PITTSBURGH GAZETTE.

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PITTSBURGH.

WEDNESDAY MORNING, JANUARY 12, 1853.

☞ 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.

MAYOR'S ELECTION.

PITTSBURGH.

Wards.	Biddle.*	Guthrie.†	Foster.‡	Cooper.‖
1st	218	143	20	17
2d	255	151	41	6
3d	240	361	38	36
4th	272	183	15	12
5th	181	347	40	59
6th	293	156	40	34
7th	76	97	11	15
8th	103	59	11	28
9th	148	122	27	7
Total,	1886	1568	251	209

*Whig. †Dem. ‡Free-Soil. ‖Native.

It will be seen that Robert M. Riddle, the Whig candidate, is elected by 318 majority.

ALLEGHENY CITY.

Wards.	Parke.*	Benny.†	Shaner.‡	Shetter.‖
1st	109	84	91	000
2d	117	73	93	000
3d	229	59	182	000
4th	254	54	75	000
Total,	799	270	441	000

*Whig. †Free-Soil. ‡Independent.

Robert W. Parke, the Whig candidate, is chosen by 358 majority over his highest opponent.

SPIRITUAL RAPPINGS.

This gross delusion, so often and so thoroughly exposed, whenever offered to public investigation, is thriving, we are told, in secret. Shunning the light which all truth covets, this dangerous and blasphemous fraud upon the weak and credulous, seeks out dark and hidden places for its manifestations, and there, away from all opportunities of exposure, its practitioners entrap the unwary. The "Spirits" are no longer willing to pass a public ordeal, but confine their visits to "circles" in private houses, to which none but the weak or easily deceived are admitted. The skill which is able to palm off a physical deception for a spiritual manifestation, in such "circles" runs no fear of detection.

The number of victims to this delusion is not only great, but constantly increasing. There is something attractive in the very nature of the pretension. It reaches into the inmost recesses of hearts which ache with yearnings after the loved and lost, and which, grasping with intense interest at anything which promises them communication with the spirit world, are unsuspicious of trickery, and unwatchful of the cheat. It is not an ordinary mental illusion which it creates, for it operates not upon ordinary feelings and motives; but taking advantage of the noblest aspirations of nature, it works out the most extraordinary delusion which the world ever saw—a delusion which sets common sense, intellect, judgment, divine revelation, and the highest teachings of the natural world at defiance.

If this artful impostor did nothing but impose upon the credulity of the unsuspecting, it might be left to work its own cure; but it cannot stop there. It depends for its success upon enlisting intense feelings; and these feelings worked up to an unnatural point by pretended revelations from the spirit world, end at last in insanity. Our Lunatic Asylums are becoming crowded with the victims of this gross imposture, and now we have to record something still more fearful. From the N. Y. Commercial we extract the following: finding of a Grand Jury in that city, in a case of self-murder:

VERDICT.

"That Matthew Langdon, came to his death by exhaustion, consequent upon mental excitement and from a wound inflicted by himself upon his throat. We also find that this state of mind was superinduced by his connection with persons calling themselves Spiritual Media. We also recommend the Grand Jury to take measures for the suppression of circle meetings at the houses named in the testimony.

(Signed)—James Donegan, Francis Donegan, Michael Mealer, Jas. Welch, Michael Crimmens, Patrick Kelley.

Such is the verdict given by an intelligent jury, upon the body of a man whose connection with the spiritual rapping imposture led him to commit suicide. The following is a portion of his wife's evidence before the coroner's jury—Comment is superfluous.

For the last ten months he has been in the habit of reading what he called "Spiritual Papers," to wit: the Spiritual Telegraph, published in this city, and the Mountain Cove Journal,—don't know where this latter paper is published; his mind seemed absorbed in these papers. he had been attending the spiritual circles for the last ten months, and for the last three weeks twice a week; one circle met at Mrs. Fish's in Seventh avenue, near Twenty-second st., another met at Mrs Clackley's in Sixth avenue; another meets at Mrs. Riker's in Sixth avenue; all three of these ladies have husbands. I do not know that their husbands participate in these meetings; Mrs. Fish's fees are $1 a piece for each meeting; there are sometimes ten persons in attendance; my husband did not pay, he is too poor to pay; I do not know what Mrs. Clackley's and Mrs. Riker's fees are.

Mrs. Clackley told the company that she was a medium, and the spirits manifested through her; about four weeks previous to this my husband said that Mrs C and Mrs. Riker told him he must sit still for one hour every night, at his own house, and that this would prepare him to be more seeing medium; he did so every night; he told me that during each sitting I must not speak to him, and I did not; he pursued this course up to a few days or three days previous to cutting his throat. From the time he became acquainted with Mrs. Clackley, his health seemed to fail; he became acquainted with her about 3 months ago; I never heard him threaten self-destruction; he was a sober, industrious man; I have a son three years and three months old; he was fond of the child; up to three days before the time he attempted to take his life; he always treated me well; the knife here shown is the one I saw him take out of his mouth; I lost a daughter ten months ago; her death made him feel very bad, and was the cause of his consulting these mediums; he said they told him that if he would become a seeing medium, he could see his child; he told me that this would satisfy him, and that he consulted the mediums for this purpose.

Can that be true, or of divine emanation, which works out such fearful results? If it be, is it fair not to judge a tree by its fruits, we might justly attribute these "spiritual manifestations" to a region far lower than that of heaven. "Ye are of your father, the devil; for his children ye are whose works ye do."

PITTSBURGH AND STEUBENVILLE RAILROAD.—At an election held on Monday last, the following gentlemen were chosen Directors of the Pittsburgh and Steubenville road:

President—HENRY GRAFF.

Directors—Thos. S. Clarke, Samuel Livingston, Robert Woods, George Black, Isaac Jones, Charles Naylor, John A. Wilson, Jesse Edgington, Robert M'Knight, Isaac Walker, Jr., Thompson Bell, Thomas Steel.

This road is steadily progressing to completion. The grading is being pushed forward rapidly, and under its present very effective management, the road will be finished at the earliest possible day. There are a thousand men at work, and the whole line is under contract to the Virginia State line, within a short distance of Steubenville.

Mr. Graff, the President of the Company, is a very active and efficient officer, and, under his guidance, no time will be lost in hastening the completion of this important work.

The Pittsburgh and Steubenville road is one of the links in the great six feet guage route from New York to Cincinnati, the Allegheny Valley road being the connecting link between Pittsburgh and New York. When the Steubenville and Indiana road, the Pittsburgh and Steubenville road, and the Allegheny Valley road, are completed, we shall be able, we hope, to offer to New York a continuous and very short route to and from the West.

THE "INJUNCTION" CASE.—A dispatch published yesterday stated that the Supreme Court had decided against the Injunction asked for upon the Lake Shore Railroad. This is believed to be a mistake of the telegraph, as private advices from Philadelphia authorized a different conclusion. The Philadelphia papers, to be received this morning, will give us more light on the subject.

CONCENTRATION OF THE INDIAN TRIBES.—We publish on our first page an able article from the Christian Advocate, of this city, on the subject of setting apart a territory for the exclusive use of certain tribes of Indians. After reading through the article, we are inclined to believe that the scheme proposed by Mr. Copway, which the article elucidates, is not so chimerical as at first it might appear. If the tribes named are of one common stock, with cognate languages, as is asserted, they can very safely be brought together, and with mutual advantage to each other.

The question involved in the future welfare of our Indian tribes, may as well be fairly looked in the face, now, as at any other time. Nothing is more true than that the Indian tribes cannot *always* subsist by the chase. Every year that resource is growing less; and as our frontier settlements progress very rapidly, it cannot be many years before the Indian will find his hunting grounds broken up. What is to be done with the Indians, then? Exterminate them in cold blood, or suffer them to starve to death? Humanity and Christianity forbid this. Agriculture is the only means of providing for them which now suggests itself; and it would seem to be wise to begin to make provision, now, for the contingency which sooner or later must arise. Mr. Copway's plan of putting them in a position where they *must* provide for themselves, looks practical; at least, it is based upon the right idea; and if no better plan can be produced, it ought to be put in operation.

It may be urged that even if thus provided for, the Indian tribes must continue to fade away before the advancing tide of white men. Admit it; let it be conceded that, as a distinct race, they cannot be long preserved in our midst; but let us make provision to render their decline as easy and painless as possible, by providing for a faithful supply of their physical wants. If they *must* die out, let it be by the slow process of political decay, and not by cruelty and starvation. After ages should not have the opportunity to tax our civilization with the inhumanity of cruelly destroying those whom we dispossessed.

But whether the view we have taken be correct or not, the suggestions of Mr. Copway should receive the attention they merit.

STEUBENVILLE AND INDIANA RAILROAD.—A few days ago we suggested the project of a great six feet gauge Railroad, from New York to Cincinnati, through Pittsburgh. One of the links of this line, which we mentioned, was the Indiana and Steubenville Railroad. The reader will naturally inquire into the state of the work on that road; and we are enabled to answer the inquiry, by the following article, taken from a late number of the Steubenville Union, describing the progress of the work from Steubenville west, as follows:

The completion of this road is looked to anxiously, not only by the people in this section, but by the public generally, giving as it will in connection with the Pittsburgh and Steubenville Railroad, the shortest and most direct route between all the large eastern cities and the centre of Ohio and the west. It gives us pleasure therefore to state that the work is pushed with all the speed that human hands and energetic minds can accomplish.

On section 1 a bad slip has occurred, which will take some time to remove, but the arch is half turned at Wells's run, and otherwise the work is nearly completed.

Section 1 will be completed by the middle of January.

Section 2 is finished down to near Cross Creek—a week or two with favorable weather, and it will be completed. The switch from the river comes in near the upper end of this section. The iron has been laid on the switch, and the track-layers are now working on the upper end of the section, following down the graders and levellers.

Section 3 begins with the bridge at Cross Creek. The timbers for the bridge have all been prepared, and they are now being hauled to the ground. It will be up by January, and the grading of the section, embracing some very heavy work, will also be completed by the same period.

Sections 3, 4 and 5 will be graded by January 1st. Sections 6 and 7 are already graded. Section 8 will be done by 1st of February, and 9 by the 1st of January. Section 10 is done, and 11 will be finished by the 1st of February. Section 12 will be done by the 1st of January.

On section 13 is a tunnel 475 feet long; 420 feet is already driven. Mr. Urban, the contractor, is working at both ends, night and day, and pledges himself to complete his work by the last of February. The tunnel is to be arched most of the way with brick, much of which is already completed.

Section 14 will be done on the first of February, and 15 and 16 on the first of March.

Section 17 has a tunnel on it 1260 feet long. Mr. Kelley is the contractor, and working from both ends has already driven it 900 feet. Section 18, Mr. Fox contractor, has also a tunnel. It is nine hundred feet long and is worked from both ends and has already been driven 650 feet. The next six sections are comparatively light work. Then comes—section 25, (Mr. Salsbury's.) Here is a tunnel 1350 feet long, with a heavy approach at one end. But one of the ends has been driven and the hill has been cut 700 feet. The whole of these sections (from 17 to 25 inclusive) will be completed by the first of May, the tunnels being worked steadily night and day with double sets of hands.

It is expected that the iron will be laid and the road be in running order up to section 26 by midsummer.

It will be remembered that the lettings of the above work only took place one year ago. None of the contractors stipulated to have their sections done before the 1st of June. And the history of such works shows that they are never completed until months after the time agreed upon. The fact that the heaviest of these sections will be completed a month earlier than the time agreed upon, shows the energy of the directory and the steadiness with which they have kept an early completion in view.

At section 25 "La Cude Branch takes off. It will be about 7 miles long. Advertisements will soon be issued inviting proposals for the grading &c. and Cadis will be the first town put in connection with Steubenville. This will occur not later than the beginning of next Autumn.

From section 26 to section 41 inclusive, the work is principally light dirt excavations and fillings, and a good deal of progress has been made upon it. This part will be finished by the time the next section (42) is completed. On section 42 occurs a tunnel through the ridge dividing the waters of Conotton and Stillwater. It is 1400 feet long. Posters are the contractors. They have been working steadily at the approaches, which are very heavy, and are now nearly ready to drive the tunnel from both ends. They promise to deliver it to the track layers by the first of June. From thence to Coshocton is nearly a dead level, and the work upon it can be finished by the same time.

Steubenville and Coshocton will be connected by railroad in less than a year—at the very outside. We are not advised as to the progress of the work on the part of the road lying between Coshocton and Newark.

PROFESSOR WILSON.—The steamer at N. York brings the sad intelligence of the death of John Wilson, Professor of Moral Philosophy in the Edinburgh College. This gentleman adds another to the illustrious dead of the past year.

RAILROAD ACHIEVEMENTS.

Baltimore has completed her railroad communication with the navigable waters of the great West. On New Year's day, the Baltimore and Ohio Railroad was opened, and the cars ran through from the city to Wheeling in fifteen hours and fifteen minutes. This line of railroad is 33 miles longer than the Pennsylvania line.

The city of New York has been for some time connected with the Ohio River, by railroad and steamboat connections, by way of either Buffalo, or Dunkirk, Lake Erie, and the railroads across Ohio. The Lake shore railroad is now in operation, by which the steamboat navigation of Lake Erie is no longer necessary to the connection of New York with the Ohio. Besides this, a new broad gauge railroad is proposed to connect the New York and Erie railroad directly with central Ohio, and also the Allegheny railroad, which aims to connect the Erie road with Pittsburgh and the Ohio river.

Meanwhile the Philadelphia and Pittsburgh line is obstructed by the serious obstacle of the planes of the Portage railroad; but it is expected that this obstacle will be removed in the course of the next nine months, after which Philadelphia expects to be three hours nearer to the Ohio than Baltimore now is.

It is a noble rivalry which excites and impels the enterprise of these three cities, to such efforts to excel each other in the construction of these grand instruments for the development of the resources of the country, the knitting together of its remote parts, and the carrying on towards perfection of its civilization. When these enterprises are kept within the means of the parties who engage in them, they are most efficient for the improvement of the condition of mankind, physically and intellectually. We look with the greatest interest upon every rational proposal to apply the same civilizing instrumentalities to our own state; and we call upon all Jeresymen, of all relations and conditions, to welcome, aid, and carry them into operation, according to the measure of their means.—*Trenton State Gazette.*

THE CALORIC SHIP.—The New York Express, after stating the results of the recent successful trip of the Caloric ship Ericsson, goes on to say—

Her consumption of coal, including her firing up, was at the rate of six tons in 24 hours.—Those most interested were perfectly satisfied with her success.

The revolution which this new experiment proposes in navigation is too wonderful not to enlist the liveliest concern among business men. The principle, if successful with water craft, it is said, is capable of application to nearly all machinery now driven by steam. The discovery and rapid extension and employment of the magnetic telegraph are not more remarkable than this will be, if its practical working should correspond with the sanguine hopes of Mr. Ericsson and his friends. We believe, it is not expected that a ship thus propelled will make a voyage to Europe as quick as our fleetest steamers, at least, not until the experiment is developed, and new points of improvement suggested. The competition in speed, therefore, will first be with merchant ships and packets in the carrying trade, and with steamers on long voyages. The present difficulty with steamships and propellers is that that they cannot carry coal sufficient for long voyages around Cape Horn and the Cape of Good Hope, to San Francisco, China, and India; and besides the inconvenience and loss of time in putting into intermediate ports, they find the supplies of fuel too uncertain and costly to do so. On the calculation of Mr Ericsson, that one-fifth of the fuel required to make steam will be sufficient to create the caloric, a vessel may carry from New York all the coal necessary for the longest voyage, in addition to her cargo on freight. We believe she will make another and longer trial trip in the course of a few days, taking a number of invited guests, when we hope to give fuller particulars of the result.

A few of the advantages which caloric has over steam may be thus summed up:

1. The caloric engine burns about one-tenth as much fuel as a steam engine; hence a caloric ship of the largest size may circumnavigate the globe without stopping to take in coal; hence, not a sail will be seen on the ocean in 50 years after the success of the new principle is certain; hence, machinery will be applied to a thousand arts which now require manual labor; hence, the possibility of that long desired machine plough; and hence the coming of that good time when arduous manual toil will absolutely cease under the sun.

2 The cost of the caloric engine is about the same as the steam engine, minus the cost of the boiler.

3 Only one fourth as many engine men will be required on board a caloric ship as are necessary for a steamer.

4 No smoke whatever will issue from a caloric furnace when anthracite coal is used, and consequently no huge, unsightly smoke pipe will be necessary, and the rigging will be as clean as that of a sailing ship.

5. There can be no bursting of or collapsing of boilers, for the simple reason that there will be no boilers to burst. The worst accident that can happen to a caloric engine is for it to stop; nor is watchfulness imperatively required, as in no case can a dangerous accident occur.

6. Owing to the extreme simplicity of the caloric engine, the wear and tear will be very slight, and the duration of the engine proportionably long.

THE CHESAPEAKE AND OHIO CANAL.—Governor Lowe, in his Message delivered to the Legislature of Maryland, on Thursday, gives the following view of the business done during the past year, on the Chesapeake and Ohio Canal:—

"Misfortune seems to attend the Chesapeake and Ohio Canal. But a year ago I congratulated you upon its final completion, and expressed the hope that it would at last begin to realize a long-deferred prosperity; and now I am again called upon to refer to a new calamity.—In the midst of the spring trade of last year, an unprecedented freshet swept over the work, disabling it so completely as to suspend navigation from April until the close of July; thereby occasioning the loss of three of the best months of the business season of the year. An expenditure of one hundred thousand dollars, it is estimated, will have been caused by that freshet.—In reply to a letter addressed by me to the President of the Company, a statement has been furnished, in which it is said that the cost of repairs rendered necessary by the disaster mentioned, "must be added the loss of revenue during the suspension of navigation; the general interruption to business connected with, and in some cases diverted from, the canal; the postponement of arrangements contemplated for the coal trade; and the want of confidence, to some extent, in the canal as a reliable source of transportation."

The whole loss is put down at two hundred thousand dollars. The freshet of April was followed by two or three breaches in the embankments, which occurred during the months of August and September, and by which the navigation was further suspended for ten days. Since that time the navigation has not been interrupted, and the amount of tolls was greater than those received in the corresponding period of any previous year. You will be able, with these facts before you, to account for the unsatisfactory results which this company exhibits for the past year. It is proper, however, that I should here remark that the work is represented to be in a better condition than it was before the freshet of April; and that the repairs made have been projected upon a scale which is deemed sufficient to guard against like disasters in the future.

THE LATE DEPLORABLE RAILROAD ACCIDENT.

The Manchester Mirror, of Thursday evening contains a letter from Rev. Mr Fuller, of Lawrence, who was a passenger in the cars, from which we quote the following:

Two incidents among the many terrible ones are especially present to my memory. On the bank sat a mother, (Mrs. Stokes, of this city,) clasping her little boy of some three or four years of age. He had been rescued from the ruin which had strewn the rock with splintered fragments, and her own person was considerably burned by the fire, but she was shedding tears of gratitude over her rescued child, and rejoicing in his safety, unmindful of her own pain.

But a few steps from her I saw the most appalling scene of all There was another mother, whose agony passed beyond any description. She could shed no tears, but, overwhelmed with grief, stood silently and stoically over the dead form of her only child, a lovely girl of about twelve years. I have seen the agonized look of a mother, (Mrs. Atkin's,) when her only son, one minute before so beautiful, so full of life and hope. She was supported by her husband and Professor Packard.

Gen Pierce was himself bruised in the back, but not severely, and in the wounds of the spirit far exceeded any bodily suffering. He was deeply affected, he showed all the self-possession and nerve which only characterizes great-hearted and noble men, and which few would manifest under similar circumstances. He gave all needful directions about the recovery of his little boy, still entangled in the wreck about him, and then afforded all that comfort and sympathy to his partner in sorrow which was appropriate to the time. She was conveyed to a house near, and there she gave vent to the grief which rent her heart, while he consoled and comforted. I shall never forget the veil from that picture. Sacred is the holy privacy of sorrow, and the hearts of those who have suffered can feel what my pen must not describe.

"Soon we were able to convey the wounded and the dead to the nearest house, which happened to be that connected with the poor farm in Andover, where every possible kindness and attention were rendered. Go with me to that house, and look with me a while on that scene of suffering and sorrow. In one room were Gen. Pierce and his lady, in the opposite apartment lay the mortal remains of their little boy—and oh! so sad a sight! The blow by which he was instantly killed struck his forehead, and was so violent as to remove the upper portion of the head, leaving a part of the brain exposed. The face, with the exception of a bruise about the right eye, still remained uninjured, but bathed in blood. Gen Pierce and lady, meanwhile, retired to the house of Mr. Atkin.

"After the head of the little boy had been tenderly cared for by the physicians, and all possible done to restore the look of life, he was carried by us to the house where his parents were. I shall never forget the look of extreme pain that child's face wore; and yet there was something resigned and tender impressed by the awful hand of death. He wasnot yet cold when he was in the room of Mr. Atkin's house, dressed just as he had been at the moment of the calamity. The form which had left the house but little more than an hour before, full of life and happiness, with a heart full of hope and bright aspirations, was borne back to those who had parted from him—that heart now hushed and still, that form motionless, and the limbs fast growing rigid under the icy touch of death."

The N. Y. Mirror says, on the authority of a private letter from Andover; "Gen. Pierce bears his terrible bereavement with Christian resignation; but the anguish of the poor mother is greater than she can bear. Friends kneel around her bedside repeating words of prayer and consolation, but she exclaims—'O, my son, my only son—taken from me in a moment. O, if I could only have spoken to him! Was God with me there!' She cannot weep. Gen. Pierce complains a little of pain in his back, and stoops when he walks; but no permanent injury is apprehended. The car was smashed in a thousand pieces; and the escape of a single passenger unhurt is regarded as almost miraculous.

An arrival at Boston from Port au Platte, Dec. 20th,—only twenty five miles from Samana—brings the re-assurance that the story of its occupation by the French is without a shadow of foundation.

NEW MAIL ARRANGEMENT.—The Railroad Companies on the route between New York and Washington announce an arrangement for a continuous and connecting line, by which mails, passengers and baggage will be certain of going through, from one point to the other, without being obliged to lie over anywhere on the route. Should any accident happen, causing delay on either road, the mails, passengers and baggage are to be forwarded by extra trains, at the expense of the road on which the delay occurs.

HEALTH OF CHARLESTON.—During the week ending last inst., the number of deaths in Charleston was 47. Of these, there were 25 deaths by cholera—10 whites (all foreigners) and 15 blacks. The Mercury says:

These cases have almost invariably been traced to imprudence in diet, and many of them are the direct results of the excesses which too frequently characterise the Christmas holidays.

THE ARCTIC EXPLORING EXPEDITION.—The New York Journal of Commerce states, active preparations are making to fit out the second exploring expedition, proposed to be sent to the Arctic regions, in search of Sir John Franklin, by Henry Grinnell. The date for its departure is fixed at about the middle of April next It will consist of the big Advances, which formed a part of the first expedition, and is still in perfect order, with the exception of her keel, which was knocked off, by the ice. It is expected she will be taken into the dry dock in about three weeks for a new keel to be put in. She will be manned by a crew of picked men, under the command of Lieu enant Kane, U. S. N. and be amply provided with sledges and India rubber boats with which to penetrate into the frozen regions—using whichever mode of conveyance may most facilitate their progress. Pemmican, or dried deer's flesh, will form the essential article of food On her Northerly trip, the Advance will stop at Greenland, and procure a supply of dogs The sledges and other details of the outfit, are in course of preparation. The route to be taken will be the region of Smith's Sound; and as the expedition will be accompanied by a corps of scientific observers, interesting results of a scientific nature are anticipated, even though the expedition should fail of its main object. Lieutenant Kane is peculiarly qualified for the command of this philanthropic enterprise, and it could not be undertaken under more hopeful auspices.—*Bal Amer.*

THE AIR SHIP ERICSSON.—We deem it proper to state, as a matter of great importance and universal interest, that the projectors of the grand enterprise of substituting hot air for steam in the propelling of vessels, confidently believe that their late experimental trip established their success beyond a doubt. The performance of Mr Ericsson on Tuesday, is considered by them entirely satisfactory. The vessel went down the harbor *with* the wind and tide, at the rate of 14 miles an hour. The engineer allowed the fires to go entirely out while the vessel lay at anchor below. On the following day they were rekindled and the ship was propelled back *against* both wind and tide, at the rate of 7½ miles an hour. There were some imperfections in the working of the machinery, arising merely from defective adjustment, or imperfect packing, but nothing that was reckoned as casting any doubt whatever upon the entire and perfect success of the great experiment, with the ship and engine as they now stand.

One hardly knows in what terms to express the expectations that may be entertained of the results that will follow the triumph which is thus believed to have been achieved. It prefigures a revolution of the most interesting and extraordinary character.—*N. Y. Trib.*

A Washington letter of the 7th inst., says:

Contracts were awarded to day, for a line of mail steamers between New Orleans and Vera Cruz, the mail boats to run three times a month, distance about 900 miles, by way of Tampico. The contract is understood to be awarded to Mr Carmick. Charles Morgan's boats are to be employed at $69,000. (Mr. M. establishes the line from New Orleans to Galveston, and is one of our most energetic citizens.)

What do the Physicians say?

☞ Listen to the testimony of an eminent physician in favor of M'Lane's Vermifuge, which is now universally acknowledged to be the best now in use; even members of the medical faculty (who are so often opposed to the use of patent medicines,) cannot withhold their approval of this invaluable remedy.

Lake Stark Co., Ohio, Jan. 8, 1849.

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Edward Heazelton,	Francis Sellers,
Walter Bryant,	J. Schoonmaker,
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Isaac M. Pennock. de22

DAGUERREOTYPES

AT THE

NATIONAL GALLERY.

JACKSON'S National Daguerrean Gallery, corner of the Diamond and Market street, (opposite Wilson's Drug Store,) Pittsburgh.

Ladies and Gentlemen wishing to obtain life like likenesses at moderate prices, will please call at the above establishment, fitted up with very superior Side and Sky Lights, and accompanied with such skill that the operator can take the most accurate facsimiles of the human form with all the expression of animated life, IN ALL WEATHERS.

Daguerreotypes, Paintings, &c., accurately copied, and duplicates taken of original likenesses.

☞ Patients not required to take a picture, unless a perfect resemblance.

☞ Likenesses taken of sick and deceased persons in any part of the city and vicinity.

☞ Rooms open, and operating from 8 A. M., until 5 P. M. Entrance in Market.

Nelson's First Premium

DAGUERREOTYPES.

Post Office Building, Third Street.

CITIZENS and strangers who wish to obtain an accurate, artistic and life like likeness, at a fair moderate price, will find it to their interest to call at this well known establishment, where entire satisfaction is guaranteed, or no charge made. Having one of the largest and best arranged Side and Skylights ever constructed for the purpose, with instruments of the most powerful kind, and having adopted the system of Daguerreotyping, as now practised by the celebrated Brady of Philadelphia and New York, Mr. N. Salters himself to be able to offer to the patrons of the Art, a style of Daguerreotype, either singly or in groups, which has never been surpassed.

Rooms open and operating, in all weathers, from 8 o'clock A. M. to 5 P. M. mo24dtf

LARD.

☞ R. WATSON, is now engaged in slaughtering 8,000 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 300 No. 1 article of Lard, in barrels and kegs. Depot at his Warehouse, corner of Liberty and Wayne streets de22

☞ 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.,
Market and Front streets.

oct5

Scrofula.

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

☞ Thousands of certificates in the hands of the proprietor, many of which are from well known citizens of the city of Pittsburgh and its immediate vicinity, go to show clearly and beyond all doubt, that KIER'S PETROLEUM is a medicine of no common value, not only as a local remedy in Paralysis, Rheumatism, Deafness, loss of Sight, but as a valuable internal remedy, invoking the investigating physicians, as well as the suffering patients.

☞ In having a dread of mixtures are assured that this medicine is purely natural, and is bottled as it flows from the bosom of the earth.

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

This may in truth certify, that I have been so badly afflicted, with Scrofula for the last seven years, that most of the time I have been unable to attend to any kind of business, and much of the time unable to walk, and confined to my bed; and have been treated nearly all the time by the best physicians our country affords; I occasionally 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 incident ulcers, and other diseases for which it is recommended, and can with confidence recommend it to be a remedy worthy of attention, and can easily say that it has attended its use, where other medicine had failed.

For sale by all the Druggists in Pittsburgh.

de30dtw

Knickerbocker New Year's Cakes.

500 POUNDS Knickerbocker New Year's Cakes, the same as baked in New York, and a general assortment of JOHN SCHREAD'S, for the Holidays, at

JOHN SCHREAD'S,
No. 317, Liberty street.

HEALTH OFFICE.

Interments in the City of Pittsburgh

FROM JAN. 1, TO JAN. 8, 1853.

DISEASES.	ADULTS.	CHILDREN.
Accidental,	1	0
Brain Fever,	1	0
Bronchitis,	0	1
Consumption,	9	0
Congestion of Lungs,	1	0
Enteritis,	0	1
Hydrocephalus,	0	1
Inflammation of Bowels,	0	1
Marasmus,	0	1
Pneumonia,	0	1
Scald,	0	1
Total,	8	6—14

OF THE ABOVE THERE WERE.

Under 1 year,	6
From 1 to 5 years,	2
" 5 to 20 "	1
" 20 to 40 "	1
" 40 to 60 "	1
" 60 to 80 "	1

By order of the Board of Health,

JAMES H. WILSON,
Physician to Board of Health.

Western Pennsylvania Hospital.

PERSONS desiring admission into the Western Penna. Hospital, will apply in person or through a friend, at the Hospital; and when the case is one of the Physicians and Surgeons will take the case into consideration.

Persons sustaining accidents or sudden injuries, will be received at all hours, by application as the disengaged, at the Hospital.

jal2dtwf J. P. LANGDON, Steward.

January, 1853.

MURPHY & BURCHFIELD are selling their Winter Goods at reduced prices.

They continue to sell Fairchilds Muslins and Irish Linens, at their former low prices, notwithstanding the great advance in the price of these Goods in the Eastern Markets.

They have also on hand some of the best and newest styles of Prints at 12½ cents per yard—warranted fast colors.

☞ Gentlemen who wish to purchase the best manufacture of French Broadcloths, will bear in mind we always keep them on hand. ja12

GROCERIES—

114 bags prime Rio Coffee:
60 hhds & T. Imperial and Black Teas;
50 boxes 8's and 8's lump Tobacco,
20 bbls. N. O. Sugar, new crop
130 bbls large No. 2 Mackerel;
Nos. 1 and 2 Shad in half, bbls, qrs, and kits;
25 kits Lake Trout;
2000 lbs Cot Yarn;
40 bbls. N. O. Tar;
10 bbls. Tanners' Oil;
25 " Neats;
100 dozen painted Buckets;
10 " Tubs;
1 cask Madder;
10 bags Pepper;
125 boxes layer and cluster Raisins;
250 boxes Pilot, Extra No. 1, 10½, 10½lb, & 11x16 Glass;
350 kegs Nails, assorted sizes;
100 lbs X. Long Ms Inch Manilla Rope;
300 reams Wrapping Paper;
3000 pounds Cotton Yarn;
250 lbs. colored Cotton Chain;
50 bales Nos 1 and 2 Batting;
100 dozen Fancy and Corn Brooms;
10 bbls. Saleratus;
50 boxes Soap;
60 kegs wrought Spikes;
9 gross Bennet Round;
50 boxes Liverpool Sal. Soda;
27 boxes Corn Starch;
1 " Cincinnati Mould Candles;
50 " dipped do;
100 " Sperm do;
Ground pieces of all kinds, with a large and general assortment of Groceries, for sale by

H. LORENZ & CO.,
No. 255 Liberty street.

jal2

SUNDRIES—

18 bbl. No. 1 Lard.
2 bbl. do
28 bbls. Fla Seed,
174 bags dry Peaches,
22 " Dry Apples,
11 " Peas,
1 " Sumac.
Lot Scrap Iron. To arrive, for sale by

ISAIAH DICKEY & CO.,
Water & Front streets.

jal2

TOBACCO—100 bxs. Va. Manufactured Tobacco, various brands 8's and 8's, in store, for sale by

ISAIAH DICKEY & CO.

New Orleans and Cincinnati Exchange

FOR sale at No. 75 Fourth street.

jal2 WILSON & CO.

OIL—56 bbls Linseed Oil for sale by

R ROBISON & CO, 255 Liberty street.

PIG IRON—90 tons Califfornia Furnace, for sale by

R ROBISON & CO.

BULK PORK—50,000 lbs Bulk Pork, 40 bbls Nos. 1 and 2, for sale by

R ROBISON & CO.

FLOUR—60 bbls. S. F. and Extra Flour; 4 " Rye
20 sacks Buckwheat
For sale by R ROBISON & CO.

POT ASH—15 cks pure for sale by

R ROBISON & CO.

PORK—10,000 lbs Bulk Pork, just received and for sale by

J. K. CANFIELD.

BUTTER—10 bbls fresh Roll; and 12 boxes do do
Just rec'ved and for sale by

J. K. CANFIELD.

LARD—10 bbls and 6 kegs, just received and for sale by

J. K. CANFIELD.

NUTS—6 bbls Hickory Nuts, just received and for sale by

J. K. CANFIELD.