PITTSBURGH GAZETTE.

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☞ 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.

☞ TO ADVERTISERS.—Neither the Editorial Rooms nor Printing Establishment of the DAILY GAZETTE, are opened on Sunday. ADVERTISERS who desire their notices to appear in the paper, on Monday morning, will please hand them in before 5 o'clock, on Saturday evening.

☞ 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.

We have received the annual report of the Board of Managers of the House of Refuge, which we shall publish to-morrow.

RAILROAD FROM WASHINGTON TO NEW YORK.

An effort is to be made during the present session of Congress to authorise the construction, by the General Government, of a Railroad from Washington City to New York. A suggestion from the Postmaster General, to that effect, appears in his annual report.

The reasons urged for this step are numerous, the principal being that the line of railroad now existing between those cities has no competition, and is, in effect, a monopoly, enabling the managers, to exact whatever terms they please from the traveling public, and from the Government for the transportation of the mails.

The Post Office Department has doubtless been grossly imposed upon by the several lines of railroad composing the route from Washington city to New York. The mails between those two points are the most important in the country, and require the utmost possible despatch in their transportation. A due regard to the public interest compels the Postmaster General to select the railroad as the only available means of mail transportation; and taking advantage of this, the railroad Companies have imposed their own terms, and extorted the most exorbitant rates for the mail service.

That a new line of railroad, between the points named, is *needed*, no one will deny. It is needed for the convenience of the public, and to save the Government from extortion.—Never will the public and the Government be properly served on that route until the present odious monopoly be broken up.

But cannot this be accomplished without the intervention of Congress? It is said not. Charters might be obtained from Maryland, Delaware, and Pennsylvania, for a new road; but no such charter can be obtained from New Jersey, we are told. The Company which own all the railroads now crossing New Jersey from Philadelphia to New York, not only own the roads they control, but own also the legislature which alone can disturb their monopoly—at least so it is said. This may be true; we do not dispute it: but it is a new thing in our government to be told that the legislature of a sovereign State of this Union belongs to a company of monied men, and dare not exercise its legitimate functions for the public good. No European writer upon America ever uttered any thing so injurious to our reputation as this one fact would be, if true. If, either directly or indirectly, four State legislatures are at the mercy of monied men, better at once abandon our claim to republicanism, and ask some kindly autocrat to take us under his protection and do our legislation for us. Without calling in question this assertion as to the state of things in New Jersey, we shall wait a little before yielding full credence to it.

We like the project of a new road from Washington to New York; but we would rather see it built without the intervention of Congress. The end may not be urged as a justification of the means. It is a questionable exercise of Congressional power; and it to mixes itself up with the question of State Rights and the centralization of power in the hands of the general government, that we would fain hesitate. We are not altogether satisfied that Congress possesses the power to build a road for the purposes intended. We admit the power "*to establish* post roads;" and will even go so far as to admit that this may be construed into a power to build a railroad anywhere for the transportation of the mails: but we want a little time to consider the proposition that it includes authority to build a railroad with the public means to enter into competition with individual enterprises for trade and travel. Nobody proposes, that we know of, to build a national railroad, from New York to Washington City, for the simple and single purpose of transporting the mails. That is only a *part* of the object proposed.

If Congress can authorize a railroad from Washington City to New York, it can authorize similar roads all over the country. The same reasons can be urged in justification—not so forcibly, perhaps, but still with sufficient force to give them weight. The whole country may thus, in time, be dotted over with national roads, and every State be invaded by a national competitor against private enterprises authorized by the States.

There is too strong a tendency of power, in our opinion, just now, to the general government, and too little regard for State rights and State sovereignty. The safety of this Republic in a great measure, depends upon the preservation, intact, of the rights of the several States, and in preventing a concentration of power in the hands of the national government. As we at present view this matter, we should regard the success, in Congress, of the proposed scheme, as a present fraught with danger.

At any rate, as the public interests demand a new road on its route, let the States be first asked for the necessary powers. Let New Jersey be fairly tried; and when it is absolutely certain that the necessary powers cannot be obtained from the States, it will be time enough to agitate the questions involved.

...LAND AND MAHONING R. R. COMPANY.—...ituted by Mr Darsie, to incorporate ...Mahoning Railroad Company, ...permit that company to ...Valley of the Mahoning, ...stream and the Bea... ...across the river at ...ect with the Ohio ...This is a compro... ...parties interested. ...have only three ...ing the bank of the ...uous Railroad with ...land, and consequent... ...ilroads in the country ...st and Erie road, ...mouth of the Maho... ...road, and thus save ...ense. These two feeders, ...ir business upon the Ohio and Penn... ...road, between Brighton and Pittsburgh, ...ch will be added, in time, the Wellsville ...will render a double track neces... ...between this city and Brighton, for which ...track was originally prepared.

PRESBYTERIAN QUARTERLY REVIEW.—Benjamin J. Wallace, Editor, Philadelphia: published for the proprietor, by Willis ...

...table work, only recently estab... ...patronage of the General As... ...bsterian Church, new school. ...nts of the present number, pre... ...teresting variety; among which ...pster; American Romanism and ...estantism; Modern Demagogues; ...Semitic; the Spirit of American ...etc. The work is $3 per an...

...That ever I was born to set it right!"

The feud in Virginia, occasioned by the offer of this dignity, is said to be terrific. Hunter is said to be a "young American," between me and the reader, Hunter is a genuine descendant of Nimrod, and hunts for himself alone. The most the young Americans can claim is that he is not a fogy. If he take office he will endeavor

RAILROAD IRON AT CLEVELAND.—From 1849 to 1852, there has been received by one house in Cleveland, 87,900 tons of Railroad iron, sufficient for nine hundred miles of Railroad, as follows:

Amount of iron rec'd for	Cargoes.	Rails.	Tons.
1849,	27	20,325	2,293
" " "	1850,	99	73,688	19,818
" " "	1851,	202	170,966	29,542
" " "	1852,	302	291,486	47,352
		563	556,465	87,900

Large quantities were also received by other parties. Large amounts were also received at Sandusky and Toledo, and other Lake ports, and heavy amounts have been shipped from Pittsburgh, all intended for Western Railroads. The whole West will soon be covered with railroads, and will pour on to the great trunk lines leading to the eastern cities, an amount of business not now dreamed of.

EDWARD EVERETT.—There seems to be a disposition, in different parts of our country, to do justice to the high character, talents and patriotism of this distinguished son of Massachusetts, who now fills with remarkable ability the responsible office of Secretary of State. The Delaware Journal, after speaking of the public services of Mr. Everett, and enumerating the many high situations which he has held, says:

"But Mr. Everett's crowning merit consists in his inflexible devotion to the Constitution; and to maintaining inviolate the integrity of the Union. Unfortunately for the country, his term of service in the Department of State must be brief. But we trust that the public will profit by his counsel in another branch of the national service. It has been announced that Governor Davis, that talented and dignified patriot, declines a re-election to the Senate of the United States. So many bright stars have gone down and are going down in the Senate, that some new luminaries in that body would not be unacceptable to the country. We presume that Massachusetts has not, amongst her distinguished sons, any one who would more zealously uphold her rights, support her interests, and vindicate her fame, or who would be more acceptable to the Senate, or to the nation, than the present gifted but unassuming Secretary of State."

Mr. Everett is installed in the State department and will leave the long accumulated business in a finished condition for his successor, Mr. Frothingham (his nephew) in his private secretary. Mr. Everett occupies the house opposite the War Department, and has taken into his service the faithful colored domestics who were such devoted servants to Mr. Webster.—One of them, Monico, was Mr. Webster's cook and household counsellor for many years, and he used frequently to speak of her in the kindest terms. He paid her wages quarterly, and as his liberal presents nearly supplied all her wants, she used to give him back nearly all her wages, to be deposited in the Savings Bank. This he did with great care, no matter what important cares of State occupied his mind at the time; and at his death the old lady found herself in possession of quite a snug competency. William, the great statesman's body servant, (whom he emancipated,) and who possessed his entire confidence, will probably be in the service of General Pierce at the White House. The late residence of Mr. Webster, on Louisiana avenue, has been rented by Mr. Gales, of the National Intelligencer.—*Wash. cor. Boston Bee.*

We copy the following from the Daily Union, of yesterday:

DAVID JEWELL.—It will be seen by the following note addressed to one of his friends, that this unfortunate man is preparing for the awful fate which in all human probability waits him. We insert it at his request, without correction:

PRESIDENTOWN, Jan 5,1853.

SIR:—I have been visited by the Rt. Rev. Bishop O'Connor, to my great satisfaction, and by his assistant, the Vicar General, the Rev. Mr. McMahon. Yours respectfully, the unfortunate D. JEWELL, JR.

FROM WASHINGTON.

Correspondence of the Pittsburgh Daily Gazette.

WASHINGTON, Jan. 3, 1853.

Business and Cuba in the House—Venable, Brown and Thad. Stevens—The Approaching Debate on Cuba in the Senate—Symptoms of a Democratic Row in Virginia.

Some business and some sparring in the House, beside a little sentiment, and filibustering upon Cuba. A pension appropriation bill was passed; and then, over the West Point Academy bill commenced a general debate upon the Cuba question aforesaid. How interesting must be these discussions, which go regularly into the official gazette, to the Spanish minister and his Royal mistress, upon the how and the why we shall possess ourselves of her most valuable province. The fact, it seems to be generally agreed, at least among the dominant party, is settled, that we are to take Cuba, is a foregone conclusion. Mr. Venable, of N. C., a personal admirer and affectionate follower of John C. Calhoun, led off with an hour's speech, the burthen of which was that the South did not need Cuba, did not want it, and would not countenance its seizure. In all this I recognize but the feeblest possible security either for Spain or those who desire the independence of Cuba. A considerable party in the South, of whom Mr. Venable is one of the most respectable members, doubtless desire a conservative policy, as well towards Cuba as in the general administration of the government. But when the question becomes pressing, when slavery calls with a united voice for a new province, as it is sure to do, they will give way, and the whole influence of the South will be thrown into the scale of acquisition, *per fas aut ne fas*, without regard to means or consequences. The maxims and reported sayings of Mr Calhoun amount to nothing at all. Had he lived, he would have changed his opinions on this point, as he did on most others of importance. Less than ten years before the annexation of Texas, Mr. Calhoun and South Carolina were hostile to the project; yet in 1844 he negotiated a secret treaty for incorporating it with the Union, and the press and other organs of opinion in his State, were almost unanimous for getting possession of it, though at the cost of the dissolution of the present Union. Spain knows all this, and no doubt has secret treaties with France and all the prominent absolute powers of Europe to protect her colony against the covetousness of the adjacent republic. I think the new democratic administration will find the foreign coalition thus formed against the leading object of its policy so strong, as to abandon the thought of active and open efforts to bring Cuba into the confederacy.

Mr. Brown, of Mississippi, undertook the defence of filibusterism, as regards Cuba, and said that we must have it. A short confabulation took place between him and Thad. Stevens upon some point involving slavery, in the course of which Thad. gave Brown several hits between the eyes that made him see stars, and disturbed the even tenor of his harangue.

To-morrow a set-to will commence in the Senate which will excite the strongest public interest. Soule will reply to Mason on his resolution regarding the Cuban correspondence. Soule is always entertaining, but to-morrow he will be peculiarly opulent, because he looks upon the demonstration of Mason and Cass on this matter, a fortnight ago, as a piece of fogyism designed to hoist the former into the Cabinet, and to shove him and his allies to the wall. Soule is one of your eloquent, dashing, and brilliant French politicians who appear well, but have not the mental ballast and the far-reaching sagacity to carry them through a contest with such veterans as Cass and his coadjutors. Your readers will recollect that both Cass and Mason were rather conservative on that occasion, and that you might have culled from their speeches the choicest bouquets of "noble sentiments"—sentiments indeed that would have done honor to Joseph Surface himself. These Soule will unveil to-morrow, and carry their authors down with his polished satire, stopping only short of invective. He will lay about him with the glittering

From the San Francisco Herald.

CONFESSION BEFORE DEATH OF A CHINESE REBEL.

The latest news from China announces the discomfiture of the rebels, by the capture of their chief, Tien-teh, and his sentence to be hung on the 15th of June. The following is his confession:

I am a man of the district of Hang-shan, in the prefecture of Hang-chau; I am thirty years of age; my parents are both dead, and I have neither brothers, wife nor children; I have been from youth devoted to letters, and have several times entered the Examinations; but as the officers did not acknowledge my talents for writing, and repressed my abilities, I became a priest. I had not long left the priesthood when I again entered the Examination, and, as before, I was unsuccessful. This greatly irritated me, and I began to study books on the military art very carefully, in order to achieve success against the empire; I also made myself perfectly familiar with the topography of every part of the land. While I was a priest I kept myself quiet and retired, diligently examining all the works on strategy, so that all the rules of discipline and war since the days of antiquity were familiar to me; and I was emulous to equal Kung Ming, (in the days of the Three States.) Then I came to think that I could carry out my plans speedily, and if I followed the plans of Kung Ming, flattered myself that I could take the empire as easily as turn my hand over.

Several years ago, when I was a priest, I was travelling over Kwangtung, and when in the district of Hwa became acquainted with Hung Siu-tsuen (who is not my relative) and Fung Yungshan, both of whom are literary persons of great talents, and the former, like me, had been unsuccessful in the Examinations. He had formerly been through both the Kwang provinces, and formed an association of reckless persons of the Triad Society. Every one of those who joined it in Kwang-tung adhered to Fung, and this was done several years, he deluding every one who joined the association to take their oaths that they would live and die with him, and exert all their efforts to assist him. They gradually increased in numbers, and it was feared that there might be a want of hearty union in some of the members; so Hung Siu-tsuen learned magical arts, and to talk with demons, and with Fung Yunshan made up a story about "a heavenly father, heavenly brother, and Jesus, narrating how the heavenly brother came down from Heaven, and that all who would serve the heavenly father would then know where the best things and pearls lay; that when he sat it was in a small hall of Heaven; and when he had been put to death by men, he sat in a great hall of Heaven." With these inflaming words they beguiled the members of the association, so that none of them left it; and this procedure, I was well aware, had been going on for many years.

In December, 1850, when their number and strength became large, I went to Hwang-chau, where I saw Hung-Siu-tsiuen; he then had engaged the graduate Wei Ching, alias Wei Ghangkwui, of Pig-nan and Siu, Yang, and others of Kwang-Tung, to go out and begin to plunder and fight the government. The members of the brotherhood willingly followed these men, giving themselves, their families, property, and all to them, so that they had funds for their purposes and bought horses and engaged troops. Their hopes were now high, and they took at this time the names of the Sang-ti Association.

When I reached Kwang-si, Hung Siu-tsiuen called me his seventh brother, and honored me with the title of hing Tien-teh (Celestial virtue,) and took all his lessons in the art of war from me. He called himself king Tapin, (Great Peace) Yang was generalissimo of the troops, with civil powers, and had the title of Eastern King; Siu-tsiuen deputy generalissimo of the right, with the title of Western King; Fung Yon Shan was general of the advance, with the title of Southern King, and Wei Chig was general of the reserve, with the title of Northern King.

Ministers were also made; thus Shih was appointed minister over the Board of Civil Office and king of the right wing; Tsin was over the Board of Revenue and king of the left wing; Wu Lai and Tsang were Generals of Guard, Chi was judge-advocate; and Tsang Luh Siu-Le, lieutenant generals. There were many military officers whose names I do not remember, some of them over three hundred men and others over one hundred men. In action, whoever backed out was executed, and their officers severely punished; while rewards and promotion were given to those who were victorious. The government troops killed many of our men. I called Hung Siu-tsiuen my elder brother, and those under our lead addressed us both as Your Majesty, we addressed them by their names.

On the 27th August 1851, we took Yungpgan. Wei Chang having before given battle to and defeated the imperial troops. I and Hung-ansiet this city in our sedans on the 2d of September, and occupied the official residence which we called a palace, and others we permitted now to dwell. This Hung Siu-tsiuen received most of his knowledge of tactics from me, but my opinion did not accord with his, and I often spoke of this being a small spot, and asked where was the propriety of having so many persons at the kings. Moreover, he relied upon his magical arts for assistance, but no one, even in ancient times, ever reached the throne by them; added to this, he was both a wine bibber and a licentious man, having thirty-six women with him. I wished to hear of his destruction and defeat, for then I could myself succeed in obtaining dominion.

At this time the Eastern King Yang managed the forces, sending them out and appointing their duties, and the officers who should be over them. Wei Ching had the superintendence of actual engagement with the troops, in which he was both skilful and unwearied; he was a most courageous man; even ten thousand of the Imperialists were not a match for him with a thousand men under him. During the several months we occupied Yung-gan-chau, which we called our court, all our officers memorialized us respecting the affairs of State; a calendar was issued under the direction of Yang, in which no intercalary month was inserted; but in this matter I was not a party.

Now, when it happened that the ingress into the city was stopped, and the gunpowder, and other ammunition was beginning to fail, we expected that the members of our association in Kwangtung and in the department of Wu-chau, were formerly very numerous, and plucked up heart to make the attempt to get out of our hole. On the 7th of April we rallied our spirits and attempted the sortie, dividing the forces into three bands. About 8 P. M. Wei Ching rallied out with 6,000 men under him, followed by Yang and Fung Yunshan, with 6,000 or 6,000 men, about 10 P. M., to cut their way through; these took Hung Siu-tsiuen and his women with them, thirty or more persons, with horses, sedans, and all.

About 2 A. M., having more than a thousand men with us, I and Shi went out, being distant from Hung Siu-tsiuen about a league, and were attacked by the government troops and pursued. We could not attend to my orders or signals, and our forces were routed, more than one thousand men losing their lives, and I taken prisoner. It was our intention to have gone by way of Yung a place called Cochuh to Chauping-hieu, (in the department of Ping lo,) and then to Cu-chau-fu, and thus get into Kwang-tung. The firing of the east fort when we sallied from the city was my fault, and I also directed putting fire into the city, so as to facilitate our sortie.

My original surname is not Hung, but it is only since I have contracted a brotherhood relation with Hung Sui-tsiuen that I changed it to Hung Tai-tsiuen. I wore embroidered clothes and a yellow cap; the four kings had red bordered caps like mine; the rest of the high officers wore yellow embroidered aprons when they went into action, and carried yellow flags. In the Yamun I wore a yellow robe; and I did not of my own will desire to sit on the king's throne.

The confession is true.

From the Philadelphia North American.

THE RAILROADS AND THE WEST.

A telegraphic dispatch in our columns yesterday morning, noticed the fact of the final opening of the Baltimore and Ohio railroad on New Year's day, the first train of cars having run through from Baltimore to Wheeling on that day, accomplishing the distance, moreover, (or so the dispatch says) in the short space of fifteen hours and fifteen minutes.

This event was by no means unexpected, although it is highly important. A month ago or more, Mr. Swan, the energetic President of the great Baltimore work, publicly engaged that the feat should be performed at the time mentioned, and he has kept his word. Its importance requires no illustration. Baltimore is now in direct railway connection with Wheeling and the Ohio river. Her cars roll thither in fifteen hours; a speed greater, perhaps, than it was supposed could be attained on a line broken by so many high grades, and greater, doubtless, than will be kept up in the practical, every day working of the road. But there the road is; it is in operation; and Baltimore is on the banks of the Ohio at length, (even if she never gets further,) not the 12 Oct. A large Chinese junk, bound to Amoy from Singapore, with a cargo valued at $28,000, was attacked near Namoa by pirates, and 19 of the crew, including the European sailing master, murdered. Four English gentlemen were attacked by pirates in the neighborhood of Bogue on the 7th October, but the latter were beaten off. At Woosing on the 24th Oct., a large clipper ship was on shore on North Bank.

DEPARTURE OF CELESTIALS.—The Chinese are departing in great numbers from California. The clipper Eureka sailed recently from San Francisco, with 500 celestials, for Hong Kong.

EMIGRANTS TO OREGON.—By the latest dates from Oregon, it would seem that the entire overland emigration have arrived. They are variously estimated at from ten to twenty thousand persons.

Thackeray is said to have realized $1000 by his five lectures in Brooklyn. Literature begins to pay.

While Baltimore is thus commencing her competition with Philadelphia in the West, the Lake Shore Railroad is in full operation—every day fuller and more active operation—sweeping away a world of passengers and trade to the Erie Railroad and New York. In these two rival lines Philadelphia, in the present condition of things, would seem to have rather more than sufficient for her serious consideration. But, if we needed something more than usual to rebuke our supineness, or stimulate our strength, we are warned to expect additional, rivalries in the newly proposed broad-gauge railroad, alluded to yesterday by our Cincinnati correspondent, from Olean and Warren, intended to connect the Erie Railroad with Central Ohio, and in the Allegheny Railroad which aims to place the Erie work in direct communication with Pittsburgh and the Ohio.

With this prospect before us, pressed as we already are by the competition of our New York and Baltimore friends, when not by our quarrel among themselves, we cannot but be deeply sensible of the evils of dissension on the line of our own Pennsylvania route, from which we suffer, and from which, if no remedy be applied, we are likely to continue to suffer. Whatever may be the state of affairs hereafter, the line is now divided in ownership between the Commonwealth and the Pennsylvania Railroad Company, which have a common interest and danger, and ought, with each for its own good, to work together with a good understanding and perfect unanimity of purpose. It is impossible that the two can continue adverse, without injury happening to both. Each is necessary to the other: both are necessary to Pennsylvania and Philadelphia.

It will be nine months yet before the obstacle of the planes on the Portage road is entirely removed; and during that period we shall have enough to do, with all our efforts, to conduct the struggle with our New York and Baltimore rivals. After that time the field will be a fairer one, and the line from Philadelphia to the West will have prodigious advantages over both the Baltimore and New York route. We shall, as before mentioned, be thirty-three miles nearer the Ohio than Baltimore is, with no high grades in the way; and if the latter can run trains fifteen hours we shall be able to run them in twelve: while we possess, through the Ohio and Pennsylvania line, extensions to the Lakes and to Cincinnati, of which Baltimore is deprived. We shall be more than a hundred miles nearer to Cleveland and to Cincinnati than New York is, and with a uniform gauge, to set off against the three or four different gauges which characterize the New York line. The future may be—and must be—a brilliant one; but we have more than ordinary concern in the present, which will give its own character and fortunes to the times to come. We should avoid mistakes, and we should rectify mistakes. Let those who have at heart the common interests of Pennsylvania and Philadelphia—for common they are, and identical—exercise their thoughts and ascertain if there be no mode of reconciling difficulties, and giving the fullest efficiency of which its capable to our great western line of railroads.

OLEAN RAIL ROAD.—We intimated some days ago that the prospect of a railroad from Olean west to the Ohio and Pennsylvania State line, and thence to Warren, Hudson, Ravenna, Franklin, Canton, Brandywine, Dalton, Massillon, Columbus, and we forget what other towns, were not as flattering as the friends of the different roads imagined. We stated that the road was to be made, if at all, as a branch of the Erie and Pittsburgh road and we doubted whether the New York and Erie R. R. would be willing to embark in an enterprise having so frail a foundation.

Our impressions are confirmed. There has recently been a meeting in New York, of the friends of these various roads, in connection with the officers of the N. Y. and E. Road. The result is that the latter road declines all participation in the project, and as the main dependence for prosperity all has been placed upon this road, for the present, and probably indefinitely, the project slumbers.

The friends of the enterprize will be disappointed, for, from the representations which had been made, they supposed the work was placed beyond a peradventure.—*Cle. For. Oil*

Late Paris letters furnish the following items:

The coronation of Louis Napoleon will cost much more than that of Napoleon the Great, and, consequently, than any other coronation ceremony that France ever paid for. That of Napoleon cost over two millions. The marriage will cost as much more, probably; and the birth of this heir, if there is any, will doubtless be made the occasion of similar expenditures. The coronation robes are to exceed any other coronation robes ever heard of, and I heard yesterday an indignant Orleanist say, "The creature has had the impudence to have the crown jewels remodelled by his imperial mistress." The crown, for which M. Lemmarier, the newly appointed court jeweller, has gone to Brussels to obtain precious stones, is also to go ahead of everything yet composed. A model of the foot of the Princess Wasa has arrived, and has been confided to the imperial shoemaker. A model of the princess' hand is expected for the glove maker; and the necessary moulds for the corset maker, the bonnet maker, and the modiste. A daguerreotype has been handed to the corset maker. I am astonished that the likeness of the future Empress has not appeared in the shop windows. By the time she gets here she will find herself an old story. * * *

Many people suppose that the Emperor wears his imperial robes upon all occasions. These belong, of course, to the rising generation, who do not remember so far back as the other Empire. They would be in undress, did they go, on a fine afternoon, to the Champs Elysees or Bois de Boulogne. For there the Emperor may often be seen driving himself a two horse phaeton. He is dressed in a heavy, shaggy, blue pilot cloth coat, with the ribbon of the Legion of Honor peeping from his button hole. When he rides upon horseback, there is nothing in his dress to distinguish him from a citizen or a subject. He bows to all who bow to him, and I never have seen any one so apparently anxious to salute and be saluted. He catches at every thing that can be construed into a recognition; but with all his zeal he does not touch his hat oftener than once in ten minutes. Gentlemen on horseback pass him without looking at him; and, as this is an act of downright impoliteness, you must suppose that the riders have serious reasons for the commission of such rudeness. * *

How many sardines do you suppose have been taken this year upon the coast of Brittany, two hundred miles long? Five hundred and seventy-six millions. Half of them are to be preserved and sold fresh, and half are to be put down in oil. One hundred and sixty vessels, manned by five thousand five hundred sailors and fishermen, are engaged in the trade. The preparation, transport, and sale of the fish, employ ten thousand persons. Nine thousand of these are occupied all winter in the making and mending of nets. The fishing lasts two hundred days, and yields a net-profit to all concerned of three millions of francs. The sardines disappear in November and return in April. Where they go during these four months, why they go, or what they do while gone, has never been discovered. The fishermen say that the same individuals never come twice—that every successive arrival is composed of fish much smaller than those that last left, and that they appear to be their young. At any rate, they count implicitly on their appearance; and no sardine was ever known yet to break an engagement thus tacitly entered into.

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NO. 56 WOOD STREET, PITTSBURGH.
Between Third and Fourth.
☞ My stock embraces every variety and style of Boots, Shoes, Bonnets, &c., purchased direct from the New England Manufacturers, & adapted expressly for Fall and Winter sales, and will be sold at Eastern prices. Please call and examine before buying. sep2

LARD.
R. WATSON is now engaged in slaughtering 5,000 Hogs, and will have constantly on hand a large stock of Bulk Pork of his own curing; also 500 barrels of Extra Mess Pork, and 1 No. 1 article of Lard, in barrels and kegs, for sale at his Warehouse, corner of Liberty and Wayne streets de28

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 this complicated malady, which has since attained such a wide spread celebrity for its certainty of cure. This successful remedy was the result of many years' study, in 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 of stomach, and loss of appetite; bowels mostly costive, but sometimes alternate with lax; dull, heavy sensation in the back part of the head; loss of memory, with uneasiness of temper; neglect; sometimes dry cough; weariness and debility; nervous irritability; fast cold or burning, and prickly sensation of the skin; low spirits, lassitude, with indecision 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 each for its own good, to work together with a good understanding and perfect unanimity of purpose. It is impossible that the two can continue adverse, without injury happening to both. Each is necessary to the other: both are necessary to Pennsylvania and Philadelphia.
It will be nine months yet before the obstacle of the planes on the Portage road is entirely removed; and during that period we shall have enough to do, with all our efforts, to conduct the struggle with our New York and Baltimore rivals. After that time the field will be a fairer one, and the line from Philadelphia to the West will have prodigious advantages over both the Baltimore and New York route. We shall, as before mentioned, be thirty-three miles nearer the Ohio than Baltimore is, with no high grades in the way; and if the latter can run trains fifteen hours we shall be able to run them in twelve: while we possess, through the Ohio and Pennsylvania line, extensions to the Lakes and to Cincinnati, of which Baltimore is deprived. We shall be more than a hundred miles nearer to Cleveland and to Cincinnati than New York is, and with a uniform gauge, to set off against the three or four different gauges which characterize the New York line. The future may be—and must be—a brilliant one; but we have more than ordinary concern in the present, which will give its own character and fortunes to the times to come. We should avoid mistakes, and we should rectify mistakes. Let those who have at heart the common interests of Pennsylvania and Philadelphia—for common they are, and identical—exercise their thoughts and ascertain if there be no mode of reconciling difficulties, and giving the fullest efficiency of which its capable to our great western line of railroads.

Library Meeting.
THE annual meeting of the "Young Men's Mercantile Library Association of Pittsburgh," will be held at their room on Monday evening, the 10th inst., at 7 o'clock, when the annual reports will be read, and an election held for officers to serve the ensuing year. ja7 ALVIN WILKINS, Sec'y.

Notice.
A MEETING of the Stockholders of the Pittsburgh and Erie Rail Road, will be held in New Castle, on Tuesday, 18th day of January next, for the purpose of electing thirteen Directors for the current year. Also, to take action relative to the County subscriptions, and the Gauge Law.
THOS. J. POWER, President
Pittsburgh and Erie R.R Co.
ja5:dtd

REMOVAL.
FANCY MILLINERY GOODS,
BONNETS, CAPS, RIBBONS, ETC.
MRS. E. ROBISON, having removed from No. 22, St. Clair street, to the store lately occupied by Mrs. I. J. Horn, No. 72, Fourth street, between Wood and Smithfield street, would respectfully solicit a continuance of the very liberal patronage bestowed upon her by her former customers.
Having lately made some extensive and valuable additions to her stock of the most fashionable styles, to her stock of Fancy Millinery Goods, Bonnets, &c., she is confident that her assortment will compare favorably with any before presented to the ladies of Pittsburgh. ja5:dtf

J. S. Dilworth & Co.
COMMISSION and Produce Merchants, Agents for the sale of Hazard's and Laflin's & Smith's celebrated Powder, and Safety Fuse, 34, Wood street, Pittsburgh. ja7

Co-partnership.
M'KELVY & BLAIR have associated with them THOMAS S. BLAIR. The business will be continued under the firm of M'KELVY & BLAIRS. ja7:dawlt3

Dividend.
THE Directors of the Hand Street Bridge Company have this day declared a Dividend of two dollars on the capital stock, payable at the office of the Company, on demand.
ja6-dw3t WM. LARIMER, Jr., Treasurer.

SUNDRIES—
2 bbls Rose's Lyd Oil,
1 " Honey,
10 reams Dry Apples,
1 " Peas,
2 bbls " small White Beans,
3 bxs Oysters. Now landing from steamer Ben Conrad: for sale by
ja7 ISAIAH DICKEY & CO.
Water & Front streets.

FLANNELS, AT MURPHY & BURCHFIELD'S:
Welsh Flannels—A full assortment of these desirable goods—the genuine article, direct from Wales. Yellow and Scarlet do. do. do. Plaid do. do. do. Yellow and Scarlet do. Welsh and Red do. Stocking and plain, and Embroidered: Flannels for dressing Gowns and Shirts, Merino do. and a very superior article of Domestic Flannels, made from select Wool.
ja7

GROUND ROCK SALT—For preserving meats, 1000 lbs. for sale by
ja7 W'A McCLURG & Co., cor. Wood & Sixth sts.

FRESH TOMATOES—In Hermetically sealed Cans or 1 quart, 2, 4, 6 pint and 2 gallon cans, the most suitable for Hotels and steamboats for sale by
ja7 W. A McCLURG & CO.

FRESH GREEN PEAS—In hermetically sealed Cans; for sale by
ja7 W. A McCLURG & Co.

POTASH—15 casks prime, just received, and for sale by J. S DILWORTH & CO.
ja7 51 Wood street.

BEANS—20 barrels Small White, for sale by
ja7 J. S DILWORTH & CO.

WINDOW GLASS—
200 boxes 8 by 10 Glass, best brands,
100 " 10 by 12 " "
ja7 J. S DILWORTH & CO.

COD LIVER OIL—2 gross Rushton, Clark & Co's brand, in store, and for sale by
ja7 J. KIDD & CO., 60 Wood st.

ALUM—30 bbls. in crystal, in store, and for sale by
ja7 J. KIDD & CO.

EPSOM SALTS—25 bbls. in store and for sale by
ja7 J. KIDD & CO.

LARD OIL—10 bbls No I in store and for sale by
ja7 J. KIDD & CO.

CHEMICALS—
50 ounces Benzole Acid,
10 " Chlorotene,
50 lbs Hydro Sulphuret Calomel,
10 " Cyanuret Potassium,
60 " Sulphate Morphia,
10 " Caustic Potash, pure in stick and for sale by
ja7 J. KIDD & CO.

CHEESE—100 boxes Cream, just rec'd and for sale by J. T. & J. J. BOONE,
ja7 205 Liberty street.

DEER HAIR—2000 lbs. just rec'd, and for sale by J. T. & J. J. BOONE,
ja7 205 Liberty street.

NOTICE.
THE style of the firm of S. P. SHRIVER & Co., No. 130 and 132, Second street, Pittsburgh, is this day changed to SHRIVER, DILWORTH & Co. THOS PALMER,
SAMUEL P. SHRIVER,
JOSEPH DILWORTH,
JOHN S DILWORTH.
January 1st, 1853. ja5

J. S. DILWORTH & CO. having declined to be Wholesale Grocery Business in their present, Dilworth & Co., will continue to act as agents for the sale of Hazard's and Laflin & Smith's Powder and Safety Fuse. Will also give their attention to a Gen'ral Commission and Produce Business, at their old stand, No. 51 Wood street, Pittsburgh. ja5-dtf

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