Pittsburgh and Steubenville, and the Allegheny Valley railroads. Although the Ohio and Pennsylvania road is in operation from Wooster, and in railroad connection with Cleveland, and doing a handsome, remunerating business, and although the Pennsylvania Central line is in connection with the Portage and Columbia railroads, forms a continuous track to Philadelphia and is doing a very considerable business, yet, I feel assured, that the business on both these important lines, is yet in its very infancy, and forms but a small proportion of what will be done when all the connections, now said to be complete. Business on the other roads named, has not, of course, yet commenced; and there is another main trunk line, which will at no distant day be opened, via: Connelsville to Baltimore.

But looking only to the short future of two years hence, how can the four great lines be more advantageously connected, and accommodated?

It has been proposed to connect the Ohio and Pennsylvania, and Pennsylvania roads, by means of a bridge across the Allegheny river opposite Allegheny street, Pittsburgh; which is entirely practicable. And in that event, it has been proposed to connect the Allegheny Valley line with both these roads by a junction on Allegheny street. It has also been proposed to carry the Pittsburgh and Steubenville road along the Monongahela, either on the hillside back of the works and buildings on the west bank of the river, or along the river *in front*; and then to cross the Monongahela on a comparatively low bridge, either into Smithfield street, or opposite the canal outlet, and thence through the tunnel; in either case, running into connection with the Pennsylvania railroad near the canal basin. This is entirely practicable, but it will necessarily involve a heavy cost in passing from Woods' rolling mill up the Monongahela, on any plan, and across to the canal basin.

Now comes up the question, can this tripartite bridge be made practically available in spanning the streams, and connecting all these lines of railroad, affording at the same time facilities for the passage of ordinary travel? I will propose a plan, and trace it out. I assume, that the Pennsylvania railroad is to be finished down Liberty street to the bank of the Monongahela river; and that the Allegheny Valley rail road will run into connection with it between the corner City Depot and the Monongahela street. But I would mention, that it has also been suggested, to run a track of the Allegheny Valley road along "Duquesne Way," (which could be used at all times except when the river is in high flood) down to the *Point*. Now, suppose we commence at the outlet of Liberty street, (and run a railroad, on ascending grade of 2 feet per 100 feet, thence to the Point, and there meet the Allegheny Valley line, graded up to the same common point of elevation. I assume, that the starting place at Liberty street, is 35 feet above low water. The road at the Point, will then be, on a distance of 666 feet, raised 19 feet-higher, or 54 feet above low water. Then project an ascending grade outward from the Point, along the projecting bar, (on Piers, if you choose) 1000 feet, at a grade of 3 feet per 100 feet. This gives a height of 102 feet above low water. Here build a substantial Pier, or abutment. From this, project two bridges, or about 1200 feet length, each; one towards the outlet of *Allegheny Avenue*, in Allegheny City, and the other to a point on the St. Clair Township side, below Lorena's Mills. Let them be "Suspension bridges," with one Pier in the middle of each! Let the grade ascend from the main Pier, or abutment, before described, at the rate of 2 feet per 100 feet, to the centre pier of each bridge. The height, at each centre pier, will then be 114 feet above low water. This is two feet higher, above *low water*, than the height fixed by the Supreme Court for the bridges of the Pittsburgh and Steubenville Railroad; and it is well known that in the highest floods, the water at Wheeling is about ten feet higher, measured from low water, than it is at Pittsburgh. This would present, with a thirty feet flood at Pittsburgh, a clear passage for steamboats, of 84 feet. Well, here we are, on the *outer pier* of the Allegheny prong, 114 feet above low water. At this point, commence a descending grade of 3 feet per 100 ft. This brings us at the Allegheny City shore, to 84 feet above low water. Here, place an abutment. Continue the descending grade of 3 feet per 100 ft. along Allegheny Avenue till it strikes the level of the Ohio and Pennsylvania Railroad, or say for a distance of 1500 feet; commencing with *piers*, and tapering off with an *embankment*. That finishes the Allegheny prong. We now go back to the center pier of the Monongahela prong; and here we put in a descending grade of less gradient, say one foot per 100: for two reasons—first, because the line is running towards a high hill side, where any elevation can be had; and second, because that is the maximum grade on the Pittsburgh and Steubenville Railroad. Then, at the shore, where the Monongahela abutment would be placed, the grade would be 108 feet above low water.

The three prong, or *tripartite* bridge is now complete; and all the railroads named are brought into connection, except the Connellsville line, which has, however, a choice of routes; either down the Monongahela, or along the same valley with the Pennsylvania road.

It has certainly not taken much time, or labor, to finish all this, on paper. Now let us look into the next question of importance. What will this cost? In round numbers—

To grade for a double track along the two rivers, to the starting place at the Point,	$10,000 00
Bridge, double track, from said point to main abutment or pier, on the bar,	140,000 00
Allegheny prong, to the shore,	90,000 00
Thence to junction with O. and P. Railroad,	50,000 00
Monongahela prong, to the shore,	90,000 00
Thence to grade on the Pittsburgh and Steubenville Railroad,	20,000 00
	$400,000 00

The next question in order is, where is this money to come from? With a few provisos, this admits of an answer. *Provided*, the Pittsburgh and Steubenville Company would regard this as a favorable move of connecting with the roads on the Pittsburgh side, could they not afford to subscribe $150,000? Will it not cost at least that much to construct their line along the river, and into connection with the Pennsylvania road at the Canal Basin, or at any other point? And, *provided*, the Ohio and Pennsylvania Company would regard this as a favorable mode of connecting with the same roads, would *they* not subscribe $100,000 towards it? Will it not cost about that much for their proportion, to construct their line to the proposed point of crossing, and across the Allegheny river? And, *provided*, the Pennsylvania Railroad Company would regard this as a favorable mode of connecting with the roads mentioned, would *they* not subscribe $150,000 towards it? Have they not already agreed to pay $150,000 towards the connection with the Ohio and Pennsylvania Railroad, and could they not, with the same stone, thus kill *two* birds? I regret that the money is thus all raised, before we have had time to say a word about what the Allegheny Valley Company might be disposed to do, but it would of course cost something to make their connections down Duquesne Way, which they would have to do, and pay for, themselves. Well, now we have the three prong bridge built and paid for. How is it to be used? The first grade is two feet per hundred, or 105 6-10 feet per mile. Locomotives and trains can run on such a grade, we know, for they are now daily running on the Baltimore and Ohio Railroad on grades of 121 feet per mile. Though, of course the load must be proportioned to the grade, if to ordinary locomotive and rail be employed.—The highest grade on the plan suggested, is three feet per hundred, or 158 4-10 feet per mile. The cheapest and best plan for working such a grade, in such a situation, especially as it occurs on a bridge, would be that invented by G. Escol Sellers, one of the best practical mechanists and engineers of our country. He introduces a central rail, and the power of the engine is carried to it by pressure on the two *sides* of the central rail; thus taking off the strain from the track, or carrying rails, and worked it successfully on grades of 200 feet per mile. But it is not necessary, at present, to pursue the details of working. It is certainly entirely practicable.—But, to return to the question, what has been urged of the ordinary travel over these bridges?—The foregoing estimate is based on probable returns for railroad traffic only.

If the people are in earnest about the tripartite bridge, and desire to have it arranged for the accommodation of ordinary travel, as well as railroad purposes, it will be accomplished at an additional cost of about $200,000. At any ordinary height of structure, or in an ordinary situation, the increased cost would not be nearly so great. But we are to assume that there will be a *compulsion* as to the height of the bridge; and in consequence of this height, it may not answer to carry the bridge, or road way for the common travel, over the railroad track, on account of the difficulty in approaching it; nor *under* it, because it would interfere with the requirements of the Supreme Court. The common road way will then be forced to the same level, side by side with the railroad, requiring additional width of abutments, piers and embankments, and additional supporting chains and trusses for the bridge work.

These hints are thrown out, not so much with a view of digesting any precise plan, as of calling the attention of our citizens to the subject. It is an interesting question, and it is not a visionary but a practical matter, worthy of consideration. Before concluding, it may be well to remark that by the construction of a track along Duquesne way an arrangement might readily be effected by which the general transportation business would be greatly accommodated, and Liberty street *relieved* from the throng of cars, simply by the track or track along Duquesne way, from the Point to Allegheny street, and thence into connection with the Allegheny Valley and Pennsylvania railroads. At periods of high floods there would still be an outlet through Liberty street. These, however, occupy but a few weeks in each year.

This matter may as well be met now as at any time, and the writer will be pleased to hear suggestions or arguments on either side.

PENNSYLVANIA.

For the Pittsburgh Gazette

CITY HALL.

MR. EDITOR—The present is a favorable time for an appeal to the Councils and the Market House Association, to build a City Hall on the second story of the Duplicate Market House, about to be erected, on the site of the old semi-circle in the Diamond. Aside from the necessity for a large and substantial hall—capable of holding, say 2000 persons seated,—the revenue from it, as a place for public exhibitions, such as concerts, fairs, &c., would be great; and the city taxes, now so much complained of, would be, thereby, to some extent reduced.

The new market House will be 70 feet wide by 170 feet long, which would give a grand hall, say 130 feet long, with space sufficient left for a vestibule and private rooms essential to it. The location has many advantages; there will be a carriage way all around the building, and all the necessary entrances and exits can be made, so important in a public room for exhibition. Free from contact with other houses, the risk from fire will be less than any other location.

The extra expence for the addition of a Hall, would be trifling, compared with the revenue it would yield. Say that it would cost $8000, the interest of which is only $480; and no doubt the revenue would be from $2500 to $3000 per annum. There are many reasons why a good and convenient hall, in a central position, should be erected, but this is merely a suggestion to call attention to the opportunity.

M.

THE Public Debt of the United States, on the 1st of January, last year, amounted to $59,103,-433, but on the 1st of January ensuing, it will reach $67,012,362 of the principal and interest of the public debt have been liquidated.

THE ALLEGHENY RAILROAD.—There appears to be some opposition, in Pittsburgh and its vicinity, to a subscription by the country to the stock of the above named road; and we notice in a late number of the *Pittsburgh American* attributes the fact to the efforts of "two or three *feed* parties on the part of Philadelphia interests." We know that this charge is unfounded, and, therefore, simply contradict it. There is no disposition existing here hostile to any project to promote the prosperity of any part of the State; and much less of its great Western metropolis; and we always regret to find the press of Pennsylvania endeavoring to produce an impression so unjust to this city.—*North American.*

A CHOLERA PANIC IN APALACHICOLA.—Accounts from Apalachicola, Fla., represent the cholera as raging to a fearful extent.

There have been seventy-five deaths from this disease in ten days. Among the recent victims was Professor McCoy, of the Georgia University.

A MODERN DISCOVERER.—Andrew Jolt, in the last fifty years has lived the life of a hermit, in an old shanty, in the woods, on the borders of Maryland and Pennsylvania. He is about eighty years of age, with a long beard, of apparently half a century's growth. His dress consists of an old blanket, thrown over the shoulders and tied around the body, with a number of old rags tied over his feet.

THE BOILERS OF THE STEAMSHIP PRINCETON.—It is stated that the contract for the required alteration in the boilers of the U. S. steamer Princeton, has been awarded to Messrs. Murry & Hazlehurst, of Baltimore. This firm built the boilers, but their failure cannot be attributed to them, as the designs were furnished by the Navy Department. The plan of the boiler will be changed, "tubes" being substituted in place of "flues," they are also to have double furnaces. The work is to be completed by the 1st of April

FRENCH OCCUPATION OF SAMANA.—A captain in the French marine, who arrived at New York, on Wednesday, from St. Domingo, reports that there is a fleet of the Emperor already in undisputed possession of the harbor of Samana. It is further announced that it is the intention of Louis Napoleon to send all the necessary reinforcements to keep the prize he has secured; and there is said to be not the slightest doubt among the French residents of the island that the ground taken by Napoleon will be defended by the whole force of the empire.

METROPOLITAN CHURCH.—It is stated that a very eligible lot has been obtained on which to erect this new Methodist Episcopal Church in the city of Washington. The building is to be large, neat and plain on the plan of the Charles street church in this city, only larger, with free seats, and will cost, with the ground about forty thousand dollars. Rev. John A. Collins, the agent to solicit donations, is now in New York.

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 leaving their orders will have their wishes committed and complied with, as all work is done under his own supervision. de1:2tm

LARD.

☞ R. WATSON is now engaged in slaughtering 4,000 Hogs, and will have constantly on hand a large stock of Pork Fork of his own raising; also 500 barrels of Extra Mess Pork, and a No. 1 article of Lard, in barrels and kegs, for sale at his War-house, corner of Liberty and Wayne streets. de24

Dr. M'Lane's Pills.

☞ Mr. G. W. Butler, of Millersburgh, Centre Co., Pa., had been afflicted with Liver Complaint for a number of years, and was cured by the pills. A young lady of his acquaintance, was also greatly relieved by them.

Jacob Wilder, Postmaster at Covington, Ohio, says that her self very ill, and that he does not consider his stock of medicine complete without them.

The wife of Mr. James Stewart, of Richmond, Jefferson County, Ohio, was cured of a most distressing pains by their use.

W H Ainsworth, of Varysburgh, New York, considers these pills the best medicine of the kind ever offered—The lot he had on hand sold rapidly, and gave the highest satisfaction.

James Jones, of Wilkins township, Allegheny Co., Pa., says his wife used two boxes, which did her more good than their family physician for two years.

Every one should be provided with a box of Dr. McLane's Pills, as there is no better Family Physic.

For sale by most Merchants and Druggists in town and country, and by the sole proprietors.

J. HIDD & CO.,
60 Wood street.

☞ WINES, &c—Persons wishing to purchase FOREIGN WINES are Liquors of all descriptions, per *ss Imperial*, can obtain them, at the lowest prices, at the Wine Store of
JACOB WEAVER, Jr.,
oc15 Market and Front streets.

Scrofula.

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

Thousands of certificates in the hands of the proprietor, many of which are from well known citizens of the city of Pittsburgh and its immediate vicinity, go to show clearly and beyond all doubt, that KIER'S PETROLEUM is a medicine of no common value, not only as a medicine for scrofula, but for all diseases of the blood, local nervous affections, Rheumatism, Deafness, loss of Sight, but as a valuable internal remedy, inviting the torpid, sluggish physicians, as well as the suffering patient, to become acquainted with its merits.

We are having a dread of calling, as we are assured that this medicine is purely natural, and is bottled as it flows from the bosom of the earth.

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

This may in truth certify, that I have been so badly afflicted with Scrofula for the last seven years, that most of 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 constantly all the time by the best physicians our country affords; I occasionally got some relief, but no cure, and continued to grow worse, until Dr. Foot recommended me to try the Petroleum, or Rock Oil, as every thing else had failed me, I had very little 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 H. BARKER.

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

D. Y. FOOT, M. D.

For sale by all the Druggists in Pittsburgh.
au30:lw

Knickerbocker New Year's Cakes.

500 POUNDS Knickerbocker New Year's Cakes, the name so baked in New York, a general assortment of plain and fancy Cakes for the Holidays, at
JOHN SCHRADER'S,
de22 No. 217, Liberty street.

HEALTH OFFICE.

Interments in the City of Pittsburgh

FROM DEC. 18, TO DEC. 25, 1852.

DISEASES.	ADULTS.	CHILDREN.
Accidental,	2	0
Cholera Infantum,	3	1
Croup,	0	0
Debility,	0	1
Phthisis,	3	0
Teething,	0	0
Unknown,	0	1
Total,	6	3 — 9

OF THE ABOVE THERE WERE.

Under 1 year,	1
From 1 to 2,	0
" 2 to 20,	0
" 20 to 40,	2
" 40 to 60,	1
" 60 to 80,	5

By order of the Board of Health.

JAMES H. WILLSON,
Physician to Board of Health.

C. M. NICHOL.....R. H. BEACHES.....J. PEACOCK.

Nicol, Brackin & Co.

GENERAL Commission Merchants, corner of Market and Church streets, Nashville, Tenn. Refer to—Jordan Dickey & Co., J. W. Butler & Bro. de22:6mos. Pittsburgh.

NOTICE.

THE Partnership heretofore existing under the firm of Curtis & Dobbs, in the General Insurance Agency business, was dissolved by mutual consent on the first of December last. All persons having claims against the concern will present the same to the undersigned for settlement.

J. C. CURTIS.
P. DOBBS.

In retiring from the late firm, I most cheerfully recommend my friend, J. C. Curtis, to the confidence of the public generally, as a gentleman worthy of their confidence, and also the companies of which he is agent.

P. DOBBS.

P. DOBBS, General Insurance and Real Estate Agent, may be consulted at the Office of the late firm.

I take pleasure in recommending Mr. P Dobbs, my late partner, to the public, as a correct business man, and a gentleman worthy of confidence.

J. C. CURTIS.

Good News for the Ladies!

JONES' CORAL HAIR RESTORATIVE is far before Bertolf's or any other article for the hair now known, stopping its falling out, curing scurf, and dressing hard, coarse, dry hair beautifully; is now sold for 25 and 50 cents—the size at 25 cents is equal to sold at 50 cents and $1—so that all ladies can now use it. It is universally allowed to be the best article for the hair. Sold at GRIBBLE'S Clothing Store, (formerly Bayard's,) "Big Boot," corner of Wood and Liberty streets, Pittsburgh.

Price reduced to 25 cents a cake.

FOR JONES' ITALIAN CHEMICAL SOAP.—This truly fine article, for curing Skin Diseases, Eruptions, &c., is reduced to this price, so that all may use it. It makes one of the finest, most delightful and Clear; cures Pimples, Freckles, Sunburn; Chapped, Sore or Tender Skin; is a fine thing for Shaving, and for Infants in the Nursery, it is excellent and healing. Sold at GRIBBLE'S Clothing Store, (formerly Bayard's, "Big Boot,") corner of Wood and Liberty streets, Pittsburgh.

JONES' CELEBRATED HAIR DYE—Unsurpassed for Dyeing the Hair a beautiful brown or black. Price 50 cents and $1 per bottle. Sold at GRIBBLE'S Clothing Store, (formerly Bayard's, "Big Boot,") corner of Wood and Liberty streets, Pittsburgh. de22:lydawly

Northern Protection Insurance Company,
Camden, N. Y.
CAPITAL, $250,000.

LYMAN CURTISS, President.....S. CROMWELL, Secretary.

WILL issue Policies against LOSS or DAMAGE by Fire on Buildings and their Contents, on the Hulls and Cargoes of Steam and Canal Boats, on the most favorable terms.

All Losses of this Agency will be adjusted and promptly paid at this office.

Office, corner Wood and Fifth streets.

de29 over Patrick & Friends Banking House.

Rensselaer Insurance Company, Lansingburgh, New York.

JACOB FAKE, President.....JAMES DOUGHTY, Secretary.

CHARTERED IN 1836—CAPITAL, $200,000.

THIS old and well established Company are prepared to issue Policies, by their Agent, on all kinds of Fire Risks on the most favorable terms. The prompt payment of its losses during the many years of its continuance, is a sufficient guarantee to persons wishing to effect correct insurance.

C. CURTIS, Agent.

SPECIAL AND IMPORTANT SALE OF
DRY GOODS,
PREPARATORY TO REMOVAL.

A. MASON & CO. will hold their last Semi Annual Sale, on Market street, at Nos. 62 and 64, commencing on Thursday, December 30th, 1852, and continue until February, at which time they will remove to their New Store, now erecting on Fifth street, which they design opening with a full and complete stock of new Goods.

This Semi-annual Sale will therefore be the clearing out and closing off of their entire stock, every article will be marked down to such extraordinary low rates as must insure a rapid sale.

Purchasers will remember that all Rills called "Liver Pills," other than those prepared by H. C. SELLERS, No. 67 Wood street, are counterfeit or base imitations. de29

Farm for Sale.

THE subscriber offers for sale his Farm in South Fayette township, Beaver county, four miles south of Darlington, Station of the O. & P. Railroad and seven miles west of New Brighton, containing 160 acres, 90 of which are cleared