PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

TUESDAY MORNING, JAN. 4, 1853.

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

WHIG NOMINATION FOR MAYOR OF PITTSBURGH.
ROBERT M. RIDDLE.

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

WARD ELECTIONS.—Don't forget the Ward Elections which take place to-day, in Pittsburgh. Judges, Inspectors, Assessors, &c., are chosen to-day. Full Whig tickets have been nominated in each Ward.

☞ The communication on our first page was written by a professor of the College at Canonsburgh, whose initials are appended to it. We give the article without any knowledge of the matter except what we have derived from the public prints and from our correspondent, and do not wish to be considered as expressing any opinion whatever on the subject in controversy.

"THE GREAT BROAD GAUGE RAILROAD TO OLEAN."—This project has made a good deal of noise of late in the Ohio and North-western Pennsylvania papers. Meetings were held in various parts of the country, delegates were appointed, and a vast deal of ink and wind were spent. Last week delegates from Ohio, and the Pittsburgh and Erie Road, met in New York, to consult with the Directors of the New York and Erie Road. The meeting took place in the splendid rooms of the New York and Erie Railroad Company, and continued by adjournment from day to day, but finally broke up without effecting any thing of importance towards the object in view.

This negotiation having failed for the present, we have a proposition to make to the New Yorkers, and all others concerned, which we think is more feasible than the project discarded. New York desires a great trunk-line, broad-gauge Railroad to Cincinnati. Well, to obtain this object, we propose to them to join in securing the six foot track on the Allegheny Valley Road, the Pittsburgh and Steubenville Road, the Steubenville and Indiana Road to Zanesville, and the Zanesville and Wilmington Road. This would give New York as good a route as she ever can have to Cincinnati, with the double advantage of the Ohio river commerce at Pittsburgh, which floats more tonnage than any two or three Railroads can carry. The four roads mentioned, connecting the New York and Erie road with Cincinnati, are all progressing, with large subscriptions of stock, and are in the hands of energetic Companies. All that is necessary is, for New York to enter into the requisite negotiations, and assist in the construction of this great line. The project is certainly worth thinking of, and we commend it to the attention of all concerned. We propose it at our own suggestion, without consulting with, or knowing the minds, of any of the parties concerned.

ELECTIVE JUDICIARY.

The National Intelligencer regards the rowdyism lately prevalent at Baltimore, and other acts indicating a lawless spirit, as the legitimate offspring of an elective Judiciary. It contends that Judicial officers who receive their power from the people, will not wield that power fearlessly against those from whom they received it, be their offences never so great; because those who are arraigned before them are voters, and having in their hands the power of punishing fearless judges, the judges dare not provoke them to an exercise of it. In this view a Baltimore paper concurs.

This argument is a specious one, and with many has been conclusive; but it behooves those who urge it to show that the Judges of Maryland, (or any other State,) elected by the people, have been less fearless than those who preceded them under a different mode of appointment. One fact will outweigh a thousand theories, and unless the *facts* show that judicial integrity has failed, under the new method of election by the people, we must be excused from adopting the conclusions of the Intelligencer, for want of a sufficient basis on which to rest them. Here in Pennsylvania, as far as our knowledge extends, the Judges elected by the people have proved as honest and determined in the discharge of their duty as any who served under the appointing power of the Governor; and in some instances, Judges who at first received their appointment from the Governor, and afterwards were elected by the people, have shown more severity to culprits since their election than before.

The great objection to the argument of the Intelligencer is, that it strikes at the root of republican government. It involves the conclusion that the people are not capable of self-government. If it follows, necessarily, that Judges will pander to those who elect them, it also follows that Governors and Legislators will do the same. Those who make the laws and those who execute them, are liable to the same infirmities, are open to the same influences, and likely to be actuated by the same motives, as those who interpret and apply them. If the people *are* capable of self-government, as Republicanism assumes them to be, they are as capable of selecting honest men for Judges, and as likely to do it, as any other appointing power; and if they are *not*, they are disqualified for choosing any one to appoint judges or make laws for them. When the appointing power resides in the Governor, he must in many cases act without the knowledge of men and things which is possessed by the people in an eminent degree; and it has frequently happened, under the old state of things, that men were chosen by the Governor for Judges whom the people would never have thought qualified for that office.

Wicked, and cruel, and corrupt judges have existed; but we have to search for their names among those who received their appointments from other sources than the people, and who were consequently elevated above them.

A Judge who panders to rowdies and lawless men does not pander to the *people*. The masses of the people are law-abiding, and that Judge is surest of popular approval who executes the laws honestly, without fear or favor. He who relaxes the laws in favor of the vicious who may be arraigned before him, may thereby possibly conciliate a few blackguards; but the chances are that he will excite even *their* contempt, as well as provoke the community at large. So long, therefore, as the masses of the people remain virtuous, so long we have the assurance that the honest, fearless Judge will be maintained; and when the masses cease to be reliable for maintaining the supremacy of the laws, then the foundation of our republican system will be gone.

A TORY TRICK.—The "budget" of Mr. D'Israeli, the Chancellor of the British Exchequer, having come up for discussion in the House of Commons, a feature of it was discovered which was designed to take away the principal benefit conferred by the Reform bill of 1852, but was so slyly concealed as at first to escape observation. The matter is thus explained in the foreign correspondence of the N. Y. Commercial Advertiser:

"One peculiar feature of the measure is very characteristic of party tactics. The chief strength of the liberal party in the House of Commons is consequent upon the influence of the £10 householders (who virtually decide most of the borough elections,) and every year since the passage of the reform bill, that gave these parties the franchise, a vast number of new houses have been built with a view to the rent just reaching this sum. Mr. D'Israeli now proposes to make it the starting point of taxation.—While he would exempt all houses below £10, he would impose a direct house duty of 10s. per annum upon all houses of that amount. To enable the tenants to save this, landlords would of course at once reduce their rents to £9 19s., and in this manner the electoral vote would not only at once be narrowed to a most remarkable extent, but would be deprived in a great degree of its democratic element. A more adroit way of fostering reaction could scarcely be conceived, and the introduction of such a scheme at the very time when the masses of the people are demanding increased privileges by an extension of the reform bill, exhibits the propensities of the Cabinet in a light that cannot fail to be understood.

"Success of such a scheme would be a bad omen to such as are hopeful of this generation. I watch the foreign news with interest for the result.

A GOOD MOVEMENT.—A company of men in Boston have combined together to build cheap and good houses for the accommodation of the poor. A block of dwellings is about to be erected at the expense of these gentlemen, to cost about $40,000, and to accommodate thirty-six families. A return of 4½ per cent is expected on this investment, and for an annual cost of $50 each of these thirty-six families will be put in possession of a habitation that is healthy, comfortable and built with all the conveniences of modern science, invention and skill.

A like experiment here, would succeed, beyond doubt. The Boston movement is a philanthropic one, and hence the per centage on the investment is fixed at a low figure, the design being to furnish good houses to those who cannot afford to pay more than $50 rent, and who are now compelled to huddle together in filthy, ill-ventilated alleys and courts. As a philanthropic movement, involving no great sacrifice of means, it is worthy of extensive imitation. We hope to live to see the day when capitalists will be able, even without sacrifice, to furnish comfortable tenements for the poor, at a low rate; but in the meantime benevolent men will have to go forward and show that the thing can be done. Nothing tends so much to elevate and stimulate the man of small means as comfortable surroundings. A man who is compelled to live in a miserable house, surrounded by filth and manifold sources of discomfort, will gradually become as miserable as the place he lives in; while the man who is placed in a comfortable house, in a clean locality, and who is furnished with the many conveniences of a well-constructed house, will soon grow up into a corresponding state.

Apart, however, from this philanthropic view of the subject, there is another idea presses itself forward. In all our cities there is a large class of men with small families and limited incomes, who do not consider themselves *poor*, or objects of benevolence, and who yet feel the want of comfortable houses at a rent within the compass of their means. Now, if comfortable houses can be built in Boston, to rent at $50, and yield 4½ per cent., why might not houses of the same character be built for the class we have spoken of, to rent at, say $100, and yield 9 per cent? Such an enterprise would meet a public want in all our cities, and while not seeming to be a work of charity, would in reality be most benevolent in its results.

We throw out these hints for the purpose of asking attention to the Boston plan, that its developments may be watched, and its advantages be duly appropriated.

PENNSYLVANIA RAILROAD.—The Pittsburgh Gazette, in recommending the Allegheny Valley project to public favor, says that the Pennsylvania Railroad is overwhelmed with business and cannot do the work now pressing upon it, as there is more freight offering at Pittsburgh than it can carry away. In a subsequent part of the same article, the Gazette states that if the road were finished now, with a double track throughout, it would be fully supplied with business.

It is, in all probability, true that the road has been somewhat over-crowded, considering its present incomplete state, and it is furthermore true, that if the work were now in a suitable condition, the business might be enlarged without delay to any extent. But the directors of the Company have been busily engaged for some time past in removing impediments, and providing additional facilities to enable the road to increase its capacity. One of the most serious defects has been the want of sufficient motive power on the State road, where new and more powerful locomotives ought to have been provided before. The Canal Commissioners having had the matter properly represented to them by the Directors, have taken the responsibility of contracting for the building of six new locomotives. Had these been ordered some time ago, they would now be of great service. Various other matters have also been attended to with a view to enlarging the capacity of the road. It is, however, impossible to get along without a double track, and this should be furnished without delay.—*North American.*

We are glad to hear that arrangements are making for greater facilities for the transmission of freight on the Pennsylvania Railroad. This is the way to secure a large and regular business. Rapidity and certainty are matters of great importance to merchants in these speculative times. We have no doubt that the Central Pennsylvania route, under good management, will always have as much business as it can do, and the Directors need have no hesitation as to the propriety of providing a double track.

FROM WASHINGTON.

Correspondence of the Pittsburgh Daily Gazette.

WASHINGTON, Dec. 29, 1852.

The Confidential Fund—Mr. Soule on Annexation—The 8th of January—British Colonization in Central America—Pacific Railroad—Illinois Slave Case in the Supreme Court.

The government paper that is to be, intimates very clearly that the rumored movement of Mr. Soule, to place in the hands of the President elect an immense fund for indefinite purposes, has been seriously canvassed among the Democrats of the two Houses, and that the idea in which it originated is not yet abandoned. It is well understood that this is to be a war fund. The Union says it is not without precedent. There certainly have been instances of putting at the disposal of the President, for purposes not strictly defined, very large sums of money, but it has never been done except during the existence, or in imminent danger of war. It is supposed that the Committee of Ways and Means of the House have been sounded, and have refused to report the appropriation. Nor is it likely that the Finance Committee of the Senate is more favorable. This accounts for the project being brought forward through a channel so remote from the accustomed fiscal organs of Congress, as the Senator from Louisiana, who with all his zeal to identify himself with the foreign policy of the government, is not a native of the country, and would not now probably be a resident of it but for the unfortunate result of some pecuniary enterprises which frustrated a purpose he is understood to have formed of returning to France, some time before his election to the Senate.

On Tuesday next Mr. Soule will address the Senate in opposition to the call of Mr. Mason for the correspondence with the ministers of France and England relative to the proposed tripartite treaty for securing to Spain the possession of Cuba. Mr. Soule possesses fine oratorical ability, and he will command a crowded auditory. He is for the present the most active leader of the immediate annexationists, and is expected to defend the Fillibusters against Mr. Mason's denunciations. My own impression is that the administration wish the correspondence to come out. The letter of Mr. Everett in reply to the proposal for the tripartite treaty is long, and is said to cover the whole ground of our relations with the European powers relative to Cuba.

In the mean time, the recognized head of the Young Americans, Senator Douglass, remains in the shade. He is engaged in writing the address to be delivered on the 8th of January at the inauguration of the Jackson statue. There is another reason of a domestic character which will preclude his active participation in public affairs for a short time to come.

Gen. Cass's resolution of inquiry in regard to the erection of a British Colony in the Bay of Honduras, out of islands wrested within the year from the discordant and defenceless states of Central America, will be adopted. The seizure and occupation by the British of Ruatan and several other important islands on that coast, during the past season, was an event which I referred to in this correspondence at the time, as likely to produce trouble. It was an act of robbery which ought to have been promptly protested against by our government. The extension of British power in the West Indies is not compatible with peaceful and friendly relations between that government and our own; nor in fact with the independence of any of the minor nations upon this continent.

The well known Engineer, Mr. McAlpine, the Attorney General, and other high dignitaries of the State of New York, were lately here upon a mision connected with the building of the Pacific Railroad. They submit a plan for the construction of that great improvement, which will require an advance of about $15,000,000 from the National treasury. As nearly the whole line of the proposed road runs through the unoccupied territories of the United States, there is an obvious propriety in the general government advancing its means in aid of the undertaking. But the time is too short to dispose of such vast and complicated schemes this winter. Within ten years, however, the building of the Pacific Railroad will be commenced, and when so undertaken the assistance and authority of the general government will be successfully invoked.

Neither House have done any thing of consequence to-day, nor has any intention of troubling itself about business until after the holidays. It will then be entered upon with ardor. The debate on our foreign policy which will be resumed on Monday, will be interesting, and perhaps will continue through the residue of the session.

We have a new Cabinet to-day, to-morrow we shall have another;

"A breath can make them as a breath has made."

And they will be served up every day until the end of February, as regularly as soup and dessert.

The Supreme Court has decided the Illinois case, of a man indicted for harboring and secreting slaves, against the appellant. The Court decides that all state laws intended to aid and assist in the recovery of fugitive slaves, are constitutional. In explaining and limits its decision in Prigg's case so as to prohibit only such state legislation as is designed to protect the citizens of the free states against the violence of slave hunters, and to assert state rights and sovereignty in such cases. Nothing more nor less than this was to have been expected from the Supreme Court. JUNIUS.

WASHINGTON, Dec. 30.

A quiet time—The Cabinet—The Pacific Railroad Increase of the Army and Navy—The French Claims.

A few trifling private bills and an hour or two's discussion, in the House, over plans to expedite business, constitutes the sum of this day's legislation. Both Houses adjourned without a quorum.

It is now definitely ascertained that Mr. Hunter concluded nothing by his visit to Concord. He gave good advice, and it will be duly reflected upon. Gwin, of California, will almost certainly go into the Cabinet as Secretary of War or Navy. Nicholson, of Tennessee, a leading man of the Hunker or Fogy faction, will be disposed of some where. He does not carry guns enough for a first rate. F. P. Stanton, of the same State, and for the last six years chairman of the committee on naval affairs, a young American of decided ability as well as experience, is more likely to be invited to take charge of the navy than Nicholson. After all, perhaps Hunter will condescend to be premier, as he would then, in Mr. Clay's phrase, place himself in the line of safe precedents.

In his late very able report, the Superintendent of the Census has incorporated an account of American Railroads, which, though necessarily brief, has obtained an immense circulation. I perceive that the author of it enters into some particulars in regard to the great national work, the proposed Pacific Railroad. He states that the primary question of the feasibility of such a road has not yet been settled, and that it cannot be, without a scientific survey of the whole route from the frontier to the Pacific ocean; but he shows quite clearly that the mere item of cost is no valid objection to undertaking the project. If it do not exceed the average cost of western roads, it can be finished for $32,000,000, and should it reach the average expensiveness of the railroads of Massachusetts—the most costly in the Union—the aggregate cost will not exceed $72,000,000. This is less than has been expended in the State of New York on its railroads, and a great deal less than has been contributed this very year in railroad enterprises throughout the country.

Should the General Government assume the work as a national one! Of this there can be no doubt. For a great part of the route will traverse a country that is now, and perhaps always will be, uninhabited. No State, nor any number of States, therefore, can extend the requisite facilities for building the road. If ever the protection of the Pacific States and Territories were the only object to be obtained by the construction of the road, that alone would justify the government in promptly carrying out the first practicable plan presented for accomplishing it. There was almost money enough spent in transportation during the two years of the Mexican war, to build the railroad from St. Louis to San Francisco. There seems to be more determination to do something on this subject now, than ever before. Dr. Gwin's bill in the main is a good one, but it is yet entirely premature to adopt plans and provide the means for executing the great work. The most sensible beginning would be to appropriate a million of dollars for a thorough survey of the routes, and for the construction of a telegraph at the same time. I also look upon grants of land to private operators with little favor. If the work is to be done the government ought to do it, because the government alone possesses the requisite power and means. And in all such cases the government had better apply its money than its property. It will not be practicable to construct the road in less than fifteen years after the completion of the surveys. This rate of progress would require the disbursement of less than five millions of dollars a year, which could be made without any additions at all to the public debt.

These facts give some importance to the various propositions now before Congress in reference to the Pacific Railroad. It is said that the party for which the Attorney General and Engineer of New York are operating here, desire a contract for the whole work, which they offer to complete for $40,000,000 in cash, and the alternate sections of land for a width of forty miles along the line. No such offer should be accepted at present.

The chairman of the naval committee of the House, is exerting himself with vigor to carry through the recommendations of the Secretary of the Navy for building several additional steamers. It is said to have been proved by experiment that the fitting of the screw propeller to old sailing ships does not answer.

The military committee of the House, are in favor of raising two or three more mounted regiments, but it is believed that the House will not sanction it.

The Agents *for* the French claims are pushing them in a close but earnest manner. I think, however, the bill will be defeated, notwithstanding their disinterested efforts.

These are projects which will easily and speedily absorb the surplus, large as it is. JUNIUS.

FROM NEW YORK

Correspondence of the Daily Pittsburgh Gazette.

NEW YORK, Dec. 31.

The city has been astir for the past few days at the impudence of the knaves in our Common Council who, in the face of an injunction from one of our higher Courts, have passed the Broadway railroad bill. The Judge who granted the injunction has cited the recusants to appear, on the 10th of January, to show cause why they should not be committed for contempt of Court. Had Judge Emmett ordered their arrest and allowed them to cool their ardor in the tombs over the holidays, he would have been fully sustained by the people of the city. There will be blood spilled in Broadway before the cars run there, beyond a doubt. The property holders are determined to carry the case before the Supreme Court of the United States.

It has been determined to unite all the police stations by the magnetic telegraph, for which twelve thousand dollars were appropriated, being a cool nine thousand dollars stolen above a fair price for the job. Theft is all the rage now in our public offices, and were common jail-birds in office we should be as well off. The new Mayor, Westervelt, is reported to be a man of the strictest integrity, and will do his utmost to protect the city, but little need be hoped from his efforts, as the lowest school of five point "democrats" are to do the legislation.

The close of the year has caused a good demand for money, and to-day quite high prices have been paid; say seven percent for call loans, and even higher. A great many western railroad bonds have been offered as collateral security but are not regarded very highly. Stocks are active and bring large prices on time. Sales have been made by speculators in Crystal Palace stock of forty per cent profit. The Georgia arrived this morning with two and three-quarter millions of gold dust, which in ten days will be returned to commercial circulation.

More new firms will be announced to-morrow than ever before in this city. Many firms from Boston, who have contented themselves with having agents in New York, locate here their chief house, and to one familiar with State street and Ninth street signs in Boston, it seems as though the best part of her population had emigrated hither.

Some valuable statistics relative to the advance of the city during the year have been published, and it is shown that not less than fourteen millions of dollars have been expended in building hotels, *palaces*, etc. This is deemed a moderate estimate, and twenty millions is nearer the mark.

The military force of this city, ready at twelve hours' notice, is fifty thousand men, and one hundred and sixty-one pieces of artillery. The deaths of the city have been 21,183 out of a population of near 600,000. To one who from year to year notices the annual statements the returns of 1852 stand out with the greatest prominence. New York is shown to be advancing with strides more gigantic than marked the course of any city, ancient or modern. Every little accretion of houses upon its now extended area, forms in itself a city that elsewhere would be noteworthy. With another year of peace and prosperity like the past New York and the Union alike, must advance to a position which can be imagined but faintly. C.

For the Pittsburgh Gazette.

POST ROUTES.

MR. EDITOR.—In reading the article entitled, "The Post Route Dodge," found in your paper of Friday morning, it occurred to me that there was no great cause for alarm, because even should Congress pass an act as prayed for in the petition of Mr. Wade, it would not be available for the purpose for which it is desired, to wit: the transportation of passengers and freight across the State of Pennsylvania in defiance of her laws and constitution. Congress has, by the 7th clause of the 8th section of the Constitution of the United States, an undoubted right to establish post offices and post roads, and to this right or power there seems to be no limitation or qualification, except that which is implied in its own nature. What this limitation is, becomes apparent when we consider what a "Post road" is. It is one on which the mails of the United States are transported by authority of an act of Congress. To establish the road in question, therefore, as a post road, would authorize its continuance and use only for the purpose for which post roads are established, and for no other purpose or use whatever. The continuance and use of the road for all other purposes and uses would be determined and regulated by the laws of the States through which the same passes. Should the Supreme Court decide that that portion of the road lying within the limits of Pennsylvania had been constructed without legal authority and in violation of the laws, and to the prejudice of the interests of our Commonwealth, and enjoin its use; and should the said road be afterwards established, or declared by an act of Congress a post road, would authorize its use only for the transportation of the United States mails; and the decree of injunction in regard to all and every other use would stand unaffected by such an act of Congress. K****.

THE FLOOD AT LOUISVILLE.—The Louisville Courier says:

"A flood such as the present one in the Ohio, has not occurred within the memory of the 'oldest inhabitant.' The rapidity of the rise is unprecedented. Yesterday the rise averaged at least four inches per hour, notwithstanding the river was out of its banks in many places, and covered such a very large surface. We fear that the primary question of the feasibility of such a road has not yet been settled, and that it cannot be, without a scientific survey of the whole route from the frontier to the Pacific ocean; but he shows quite clearly that the mere item of cost is no valid objection to undertaking the project. If it do not exceed the average cost of western roads, it can be finished for $32,000,000, and should it reach the average expensiveness of the railroads of Massachusetts—the most costly in the Union—the aggregate cost will not exceed $72,000,000. This is less than has been expended in the State of New York on its railroads, and a great deal less than has been contributed this very year in railroad enterprises throughout the country.

Should the General Government assume the work as a national one! Of this there can be no doubt. For a great part of the route will traverse a country that is now, and perhaps always will be, uninhabited. No State, nor any number of States, therefore, can extend the requisite facilities for building the road. If ever the protection of the Pacific States and Territories were the only object to be obtained by the construction of the road, that alone would justify the government in promptly carrying out the first practicable plan presented for accomplishing it. There was almost money enough spent in transportation during the two years of the Mexican war, to build the railroad from St. Louis to San Francisco. There seems to be more determination to do something on this subject now, than ever before. Dr. Gwin's bill in the main is a good one, but it is yet entirely premature to adopt plans and provide the means for executing the great work. The most sensible beginning would be to appropriate a million of dollars for a thorough survey of the routes, and for the construction of a telegraph at the same time. I also look upon grants of land to private operators with little favor. If the work is to be done the government ought to do it, because the government alone possesses the requisite power and means. And in all such cases the government had better apply its money than its property. It will not be practicable to construct the road in less than fifteen years after the completion of the surveys. This rate of progress would require the disbursement of less than five millions of dollars a year, which could be made without any additions at all to the public debt.

These facts give some importance to the various propositions now before Congress in reference to the Pacific Railroad. It is said that the party for which the Attorney General and Engineer of New York are operating here, desire a contract for the whole work, which they offer to complete for $40,000,000 in cash, and the alternate sections of land for a width of forty miles along the line. No such offer should be accepted at present.

The chairman of the naval committee of the House, is exerting himself with vigor to carry through the recommendations of the Secretary of the Navy for building several additional steamers. It is said to have been proved by experiment that the fitting of the screw propeller to old sailing ships does not answer.

The military committee of the House, are in favor of raising two or three more mounted regiments, but it is believed that the House will not sanction it.

The Agents *for* the French claims are pushing them in a close but earnest manner. I think, however, the bill will be defeated, notwithstanding their disinterested efforts.

These are projects which will easily and speedily absorb the surplus, large as it is. JUNIUS.

FROM NEW YORK

Correspondence of the Daily Pittsburgh Gazette.

NEW YORK, Dec. 31.

The city has been astir for the past few days at the impudence of the knaves in our Common Council who, in the face of an injunction from one of our higher Courts, have passed the Broadway railroad bill. The Judge who granted the injunction has cited the recusants to appear, on the 10th of January, to show cause why they should not be committed for contempt of Court. Had Judge Emmett ordered their arrest and allowed them to cool their ardor in the tombs over the holidays, he would have been fully sustained by the people of the city. There will be blood spilled in Broadway before the cars run there, beyond a doubt. The property holders are determined to carry the case before the Supreme Court of the United States.

It has been determined to unite all the police stations by the magnetic telegraph, for which twelve thousand dollars were appropriated, being a cool nine thousand dollars stolen above a fair price for the job. Theft is all the rage now in our public offices, and were common jail-birds in office we should be as well off. The new Mayor, Westervelt, is reported to be a man of the strictest integrity, and will do his utmost to protect the city, but little need be hoped from his efforts, as the lowest school of five point "democrats" are to do the legislation.

The close of the year has caused a good demand for money, and to-day quite high prices have been paid; say seven percent for call loans, and even higher. A great many western railroad bonds have been offered as collateral security but are not regarded very highly. Stocks are active and bring large prices on time. Sales have been made by speculators in Crystal Palace stock of forty per cent profit. The Georgia arrived this morning with two and three-quarter millions of gold dust, which in ten days will be returned to commercial circulation.

More new firms will be announced to-morrow than ever before in this city. Many firms from Boston, who have contented themselves with having agents in New York, locate here their chief house, and to one familiar with State street and Ninth street signs in Boston, it seems as though the best part of her population had emigrated hither.

TREASURY AND ARMY APPOINTMENTS.

Appointments by the Secretary of the Treasury under the Act of Congress approved Aug. 30, 1852, entitled "An Act to amend an Act entitled 'An Act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam and for other purposes.'"

INSPECTORS OF HULLS OF STEAMBOATS.

	Pal. Per Ann.
Joseph W. Dyer, Portland, Me.	$800
Luke Hall, Boston,	800
B. F. Toulmin, Mobile, Ala.	1,000
Thomas Haram, New Orleans,	2,000
Hezekiah Wilson, Galveston, Tex.	800
Henry Singleton, St. Louis, Mo.	1,500
E. D. Farnsworth, Nashville, Tenn.	400
Joseph Swager, Louisville, Ky.	1,200
James Atkinson, Pittsburgh, Pa.	1,000
William Gooding, Detroit, Mich.	800

INSPECTORS OF STEAMBOAT BOILERS.

John Sparrow, Portland.
Increase S. Hill, Boston.
John Cumberland, Mobile.
E. S. Brewster, New Orleans.
Morgan L. Parry, Galveston.
James H. M'Cord, St. Louis.
John Wilson, Nashville.
Reuben Dawson, Louisville.
Andrew Watson, Pittsburgh.
Charles Kellogg, Detroit.

The salaries of Inspectors of Hulls and Boilers are fixed by the law, and both class of Inspectors receive the same compensation. Appointments of officers under the Act are yet to be made at New London, New York, Philadelphia, Baltimore, Norfolk, Charleston, Savanna, Wheeling, Chicago, Cincinnati, Cleveland, Buffalo, Oswego, Burlington and San Francisco.

APPOINTMENTS BY THE PRESIDENT.

By and with the advice and consent of the Senate.

John Wilson, to be Commissioner of the General Land Office, vice Justin Butterfield, resigned.

Edward A. Cabell, to be principal Clerk of Public Lands in said office, vice John Wilson appointed Commissioner.

Judah Solomon Levy, to be Commercial Agent of the United States at Tetuan, in the Empire of Morocco.

Herod Abecassis, to be Commercial Agent of the United States at Larache, in the Empire of Morocco.

William R. Smith, Collector of Customs at Galveston, Texas, vice John B. Ashe, whose commission was revoked.

Frederick L. Henop, Appraiser of Merchandise at Philadelphia, vice John H. Withers, removed.

Supervising Inspectors of Steamboats.

James Murray, of Baltimore, Maryland, vice John Murray, whose commission was revoked.

Alfred Guthrie, of Chicago, Illinois, vice Geo. W. Dole, declined.

William A. Bird, of Black Rock, New York, vice Hiram Barton, declined.

Charles W. Copeland, of New York, N. Y., vice Robert L. Stevens, declined.

THE CASE OF RACHEL PARKER, the alleged slave, who was taken from Chester county, Pa., will come on for trial in Baltimore on the 4th of January next. A correspondent of the Pennsylvania Freeman says that the case has not been neglected, and that the anti-slavery people have a good lawyer engaged, who takes considerable interest in it. The same correspondent writes from Baltimore thus:—"There are also now here two lawyers engaged by the Governor of Pennsylvania, who have been down here looking after it and gathering up evidence."

THE CARGO OF THE "MANCHESTER."—The cargo of the steamship "City of Manchester," just arrived at this port, is the most valuable, we believe, ever imported into the United States; its estimated value at the Liverpool Custom-house being not less than eight hundred and fifty thousand dollars, or in round numbers, nearly a million.

Before the Philadelphia and Liverpool line of steamers was established, we took a decided part in urging its necessity and predicting its success. But the results, we confess, have surpassed our anticipations. Unaided by the patronage of government, unassisted even by the popular pride, the "Manchester" has worked her way up to a position that more favored steamships may envy but cannot attain. Her voyages are safe, yet not protracted, her lists of passengers large, and her cargoes altogether unprecedented.—*Philadelphia Register.*

LOSS OF THE WESTERN WORLD—THRILLING DESCRIPTION BY A PASSENGER.

From the N. O. picayune, Dec. 19.

Another of these lamentable accidents which are of such painfully frequent occurrence in these waters, has taken place on the Mississippi.

On Tuesday, the 14th instant, at a quarter before 5 o'clock in the morning, the steamboat Western World, on her way down came in collision at the bend just below Princeton, with the steamboat H. R. W. Hill. The concussion was so slight as not in the least to alarm me though I was lying awake in my berth. In a few seconds, however, hasty and frequent cries of "Get up! get up! she's sinking!" resounded through the saloon. With solemn silence and hurried movement each sprang from his bed, and snatching hastily at what was within reach and of value rushed out.

The Hill was alongside. Some first threw their small valuables on her; some, with a stronger impulse for self-preservation, sought only their individual safety. In less than five minutes the World careened partially over. Some persons on her slid down the columns that support the saloon deck, tumbled in among the cattle on the lower deck, and scrambled on board the Hill as best they might. Finding that the World did not go over entirely, a gangway plank was run out from the Hill to her saloon. Over this many more persons escaped. Some even returned to the World and saved their baggage. A solmn and awful silence reigned, except when broken by those on board the Hill ordering back the tide of people which rushed to her side to witness the catastrophe.

Some ten minutes had elapsed from the moment the boats came in collision, when a frightful crash was heard, and careening completely over, the Western World went to pieces, the hurrid light of torches revealing the death struggles of scores of the unfortunate cattle that and not been cast loose.

But was all human life saved? Who knew? How few cared! One at least could bear bitter testimony to a sad negative. He stood near the stove a half naked infant in his arms, two others at his feet. Ten minutes have turned him from a man into an idiot. His mind is too far gone to exhibit grief—no heaving sighs and bursting sobs—all is vacancy to his wild, unmeaning stare. The wife of his bosom and two more of his children are buried in the dark waters of the Mississippi.

Others were lost—some twelve or fifteen. They were not saloon passengers or negroes; these had places in the upper part of the boat whence egress was easy by numerous doors.—The helpless deck passengers, cribbed in below, stowed among freight, with no chance of egress or escape in case of a sudden accident of this nature, were the victims. Were they prepared for such a catastrophe? Such is the construction of the locality they are placed in, that few of the strongest and coolest can ever escape. Only one poor woman in this instance escaped by crawling through the running water under the feet of the cattle, whence she emerged covered with bruises.

It is said, and truly, that there is a great indifference to human life in these regions. I confess it was a painful sight to witness such a total absence of any proper feeling as was exhibited on this melancholy occasion. The bar of the H. R. W. Hill was the first place visited by many who had just escaped death, and even while the holy work of rescue was going on, the ribald jest circulated freely among those who sat drinking and smoking around the stove, unchecked even by the sight of the poor idiot and his three children, who, standing at the same fire, must have reminded them that though they were saved, others had been hurried but an instant before into eternity.

A PASSENGER ON THE LOST STEAMER.

SONORA—THE FRENCH MOVEMENT AND THE MEXICANS.—We perceive, in looking over our files of Mexican journals, that late in November, Mariadas, a member of the Chamber of Deputies, proposed in a secret session of that body to pardon M. de Raousset Boulbon and his followers, for what they had done in Sonora. The motion was rejected, very unfortunately, as the French residents of Mexico think. The Trait d'Union, at Mexico, regards the refusal to grant the proposed amnesty as a determination to continue war upon the expedition. It thinks, too, that with the means which Blanco and Gandara had at their disposal, they would find it easy work to conquer the enemy. Now, it says, the subject of battle or strength is the order of the day, and by and by will come the question of the right and morality of this movement. Our last accounts left Boulbon at Hermosilla now. We hear of him at Guaymas, or near there, but the Mexicans were ready to receive him.

Boulbon, it is said, has a strong party of friends in Louisiana who sympathise with him as the victim of odious machinations. A letter from Sonora says that he had before him but the alternative of victory, defeat or death, and that four or five individuals, parties interested in the result, were at the bottom of the enterprize. The great body of Mexicans will, we are assured, resist this invasion of their territory to the last. [*Philadelphia Enquirer.*

The indications at present are that the spring trade of Philadelphia will be unusually large. Our list of arrivals exhibits a great increase of strangers, and it will be observed that many of the names are registered from the South and West, as well as the interior of our State. This early beginning is a favorable opening, and already business is becoming lively along Market and Third streets. The influence of the Pennsylvania Railroad is being felt, and freight is pouring into our city over that line in large quantities.—*Phila Register.*

LARD.

☞ R. WATSON is now engaged in slaughtering 5,000 Hogs, and will have constantly on hand a large stock of choice Pork of his own raising; also 500 barrels of Extra Mess Pork, and a lot of Prime Lard, in barrels and kegs, for sale at his Warehouse, corner of Liberty and Wayne streets

Liver Complaint.

☞ This dangerous, and often fatal disease had long baffled the skill of the most eminent physicians, when the discovery of Dr. M'Lane's Liver Pills solved the difficulty, and presented to the world the Great Specific for that complicated malady which has since achieved such wide spread celebrity for its certainty of cure. This universal remedy was the result of many years study, to which the symptoms were narrowly observed, and are thus described by the Doctor himself:

"Symptoms of a Diseased Liver.—Pain in the right side, and sometimes in the left under the edge of the ribs—the patient being rarely able to lie on the left side sometimes under the shoulder blade, frequently extending to the top of the shoulder—often mistaken for rheumatism in the arm; sickness at stomach, and loss of appetite; bowels mostly costive, but sometimes alternate with last; dull, heavy sensation in the back part of the head; loss of memory, with the impression of having neglected something; sometimes dry cough; weariness and debility; nervous irritability; feet cold or burning, and prickly sensation of skin; low spirits, hastily, with disinclination to exercise, although satisfied it would be beneficial. In fact, patient distrusts every remedy."

Have you any, or all of these symptoms? If so, you will find a certain remedy in Dr. M'Lane's pills which may be purchased from most Merchants and Druggists in town and country, and from the sole proprietors.

J. KIDD & CO.
60 Wood street.

☞ WINES, &c.—Persons wishing to purchase FOREIGN WINES AND LIQUORS of all descriptions, pure as imported, can obtain them, at the lowest prices, at the Wine Store of JACOB WEAVER, Jr.,
oct5 Market and Front streets.

☞ CLEAVER'S HONEY SOAPS, which attracted so much attention at the World's Fair, are now offered to the citizens of Pittsburgh and Allegheny Cities, at the Inventors prices, wholesale and retail. This soap is particularly adapted to those troubled with chapped hands in Winter.

J. KIDD & CO., Agents,
dec21 No. 60 Wood street.

Surotula.

☞ 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.

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 part 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 treated nearly all the time by the best physicians our country affords; I accordingly 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; 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 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 vouch that its success has attended its use, where other medicine had failed.

For sale by all the Druggists in Pittsburgh.
sun3daw

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, and VESTINGS and OVERCOATING, OF THE LATEST STYLES.

Selected expressly for the custom trade. Gentlemen leaving their orders will have their wishes consulted and complied with, as all work is done under his own supervising. dec31tfsun

MARRIED.

On the 30th ult., by Rev. W P Breed, J B MEREDITH, Esq., to Miss ANNIE M, daughter of D I. Collier, Esq., all of this city.

Dr. James King,

OFFICE and Residence removed from Wylie street to Fifth street, next door to Alderman McMasters. jan3t

"Dividend."

OFFICE OF ALLEGHENY BRID