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☞ 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 OF PITTSBURGH.
ROBERT M. RIDDLE.

WHIG NOMINATION FOR MAYOR OF ALLEGHENY.
ROBERT W. PARKE.

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

A RAILROAD TO LAKE SUPERIOR

A pamphlet has been placed in our hands, containing a letter, by MORGAN P. DRAKE, Esq., addressed to Hon. LEWIS CASS, urging a grant of land by Congress to aid in the construction of a Railroad to the Copper Mines of Lake Superior, commencing at Pontiac, in Michigan, to which point there is now a Railroad in operation from Detroit. The route from Pontiac is by way of Flint, in Genesee county, to Marquette Bay, in the county of Mason; and from Manitowoc on the opposite shore of Lake Michigan, in Wisconsin, to Kewana Point on Lake Superior, with a branch to the Ontonagon, and a branch to Iron Bay, and near the mouth of Chocolate river. The distance is stated, in direct lines, as follows:

Detroit to Pontiac, now Railroad	25	miles.
Pontiac to Marquette,	186	"
Marquette across the Lake to Manitowoc,	60	"
Manitowoc to Kewana Point,	196	"
	467	"
Branch to Iron Bay,	60	"
Branch to Ontonagon,	40	"
Total,	567	"

After leaving Flint, 31 miles from Pontiac, the route strikes the public lands, which continue the whole way to Marquette Bay, 155 miles. On the opposite side of the Lake, from Manitowoc to Green Bay, 37 miles, there is not much Government land; but from the latter point to Lake Superior, all the land belongs to Government, except what has been taken up by miners.

This is the magnificent scheme proposed, and Government is asked to aid it, by granting every alternate section of public land, for seven sections in width, on both sides of the proposed line.

As a general principle of action we are opposed to these large grants of public lands to Railroad Companies; but in the present instance we should cheerfully advocate and vote for these grants, were we in Congress, for the following reasons: *First.* The lands themselves are of but small value, and will not be improved for generations to come, unless under the stimulus of a great public improvement such as this Railroad will be. The Government will, therefore, make more money by giving away the land asked for, on condition that a Railroad is constructed, than it would by keeping it in a wilderness state. The alternate sections left will be worth double what the whole ever will be in its present state.

Second. The Government and people will be greatly advantaged by the opening up of a Railroad route to the salubrious regions, and extensive mineral resources, of Lake Superior. The enterprize is too vast, and the probabilities of remuneration are too uncertain, for a private Railroad Company to undertake the whole work; and the benefits to the Government and people are self-evident. We, therefore, go in for the grant of land in this case, as we do also for a Railroad to the Pacific.

So much for the project of Mr. Drake and his friends, in which we wish them all success.—But there is another aspect of it more interesting to us in this region. We have no direct Railroad communication with Detroit, and the line proposed is broken by the Lake, which, in the winter season, cannot be crossed. We want a better route, and it naturally presents itself to us. We shall soon have direct Railroad communications with Chicago, and we have now a continuous Railroad, by the way of Cleveland, Shelby, and Toledo. Between Chicago and Milwaukie, there is a railroad now in the course of construction. From Milwaukie to Manitowoc, the point at which the proposed line leaves the west shore of Lake Michigan, is about 90 miles. By building this 90 miles, therefore, we avoid crossing the Lake, and the necessity of building 186 miles of Railroad through the wilderness of Michigan. Nevertheless, we would not oppose the grant of lands for the Michigan part of Mr. Drake's project, because the building of a road would be of great advantage to the Government and to Michigan; but we are satisfied the true route, and the one which will be adopted, is by way of Chicago and Milwaukie.

We hope our citizens will give this project all the aid of their influence before Congress. The business of this city is already greatly identified with the mining region of Lake Superior, and our relations with it will doubtless continue to increase, and become more intimate.

THE POST ROUTE DODGE.

It is well known that a suit is now pending in the Supreme Court of this State, to procure an injunction from that Court against the use of the Lake shore railroad from Erie to the Ohio State line—a road built by the Franklin Canal Company, without any authority whatever from the legislature. *Pending* this suit, we find the following movement recorded in the proceedings of the U. S. Senate, Dec. 21st.

"PETITIONS PRESENTED.

"By Mr. Wade—From the Cleveland, Painesville and Ashtabula Railroad company asking that the railroad from Cleveland to the line between Pennsylvania and Ohio, and so much of the Franklin Canal Company's Railroad as extends from the State line to the city of Erie, be established as a post route.

Let us suppose, now, that *both* these efforts shall succeed—that the Supreme Court shall decide that the Lake Shore road was built without authority of law, and an injunction shall issue against its use; and that Congress shall then declare this outlawed and forbidden road to be a "Post Route." What will the result be?

In Pennsylvania supreme, within her own limits! or has Congress a right to nullify her powers, and set the decrees of her tribunals at naught! Are we under the dominion of our own legislature and courts, or are we merely subjects of the National Government, devoid of State Rights? If Congress can legitimate that which, as a State, we outlaw, then our existence as a State is ignored. "State Sovereignty," in that case, is purely ideal—imaginary. Look at it:—Pennsylvania is asked to authorize the construction of a railroad. She refuses. A company of men, in defiance of her authority, proceed and build the road, using as an excuse a charter granted for another purpose. Pennsylvania, by her Supreme Court, declares the act a lawless one, and forbids the use of the road. Congress steps in and says—"We declare this to be a Post route of the United States;"—and lo! the mandate of Pennsylvania is powerless. By the same rule, our State can be dotted all over with roads for the benefit of New York or Ohio, constructed in defiance of State authority, and she will be powerless to forbid their use, if Congress can be prevailed on to declare them "post routes."

If Pennsylvania be a "sovereignty;" if she be possessed of "rights," as a State; if she be supreme within her own borders, in matters relating to her own affairs, then, clearly, Congress has no right or power to legalize what she, by her legitimate tribunals, declares illegal. On the other hand, if Congress *has* the power to do this, then our existence as a State is merely nominal, and we are to be considered as subject to the caprices of the General Government in matters relating peculiarly to ourselves.

New York and Ohio may profit by such a rule, *in this instance;* but we can easily conceive of instances in which they would be the loudest to cry out against the application, to them, of what they would now inflict upon us.

The "Post route" dodge is a Virginia invention, and in the case of the Pittsburgh and Steubenville road we have an instance going to show how it can be made to work in Virginia. The Pittsburgh and Steubenville Company [illegible] the right of way through Virginia, but [illegible] system of doing things, they have [illegible] go on and build their road [illegible] when it is built, get Congress to declare it a "Post Route." Thus, the invention got up to save the Wheeling Bridge, would "return to plague the inventors."

We do not know how the Injunction case, relative to the Lake Shore road, will be decided, nor what disposition Congress will make of the request to declare that road a "Post Route." But that request has evidently been made under the apprehension that the decision of the Court would be against the road, and it is as evident that, in that case, the intention is to frustrate the decision of the Court through the interposition of Congress. The only precedent for such an act, on the part of Congress, is that given in the Wheeling bridge case. But in *that* instance the result was a conflict between Congress and the Supreme Court of the United States, while in *this* instance, a conflict must result between Congress and the sovereign State of Pennsylvania. Should the occasion arise for the passage of the act contemplated in the petition offered by Mr. Wade, the whole question of "State Rights" will come up, and we shall then learn whether Pennsylvania is a "State," or a mere dependence of the General Government.

Here is a good rule to be adopted by the Governors of all the States, it strikes us. It has been adopted by the Governor of South Carolina:—

"In relation to the *pardoning power*, whenever petitions shall be presented *for pardon*, the report of the Judge who tried the case will be a requisition in all cases not to be omitted. The facility with which appeals for mercy can be obtained is too well understood to weigh with the Executive; and to enable the Governor to dispense the high prerogative of mercy—which is a constitutional bequest—it is manifest that a dispassionate statement should be made. This determination is absolute."

FIRE AND LOSS OF LIFE.—On Sunday last, the Louisville paper mill was destroyed by fire, and two or three lives were lost, and a number of others wounded. During the progress of the fire, an effort was made to save the machinery in the rag engine room. A great number of men were in there, when the gable wall of the old or main building fell in, breaking through the room below, and burying a dozen men under the burning rafters and loose bricks. A rush was made by the firemen and others to rescue them, but J. W. Horner and David Milliner were crushed to death; and Clay Carr, David Berry, E. Neff, G. Young, G. Smith, E. Bowman, N. S. Haynes and T. H. Hoskins, were injured, several of them dangerously.

OHIO CANALS.—The tonnage carried over the Ohio canals, during this year, is one-third greater than that of last year, though the revenue is less.

FROM WASHINGTON.

Correspondence of the Pittsburgh Daily Gazette.

WASHINGTON, Dec. 27, 1852.

The attempt to call upon and act upon the resolution conferring upon Gen. Scott the title of Lieutenant General, failed to-day by a vote which indicates its final defeat. Mr. Stephens, of Georgia, moved to suspend the rules to take it up, but the motion commanded a majority of only four votes out of 144. The motion was lost for want of two-thirds. A call of the House showed 147 members to be present, so that some evaded the responsibility of voting on the question. I confess to a want of sympathy with this movement. The fame of Gen. Scott rests upon other foundations than his titles. He is now Commander in Chief of the army, under the President, and this brevet would make him nothing more. The resolution would give a couple of thousand dollars additional pay, but that may be added without raising his nominal rank. The conferment of the same title upon Gen. Washington, in 1798, is not a precedent applicable to this case. He was not in the army, and in placing him at the head of the military forces of the country, in view of a foreign war, it was necessary to create a rank for him which would give him the right to command the veterans of the revolution, who had remained in the service, without wounding their feelings.

In the event of Mr. Hunter's success in the attempt to form a Cabinet for Gen. Pierce, it is expected by many that Gen Dix of New York, and Jeff. Davis of Mississippi, will come in as representatives of the conflicting principles upon which the party split in 1848, and in 1850. The Southern men have never acknowledged, and do not now, the constitutionality of the compromise measures, and it will be no ground of objection to any man who shall come before the Senate for confirmation, that he was not a servile adulator of the policy in which these acts originated. And yet the difference between the two factions at the South is only that of twee-dle-dum and tweedle-dee. Foote and Cobb, and Toombs are just as virulent and arrogant advocates of the most extensive pretensions of slavery as Davis, Troup or Soulé, men who resisted the compromise on the ground that it conceded too much to freesoilism. Toombs is perhaps the most offensive demagogue on that topic that ever entered Congress, and next to him was Foote of Mississippi. They have both had their day. The last turn of the wheel has brought up their competitors.

I understand that Mr. Everett is very actively engaged in bringing to a close the important negotiation with Great Britain, embracing all the points of difference between that country and the United States. This treaty or convention, it is understood, will contain provisions defining and settling our rights in regard to the fisheries, reciprocal trade with the provinces on this continent, and the British Islands adjacent, and the controverted points in reference to Central America. It will be the most important treaty entered into with England since Jay's treaty of 1794; and will perhaps give rise to as much discussion as that famous negotiation. It will be a high honor to the present administration if it succeeds, just at the conclusion of its term, in amicably arranging these difficult questions.

Decided measures have also been taken to prevent the French from acquiring a permanent foothold in Hayti and Sonora. Instructions have been given to ascertain the intentions of the French government in reference to the late expeditions and the alleged occupation under its authority of parts of those territories, and if necessary an energetic protest will be filed against the proceedings of its agents. Nothing more can be done during the ensuing two months; but this will be sufficient to give the new President and his friends employment for the first few months of their official life. JUNIUS.

HEAVY FORGERIES.—The Nonpareil gives the particulars of an extensive swindling operation that has just come to light in Cincinnati. Dec. 14th, a man, apparently a drover, presented two checks at the counter of the Life and Trust Company Bank, one purporting to be drawn by S. Davis & Co., on the Mechanic's and Traders' Bank for $7,321,25, the other by Evans & Swift on Ellis & Morton, for $7,500, and wished to purchase gold. The teller examined the checks, made the sale, and the drover walked out. The checks were sent to the two banks, and paid by officers of these banks against the M. & T. Company's Bank, relying on the integrity of the latter bank for their correctness. On Friday last, checks were discovered to be forgeries, but so well done as to deceive some of the partners in the firms. The sharper has escaped, and a dispute has arisen whether the Bank that made the exchange, or the two Banks drawn on, shall lose the money.

EMIGRATION TO AUSTRALIA.—The Africa had sailed from London for Australia, with about 550 emigrants, 40 of whom were cabin passengers, and about 400 were adults. Among the passengers were two clergymen of the Church of England, four Roman Catholic priests, and three ministers of the Kirk of Scotland. There were also four surgeons, two newspaper reporters, and six sea captains going out to bring home vessels. The Tantivy, emigrant ship, went into the river on Saturday, with about 380 souls on board. The number of vessels which left this port last month with emigrants for Australia and America was thirty-six, having on board a total number of 12,188 souls. In the previous month (Oct.) the ships dispatched were forty-two, and the emigrants 17,243. In Nov., 1851, the vessels were thirty-seven, and emigrants 11,032, giving an excess for November, 1852, of 526 persons. From the government depot at Birkenhead, the number of emigrant vessels dispatched was thirty-six, carrying 13,435 passengers: all of them being industrious persons, mechanics and laborers of good character, and such as this country, under present circumstances is least able to spare. Three remaining vessels will, it is calculated, take out about 900 additional passengers registered, increasing the number to 10,000, who within the present year will have sailed from this port to Australia from the Birkenhead depot alone.—*Liverpool paper.*

"B & T." IN ANSWER TO "O. P. Q."

To the Editor of the Pittsburgh Gazette:—

Fortunately for O. P. Q. he "flatters himself," or he would not thank you for exhuming an "article laid aside and forgotten." His own vagaries and imaginings, after all his "logic" and "mathematical axioms," are to upset this subscription; his "non sequitur," his "perhaps" and "I think I may say," are as clear as mud, to his mind, that all railroads don't pay, *ergo* the Commissioners should not subscribe to the Allegheny Valley road.

Pittsburgh has doubled her population, from 1800 to 1850, every 9, 9¼, 8, 10, and 8 years, as can be seen by referring to the census tables; and, unless "O. P. Q." succeeds in building a Chinese wall around our cities, to shut out those barbarians at the north, who have "nothing to exchange with us," I think, we will increase in the same ratio for the next twenty-five years. Cleveland has increased over 8,000 in two years, and Cincinnati 75,000, at which rate their populations will be doubled in four years.

As to the statement that the increase in population of Boston was due to her railroads, I present the increase in that city, and the great commercial city of our continent, New York, for ten years. The real and personal estate of New York in 1840 was valued at $252,843,143, and in 1850 at $286,083,416. That of Boston in 1840 was valued at $94,581,600, and in 1850 at $180,600,000. I wonder if these Yankees have anything but "agricultural products," and "little" at that, to exchange for the "gypsum" of Western New York? Gypsum trade must be good, as Rochester is about building another railroad! A Rochester paper publishes as follows:

"It is believed that a line from this city to the Hudson River can be constructed for $7,000,000. This is but a trifle more than one-third the cost of the present lines, and it is well known that even with this great investment, they are doing a very profitable business, and that the stock of all the roads commands a premium."

If O. P. Q." furnishes you any thing practical, or a list of any railroads made before their time, in the last five years, don't lay it aside, but publish it. Let us see his South Sea bubbles, if they are on a small scale.

The Philadelphia North American after showing that Philadelphia is 114 miles nearer Cincinnati by the Central road, than New York, by the Erie road, which ought to bring trade and travel through Pennsylvania, says: "A visit to Cincinnati and Cleveland dispels the illusion, and startles one into the conviction that all is not *logic* that is *logical*. It is impossible for a Philadelphian to be at either place for a day—scarcely for an hour—without perceiving that the flood of travel—that flood to which a long and short channel have been opened for years ago—prefers the longer outlet, and that of the vast mass of moving humanity which rolls from Ohio as lava from a mountain, the master current speeds it way sidelong and circuitously in the direction of New York.

Western trade and commerce turns aside, eludes our grasp, refuses our solicitation, and persists in rushing into the New York channel."

Such language should satisfy every person of the importance of a rail communication with New York. At the time, when thousands of tons of freight are delayed here for shipment East, the line would be crowded to its utmost capacity. R. S. T.

For the Daily Pittsburgh Gazette.

TRAVELLING EXPERIENCE.

MR. EDITOR:—A recent excursion of about one thousand miles to and fro, by public conveyance, has excited some reflections in my mind which I venture to put down on paper, and if you think them worth their room in your well-filled and extensively circulated columns, they are at your disposal.

The facilities for travel secured now throughout our country, by railroad and steamboat, bids fair to characterize our nation as a vast travelling community. Of course the habits and usages of this travelling community must contribute largely to our national character, and furnish a criterion by which foreigners at least will form their judgment of it. Every steamboat and railroad train furnishes something like a miniature age, or nation, which must be judged, not by particular lineaments, but as a whole; not by individuals, but collectively: and it strikes my mind forcibly that our travelling community would not make a very favorable impression on any mind having pretensions to refinement, or dignity and propriety of conduct. Take, for instance, the habits and usages which now seem to prevail at meal time, either on steamboats or at railroad stations. In the former, who is there having any pretensions to refinement, or even commba decency, that does not feel himself out of sorts and flushed with shame as he takes his station and grasps his chair, to secure his seat for a meal, some ten minutes before the signal that it is ready? Why could not the right and the place for his or her meals be assigned as definitely, to each passenger on a steamboat, as the right and the place of a berth, so that those disposed to act decently at such a time might not be laid under the necessity of a scramble with such as have little or no sense of propriety? Meal-time at railroad stations too frequently presents a scene even more revolting to common decency. The announcement of twenty minutes for dinner, or ten minutes for a hot supper, is the signal for a general rush, in which matrons and maidens, old men and boys, with a smart sprinkling of ladies, are indiscriminately jammed into confusion. Perhaps ten of the twenty, or five of the ten, minutes are yet to be spent before the signal for the battle of knives and forks, which serves to nerve the energies for another rush into the dining-room, or to the supper-table, in which confusion is worse confounded—in somewhat the same style and perhaps with as much noise as the swill barrel scrambling for the hog-trough. But what is even more revolting, there may be seen, occasionally at least, individuals seated with hat on, grabbing and swallowing, goose fashion, whatever can be reached on either hand, or boisterously calling on the waiter for what they cannot reach, every moment anticipating the announcement to their seats in the cars, while the collector is nudging them for their change. At last, unconscious how much they have swallowed, they grasp what fragments may be most palatable or most convenient, and again rush for their seats in the train. I admit that my military tactics are not adequate to such an emergency, especially when two or more trains meet at the same time and place; but should not more time be allotted to meals, or at least might not a table be allotted to each car, and the passengers conducted by a waiter to the appropriate place in the dining-room?

Another train of reflection started up in my mind during my excursion, suggested by the following declaration in legible characters on my ticket, *"One first-class passage."* At first it seemed to me to savor a little of aristocracy, and there were some inklings of conflict in my mind whether it should be condemned as inconsistent with our boasted democracy, or whether I should congratulate myself on a name and place among the aristocracy. Time and experience however soon convinced me that I had little to boast of on this ground; indeed, I found it rather difficult to reconcile the inscription on the ticket with facts. How could I believe myself enjoying a first-class passage if laid under the necessity of leaving my seat, or sharing it with a sickly, rotten, stinking devotee of pleasure, or Bacchus, whose cadaverous countenance and blotched face, and sulphurous stench, betrays the nature of his disease to every spectator? Such gentry should stay at home. The individual who has once been thrown within the atmosphere of such is not likely soon to forget it. And what a mortifying, shocking spectacle, to see the innocent, virtuous, unsuspecting, confiding sister or cousin of such a brute, thrown into his society, or placed under his protection in such a crowd, where every eye is turned upon them. Nor could I regard myself as enjoying a "first class passage" while forced to listen to the swaggering egotism of empty heads, whose silly speech was compounded of oaths, and imprecations, and vulgarity. If there are to be grades of passage on our public thoroughfares, I would respectfully suggest that one car in each train be appropriated to these two classes—let it be labelled, in flaming capitals, *Brutes and Fiends*, and placed before the engine, that the smoke and sparks may purify the atmosphere, and in case of a catastrophe their fate may serve as a warning to those who follow.

But there was still another annoyance that made me feel that my ticket was a misnomer. It is certainly difficult to think of a first-class passage amidst the spittings and splashings of saliva, strongly tinctured with tobacco juice. That man must be less that human who can feel comfortable amidst puddles and streams of this liquid, constantly accumulating from copious discharges by the lips of those around him. It is certainly much to be regretted that a say good, and otherwise decent, men, have given themselves up to this habit, and in this particular classed themselves with all blackguards. But, since it is so, I would suggest that one car, perhaps two might be necessary, in every train, be appropriated and furnished with gutters and spouts, and labelled on every side, *"For tobacco chewers."* This car, I would say, should be run somewhere in the midst of the baggage train, or in times of transporting live stock, between the hogs and the sheep.

Yours, confidentially, VIATOR.

NORTH CAROLINA.—The Legislature of this State adjourned *sine die* on Thursday last, without effecting an election of United States Senator, to succeed Mr. Mangum, whose term expires with the close of this session. The candidates last voted for were Mr. Clingman, supported by the Democrats, and Mr. Woodfin, Whig, but there were a number of scattering votes cast, sufficient to defeat a choice. The Democrats are said to have had a majority of *two* on joint ballot, but all their votes told.

CONTINUED RAINS—UNPRECEDENTED RISE OF WATER.

The very heavy rains of last Thursday and Friday were sufficient to have inundated the lowlands of the river and creek bottoms, when the constant rains of Sunday night and Monday made the flood universal. The Ohio river yesterday was at a good stage and rising fast, and the residents and occupants of the river shore buildings last night made preparations for removal; and the necessity for it was apparent, as the river from 4 o'clock yesterday to ten o'clock to day had risen eight feet.

We visited Fulton this morning to see how the rise affected our ship-building neighbors. The town of Pendleton, above the upper Railway Depot, below Colombia, is partly submerged. The town of Brooklyn, in Kentucky, opposite, has the water running through some of the streets. The rafts of lumber and Saw Logs above Fulton have many of them been washed away.

There are now on the stocks, steamboats at the following ship yards:—Two at Temple's two at Litherbury's, and the majestic low pressure steamer Jacob Strader at Johnston's.

The water is now around a portion of each of these, and every effort being made for their safety. Further down are the Telegraph No 3, nearly completed, and the new Mohawk. There is a new boat nearly finished, opposite Nile's Foundry. At seven o'clock this morning, one of the sections of the old dry dock, an important part, floated off and went down the river; we mention it to show that the popular supposition that the Cincinnati Dry Docks had been swept away, is unfounded. They are safely secured.

The rolling mill of Shrove, Stecle & Co., has temporarily to put out their fires. At the warehouse of P. Andrew, just above the Water Works we learn that they were all night working to get 2500 barrels flour out of the cellar. The last was got out this morning, only some fifty barrels in the lower tier being partly in the water. The Water Works will continue to supply; if one engine is disabled by the rise of the water, the large and new one will be brought into requisition. The cellars of Kugler's Row are this morning all flooded; their contents having been removed last night, except some 100 barrels of whiskey, which, in a strange element, are this morning floating up near the ceiling. The water is over the arches of the stone bridge over Deer Creek, and has backed up, suspending work at the cotton factory of Giessendorff, the oil mill of McLean, and hazarding the contents of the cellar of Fagin's mill, as high up as Fourth street. A number of men this morning were hoisting up the contents. The water has encircled also the tannery of Swift, near Fifth street.

The contents of the lumber yard around Ashcraft's mill, at Deer Creek, is afloat, and efforts are making to secure the same by lines. The planing machine and boiler yard operations near the Bethel Chapel, are flooded, and the coal yards on that square under water.

At Dodsworth's coal yard, opposite Harkness' Foundry, the drivers were, with horses and long ropes, endeavoring to haul up on skids the coal carts they had left in the yard below last night. This morning they were nearly covered with water.

At Lawrence street, wagons could not get access to the Newport Ferry Boat—foot passengers reaching the float by planks. The yawl building shops, boiler yards, blacksmith shops, and foundrys, are inundated.

The great number of steamers at the wharf, arriving and to depart, have but a few places to load and unload without interfering outside, unable to secure a berth. They noted that Row, from Ludlow to Broadway, was vacated last night and the loafer population scattered in a drenching rain to parts unknown. This morning the sign of the Lafayette House in that quarter, shows Lafayette lifting his chapeau gracefully, and his horse seems determined to escape from the flood. The Gen. Pierce House has its sign of Gen. Pierce in a sailor hat and box coat, knocked completely down. The Harp of Daniel O'Connel House is silent. The Black Horse of the tavern of that name has a fierce eye, erect head, flowing mane and tail; as the wind whistles by and the waves roll beneath. The two Game Chickens on the sign of the Montgomery House, seems as if they were pitted for their last fight; and the Pennsylvania Exchange looks upbraidingly in the direction of Pittsburgh, as if deprecating the twin sisters Allegheny and Monongehela from adding their flood to the cup of it misery, which is now full.

The Shamrock House looks any thing like but being in closer, while the St. Louis Exchange, Mayeville House and Boatman's Saloon, in creaking concert are flapping their doors against each other in neighborly proximity. *Epis of Pig's Feet, Tom and Jerry, Hot Punch, Free punch!* are by gone pleasantries. Manly fronts of the wharf boats tied from the second to the fifth window. The leaning of the bows of the small craft on the balcony of Strader's Railway Saloon, adjoining said Railway Agent that a few more feet of water will drive him from his comfortable quarters, on the corner of Broadway and the River. The strip of wharf between Broadway and Main is very meagre, advising the propriety of removing the whole of the Cassily Row property for the extension of the wharf.

At the foot of Main street Mr. F. F. Brooks gives an hourly bulletin of the state of the water.

Bulletin No. 1—River has risen since 4 P. M. yesterday to 8 this morning, 7½ feet.

No. 2—10 A. M. River rose 6 inches in the last hour and quarter.

No. 3—11 A. M. River has risen 4 inches in the last hour.

No. 4—12 M. Risen scant 4 inches in the last hour.

No. 5—1 P. M. The river rose 3½ inches in the last hour.

No. 6—2 P. M. The river has risen 3½ inches in the last hour.

Another wretched row of drinking shops have been washed out from Main to Walnut—and the dark labyrinthine crypts and secret hiding places of Forest Queen, Mary Pell, and Red Stone Exchanges, Travellers' Home, Lancaster, Wm. Tell and Londonderry Coffee Houses, are washed and purged by the waves of the Ohio.

The lower part of the wharf, where the wood boats land, is but a every margin—the lowlands to Mill Creek are all overflown, and the backwater of Mill Creek extends to above the Brighton House. Less than ten feet more will bring us to the height of the flood of 1847, when the river was over sixty feet above low water mark.—*Cin. Gaz. of Wednesday.*

FOR THE NEW YEAR.

GLEASON'S PICTORIAL DRAWING ROOM COMPANION.—This brilliantly-illuminated weekly journal has just commenced a new volume, and is certainly a most superb and elegant affair, in the way of literature and art. Among a large number of most beautiful and artistic engravings, is a fine allegorical picture, by Billings, of the incoming of New Year. An elaborate design illustrating the subject of Autographs and Writing, from the earliest period of the world,—a most original and remarkable feature of the Pictorial, to be followed by a series of numbers upon this subject. An allegorical picture of the Golden Fleece. A Winter Scene in Russia, with the peculiar mode of travelling illustrated. A fine equestrian picture of Count D'Orsay. A representation of Thom's piece of sculpture, known as Old Mortality, in Laurel Hill Cemetery. A magnificent, large and original picture of the Crystal Palace, New York,—the finest engraving ever issued on wood in this country. Also a curious puzzle, the key of which is a miracle of ingenuity. By turning and examining this curious affair five hundred different objects are found, each subject, though complete in itself, still, by cunning arrangement, forming parts of another. The Western Military Institute, at Drennon Springs, Kentucky, is also represented. Among the contributors to this number we observe the names of Mrs. L. H. Sigourney, T. Bulfinch, T. Buchanan Read, T. S. Arthur, Maturin M. Ballou, Alice B. Neal, Mrs. M. W. Curtis, Ben: Parley Poore, A. J. H. Duganne, Francis A. Durivage, Alice Carey, Caroline A. Hayden, Phœbe Carey, Dr. J. H. Robinson, J. Hunt, jr., Neale Bernard, Ellen Louise Chandler, etc., etc., forming an amount of talent never before embarked in a weekly journal. With all this array of attractive illustrations, of brilliant literary matter and vast improvement generally, the price of the Pictorial is *greatly reduced*. The terms per annum are $3. Single copies, *six cents* each. For sale at all of the periodical depots. A. Winch, 110 Chesnut st. Philadelphia, general Agent.

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Dr. M'Lane's Pills.

☞ Mr. G. W. Butler, of Millersburgh, Ocmire 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.

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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 Dr. Fost, 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 walk without great pain and sickness, 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 afords: 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. I did so without faith at first, but the effect was astonishing in three days time, 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.

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Of the ILLUSTRATED NEWS, for the week, ending Saturday, January 1st, 1853.

ENGRAVINGS:

1—"Birth of the New Year," designed by Thomas. A large page engraving, pronounced by artists to be one of the most beautiful designs ever produced.

2—"The last Moments of Daniel Webster," a magnificent picture, covering two entire pages. The position of the various members of Mr. Webster's family and Friends,