PITTSBURGH GAZETTE.

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☞ PITTSBURGH WEEKLY GAZETTE.—The extensive circulation of our Weekly Gazette offers to our business men a most desirable medium of making their business known. Our circulation is between four and five thousand, reaching almost every village and county in Western Pennsylvania and Eastern Ohio.

☞ 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.*

We are indebted to Messrs. Covan & Hutchinson of the Legislature, for public documents.

THE NEW MARKET HOUSE.—On Saturday the butchers occupied the new Market House; and notwithstanding that building had been denounced in sundry quarters, as a "martin-box," a "pigeon-coop," &c., and all manner of epithets heaped upon it, it did seem to us that it was an excellent building, and one answering its purposes admirably. The butchers admit its advantages; indeed they cannot be denied: and when one compares it with the miserable abortion which it supersedes, there are no words expressive enough to indicate the satisfaction felt at escaping from such a clothes-tearing, basket-crushing, temper-trying concern as the old market house was. Every body seems well pleased with the new arrangements; and the repugnance felt at first, to comply with them, only shows how difficult it is to tear people away from old haunts, even though they be filthy ones.

MERCHANTS' EXCHANGE.—Pittsburgh is the only commercial city in the Union, of its size, which has not its Merchants' Exchange. Cities smaller in population and resources are in advance of it in this respect.

Why this should be so, is a riddle which we cannot unravel. A Merchants' Exchange is not a very costly affair; and its advantages are so manifold, as well as so apparent, that the lack of one becomes inexplicable. Our merchants are not destitute either of discernment or enterprise; and yet, with their keen perceptions of business advantages, they seem to be content to be without such an institution. Strangers visiting the city, feel the want of one, keenly. There is no place in which they can congregate and meet buyers and sellers; but they must tramp through dirty streets, all over the city, to purchase their bills, or dispose of their wares, and it no doubt often happens, with such men, that they transact business, both in buying and selling, in ignorance of the true state of the market. A place where buyers and sellers can meet together every day, must necessarily be of immense advantage to both, as well as promotive of the convenience of all.

Such an Exchange is of incalculable value, in gathering up and preserving statistics of the business of the city. While our sister cities, all over the Union, are parading tables of figures showing the amount of their exports and imports, and all the various details of their commerce, Pittsburgh is unable to put forward a single table of figures, with the exception of her canal statistics, to indicate her true position and importance as a commercial City. Why? Because she is now no means of obtaining, collecting and arraying such statistics. The consequence is that the world does not know our true position. The aggregate amount of our imports and exports, by railroad and river; the amount of our manufactures, and the details of our varied industry and commerce—all these are concealed from the public. Can this be so, and the city not suffer? or rather, would not the city be immensely the gainer if this were *not* so?

Cincinnati had a Merchants' Exchange long before she had attained the position we now occupy in population and commerce; and doubtless she owes somewhat of her present welfare to the advantages offered by such an institution. If our merchants are content to let things remain as they are, so be it—we will not complain. It is their own affair. But we hope to find they appreciate the growing importance of this city sufficiently to induce them to move in this matter.

NOMINATIONS IN OHIO.—The democrats of Ohio have nominated Wm. Medill, for Governor, and Judge Bliss for Lieutenant Governor. The Free Democrats have nominated Samuel Lewis for Governor, and Benjamin Bissel for Lieutenant Governor.

WHOLESALE AGGRESSION.—The Philadelphia Ledger, looking to the advent of the new Administration, is impatient for a general foray against the world, and the rest of mankind. It wants to upset the whole foreign policy of the present Administration, annex the whole North American continent, and quarrel with every body who don't like it. Hear it:

"We hope and trust that the abrogation of the Nicaragua Treaty, the expulsion of British dominion from Central America, the union of the Central American States, the *monopoly* of canals and railroads across Central America by that confederacy and the United States in conjunction, the annexation of British North America, and the incorporation of the United States of Central America with the United States of North America, will be accomplished during the administration of the old-fashioned' Democrat, Franklin Pierce."

Cuba, the West India Islands, the Sandwich Islands, and Mexico are left out of this programme, because, we suppose, it is unnecessary to include them. *Their* annexation is to be regarded as a matter of course. The Ledger adds:

"We shall be told that this is cutting out work for the next Administration by wholesale. True. But it is work that *ought* to be done, *will* be done eventually, and *cannot* be done *too soon*."

Our friends of the new administration, we presume, have counted the cost of this wholesale work. They are not verdant enough to suppose that all this can be done without a conflict with England and other European powers: and doubtless they have made up their minds to meet the inevitable consequences of such a policy. But whether they have, or have not, the power of this Government is in their hands, and it must be just as they choose to say.

VICE PRESIDENT KING AND THE CLAYTON AND BULWER TREATY.—Hon. J. Bragg, a member of the House of Representatives from Alabama, has published a card in the National Intelligencer, in explanation of the apparent inconsistency between the statement made to the Senate by Gen. Cass, on the authority of the Hon. Wm. R. King and the note from the latter to the Hon. John M. Clayton, in relation to the Clayton and Bulwer treaty, in which he says:

"Col. King's language to Mr. Cass was based upon a supposed statement of facts, very different from the facts as they actually exist. After the negotiation and ratification of the treaty by the Senate it was sent to England, and returned with a proposition to the effect that it should be considered as ratified on the part of the British Government, provided a condition should be annexed to it recognizing title and jurisdiction in that Government over a certain portion of Honduras. Col. King never saw the proposed provision in writing, but understood it was insisted on by Lord Palmerston. He very promptly told both Mr. Clayton and Sir Henry Bulwer that with such a condition the treaty could not get a vote in the Senate. Mr. Clayton afterwards informed him that the provision had been abandoned, and he considered the treaty ratified by the British Government precisely as it had been ratified by the Senate.

"When Gen. Cass called on Col. King for his recollections upon the subject, the latter supposed that the documents furnished by the State Department showed that Lord Palmerston's demand had been yielded to in all its extent instead of abandoned as he had been told by Mr. Clayton. Upon this supposition he did say what General Cass represents him to have said in his statement.

"In reference to British Honduras, Col. King is well aware, as every school boy is, that Great Britain has long had certain privileges there, and from these he did not suppose, nor until very recently did he imagine that anybody supposed, she was to be summarily ousted by the Clayton and Bulwer treaty."

Mr. Bragg has been induced to make this explanation on behalf of Col. King, from the fact that Alabama is at present without a representative in the Senate—Mr. Clemens being detained from his seat by indisposition.

CLEVELAND AND MAHONING RAILROAD.—By an advertisement in this day's paper it will be seen that the road from Cleveland to Warren is offered for contract.

THE ERICSSON INVENTION.

We copy below, from the New York Tribune, a description of the Caloric Engine invented by Mr. Ericsson, and now used on the steamer of that name.

We consider this invention as distinctly marking an era as new and striking as the invention of the steam engine, and as one of the most important events of the 19th century. We therefore make no apology for so frequently and so diffusely noticing it. Every information concerning it is of the utmost interest, and will be greedily sought after by every intelligent and thoughtful mind.

When shall we have a Caloric boat on the Ohio river? The man who engages in this enterprise will reap a rich reward.

The editor of the Tribune, when giving an account of an excursion on the Ericsson, says:

The time on the passage down was spent in discussing an excellent breakfast, and examining the engine. The first thing in the engine which strikes the observer, is the magnitude of the cylinders. These are fourteen feet in diameter, six feet more than those of the Collins' steamers. There are four in the Ericsson, standing in a fore-and-aft line; two before and two abaft the shaft, and working in pairs upon it. From the base of the cylinders to the summit is about thirty feet. Each cylinder is double, consisting of what is called a working cylinder and a supply cylinder; the latter being on top and united with the other, though of inferior diameter. The working cylinder has the furnace under it; in it the active force of the machine is developed in the form of air expanded by heat. The supply cylinder is always cold. The working cylinder is fourteen feet in diameter: the piston which plays in it has a superficies of 22,800 square inches. The supply cylinder is 11 feet 7 inches in diameter, and the area of its piston is 16,500 square inches: These pistons are joined by powerful iron rods. The stroke is six feet. On the under side of the upper piston are valves through which the supply of fresh air is drawn after the machine is put in motion. Over the supply cylinder is a reservoir in which the upper motion of the piston compresses the air, which passes in there through valves. The connection between the reservoir and the working cylinder is by a large pipe running from the former to the base of the latter. The engine is set in motion by pumping cold air into the reservoir, by hand or otherwise.

From the reservoir, through a valve at the bottom of the large connecting pipe, the compressed air is admitted into the working cylinder over the furnace. Here it is instantly heated, and by its expansion drives up the piston, and at the same time compresses the air in the supply cylinder, and forces it into the reservoir. Then another valve in the shape of the piston opens and the hot air is let off into the atmosphere. This removes the pressure that has driven the piston up, when its own weight brings it down again, and the escape valve closes. Then the supply valve opens again, and lets the cold air in over the furnace; it is heated, and so the process goes on.

But the great feature of the invention is yet to be described. This is the apparatus by which the main part of the heat which expands the air in the working cylinder is saved and made to do duty over and over again. This it is that produces the astonishing economy of fuel, which is one of the great characteristics of the invention. In a steam engine the heat is used but once; it passes away, and therefore has to be perpetually renewed. In the Caloric engine it is economized. This is an immense advantage. The apparatus is formed of iron wire, 1-16 of an inch in diameter, woven into a web dense enough for holes or meshes to occupy half the surface. Fifty thicknesses, or disks, of this wire cloth are used in each pipe connecting the reservoir and working cylinders. Each disk is 6 feet long and 4 wide, and contains half a million of meshes.—They are placed close together in the pipe between the working cylinder and the two valves which let in now air and let out that which has been used. Thus all the air which comes in passes through the meshes of the wires, as does all that goes out. Here lies the wonder of the invention. The heated air in going out leaves its heat in these wires, and the cold air in coming in takes it up again. In the engines of the Ericsson the air which comes out is but 30° hotter than the atmosphere, though before passing through the wires it was 384° hotter. Even this 30° might be saved, says Capt. Ericsson, by increasing the number of wire disks, but it is practically unnecessary. This apparatus is called the regenerator. Though the principle of it is essentially the same as that of Davy's Safety Lamp, the glory of its application to mechanical purposes is Capt. Ericsson's fortune.

As we said, there are four of these double cylinders, four working, and four supply. Accordingly there are four furnaces, ingeniously arranged; and set without any extraordinary outlay of brick, such as has been reported. And there a small fire is kept up with anthracite coal, which is preferable to other fuel, because it does not blaze—only its radiating heat is employed. From the grate to the apex of the cylinder bottom, which is arched, of course, there is a distance of five feet. The cylinder bottom is 1½ inches thick. Before the engine is put in motion, it may get to a brown heat, but at that distance it cannot get hotter. As soon as the cold air is let in, it cools much below that point. Thus there is no danger either of fusing, cracking or oxydizing of the cylinder bottom; all of which have been predicted by the sceptical; A cylinder bottom will last five years—as long as a steam boiler; or if it gives out, can easily be replaced. The difference in the cost of replacing cylinder bottoms and steam boilers would, in a large ship, be from thirty to forty thousand dollars in favor of the former.

The piston in the working cylinder is made 6 feet deep from top to bottom, concave underneath to fit the cylinder-bottom, and flat at the top. The top as well as the sides are of iron, but the space between is filled with gypsum and charcoal, nonconductors of heat. Thus while the bottom has the temperature of the hot air in the cylinder the top is perfectly cool. The heat there is barely sufficient to melt the tallow used for lubrication in a fluid state, but not to burn it. In fact one can stand upon it as it plays up and down, and many gentlemen amused themselves yesterday by riding there. This enables the engineer at any time to grease just the part of it which he may desire; when the ship is careening for instance, and the friction of the piston is all on one side, that side can be directly lubricated. This is a point of great practical importance, which cannot be attained in a steam engine. Nor is there any danger of burning the packing, for it is at the top of the piston and never comes within less than 6 feet of the fire.

The cylinders act in pairs, and in each pair the action is reciprocating; that is to say as the piston goes up in one, it goes down in the other.

The pressure for which the Caloric engine is calculated is 12 lbs. per square inch, and to obtain this it is necessary to heat the air to 384°. By raising the air to 460°, a pressure of 15 lbs. could be obtained, but 12 is sufficient for practical purposes, and more convenient to manage. Capt. Ericsson is of opinion that that will be retained as the maximum pressure by future builders of engines. Yesterday, owing to unfinished state of the machine, and especially of the valves, it was impossible to get more than 8 lbs. pressure. With that, nine or ten revolutions were obtained per minute. The full number of revolutions to be had from the Ericsson's engines is reckoned at 12, and at that rate it is calculated that she will make from 10 to 12 miles an hour. This is the utmost that is hoped from her, and we think rather more than will be obtained. Her engines are not powerful enough to make her a competitor in speed with the fast Collins or Cunard steamers. For that she must have larger cylinders. The means of increasing power is to enlarge the diameter of the cylinders. When these engines were built, Capt. Ericsson desired to have cylinders of 16 feet, but no establishment would undertake to cast them, and 14 were the largest he could get. Now Messrs. Hogg & Delamater are ready to make them of any size required, at their own risk.

The smoothness with which the engines worked was remarkable. Capt. Ericsson said that ¼ lb pressure was enough to move them The amount of friction he finds very much less than he anticipated. The coal consumed by the whole four furnaces is at the rate of 6 tuns in 24 hours; 7 tuns is the utmost limit of their consumption. The engineer and one fireman suffice to tend the whole mechanism. There is no unpleasant smell at about steam machinery. There are two smoke pipes and two pipes to carry off the escaped air. These pipes are 12 feet above the deck and 30 inches in diameter. They are painted white, with a gilt rim at the top, but there is not smoke enough to sully them. The amount of air passing through the four cylinders in an hour is from 50 to 75 tuns. This keeps the ship perfectly ventilated. It was cool and pleasant in the immediate vicinity of the furnaces.

The Ericsson is a beautiful ship as she sets on the water; a lovelier model one would not wish to see. She is 200 feet long on deck; 40 feet beam; depth of hold 27; diameter of wheel 32 feet; length of buckets 10½. With ballast in her, as at present, she draws 17 feet water. Her bottom is moderately sharp, and she is one of the strongest vessels in the port. The hull was built by Messrs. Perrine, Patterson & Stack, of Williamsburgh, and the engines by several builders under the oversight of Capt Ericsson himself.

It is not necessary here to add any reflections on the consequences to flow from this great invention. As we have already said, we do not think the Ericsson will prove a fast ship.—But the New Motive Power is as well established with 9 miles an hour as with 90. Larger cylinders will be put into other ships, and speed will be attained which will leave steam as much behind as it is now surpassed in economy, safety and convenience. In this mighty revolution, the palm of honor belongs to the inventor, but no little credit is due to the gentlemen who have joined him in bringing out the Caloric Engine on such a scale, prominent among whom we may name Messrs. Edwin W. Stoughton and John B. Kitching. Nor do we desire to conceal a satisfaction which our countrymen will universally feel, that the New Motive Power has been brought out in the United States.

WHIG GOVERNORS.—Our democratic opponents have been wont to rejoice over the small number of Whig Governors in the Union—only three out of thirty one, we believe. We have now however, to add two to the number—Mr. Crosby, in Maine, and Mr. Clifford, in Massachusetts. The Whig party is not dead, yet; and we hope, before the year is over, to have to announce that the list of Whig Governors has been considerably enlarged.

A DELICATE HINT.—In the House of Representatives, at Harrisburg, the other day, Dr. De Witt in his prayer at the opening of the session, asked grace for the members, that their "hands may not be polluted with bribes." The Doctor has a kind of way of alluding in exhortation, prayer, and advice, to matters which the guilty like to have avoided.

FINANCE COMMITTEE.—Mr. Darsie, one of the Senators from this County, has very properly been placed at the head of the Finance Committee in our State Senate. The committee consists of Messrs. Darsie, Myers, Buckalon, McCaslin and Sanderson—three democrats and two whigs.

THE AMERICAN JOURNAL OF THE MEDICAL SCIENCES.—The January number of this able Medical Quarterly has been received. An addition to its usual interesting table of contents is found in this, in an exceedingly interesting account of the last illness of the late Daniel Webster, with a description of the post mortem appearance, furnished by John Jeffries, M. D. This Quarterly Journal of Medicine ought to be in the hands of every physician. It is edited by Isaac Hays, M. D., and published by Blanchard & Lea, Philadelphia.

GRAHAM'S MAGAZINE, for February, is early to hand, and quite acceptable. A beautiful engraving by Sartain, adorns this number, which contains an immense amount of interesting reading matter.

EXPLOSION OF THE FUSILEER.

EIGHT OR TEN LIVES LOST.

The steam packet A. Fusilier, Capt. Denslow, which left New Orleans on Sunday, January 2d, bound to Attakapas, burst her boilers this morning at 5 o'clock, when off Ship Island, killing outright Joseph Sole, first mate, J. McGillough, the second engineer, and five of the hands.

Capt. Denslow is badly wounded, having received a compound fracture in his left thigh, his shoulder dislocated, and otherwise injured. The forward part and upper works of the steamer are a complete wreck. At 2 P. M. the steamship Texas, Capt. Lawless, on her way from Galveston to this port, discovering the critical situation of the Fusilier, immediately went to her assistance, and succeeded in taking off and bringing to this city all on board, with the exception of three, who remained with the wreck.

Mr. Hawley, 1st clerk; Mr. Adams, 2d mate, and five hands, had gone ashore for assistance previous to the arrival of the Texas at the scene of disaster, and had returned when she left.—The following is a list of those brought to New Orleans by the steamship Texas.

Capt. A. D. Denslow, badly injured.
Thomas Lyon, 1st engineer, slightly injured.
Luke Denslow, carpenter, slightly injured.
Joseph Silver, watchman, badly scalded.
N. Turner, 3d engineer, badly scalded.
One fireman and one deck hand, badly scalded and hurt.
Mr. Pierro Labarre, passenger, not injured.
Mr. Samuel Megnan, 2d clerk, slightly injured.

The deck hand has died since the above was written.—*N. O. Pic.*

From the Wellsburg, (Va.) Herald.

"SMALL POTATOES."—A free negro was sentenced, in Wheeling, last week, by the County Court, to two years imprisonment in the Penitentiary, for helping a colored woman, a slave of Mr. W. H. Stelle, to abscond, under promise of marriage. This is rather a rare case, but all right. The small part of the affair is the attempt of the *Intelligencer* to prejudice the Legislature against granting the right of way, for a railroad across Brooke County, by magnifying the slave interest in this community, and giving out the impression that said railroad was an invention of the abolitionists. If there was anything in the pretence, the Suspension Bridge to *Ohio*, and the Hempfield Railroad to *Washington* —the very hot-bed of abolitionism, and headquarters of free negroes—where 700 out of 3000 population are free blacks—are amply sufficient to carry off the 25 or 30 slaves now in the Panhandle. We wonder that an editor, with any respect either for his own reputation or the intelligence of his readers, should use such a pitiful plea against a great public work, as this, viz:

"Pittsburgh is the sweet city, which is trying to break down Wheeling, and coolly asks the Legislature of Virginia to aid her in her effort to crush us on the one hand, *and put her in a better condition to kidnap and harbor our few remaining slaves on the other.*" Will the Legislature aid her efforts?"

Section 13 of the Steubenville and Indiana Railroad, is progressing rapidly. We learned on Tuesday evening from contractor Urban that the big tunnel on that section had just been completed, and that great competition existed as to which party made the through excavation. The Irish succeeded, however, by stealing the implements of the natives—which illustrates an anecdote which we had in reserve that the Yankees might *cheat* the Irish out of a consideration, but if they did, it done them no good, for the Irish in the way of retaliatio nonly *stole* it from them. So that the Irish are ahead.—*Steubenville Herald.*

Probable Escape of the Irish Patriots.—At the late festival in Cincinnati, Mr. Meagher took occasion to make the following remarks:

"I did not regain my freedom to forget others, Suffice is to say, that if they are not soon amongst you, as free as I am, it is not my fault, nor the fault of those who may assist them, but their own. Measures have been taken, and affording, and I trust that before long we shall hear that another ship, bearing another Irish rebel, has left that shore, and left it under that flag of the five stars, beneath which I found an asylum in this land"

SHARP PRACTICE.—*A Speculator's Knowledge is Wealth.*—While the fire was raging at Sacramento City, four or five men chartered a steamer for San Francisco. Arrived in the bay, the party was landed outside the town in a small boat, while the steamer lay off in the port, refusing to let any others go ashore till a large share of the lumber, pork and flour had been purchased. The steamer then came to her wharf, and in the scramble of the fire was sold. Lumber went up to $400 per thousand—an advance of more than three hundred per cent;—flour rose to $45, and pork to $65 and 60.

MESSRS. John Woodley & Co., have applied to the State Auditor, says the Indianapolis Journal, to establish a bank in the city, under the general law, with a capital of $400,000. O. K. Kinney, President, G. R. Parker, Cashier.

THE Hon. W. R. King, did not depart from Havana yesterday, in consequence of the unfavorable change in the weather. We were informed last evening that the health of the Alabama gentleman was slightly worse than it had been for some days previously.—*Republic, Jan 15th.*

GOOD SPEED.—Since the opening of the Toledo, Norwalk and Cleveland Railroad it seems as though we were next door neighbors to New York. Passengers now start from here in the morning and next evening are landed in the great metropolis. This seems to be rapid enough for all practical purposes, but when the trains commence to run directly through, which will be in a few days, the time will be considerably shortened.—*Toledo Rep.*

In the New York Senate, on Monday, Mr. Beekman offered resolutions expressing deep solicitude in regard to the persecutions which Francisco Madaial and family were subjected to in Tuscany *for* the alleged crime of reading the Bible. They request the President to exert his influence with the govenment of Tuscany to allow them and their fellow prisoners to emigrate to this country.

Mr. J. D. Manlove gives the St. Louis Intelligencer a description of a mountain of marble, which he says exists in the Great Salt Lake valley. He says the marble is of almost every color and shade, in slabs of very large area, and from an inch in thickness to blocks of an immense size. Mr. Maulove judges the marble to be of the best quality, and that it is inexhaustible.

THE MADIAIS.—A large public meeting was held in the Metropolitan Hall, New York city, on Friday evening, to express sympathy for the Madial family and others imprisoned in Tuscany for reading the Bible. Resolutions were offered by Dr. Patten, and adopted, requesting the President of the United States, to mediate in favor of the prisoners being allowed to emigrate to this country, declaring it to be the duty of our government to secure religious freedom for our citizens abroad, etc. A committee was also appointed to raise funds for the sufferers.

FROM HARRISBURGH.

Correspondence of the Daily Pittsburgh Gazette.

HARRISBURGH, Jan. 13, 1853.

The Legislature has now been in session over a week, and has but fairly got started. The Speaker of the House on the 11th announced the Standing Committees, a copy of which I send you enclosed herewith.

To-day, in the House, Mr. Gilmore read in place, "an Act authorizing the levying of the usual County and Township taxes upon the City Poor House and farm" in Mifflin township.

Mr Eyster had the bill called up authorizing the Little Saw Mill Run Railroad Co., to borrow money, to which he also attached a section authorizing the Birmingham and Elizabeth Turnpike Company to borrow money, and the bill then passed.

On yesterday, Mr. Appleton read in place "an Act to charter the Franklin Mutual Insurance Company"—also "an Act to charter the Chartiers Valley Plank road Company."

This bill authorizes the Company to construct a plank road from the Chartiers Bridge, on the Pittsburgh and Steubenville Road, to connect with the Noblestown Plank road. To the citizens of that part of the County who have now to travel over a bad turnpike to the city, this road will be a great benefit.

The new Speaker of the House fully realizes the hopes and expectations of his friends, and proves himself an able officer. I am told by old frequenters of the Capitol, that the House, this year, has a greater number of fine looking and intellectual men, than any previous year. This fact, together with the improvements made in the Hall during the recess, renders the House quite attractive and creditable to the State.

Next week the Legislature elects a State Treasurer. Of course, he will be an out and out Locofoco, and the Whigs can look on and enjoy the fight between the different factions of the opposite party. Already are to be heard the notes of preparation for the battle.

Fully half a dozen candidates are here already with hosts of friends to aid them. The caucuses of the two parties will be held to-morrow night. It is difficult to say now whether the Buchanan or Cameron faction is the strongest.

To-night a gentleman from Philadelphia holds forth in the Court House against the Maine Liquor Law. It seems the enemies of that measure have gotten the start; for not a bill or petition for its passage has yet been presented in either house. The most ardent of its friends, however, have no hopes of the present Legislature.

Harrisburgh, just now, is full of the leading politicians of the State. It is not only the Emporium of State politics, but it is also the "half way house" to Washington. The legislative bother has to make way in the Lobby for the greater people in the shape of applicants for national and State officers, who beg to have their claims certified by the "wise ones" Governors for all the Territories are here—and applicants for U. S. District Attorneyships, and hosts of other offices could now be filled out of the crowd at the Capital. Pittsburgh is well represented, but as Old Allegheny has not fall in the election of the son of New Hampshire, her claims are violently urralled by the others who come from more 'democratic' districts.

The re-organization of the Canal board also brings its crowd of expectants. Mr. Hopkins, the newly elected member of the Board has arrived at the hotel at which he stops, of course is crowded.

It has been snowing for 48 hours, and the merry sound of the bells imparts much gayety and life to the streets. Harrisburgh was never more lively than it is this winter. PENN.

STANDING COMMITTEES OF HOUSE OF REPRESENTATIVES, 1853.

Ways and Means—Messrs. Kilborn, Hart, Skinner, Fulton, Wharton, Knight, Chase, Eyster, and Sergeant.

Pensions and Gratuities—Ely, Kingsly, McConnell, Magee, Dunning, Campbell and Strong.

Claims—Merriman, Shull, Appleton, Wright, Gabe, Wharton and Harris.

Agriculture—Thomas, Anderson, M'Gee, Beale, McKee, Porter and Gray.

Education—Rubicam, Flanigan, Cook, Lancaster, Zeltzer, Foster and Hickman.

Domestic Manufactures—Skinner, McGranahan, Heisland, Scott, Kilgore, Hamner and M'Donald.

Accounts—Mott, Pownall, Arnold, Alexander, Hutchinson and Bergstraser.

Vice and Immorality—Laury, of Lehigh, Shaver, Yost, Gabe, Beale, Walker and Richards.

Election Districts.—Bigelow, Lengler, Atherton, Kilgore, Sergeant, Chandler and Pipes.

Banks—Letch, Hart, Merriman, Brock, Jost, Henderson, Howe, Foster and Laudis.

Estates and Escheats—Kelso, Appleton, Cooch, Struthers, Lowry, of Tioga, Reisland and Chamberlin.

Roads and Bridges—Herbert, Kilborn, Gwinn, Dennison, Raney and Porter

Corporations—Sanderson, Struthers, Bigelow, Flanigan, Demeary, Chase, Barton, Herbert, Horn and Eyster.

Local Appropriations—Shull, Deegler, Mellinger, Thomas, Ringsley, Harris and Hickman.

Lands—Hock, Anderson, James, Gwinn, Moore, Arnold, Scissers and Hill, of Erie.

Divorces—Ferry, Rubicam, Mellinger, Demeares, Zerby, Chamberlin and Cowan.

New County and County Seats—Zerby, Pownall, Hague, Berger, Hutchinson, Raney and McConnell.

Compare Bills—Dunning, Lancaster, Walton, Meany and Barr.

Library—Williams, Dennison and Hague.

Inland Navigation and Internal Improvements—Knight, Mott, Strong, Hill, Torbert, Collins, Kelso, Williams, Gilmore, Taylor, Walton, Chamberlin and Atherton.

Printing—Wright, Shaner and Waterbury.

Public Buildings—Waterbury, Ely and Brock.

STANDING COMMITTEES OF THE SENATE, 1853.

Finance—Messrs. Darsie, Myers, Buckalew, M'Caslin, Sanderson.

Judiciary—Kunkel, M'Murtrie, Buckalew, O'Neill, Meister.

Accounts—Forsyth, Kinzer, Frick, Fry, and O'Neill.

Estates and Escheats—M'Murtrie, O'Neill, Hoge, B. D. Hamlin and Quiggle.

Penitentiary—Forsyth, Smyth, Hoge, Barnes, M'Farland, Fry and Goodwin.

Corporations—Darlington, Hoge, Hamilton, Haldeman and Quiggle.

Library—Caruthers, Kinzer and Kunkel.

Public Buildings—Darlington, Carothers and Slifer.

Banks—Crabb, Robertson, Haldeman, Hamilton and E. W. Hamlin.

Canals and Inland Navigation—Evans, Crabb, Forsyth, Sanderson and Skinner.

Railroads—Slifer, Kunkel, Hoge, Robertson and Meister.

Election Districts—Robertson, Skinner, Bailey, Sager and Fry.

Retrenchment and Reform—Myers, Darsie, Buckalew, Barnes and E. W. Hamlin.

Education—Carothers, Hendricks, Hejester, Quiggle and Goodwin.

Agriculture and Domestic Manufactures—Shinner, Myers, Hamilton, Robertson and M'Caslin.

Militia—M'Caslin, M'Murtrie, M'Farland, Bailey and Fry.

Roads and Bridges—Bailey, Hendricks, Frick, Goodwin and B. D. Hamlin.

Compare Bills—Barnes, B. D. Hamlin, Hamilton, Frick and Sager.

Vice and Immorality—Sanderson, Carothers, M'Farland, Slifer and M'Murtrie.

Private Claims and Damages—Kinzer, Darsie, Forsyth, Evans and Sager.

Public Printing—Evans, Darlington and Sanderson.

New Counties and County Seats—Hendricks, Myers, M'Farland, Frick and B. D. Hamlin.

THE NEW CABINET.—The well informed correspondent "X.," of the Baltimore Sun, thus discourses of the new Cabinet:

"The Cabinet of General Pierce is so far formed that it is certain that all sections and fractions of the Democratic party will be represented in it. Gen. Dix will be the member from New York, and Mr. Medary the member from Ohio. Gen. Dix will take the Treasury, (as I have previously announced,) and Mr. Medary will be the Postmaster General.

The Secretaryship of State, since Senator Hunter has declined, will be filled either by Senator Mason, of Virginia, Mr. George M. Dallas, of Pennsylvania, or Caleb Cushing, of Massachusetts.

Mr. Nicholson of Tennessee will not accept any appointment.

It is believed that either Jeff. Davis or James Thompson, of Mississippi, will be Secretary of War. Having stated that a paper, numerously signed, was in circulation, urging the appointment of Gov. Cobb to a place in the Cabinet, it is due that I should state also that he has written to his friends as follows: "I am unwilling that any thing shall be done by my friends in Washington that shall place me, or seem to place me, in the attitude of an applicant to General Pierce for a place in his Cabinet. *I can never consent to occupy that position.*' The quotation speaks for itself."

A late Paris paper says—

This last week is remarkable for the number of suicides it has witnessed; and all of them are singular, even in France, where a monomania for this kind of death has long prevailed. Every victim was a person of wealth or of independence, and one, a boy of thirteen years of age, who blew his brains out with a pistol because he was afraid of being scolded. They all evinced wonderful coolness and determination in making their arrangements to prevent a surprise or a failure. Must there not be something wrong in a nation where suicides are so common? They are nearly as common as they were in Rome during the reigns of Domitian and Nero.

We learn from the Salem, Ill., Advocate, that a large portion of the lands included in the Congressional donation to the Central Railroad Company are occupied by settlers who have failed to establish their pre-emption rights according to law. The Company have determined not to avail themselves of the results of ignorance or inadvertence, but have despatched an agent to hunt up all the pre-emption claims covered by the donation, and notify holders how to remedy existing defects, and save their improvements.—*St. Louis Intel.*

Mr. Frederick Leopold, a citizen of the United States, who, last summer, was seized in Hanover, for military service due to the king thereof, has returned to his home in Charleston. He states that he was seized at night and immediately taken to prison. His baggage was searched, and all his money taken from him for a time. He sent for the American Consul, but he said he could do nothing for him, and so Mr. Leopold compounded the matter by paying $250 for a substitute. Thus it seems, that though an American citizen, yet inasmuch as he emigrated to this country without leave, he was still liable to serve in the army of the King of Hanover.

Return of Mr. Meagher.—This gentleman has returned to New York from a very successful Western tour, in which he has lectured often and pocketed some gold. The Herald says it can not be concealed that war has been declared against Meagher, and that he has been assailed by Catholic journals North, South, East and West, for the liberality of his sentiments.

A Washington letter to the New York Tribune says:—"Senator Douglas has no connection with the movement for the purchase of the *Republic*. Whether this purchase be consummated or not, the organ for the incoming Administration is to be established immediately.—The parties now negotiating the affair are from Concord. The new paper is to be Gen. Pierce's mouth-piece, and will be under the editorial supervision of the present Editor of the New Hampshire Patriot."

Mr. Scripps, editor of the Chicago Democratic Press, has received a legacy, the Chicago Tribune says, of not less than $100,000, from an uncle who has just died in St. Louis.

The late suicide in New York by a Spiritual Rapper will, we understand, be a subject of investigation before the Grand Jury during the present term. The occurrence has created quite a flutter among the Spiritual Media, and several "Circle Meetings" have been postponed.—*N. Y. Courier & Enquirer.*

They are building a ship at Mobile, but procure the knees from Maine. So in Virginia, they send to the East for barrels in which to ship their produce to the same ports from which the barrels come. Southerners can develope their own resources only by using them.

A late letter from Sault Ste. Marie informs us that during the month of December, there were two weeks of Indian Summer weather there, hazy, mild and temperate. The propeller Napoleon made a trip on Lake Superior, carrying supplies to the miners in the upper country and returning in safety. The Peninsula was being hauled over the portage, and next season will float among the Lake Superior craft.

FAT DIVIDEND.—The Chicago and Galena Railroad give notice of a dividend for six months ending January 1, 1853, of eight per cent.

Scrofula.

☞ IT is due to Kier's Petroleum to say that it has been known to completely eradicate every vestiges 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 KIDD'S PREPARED LEUM 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, inviting the investigating physician as well as the suffering patient, to become acquainted with its merits.

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

The following certificate is copied from a paper published at Syracuse, New York, and bears date August 2, 1852, to which is also appended the certificate of the celebrated D. Y. 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 got some relief, but no cure, and continued to grow worse, until Dr. Foot recommended me to try the Petroleum, or Rock Oil, as every thing else had failed. I did so without faith at first, but the effect was astonishing: it threw the poison to the surface at once, and I at once began to grow better, and by using seven bottles, I have had 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 medicine worthy of attention, and can safely say that success has attended its use, where other medicine had failed. D. T. FOOT, M. D.

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