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

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

POLITICAL SPECULATIONS.—We publish to-day a letter from New York, which appeared in the Dispatch of this city a few days ago, which must necessarily attract attention.

Notwithstanding the first appearances to the contrary, the vitality of the Whig party is not destroyed. There are just as many Whigs as ever there were; and now that the first effects of a disastrous defeat are wearing off, we find signs of life returning, and speculations as to the future indulged in. It is not political agitation manifesting itself; not even that degree of vitality necessary to an active organization; but that general review of the past and the present, in their bearing upon the future, which a man may be supposed to take when he first opens his eyes after receiving a stunning blow.

The totality of the late Democratic triumph was more apparent than real. Their majority on the popular vote was not so overwhelming as is generally supposed. And when it is remembered what diverse elements entered into that majority, and what motives led to a combination of all sorts of hostile factions, the future unity of the triumphant party is more than problematical. An insatiable hungering after the "spoils" predominated over all other considerations. A ravenous appetite stops not to count upon any thing but its gratification.

A four years' fast had rendered our opponents desperate; and forgetting all family differences they rushed upon the tempting larder of the general government. They have got the *entree*, now; and it needs not the spirit of prophecy to foresee that, *after* the viands have been distributed, a different state of things will ensue. General Pierce will find that it was a far easier matter to conquer the Whigs, than it will be to satisfy the hungry hordes precipitated upon him, or reconcile the bitter factions which will beset him. Their name is legion. There are "Young America" and "Old America;" "State Rights" and "Union" democrats; "Cass" men and "Buchanan" men; "Barnburners," "Hunkers," "Hard Shells" and "Soft Shells;" "Allen" men "Medary" men, "Benton" and "Anti-Benton;" "Coalition" and "Anti-Coalition;" and so on, without end. These hostility of the factions was only suspended, not extinguished, during the late campaign; and the dispensing of Presidential patronage, instead of reconciling them, must inevitably result in widening old breaches. A party whose only "bond of cohesion" is a "love of the public plunder," must sooner or later fall asunder from the weight of the inward pressure.

Even leaving the "spoils" out of the question, there is no unity of sentiment in the democratic party, on political questions, *some* part of the triumphant host must, in the course of the ensuing four years, find its peculiar virtues scouted by the administration, and a conflict of opinions, and on opinions, is unavoidable. What new combinations or divisions this conflict may evolve, is for the future to determine; but that it will work a very material change in the present aspect of affairs, it seems reasonable to expect. Those who believe that a political millennium commenced its dawning in the election of Pierce, will soon be undeceived. Stirring questions are pressing forward in heavy array; and in settling them, the dominant party cannot prevent a collision between the conflicting elements of which it is composed. All such collisions prove ultimately injurious, by dislodging those whose party attachments are not very strong.

Whether the whig party will be in a condition to profit by the developments of the future, or will put itself into a condition to profit by them, is as yet a matter for speculation. The speculations of the letter we publish are food for thought, in this connection, and we are glad to notice indications, here and there, of a determination to look on things as they *are*, and not as they *have been*, and act accordingly. Political wisdom admonishes us to "let the dead past bury its dead," and take issues as they come to us, living and real, selecting the surest and best ground on which to meet them.

The experience of the past has shown that the Whig party cannot be rallied, as a unit, upon the fugitive slave law, as it is. There is too powerful an under-current of public opinion against that law, in its present shape, to enable any party to retain that position. Even the South is beginning to discover that her triumph, in getting and maintaining that law, is an empty one; and that she would fare better, as well as promote a kindlier feeling towards her in the North, by yielding to the demands of northern conscience, and conceding the Trial by Jury, in all fugitive cases, as due to the prevalent sense of humanity and justice. That point once gained, the Whig party would be in a position for meeting the issues of the future, unitedly and successfully.

The Whig party needs to take no ultra or fanatical ground. It must conserve the Union of the States, as well as put itself in harmony with the public conscience. Avoiding alike that negative and positive fanaticism of the North and South, which runs in the same circle, and is the same thing, under different developements, and which is the only danger which the Union has to encounter, the Whig party should become a party of conservatism as well as of progress and rally to its banner many who are now fighting in other ranks.

We throw out these thoughts merely for the purpose of enlisting a little regard to the signs of the times. The letter from New York, which we publish from the Dispatch, is suggestive, and its ideas and conclusions should command attention. Its allusion to the next Presidency is a little early, as regards time, as well as in conflict with our political arrangements for this State. Our friends here in Western Pennsylvania, having settled down upon their candidate for next Governor, will experience a little confusion in their arrangements in finding that candidate appropriated by this New Yorker for a higher office. But they can submit, we suppose, to see their favorite candidate proposed for greater honors.

We are desired to urge the attendance of the members of the Young Men's Library Association at their regular annual meeting, which is to be held this evening, at their rooms. As new officers for the current year are to be elected, reports to be read, the present condition of the Institute, and schemes and measures for its future advancement presented for consideration, it is highly important that there should be a full and interested attendance. We are glad to hear that the Institute is in a prosperous and hopeful state, and we trust that all our citizens will see the need of liberally supporting it, that it may become more useful, more attractive, and more influential. Every year there should be at least two thousand names on its lists, and we hope the members will not relax their efforts, nor the citizens their co-operation until that number is obtained.

C., C. AND C. RAILROAD.—The business of this road is already such as to require a double track to Grafton, 25 miles, where the Toledo, Norwalk, and Cleveland road unites with the C., C. & C. line, and the road bed will be prepared and another track put down as early as possible in the spring. The New York Tribune of the 4th says:

The business of the Cleveland, Columbus and Cincinnati Railroad, for the past season, has been remarkably great. Perhaps no public work in this or any other country has ever yielded a larger product upon the same length of line and cost.

The receipts of the six months ending November 30:

1852, were	$512,022 44
For the same period in 1851,	341,680 96
Increase for 1852, 50 per cent,	$170,341 78

The business for December has not yet been made up, but it is equally great, and largely in excess of the estimates.

RAILROAD MOVEMENT IN NEW LISBON.—An adjourned Railroad Meeting took place in New Lisbon, on the 22 inst., at which Mr. Brewer, one of the delegates to the late Broad Gauge Railroad Convention, held in New York, gave an account of the proceedings connected with his mission.

He stated that the New York and Erie company had refused to accept the proposition of the Pittsburgh and Erie Railroad Company for the purchase of their Branch privileges, and the reasons which governed the New York and Erie Board in that rejection, which was fully corroborated by Dr. McCook, another of the delegates.

This is in accordance with statements we have previously made on the subject.

The meeting passed the following resolutions:

Resolved, That Lyman W. Potter, Dr. John McCook, Henry Springer, S. Small, John Clark, Mahlon Briggs, S. B. McKenzie and Samuel Watson, be appointed a committee to become corporators to organize a company under the statute of Ohio, for the construction of a railroad from the Ohio State line, near the Darlington cannel coal mine, to a point at or near Bayard station, on the Cleveland and Pittsburgh Railroad, that we may be enabled, at an early day as possible, to open books for the subscription of stock for the construction of this desired road, through the town of New Lisbon.

Resolved, That said company be called the "New Lisbon Union Railroad Company."

On motion of Lyman W. Potter, it was

Resolved, That the Capital stock of said company shall consist of five hundred thousand dollars.

It is understood that the Darlington Cannel Coal Railroad Company will connect the above projected road with the Ohio and Pennsylvania Railroad, at Darlington, thus giving the people of New Lisbon access to Pittsburgh, by railroad. By that project, and the Bayard and New Philadelphia branch of the Cleveland and Pittsburgh Railroad, we shall also have direct railroad communication with New Philadelphia, and the rich county of Tuscarawas.

FROM NEW YORK.

Correspondence of the Daily Pittsburgh Gazette.

NEW YORK, Jan. 6, 1853.

The new steamer Ericsson made a very satisfactory engineer's trip on Tuesday, proceeding out to sea some distance, but not so far as was intended, owing to the thick weather, which prevented well tried ships from going to sea. The ship has made as good speed as the average of our ocean steamers, when moving round the harbor, and now bids fair to drive steam out of the field, or rather from the seas. The late negotiation with Commodore Vanderbilt has elicited some facts as to the profits of steamers worth knowing. The profits of the steamers for the past year were one million one hundred and twenty thousand dollars, and still were not equal to those of the Pacific mail company line.

Our new State Legislature has got fairly at work, and commences the campaign by promising legislation that shall make slave catching easier. The legislator who claims the honor of reviving the black code here is a D. B. Taylor, a full blooded Democrat from the city, anxious to show his devotion to the Union. This attempt to regulate the conduct of the black servants who may be brought here from the South, may be good Democratic capital, but it does not to appear just yet. It is, on the contrary, justly execrated, every where.

In Wall street, affairs are not as active as was anticipated, and every body there seems to have as large a load as can well be carried.—Money is, for all regular purposes, easy to be had at the legal rates, but for all speculative operations the rate on call is six and seven per cent, with a good deal of care in selecting securities. Full ten millions of coal stocks have been put afloat within the past six months; all of which are comparatively valueless, and at present good for nothing except to absorb capital. The rate of sterling bills has fallen below the specie point, and unless the spring importations now close at hand are very large, no more coin will be sent off for some time.

The St. Nicholas Hotel has been inaugurated in fine style, and is a far more elaborately decorated house than the Metropolitan. The latter has, however, a good start, and will in the first year of its existence pay for its outfit and perhaps a little more. Steamboat and hotel people in New York are very liberal in their outlay, but somehow or other after all they manage to make fortunes out of the plain honest folks who travel to see sights.

Another new city railroad has been granted for the Ninth avenue. We have now a railroad on the Fourth, Sixth, Eighth and Ninth avenues, besides the Hudson river, the New York and New Haven, and the Harlem roads. The city is a net work of railroads, above the Astor House, and Broadway the only street of note without a road. There we shall not have a road unless its profits can be secured to the city, and not to the rogues who pretend to govern it.

The Secretary of the Navy is making himself quite conspicuous by his remonstrances against the owners of property near the Brooklyn Navy Yard, who refuse to sell out at his price. He is quite sure the Government will not be browbeaten, but will *remove the yard*, bag and baggage. When the Yard is removed it will be a good speculation for somebody to buy the Naval Dock and transport it to California. Soon the Government must spend an enormous sum to purchase more room at the Navy Yard, and also in the city for more room in the Custom House. The regular increase in our trade at this port is twenty per cent per annum, making increased facilities in the Custom House indispensable.—The clerks there are now as thick as bees in a hive, and an enlargement must be made.

We have neither a Custom House of adequate size, a Navy Yard of sufficient extent, nor a post office half large enough for our wants; nor have we a Mint as indispensable as either office named. Under Gen. Pierce we shall get them all, and while the city generally is benefitted, some good partisans will make fortunes out of the improvements. C.

FROM HARRISBURG.

Correspondence of the Daily Pittsburgh Gazette.

HARRISBURG, Jan. 6, 1853.

SENATE.—The Senate completed its organization by the election of clerks, door-keepers, and messengers,—no other business of importance being transacted.

HOUSE.—Two vete messages were received from the Governor of bills passed at the last session, viz: An Act chartering the Western Mineral Company; An Act to incorporate the Butler Coal Company. Both messages were sustained by the House. Mr. Henderson, of Cumberland, moved a resolution inviting the clergy of Harrisburg to open the daily sessions by prayer. The motion was agreed to—yeas 72, nays 22.

Mr. Appleton, on leave given, read in place An Act to incorporate the Citizens' Deposit Bank of Pittsburgh; also, An Act to charter the Commercial Bank of Pittsburgh.

Mr. Eyster read, in place, An Act to charter the Monongahela Coal Company.

Mr. Gillmore, An Act authorizing an additional tax in Pike township.

From the complexion of the House, and the stand taken by the Governor, the first two of the above bills will meet with much opposition. PENN.

For the Pittsburgh Gazette.

THE MAYORALTY.

MR. EDITOR,—There is at this time naturally a good deal of interest manifested in the coming election for Mayor. It is an important office, and should be filled by a person honest, capable and faithful. There are three candidates in the field for our suffrages, and it behooves us to make the best selection. Qualifications being equal, politics would rule the choice of course; but when there is a decided superiority in favor of the Whig nominee aside from the numerical strength of his party in the city, his majority should be large.

The policy of the Democrats in this city for some years past, has been to divide the Whigs and elect their candidate for Mayor; in this they are seconded warmly by fractional parties, who reap pecuniary advantages from such a course. If the Whigs will be so blind as to be led by the false and hollow pretences of such politicians, they must expect present defeat, and ultimate disorganization. Any man who submits his claims for nomination to a Convention of his party, should not only abide its decision, but warmly support its nominee; for all cannot be nominated who are proposed, and to permit chagrin to induce opposition, is destructive to their interests, and to that of the party to which they belong.

The present incumbent of the Mayor's Office, after election, is a violent partizan—a radical locofoco, ready to go any length to uphold the party to which he is attached—but when seeking office, he "stoops to conquer," and evinces the warmest feeling to those who will throw aside party trammels in municipal elections, and vote him into office. He seeks to add fuel to the flams of discontent and jealousy which may unfortunately exist in the Whig ranks, for the purpose of weakening them; and when their sinews are out, their fibres rent asunder, defeat them and boast over their fallen greatness.

Will Whigs thus be led aside from their duty? Will they suffer their power to slip from their hands? Will they ingloriously repose in the Delilah lap of sleepy indolence and neglect, lulled by the "syren song" of their ancient foe call shorn of their strength? I trust not. The city has too long been tampered with by those who, under the specious promise of reform, and the cry of "no party politics in home elections" has rendered the city government inefficient in its functions to protect persons and property, and a by-word to our neighboring cities. Let the Whigs vote the ticket; they will thereby strengthen their hands for future conflicts, and inspire new confidence in their friends at home and abroad. CARDOZ.

[Communicated.]

AMERICAN TRACT SOCIETY.

The American Tract Society is scattering abroad an immense amount of religious literature. The daily issues of the Society's presses are 3,500 volumes, or over a million of volumes during the year. They also, during the past year, published 10,000,000 of tracts, besides periodicals equal to a million of volumes of 200 pages. The Society also aided the foreign and home missionary presses, to the amount of $20,000. By the stimulus and aid thus furnished, the foreign missionary operations through the press are probably increased at least three fold. The books published by the Society during the last twenty years, amount to about two volumes for every family in the United States, or 8,000,000 of volumes. About one-sixteenth of these have been circulated through the Pittsburgh Agency, within a circuit extending about 100 miles each way from Pittsburgh.

Let us, then, inquire into some of the leading principles by which these publications are selected. Six leading clergymen, from as many different denominations, constitute the publishing committee, who aim to select works for publication, calculated to meet the approbation of all evangelical christians. Any person becoming interested in a religious book can recommend it to this committee, and if it is found to be adapted to the work in which the Society is engaged, it will be published. Comparatively few books are rejected because they contain denominational peculiarities; it is found that multitudes of the best books extant, were written with so earnest an aim at the spiritual instruction and welfare of the reader, that the denominational peculiarities of the writers were lost sight of. How many edifying and instructive sermons of our best pastors would fail to betray to a stranger his denomination. So it is, also, with many of the best books in the world. It is from this class of works that the committee select publications for the Society. If a book is found to contain so much denominational matter that it would have to be materially altered to circulate through the channels of the Society, it is left for other channels of circulation. The whole amount that has been dropped from the 350 different volumes issued by the Society, because it was denominational does not amount to more than three or four pages of an ordinary book, and most of this has reference to baptism or church government. This has been ascertained by actually collecting these words and sentences and putting them together.

When any book has been abridged or altered, it is distinctly stated on one of the first leaves of the book.

When words or sentences have been dropped that are expressive of doctrinal truth—the same doctrine may often be found, even on the same page, and perhaps more clearly expressed, showing that the sentence was dropped to improve, not to mutilate the work.

The committee do not feel that it is important to perpetuate obscure, lumbered sentences or antiquated modes of expression. To meet the objects of the Society, the works must be adapted to the capacities of the masses of the people. The peculiar wants of the learned and the antiquarian, and the peculiar wants of each denomination as such, are met by other publishing institutions, which have been doubtless greatly increased through the interest awakened in religious literature by the efforts of the American Tract Society.

These, then, are some of the principles on which this Society has selected the religious works which she is scattering far and near over the land.

The Society has no ecclesiastical organization; no organized party to sustain it; nor has it any invested fund on which to rely for support; nor does it aim to sustain its operations by a profit on its publications. She is obliged to live by appealing daily to the christian interest and sympathy of the christian community. Indeed the Society is nothing more than simply a medium through which individuals, christians, are scattering abroad the great fundamental truths of a pure, simple, evangelical faith.

Whatever good may accrue through the efforts of this Society, must accrue to whatever churches are found in the place where the good is accomplished. If Baxter or Doddridge lived a man to Christ, they leave him to select a church for himself, or to go to the church of his fathers.

(Correspondence Pittsburgh Dispatch.)

NEW YORK, Dec. 31st, 1852.

A rapid journey from Pittsburgh to New York at such a season, has furnished me with an unaffected and effectual plea for excitement and rest, at a social juncture usually so unfavorable to both as the close of a New Year. I can thus consecrate even the last venerable hour of the old one to the claims of affection and friendship, supremely appealing from "home, sweet home." And having duly honored these, with an obligatory profusion which, I fancy, must somewhat astonish the unprepared capacities of its eager-est recipients, I find that I have actually "something over," as the discount people say, for yourself and your readers, on the score of politics—yes, political—and, would you believe it! veritable Whig politics, as I caught them running abroad in the cars. I frankly confess that I was very unexpectedly refreshed by them, for I supposes them to be as much out of season, just now, as lamb and green pease, or as rare as ripe fruit on a peach orchard, after an overwhelming torrent. But depend upon it, the Whigs are not an entirely extinct species of Zoophites, such as we find in some of the old strata of the earth, but still afford specimens quite alive and sensitive to be kicking, at the first fair opportunity.

On my way from Cleveland to Buffalo, I met with a pretty firm knot of, politicians, mostly of the genus just named, who discussed and thereby disclosed views of future action, so novel, and yet so knowing as to attract from my otherwise unoccupied ears an unwonted degree of wakeful attention. The main proposition assumed was, that the Democratic party would speedily be found much less strong in reality than in aspect; that its present flush of victory, like the damask cheeks of the damsel who never told her love, or the worm in the bud, was but the herald concealing an obstinate malady. In other words, that the fugitive slave law was still there, in active though secret life, preying upon the blossoms which now look so bright and fair. Was it to be supposed, asked a grave interrogator, that the Democratic party was in reality so harmonious upon this question, the North with the South, and both with the great West, as it appeared to be when this superb spoils of victory were the magical talisman of union? A division of those spoils would tell a very different story. Indeed, the South already, in many of its organs, had indicated some sore and troublesome suspicions that the northern and western democracy had overreached them in the grand compact by which Pierce was elected.

The free States had, by all odds, the best of the bargain. Under the famous compromise fugitive slave law, each and all of those States were virtually absolved from their constitutional obligation to return fugitive slaves; the matter was taken out of their hands, and deposited exclusively in those of the appointed officers of the General Government. No State Legislature, executive, nor constable, had now any concern with the disagreeable duty. It devolved solely upon the officers of the United States Courts, to hunt up the runaways; and even these had every where evinced an investerate indisposition to do more than they were actually compelled to do. This, it was contended, had already been discovered by the southern owners, whose slaves were quietly escaping, not in the "Uncle Tom's Cabin" style, by pairs and families, but by dozens and scores, every day in the year, and except in the comparatively few places where the United States officers were stationed, there was not now the remotest chance of recovering them. It was thus obviously the policy of the abolitionists themselves to let the abortive law remain precisely as it is, a fine stroke of masterly inactivity, to let alone the late over-strained zeal of the Democrats had effectually contributed.

It was, therefore, continued the politician, inevitable, in the nature of things, if the Abolitionists, and the politicians of both parties in the Free States, would have the good sense to let a man quiet awhile, that the Southern branch of both parties would soon be clamorous in Congress, and all over the political arena, for a repeal of the fugitive slave law, or, at least, for such an amendment of it as should restore the constitutional right and obligation of surrender, to the States and their authorities, even though the trial by jury should be insisted upon, on their part, as an indispensable condition of the new contract.

That an eventful crisis of this kind was eventually inevitable; that it was, even now, in an active incipiency, and probably not remote in development; and that it was pregnant with momentous results to the two great political parties, appeared to be the unanimous opinion of the Whig portion of the company, and it evidently startled several of the more candid and intelligent of their opponents. By the former it was argued that if their party would only exert their usual practical sagacity in taking old Father Time by that favorite "fore lock," as Mrs. Partington calls it, which all are so anxious to grasp, they could not fail to bring the Locos within the full sweep of the scythe. It would be impossible for the Hunkers to wheel round in opposition to the slave law of their own short-sighted creation, before they would be entirely deserted by the more liberal and really perspicacious of their own party; while the Whigs, now untrammeled by their old leaders, and essentially more practically available to the new position of the question, would present an augmented mass of voters, gathered from the South, as well as from the North and West, and achieve the glory of establishing the perpetuity of the Union, not upon the present insincere and shallow, but upon an honest and therefore imperishable foundation.

Correlatively with these views, it was generally agreed by the parties to the discussion, that the Whigs should face no time in selecting suitable leaders and candidates for a new and vigorous campaign for the presidency, neither a Hunker or a Free-soiler should be deemed eligible for this position; but that a staunch Unionist, of a lofty and impartial mind, averse to both these extremes, should be selected and submitted to a new organization of the party, founded upon these principles and views. Amongst other prominent men named in this connection, was Gen. William Larimer, and I need not say how gratified I was to find our worthy, able, and respected fellow-townsman held in such estimation by all parties to the discussion. Gen. Larimer's character for political as well as social liberality; his great business capacity, sagacity in management, influential ability, and infallible good fortune in every enterprise, seemed to be well known to quite a large number of persons, all strangers to myself, thus casually brought together in a railroad car, from various and remote parts of the country.

Thus you see the Whigs are neither dead nor sleeping, but looking like keen adepts in political science, to the calculable results of the future, as indicated by the latent tendencies of the present period.

I cannot close this letter, which I shall seal with the star which now crowns the midnight diadem of the departing year, without sincerely expressing the hope that you and your host of readers, may enjoy every day of the approaching new one, and as many more of such years in beneficent succession, as shall contribute to your earthly and immortal happiness. ALIGHIS.

GLEANINGS FROM THE CENSUS.—It seems at first view sir, guar that the deaf and dumb, the blind, the insane, and the idiotic, should bear a certain permanent proportion to the rest of the population, as it has been ascertained by enumeration of the people, that they do so. But it is not more extraordinary than the wonderful adaption to each other of the sexes, showing by their substantial equality, that polygamy is an unnatural institution, which ought not, especially within the bounds of the United States, to be tolerated, as it is by the Mormons at this late day.

As to the deaf and dumb, it appears by the Census that the white mutes amount to 9091, while the colored are only 632, of which 489 are slaves, making one deaf mute among the whites to 2,151 persons; of the free colored, one to 3005; and among the slaves one to 6,552—a singular diversity. The result in similar proportion, in all they are 9,702, of which 7,997 are white, 1,705 are colored, and 1,211 of these are slaves. Blindness prevails most among our foreign population, which has been attributed to home sickness, change of climate and hardships, known to occasion insanity, if they do not blind.

The number of insane persons is almost equal to the other two classes put together. It is 14,768, of which 13,156 are whites; 321 free colored, and 291 slaves—being one to 1,208 among the whites; one free colored to 1,838, and one slave to 11,010—a remarkable exception from this calamity in that unfortunate class.

There 16,706 idiots; of the whites 14,230; free colored 436; slaves 1,040. This is one white idiot to 1,374; one free colored to 985, and one slave to 1,050—a considerable difference in their favor, though not so great as in the case of the blind.

No State is without its paupers; the whole number of whom is 184,972, about equally divided between Americans and persons of foreign birth. The annual expense of these is 2,954,806 dollars. The total expenditure for the poor in England and Ireland in 1838 was $42,760,000; and for the space of seventeen years the enormous sum of $426,600,000.

There were in a year, ending in June, 1850, about 27,000 persons convicted of crime; about half of them of foreign birth. The whole number in prison on the list of June was about 6,700.

About eighty-six millions of dollars are invested in churches, one half of which are owned in Massachusetts, New York and Pennsylvania.—The largest and most valuable are in Massachusetts. There is a church for about every 648 of inhabitants, and each will accommodate on an average 384.

The real and personal estate of the inhabitants of the United States on 1st June, 1850, was about seventeen thousand millions of dollars of real, and six thousand millions of personal estate.

The first animals brought into the country from Europe were by Columbus in 1493. The first horses were landed in Florida by Cabeza de Vaca, in 1527. The Portuguese took cattle and swine to Newfoundland and Nova Scotia in 1553. Sheep were brought to Acadia by a French lawyer, L'Escubot, in 1604, which multiplied with great rapidity. In the United States there are now 4,335,838 horses; 559,229 asses and mules; 28 366,141 horned cattle, including 6,482,044 milch cows, and 1,099,241 working oxen; 21,721,814 sheep; and 30,816,608 swine. The mule is said to be better adapted to the South than the horse, as he suffers less from heat.

New York is far in advance of any other State in the productiveness of its dairies. They yield one fourth of all the butter, and nearly one-half of all the cheese produced in the Union. In 1850, were exported from the United States 2,895,542 pounds of butter; 10,381,189 pounds of cheese, the value of which was $1,124,652.

There has been a diminution of sheep in some of the States, particularly the New England and the five Atlantic Middle States; in others, there has been an increase. In New Mexico, there is the extraordinary number of 377,271, more than one of the largest States, and yet it is said to be well adapted to this description of stock. Between 1840 and 1850, there was an increase of 2,809,108 in the number of sheep, and a large improvement in the wool, for which great efforts have been made in Vermont and Massachusetts. The weight of the fleece has been raised from less than two, to nearly three pounds.—*Newark Advertiser.*

From the Steubenville Herald.

ALLEGHENY VALLEY RAILROAD.

By a recent announcement in the Pittsburgh papers, we learn that the Commissioners of Allegheny county have subscribed nearly a million of dollars to this great work. This, with the previous subscriptions by the counties along the line, and by individuals, places the Company in such a position, as to means, as to enable them to prosecute the work with all the vigor essential to its early completion, and with a zeal and earnestness characteristic of the able men in charge of it. When Rev. Johnston was selected as President, and Milton Roberts as Chief Engineer, we never doubted the final success of the Company, but recent subscriptions insure its success at an earlier period than we expected. Pittsburgh, in this great work, has shown that, when once aroused, she can both comprehend and secure her true interests. Ever since the completion of the New York and Erie Railroad, provemently, but not usual and now by railway, trade of Ohio has been turning to the Lake, and Cleveland has become the gate through which an immense and constantly increasing current of this trade has been flowing. New York has become the great commercial emporium of the country, and whatever avenue opens this market to the West, is at once crowded.

The line of trade of Pittsburgh has been gradually whittled down to a narrow strip, on the margin of the Ohio, and collateral streams. New encroachments were being made upon the territory tributary to her every year. Cincinnati is now embraced within the influence of that constantly increasing vortex, which carries everything to New York. Natural advantages secure nothing. Enterprize is victorious everywhere. To be cut off from the trade of New York, is now to be cut off from the great market of the country.

In the spring in which Pittsburgh was aroused, and a few years ago, trade was beginning to be taken from her very doors, and transported to Cleveland, in order to get to New York. But the lion is now aroused from his lair. The energies of Pittsburgh, when aroused, are equal to the task. The great work that remained to be done, on which the success, so far as her interests are concerned, of all her other works depends—was the opening of a route to New York, which would compare favorably and compete successfully with other avenues to the great emporium.

This, as we have said, she has now placed behind a shadow of doubt. But it may be said, this is all very well enough for Pittsburgh, but how will it affect us? How are we interested? The difference is this, that the current of trade from Ohio, instead of flowing from us, in order to reach the Lakes, will soon set towards us, in order to get to Pittsburgh, and thence to New York. This is an immense difference. It involves simply the question, whether we are to be injured or benefitted by the trade. That which goes from us, we lose, and to that extent it injures us.—That which comes to us is the source of our prosperity and success. Hence all eastern Ohio is to be immensely benefitted by the Allegheny Valley Railroad. Within two years from this time a revolution will be effected in the trade of eastern and central Ohio; it will set in towards the Allegheny Valley Railroad with a force which nothing can resist or overcome. But one more improvement is necessary to place Pittsburgh in a position which no rivalry can disturb; the construction of her tripartite bridge, whereby the expense, delay and damage of drayage is to be avoided, which can be in no other way.

The friends of the Franklin and Warren Railroad Company of Ohio have obtained an interest in the Pittsburgh and Erie Railroad Company, thereby securing a route across Pennsylvania, and forming a great trunk road connecting all the Indiana and Ohio roads from St. Louis, Cincinnati, Chicago, &c., with Philadelphia and New York by the Sunbury and Erie and New York and Erie Railroads, thus forming a short northern line of continuous railroad connection between all of these great western, south-western and north-western centers of business, and Philadelphia and New York. The charter of the Franklin and Warren Railroad Company was granted by the Legislature of Ohio before the adoption of the new Constitution, giving very liberal privileges, with the right to build a railroad from the western line of Pennsylvania through Ohio to Cincinnati. This road is to be so located by arrangements with other companies already completed as to secure all these western, north-western and south-western connections. The road commenced at Olean on the Erie road, and terminates we believe, at Mansfield, Ohio, and will be of six feet gauge, to which gauge its connecting roads with Cincinnati will be altered.—*N. Y. Tribune of the 6th.*

TERRIBLE ACCIDENT ON THE BOSTON AND MAINE RAILROAD.

NARROW ESCAPE OF GEN. PIERCE AND HIS WIFE.

HIS SON KILLED—DREADFUL LOSS OF LIFE.

BOSTON, Jan. 6.—We regret to record a terrible and heart-rending accident which occured upon the Boston and Maine Railroad to-day, attended with serious loss of life, and under circumstances calculated to give to the occurrence the most painful interest. Gen. Franklin Pierce, President elect of the United States, together with Mrs. Pierce and their son, were among the passengers in the train, being on their way home from this city, when by some unforseen accident, the car, containing about seventy passengers, men, women, and children, was thrown down an embankment some twenty feet high, upon a pile of rocks, killing several instantly, and among them the son of General Pierce, and seriously injuring Mrs. Pierce, who narrowly escaped death. There was but one passenger car attached to the train, which, in consequence of the breaking of an axletree of the car, was thrown off the track and down the embankment, as before stated, smashing the car into pieces. Very few of the passengers escaped unhurt, while some ten or twelve persons were almost instantly killed.

Gen. Pierce after the accident, complained of a severe pain in the back, from bruises received by the fall. Mrs. Pierce was more seriously injured, and was conveyed to an adjoining house, and medical aid sent for. The nature of her injuries was not known when the train left.

Gen. Pierce had taken the cars at Andover, for Concord, having remained at Andover all last night. Those present at the accident, say that the escape of the President and family was most miraculous. Mr. Newell a lawyer, had one of his legs broken. Gen. Pierce's son was an only child.

Among the injured, Mr. Bailey Lawrence had a leg broken; a little girl had her foot crushed, and another, whose name is unknown, was very badly injured.

The express train with the President of the Company, has just returned from the scene of the accident, and reports that all the injured are doing well. Mrs. Pierce's injuries are not considered dangerous. Mrs. Pierce and the General remain with the body of their son in Andover to-night.

At the time of the accident Gen. Pierce was conversing with Mr. Young, the superintendent of the new ml is at Lawrence. Professor Prokard, a relative of Gen. Pierce, was in company with Mrs. Pierce and her son, and the party occupied the forward part of the car, which was divided in the middle. They were the last taken to a heap, one over another. Master Pierce lay upon the floor of the car, with his skull fright fully fractured. The cap which he had worn had fallen off, and was filled with his blood and brains.

General Pierce acted with wonderful coolness and presence of mind, but the agony of his wife was indescribable.

DEATH OF COMMODORE MORGAN.—It is with painful regret that we have to announce the death of the gallant and veteran Commodore Charles W. Morgan, of the United States Navy. He expired at his official residence, in command of the Washington Navy Yard, yesterday morning, after a lingering and painful illness, aged sixty-three years.

Commodore Morgan entered the Navy in 1808 and was excelled in courage and activity by no one of the brave young spirits who bore a part in the glorious naval actions of the war of 1812-'15. Though very young, he distinguished himself in the action between the United States frigate Constitution and his Britannic Majesty's frigate Guerriere, the most important naval engagement during the war. Twice appointed to command the United States naval forces in the Mediterranean, he discharged his duty in these important trusts with honor to himself and advantage to his country. He governed those under his orders not by operating on their fears, but by well-directed efforts to elevate them in their own estimation, by reasonable indulgences, and the dispensation of equal justice.

Commodore Morgan was a native of Virginia, a nephew of his illustrious namesake, the brave Gen. Morgan, of the Revolutionary army; and in all the qualities of a gallant and noble officer and gentleman, he was worthy of his blood and of his chivalric profession. He has left a devoted wife and two sons to mourn his loss, and, as he was esteemed and respected by all who knew him his death will be lamented by all with whom he ever served, from the highest to the humblest.—*Nat. Intel.*

A letter received yesterday from the efficient agent of the Pennsylvania Railroad, at Pittsburgh says:

"I am getting our business to work regularly here now. Our shipments hence to the East are averaging 350 tons per day, and in a few days will be up to 400 tons daily. Baltimore is getting her full share of this trade—quite half, I should think."—*Balt. Amer.*

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