PITTSBURGH GAZETTE.

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PITTSBURGH.

FRIDAY MORNING, FEB. 4, 1853.

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

☞ 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.

THE CONNELLSVILLE RAILROAD.—Committees from the counties of Fayette and Somerset are at present in this city, for the purpose of promoting the welfare of the Connellsville Railroad project. The late discussions here have aroused a wonderful interest in the above counties and along the line.

The gentlemen composing the committee from Fayette, are Messrs. Henry Blackstone, Henry Walter, and Col. Daniel B. Davidson. The Somerset committee is composed of Messrs. Peter Myers, Mr. Miller and Mr. Haller.

We learn from these gentlemen that the best spirit prevails in their counties, and that at least $500,000 can be secured, by means of county and private subscriptions.

From Col. Davidson we ascertained some facts in regard to the line, we were before ignorant of. He states that actual surveys have demonstrated, that the grade from Pittsburgh to Connellsville will not exceed three feet to the mile; and that from Connellsville to the summit, near the Maryland line, the maximum grade will not exceed 26 feet to the mile. On the eastern slope, from the summit to Cumberland, the maximum grade will be 66 feet to the mile. These gradients are less than on any road crossing the Mountains, or connecting the East with the West.

The line will be a remarkably cheap one. Only six bridges will be required from Pittsburgh to the Maryland line. Materials are abundant all the way, and cross-ties can be procured at from fifteen to twenty cents apiece, along nearly the whole line.

We learn from Col. Davidson that the right of way has been procured through Fayette county, and that the people of Somerset county are anxiously waiting to grant a free right of way through that county.

Now is the time for Pittsburgh to act. Let the City Councils step forward with a subscription of $500,000; and the County with $1,000,000, which the Commissioners are authorized to make, both by law, and the action of the people at the same Convention which granted the subscription to the Central road, and the work will surely be accomplished.

A WORD OF CAUTION TO PHILADELPHIA.—We had the pleasure of an interview, yesterday, with O. W. BARNES, Esq., Assistant Engineer on the Pennsylvania Railroad, and he stated a fact to us both new and surprising, and which is worthy of the considerate attention of the people of Philadelphia. He says that he has no doubt that a line for a Railroad direct from Pittsburgh to Wheeling, by way of the "west line of Donegal township, in Washington county," can be located, which will make the distance from Wheeling to Greensburgh, by way of Pittsburgh, *five miles less*, than from Wheeling to Greensburgh, by the Hempfield road—and that the Pittsburgh line will have the advantage of less curvatures and lower gradients, and that the expense will be immensely less.

We are authorized to use Mr. Barnes' name, as authority for this statement. We appeal to the people of Philadelphia, and to the Directors of the Pennsylvania Railroad Company whether this statement on such authority is not of sufficient weight to induce delay, and further examination before proceeding to undertake so extensive and expensive a project as the Hempfield, which will require an outlay of millions. By the Pittsburgh route, the whole of the Central road would be employed, while by the Hempfield, 31 miles would lose the trade which it would otherwise gain.

We understand that legislation already exists for a Pittsburgh and Wheeling route, and if it does not, it can without difficulty be obtained.

We have been urgently requested by warm friends of Philadelphia, in this city, to make this statement, and as coming from them, on authority of Mr. Barnes; it may be deemed worthy of some consideration. It ought at least to suggest a doubt of the wisdom of the policy at present indicated, in the present state of their knowledge on the subject.

THE Journal, following the example of the *Post*, has copied the article of our correspondent "More Anon," in defence of the Commissioners, without giving its readers the opportunity of seeing our remarks exposing its errors and fallacies. How unfair such a course is, we leave every honest man to judge. What makes the matter still worse is, the *Journal* states that the calculations of "More Anon," are made from "the Gazette's own figures." This is not true. Our calculations were based on the revenue derived from the allowance for subsistance alone. "More Anon" embraced in his estimates the Turnkey's fee, and assumed the absurdity that every prisoner was discharged every week! More Anon's article contained other errors which we exposed, but the *Journal* and *Post* carefully keep our remarks from the people, which neither the editors nor Commissioners have answered, while they parade our correspondent's absurdities and fallacies before their readers, with their own endorsement.

A BILL has passed the Pennsylvania Senate, unanimously, intended to meet the difficulty in regard to injunctions, raised by the Supreme Court in the Franklin Canal Company's case. It will no doubt promptly pass the House, and the question of the validity of that charter will soon be before the Supreme Court again.

THE MEETING IN ELIZABETH.—The proceedings of the large and spontaneous meeting, held in Elizabeth township and borough, in reference to the attempt of the County Commissioners to take the jail from the Sheriff, will attract general attention. We understand that it was the largest meeting held in that populous township for the last five years, and was composed of persons of all parties. The resolutions firmly, almost sternly, reprove the Commissioners for their contempt in stepping out of the line of their duty, to seize on power unknown to their office and position anywhere. The fact is, the people are far more disposed to abate their power than to increase it, and this bold attempt to grasp at authority will cause them hereafter to be narrowly watched. The people have confided to them the purse strings, and now they would fain grasp the power of the sword also. They have quite enough to do to discharge the duties confided to them already, and their constituents prefer that they should give an intelligible account of their present stewardship, rather than to use the position confided to them to increase their importance and power. The populous and highly intelligent township of Elizabeth has administered to them a rebuke they will not soon forget.

TWENTY-THREE TUNNELS!—It is stated in a letter of Edward Miller, Esq., Chief Engineer of the Pennsylvania Railroad, that there are *twenty-three tunnels* on the Farmersburgh Railroad. This is borrowing under ground in good earnest.

THE Baltimore Patriot copies an article from this paper in favor of the Connellsville Railroad, and comments on the project with favor, and adds:

"Very well. Let the ball be started *and it will not want for aid and encouragement from Baltimore*."

We can assure our Baltimore friend that it will be started, and that without delay. There is but one sentiment on the subject here, and that is, that the Connellsville road must be built. Baltimore in due time, will have the opportunity of doing her share in the noble undertaking.

It appears that the contributions in aid of the National Washington Monument Fund, made at the polls during the last Presidential election, in compliance with the circular of the Board of Managers, amount so far to $19,000. The monument has now reached an elevation of 124 feet.

WHAT PHILADELPHIA IS ABOUT.

We are not going to quarrel with Philadelphia or her policy. We have done with that. She may "gang her ain gate" without molestation from us. Having cut loose from her, and declared our independence, she may seek her interests in her own way, as we most assuredly ought to do in ours, without inquiring into her wishes in the matter. This we shall do in all good humor and kind feeling. But we shall keep our readers fully informed of *what* she is doing, by way of stimulating them to a like vigorous action, for Philadelphia is certainly to be commended for the gigantic efforts she is making to promote her own prosperity.

The *North American*, of last Wednesday, contains a letter from EDWARD MILLER, Esq., Chief Engineer of the Central Road, in reply to a note written by Mr. John Farnum, a respectable merchant of that city, in which Mr. Miller takes very decided ground in favor of the Hempfield and Marietta Railroads. We select the following paragraph from Mr. Miller's letter.

It is time that Philadelphia has waked from her slumber, and, like a roused giant, has accomplished in five years what cost New York and Baltimore each a quarter of a century to accomplish; but with her foot on the shore of the Ohio, she is but at the threshold of the promised land, and finds the golden fruits vigilantly guarded. I believe that there is not one railroad in Ohio, Indiana, Illinois, and Michigan, in which either New York or Boston capital has not been largely invested, and that there are very few in which these cities do not exercise an important, if not a controlling, influence. May we not hope that our own capitalists will follow this example, and take such measures now as will secure at least one line of railroad complete from Philadelphia to Cincinnati, of which it may hereafter be said that Pennsylvania capital insured its completion, and Philadelphia counsels controlled its management wisely, justly and profitably?

The natural inference from the above is, first, that Philadelphia having placed her foot, by means of the Central road, at Pittsburgh, "grabs the golden fruit vigilantly guarded"—that is, finds nothing to do! The fact is, however, the road has actually not been able to do the business demanded of it. Large quantities of freight have been waiting here for weeks for their turn. *One hundred and thirty-eight drays* were waiting their turns to discharge their loads at the depot, at one time, one day this week, although the navigation has been closed for ten days past. Twenty-three loaded cars from the West arrived yesterday, and this will be now a daily occurrence, and yet the "golden fruits are vigilantly guarded!"

The second inference we derive from the above extract is, that as New York and Boston capital has "vigilantly guarded the golden fruits" at Pittsburgh, Philadelphia is advised to secure "*at least one line*" which she can control, and that line is to be the Hempfield and Marietta route. This is to be the favorite line, the pet line, the cherished line of Philadelphia. This is the only natural inference we can draw from Mr. Miller's recommendation. We speak of it not to complain of it, but for the warning and information of Pittsburgh. It is important for us to know it in time. Some days since we stated that the chief danger to Pittsburgh, to be apprehended from the Hempfield rivalry, was in discriminations by the Central route in favor of that line. Mr. Miller's suggestions show that our fears are not ill-founded. If that is to be the one pet line of Philadelphia, Pittsburgh will have but slight chance in the race of competition. Our condition in such case, with no other eastern Railroad outlet, will be humiliating indeed.

Let us now turn from Mr. Miller to the editors of the North American. In some comments on Mr. Miller's article, they say, that there is now pending before the Board of Directors of the Pennsylvania Railroad Company, an application for a subscription of fifteen thousand shares ($750,000,) to the stock of the Marietta and Cincinnati line, and add:

"With ample means at command, and sustained by the decided and powerful recommendation of their Chief Engineer, Mr. Edward Miller, it would seem that those who represent the stockholders in our Central road, are bound by official duty to promote to the utmost their common interest, cannot longer refuse or hesitate to make the subscription which is asked of them to completed chain of connections for their work that will command the immense commerce of the South-west, and increase, beyond calculation, the income of the Pennsylvania Railroad Company, and the trade of Philadelphia. * * *

"There is every reason to believe that Councils will, at their next meeting, vote the required subscription in aid of the Hempfield road. An that improvement, however, is important to Philadelphia chiefly as a connecting link between our Central road and the Marietta and Cincinnati line, it seems reasonable to expect that our corporate authorities will, at least indirectly, assist the latter enterprise also. This they can do very decisively by instructing the delegates representing the stock of the city in the Pennsylvania Railway to vote, at the coming annual meeting of the Stockholders, in favor of a subscription by the Directors of the Company for fifteen thousand shares in the capital stock of the Marietta and Cincinnati road, to be expended in extending the line from Marietta, to Wheeling, there to connect with the Hempfield route.

With the vote of the city, representing fourtenths of the stock, secured in behalf of these measure, its success might be considered certain; it is evident, therefore, that the issue of this momentous question depends almost absolutely upon the resolution of Councils. That it may be favorable to a proposition involving directly so large a stake on the part of the city, its citizens, and the Pennsylvania Railroad Company, we sincerely trust, and we cannot doubt, that if they take ground strongly in support of the contemplated subscription, they will receive, as they will then richly deserve, the cordial approbation of this community."

The policy here indicated has no doubt been dictated by the Directors of the Company, and will in all probability be carried out. The subscriptions asked for will no doubt be made, both by the Councils and the Company, making altogether a million and a quarter of dollars devoted to this favorite line.

In view of these facts, we most earnestly advise, that the stock, or a part of it, held by this county in the Pennsylvania Railroad, which is now at par, be devoted to the construction of the Connellsville and Steubenville Railroads. Two thirds of it, at least should go to the Connellsville road. The county would be held perfectly safe, for the stock of that Company will be as good as that of the Central road, and the Company receiving the stock can guarantee the interest until the road is finished.

We throw out the suggestion for the consideration of our citizens, and advise them that there is no time to delay the adoption of some future consistent policy for the promotion of our interests.

DR. JAS. CAROTHERS.—The Editor of the "*Village Record*," in writing from the Capitol, compliments Dr. Carothers; Senator from Allegheny county, in the following style:

"Should the reader, for a moment, follow me into the Senate Chamber, one of the most beautiful public halls in the country, and cast his eye over the "assembled wisdom," he will not find in that body a man more justly respected than the member from Allegheny, DR. CAROTHERS. A man of education, of thought, of polish; a man who rarely talks, but when he does, always commands the ear of the Senate. I feel almost tempted to sketch him here; but enough: suffice it to say, such a man has more *weight* in the judgment of honest legislators than a dozen dissatisfied orators."

It gives us pleasure to publish any thing that compliments Dr. Carothers. He is worthy of all that can be said about him, and fills up the measure of the sentiment—"an honest man is the noblest work of God." It would be well for the people, if our halls of legislation contained more such men as him.—*Hollidaysburg Whig.*

The Washington correspondent of the Cleveland True Democrat, under date of Jan. 18, writes as follows:

"As we have no news except what you get in the papers, I will relate an anecdote. A northern member, who is a most incorrigible wag, but a member of the Old School Presbyterian Church, and is strongly suspected of sentiments favorable to liberty, was conversing with a brother of the same denomination, who is the owner of slaves at the South. The latter became deeply interested in the conversation, and was very desirous of making a favorable impression upon his Northern brother in relation to the "Patriarchal Institution." He went on to say: "I have a nigger who is a devoted Christian. He is exemplary in all his conduct, and has long been a member of our church. A short time before I left home he was ordained a ruling Elder, and is altogether worthy of that station." "Ah, indeed," said his Northern brother, "*we will you take for that nigger?*" I want to get a ruling Elder for *my own use* and our church would be glad to get another, for there is a vacancy in that office in our church." I need not say that the conversation closed here.

"T." shall have a hearing to-morrow.

LIFE INSURANCE.—We direct attention to the advertisement of the "United States Life Insurance Company," in to-day's paper. This is a well established company, and reliable.

We direct attention to the statement of the United States Life Insurance Annuity and Trust Company, of Philadelphia, which speaks for itself.

NEW BOOKS

The Summer and Winter of the Soul—By Rev. Erskine Neale, M. D, author of "the closing scene," "life of the Duke of Kent," etc., New York: published by M. W. Dodd.

This is rather a remarkable and interesting book. The subject of the book, as set forth on the title page, is illustrated by sketches of the lives of several persons, most of them distinguished in some walk of life—such as Claudius Buchanan, Edward Irving, Francis Jeffray, Caroline Fry, Mrs. Sherwood, and others. It may be read with interest and profit.

"THE FISLAND FAMILY; or Fancies taken for Facts. A tale of the past for the present. By Mrs. Susan Peyton Cornwall. New York: M. W. Dodd.

The writer's aim in this volume, as she tells us in her preface is to illustrate the beauty and value of practical piety, by an attractive exhibition of its salutary influence, amid the daily duties and cares, and common incidents of life.

The above works are for sale by Davison & Agnew, Market street.

FROM WASHINGTON.

Correspondence of the Pittsburgh Daily Gazette.

WASHINGTON, Jan. 31, 1853.

Important Treaty with England—Reciprocal Trade, &c.—Death of Mr. Buell—Election of Whig Senators—Miscellanies.

The dispatches by the steamer Canada, which arrived this evening confirm the statement that a treaty for the settlement of all questions in dispute between the United States and Great Britain, has been agreed upon, and is now upon the point of conclusion. The draft of this treaty went out in the steamer of the middle of December last, and has received the prompt acquiescence of the British Government. The instructions to Mr. Crampton are such as to justify the expectation that he will proceed to conclude the negotiations, so that the treaty may be laid before the Senate before the termination of the present administration. It is said that some of the provisions of this treaty are as follows:

Great Britian concedes the free navigation of the St. Lawrence and the St. John's rivers. She also concedes comparative freedom of trade with the northern provinces and Canada, admitting all American raw products, duty free, and many articles of manufacture at reduced rates.

On our part, we admit most kinds of provincial produce duty free, and in consideration of the advantages secured to us, we admit provincial vessels to a share in the coasting trade, extending to them American registers upon certain conditions. This principle is one of the very greatest importance, and must produce an opposition to the ratification of the treaty in the Senate, very likely to prove fatal to it.

The treaty will also contain a clause providing for the establishment of a joint commission for the adjudication of claims preferred by the citizens of each country against the government of the other since the war of 1812.

It is said that the draft of such a treaty was received to-night with the express approval of Lord Aberdeen, and with instructions to Mr. Crampton to proceed with all alacrity to complete the business, in order to gratify the natural desire of Mr. Everett to settle all existing controversies with Great Britain while in charge of the Department of Foreign Affairs of our Government.

Negotiations are also in progress between Mr. Everett and the British Government, through Mr. Ingersoll, to settle the disputes which have arisen in respect to British claims in Central America and Honduras. They will be pushed forward to completion at an early day.

The death of Mr. Buell suspended business in the House for to-day. There is much sickness among members, as I have before remarked, and colds, catarrhs, influenzas, and rheumatisms are producing the worst effects, not only by incapacitating members from attention to their legislative duties, but by laying the foundations for other diseases of a more fatal character.

Mr. Everett will be doubtless chosen, this week, a Senator from Massachusetts, and Wm. Pitt Fessenden will receive the like honor from the Whigs of Maine. Wm. Wright, the rich manufacturer of Newark, who has just been elected Senator from New Jersey in place of Mr. Miller, by an immense Democratic majority, was a Whig up to 1849, and it is shrewdly suspected is "nothing shorter now." This does not look as if the Whig party was *dead*, but rather affords decisive indications that on the 2d of November last, it *slept*. A very bad time though to be caught napping.

A desperate feud has arisen in Ohio, on account of the intended appointment of Medary to the Post Office Department. A remonstrance, numerously signed by the field officers of the Democracy of the Buckeye State, has gone to Concord.

Senator Dixon, of Kentucky, is in bad health. He is going to Havana. He has paired off with Borland, of Arkansas, (that beauty) on Badger's nomination. JUNIUS.

THE COMMISSIONERS VS. THE SHERIFF.
MEETING IN ELIZABETH.

Pursuant to notice, a large and respectable meeting of the citizens of the borough and township of Elizabeth, was held in the public school house in the borough, on Monday evening, February 2d. RICHARD TAYLOR, Esq., was chosen President, and MR. THEODORE S. TOWER, Secretary.

On motion of Col. James A. Ekin, a committee of four was appointed to prepare business for the action of the meeting.

The President appointed Col. James A. Ekin, MESSRS. George Webster, Nathaniel Stephens and James Applegate said committee, who submitted the following preamble and resolutions, which were adopted on motion of John Walker, Jr., Esq., without a dissenting voice:

WHEREAS, The County Commissioners of Allegheny County have put in circulation petitions asking the Legislature of Pennsylvania to give to them the control of the County Jail, and believing the passage of such a law unnecessary and uncalled for, and that the present power of that Board is sufficiently great, if not dangerous, and that the government of the prison by them will not decrease the expenses of the County, therefore,

Resolved, That we condemn the action taken by the County Commissioners in this matter, and are opposed to any change that would take the government of the prison out of the hands of the present incumbent.

Resolved, That we take pleasure in expressing our confidence in WM. MAGILL, Esq., the present popular High Sheriff of our County, and believe that whatever evils may have existed heretofore in regard to the management of the jail, will be guarded against by him who now occupies that building; and from all that we can learn, he is giving the most ample satisfaction, perhaps without exception—unless it be to the County Commissioners and those under their influence.

Resolved, That we, the citizens of the borough of Elizabeth, and of Elizabeth Township, in public meeting assembled, respectfully but earnestly request our Senators and Representatives in the Legislature, to vote against, and exercise their influence in opposition to any change in the present law.

Resolved, That a copy of the proceedings of this meeting be forwarded to our Senators and Representatives, and that they be published in th Pittstaburgh Gazette, Connellsville Journal, Dispatch, Chronicle, and Union.

In the absence of the Committee, the meeting was adjourned by Dr. J. E. Shaffer and others.

On motion of Mr. Robt. McElhenny, the meeting adjourned.

RICHARD TAYLOR, Pres't.
THEODORE S. TOWER, Secretary.

Carroll County Railroad—The Carroll Free Press is authorized to say that the Carroll County Railroad will be completed, and the cars running by the first of April next. The wooden structure at the Carrollton end is completed, the work is being prosecuted with vigor on the rest of the line, and the iron is on hand. The Free Press states that Carrollton is a good point for the purchase of produce, as it commands the trade of an extensive and fertile region of country.

The colored population of this city contribute $1,500 taxation to the poor fund, but yet are entitled to no relief.—*Cin. Com.*

There are hardships attending the residence of colored people in free Ohio that should be removed, and this is one of them. It is hard and unfair to tax their property for poor purposes, and yet deny them the benefit of the poor fund. Negroes would not trust white people so.—*Cleve. Her.*

INTERNAL IMPROVEMENT APPROPRIATIONS.—During the last week, we learn from the Richmond Whig, the Virginia Legislature have made three-fifths subscriptions and loans for internal improvements to the following amounts:

To the Central Railroad,	$1,000,000
" " Manassa Gap Railroad,	480,000
" " Brandonsville & Fishing Creek Road,	28,000
" " Orange & Alexandria Railroad,	252,000
" " Danville & Wytheville Turnpike,	12,000
" " Shipton Turnpike,	6,000
" " Cassville & Chapmansville Turnpike,	6,000
" " Cranberry Summit & Brandonsville Turnpike,	4 800
" " Beverly & Fairmont Road,	30,000
" " Richmond & Danville Railroad,	600,000
" " Petersburg & Norfolk Railroad,	480 000
" " Richmond & York Railroad,	300,000
" " Surry & Prop't Royal Turnpike,	36,000
" " Virginia & Tennessee Railroad,	1,000,000
	$4,234,000

NEW YORK EXTRAVAGANCE.—Hon. John A. Dix, in a recent lecture before the Historical Society, made the followidg very just remarks:

Nothing can be more unwise than the erection of costly dwellings, which can only be maintained by princely fortunes. At the death of the head of the family, and the division of the ancestral property, no one of the children, as a general rule, has enough to support the establishment, and it passes into other hands. Nothing can be more cruel to children than to bring them up with expectations which cannot be fulfilled, and with habits of life which they are compelled to abandon. The parent, for the sake of a few years of ostentation, invests a large portion of his estate in a splendid dwelling, with the certainty that his death will be the signal for the expulsion of his children from it. Nothing can be more inconsiderate if it is done without intent reflection, or more unfeeling, if it is done with a full view of the inevitable consequence. Look for the splendid mansions of thirty years ago, and see what has become of them. Scarcely one remains in the family by which it was constructed. They are boarding houses, places of public exhibition, or the work shops of fashion.

Railway Interests of New York.—The official reports, to 1st September last, made by the different Railroad Companies to the State Engineer at Albany, show, that altogether the

Capital invested in Shares is,	$43,676,662
Credit in shape of Bonds, &c.,	41,742,671
Making a grand total of,	$85,319,333

Gross Annual Earnings.

From Passengers,	$6,212,215
Freight,	4,145,629
Miscellaneous,	692,078
Total.	$10,959 922
Expenses 46,70 per cent,	$5,101,676
Leaving net earnings	$5,848,246

The sum returned for interest in $2,805,090, but this cannot be the whole interest on a debt of $41,742,671 at 7 per cent. which is $2,921,-836. The discrepancy arises from the fact that many new bonds were issued during the year, on some of which little or no interest had accrued to the date by this Report, and on others only six months. Deduct actual accruing interest from the net earning as above, and we have left, for dividends on Capital Stock, $2,926,260 or a trifle over six per cent.

From the Ohio State Journal, Jan. 31.

BANK TAX INJUNCTION CASE.

The case of the Franklin branch of the State Bank of Ohio, at Columbus, *et al*, against Oliver P. Hines, Treasurer of Franklin County, on an application for a writ of injunction to restrain the Treasurer from collecting taxes claimed to be due from the Franklin branch and others under the law of April 13th, 1852, came up for a special hearing before Judge Bates on Saturday morning last. Messrs. Stanbury, Swan, Andrews and Swayne appeared for the application, and Messrs. Backus and Noble resisted.

The question involved the constitutionality of the law passed last spring to tax banks as other property is taxed, and there being similar cases pending before the Supreme Court in which the same question is raised, and which are set for hearing on Thursday next, the application was for a provisional injunction to protect the banks until the Court above settles the issue upon the validity of the law. For the same reason, the attornies for the application declined going into an argument upon the main question before Judge Bates, and submitted it upon its merits.

Mr. Backus submitted a written, and Mr. Noble made an oral argument in resistance to the motion, and in vindication of the constitutionality of the law. Mr. Noble's effort evinced great ingenuity.

In his decision, Judge Bates held that the clause of the constitution under which the law is claimed to have been passed is on its face contradictory and inconsistent. It specifies, with a minute exactness, the precise property which shall be taxed upon the duplicate, notwithstanding one half of the property so specified is only the representative of the other half. It then provides that banks shall be so taxed as to be placed upon an equal footing with other property, and taxed in the same way. He thought the former clause must give way to the latter one, but certainly could not conceive that the Constitutional Convention ever contemplated taxing banks twice as much as other property. The law does so tax them, and is therefore inconsistent with the constitution of the State. It is not denied that a charter is a contract. If, therefore, the constitution of the State violated a preexisting charter, it was in that far a violation of the Federal constitution, and must give way to it. It is a nullity. Any other idea would place the State above the Federal authority, and cannot be tolerated for a moment. But this question he did not consider it necessary to decide, for the other covered the whole ground.

The injunction was allowed.

☞ Mr. T. SLEE, Teacher of Phonetic SHORT-HAND WRITING, begs leave to acquaint the public generally, that he is prepared to teach it thoroughly, in a COURSE OF SEVEN LESSONS, for the moderate sum of FIVE DOLLARS, a system of Short-Hand, by far the most simple, perspicuous, and brief, yet invented. It is in practical daily use in the Senate of the United States and the British Parliament, as well as by a very large number of Professional Gentlemen, Students, and Authors, both in the Eastern Office of this Republic and abroad. It has been introduced, with eminent success, into the Public High Schools of Boston and Philadelphia, and will suffice for all purposes of Record, but at a valuable auxiliary in the attainment of Languages and as the most rapid embodiment of thought in composition —an essential part of a thorough education.

Public Speakers, as well as Students and Readers of all classes, professional or non-professional, will find this system of knowing a system that will enable them to take down reports, sermons, lectures, &c., with a facility and accuracy unattainable by any other method. Indeed for all occasions requiring a rapid, brief, and comprehensible notation, this art will be found more its equivalent in point of economy of time and labor, than a comparatively insignificant outlay of money and time necessary to its attainment.

The principles of the system can be completely mastered by the application of a single day's study, and with a short time thereafter a manual proficiency is attained, which will enable persons to write with five or six times the velocity of a rapid penman using the ordinary characters.

Mr. SLEE has books supplied him from the author; from these alone persons may learn thoroughly without the aid of other instruction. Ladies and Gentlemen desirous to have a practical illustration of the art, or to be taught it practically, will please address a line to Mr. T. SLEE, Post Office, Pittsburgh.

☞ SEE Advertisement of Morse's Cordial, on outside page.

☞ VALUABLE FAMILY MEDICINE.—So celebrated has Dr. M'Lane's Vermifuge become that it is regarded as the only specific cure for worms. Families should never be without a supply of it. At this season particularly, when worms are so troublesome and frequently fatal among children, parents should be watchful; and on the first appearance of those distressing symptoms which warn us of their presence at once apply this powerful and efficacious remedy. We are confident that it only requires a trial, to convince all that it richly merits the praises that have been lavished upon it. It is for sale by all Druggists and Merchants in town and country, and by J. KIDD & CO.,

ja29 Sole Proprietors No. 60 Wood street.

Scrofula.

☞ IT is due to Kier's Petroleum to say that it has been known to completely eradicate every trace 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, are 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. Inviting the investigating physicians, as well as the suffering patient, to become acquainted with its merits.

☞ In having a dread of mixtures we 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, to which is also appended the certificate of the celebrated D. V. Foot, M. D., of Syracuse.

This may in truth certify, that I have been so badly afflicted with Scrofula for the last seven years, that 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, Rock Oil, as every thing else had failed I did so without faith at first, but the effect was astonishing; it threw the poison to the surface at once, and I at once began to grow better, and by using seven bottles, I have got a cure worth thousands of dollars.

MRS. NANCY M. BARKER.

This may certify that I have been acquainted with Kier's Petroleum, or Rock Oil, for more than a year, and have repeatedly witnessed its beneficial effects in the cure of indolent ulcers, and other diseases for which it is recommended, and can with confidence recommend it to be a safe and reliable medicine worthy of attention, and can safely say that success has attended its use, where other medicines had failed.

D. V. FOOT, M. D.

For sale by all the Druggists in Pittsburgh.

au30dlw

☞ 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.,

oct13 MARKET and THIRD streets.

☞ Statement of the Affairs of the UNITED STATES LIFE INSURANCE, ANNUITY AND TRUST COMPANY, OF PHILADELPHIA, December 31, 1852, being the second Annual Report:

Whole number of Policies outstanding December 31, 1852,		1072
With Bonus for 1851 and 1852	$1,067,417	
Amount of Fund reserved for Re-insurance, December 31, 1851,		$35,668 73
Less then Deferred Quarterly, &c.		
Payments since received	6,524 36	
Less prempt Value of Bonus of 1851, since paid for each on demand	1,253 83	
Less amount of Premiums since returned	69 12	
		7,877 31
Amount received from Premiums, Interest and on Policies		$28,688 40
		62,162 78
Amount Reserved and Received		$90,841 18
DISBURSEMENTS.		
Amount paid for Losses	$18,900 00	
Amount paid for re-Insurance	841 40	
Amount paid for Office Rents, Salaries, Stationery, Commissions, Postage, Advertising, State Taxes, Account Books, Examiners' Fees, &c.	15,070 24	
		$34,812 14
Amount Reserved for Re-Insurance, December 31, 1852		$56 029 04
Amount of Capital		500,000 00
Amount of Assets liable for Losses, January 1, 1853		$500,029 04

Bonds, Mortgages, and U. States, 6 per cent. Loans, $107,880 00
Stock Subscriptions, due on demand, 144,220 00
Loans on Stock and Policy Collateralls, 7,472 08
Amount Loaned at New Orleans Branch Office, on Collaterals, well secured, paying eight per cent. legal Interest, 14,681 81
Amount of Bank Stock, 3,000 00
Amount of Pennsylvania 5 per cent Loans, 1,975 00
Amount due from Agents, 1,765 39
Amount of Home Office Furniture and Branches, 3,000 00
Amount of Deferred Quarterly and Semi-Annual Payments, 6,220 41
Amount of Cash on hand, and in Bank temporarily, 9,444 34
$500,029 04

GEORGE E. ARNOLD, Agent.
No. 74 Fourth st., Pittsburgh.

☞ DUQUESNE GRAYS.—You are hereby notified to attend a meeting of the Company, on this FRIDAY EVENING, the 4th inst., at 7 o'clock, at the ARMORY, on business of importance.

By order, CHAS. GLENN, Act. Or. Serg't.

☞ THE UNITED STATES LIFE INSURANCE, Annuity and Trust Company, Philadelphia—chartered April 20th, 1850—Charter perpetual—Capital $250,000. Office, S. E. corner of Third and Chestnut streets, Philadelphia.

Officers of the Home Board at Philadelphia.

Stephen R. Crawford, Ambrose W. Thompson, Benjamin W. Tingley, Jacob L. Florence, William H. Godwin, PRESIDENT—Stephen R. Crawford.
Vice-PRESIDENT—Ambrose W. Thompson.
MEDICAL EXAMINERS PHYSICIANS—Jas. H. Wilson, M. D., John R. Irwin, M. D.; Alfred Stillé, M. D., Consulting M. D.
GEO. E. ARNOLD, Agent.
No. 74, Fourth st., Pittsburgh.

Paul B. Goddard, Ambrose White, George M'Henry, James Dougherty, William Lex-ington.

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GEO. E. ARNOLD, Agent.
No. 74, Fourth st., Pittsburgh.

Paul B. Goddard, Ambrose White, George M'Henry, James Dougherty, William Lex-ington.

☞ LECTURE.—Young Men's Mercantile Library Association, and Mechanics' Institute. Bishop SIMPSON, will deliver a lecture before the Institute, at LAFAYETTE HALL, corner of Wood and Fourth streets, on THURSDAY EVENING, 10th inst., at 7½ o'clock. Subject—"The connexion of Commerce with Science and Religion." The principal portion of the lecture will be devoted to the relations of Commerce and Religion—Tickets of admission, 25 cents; to be had of the Directors, Lecture Committee, at the Book and Drug Stores, Hotels, Wm. M. Harsh's, Market and Third streets, and at the door.

HENRY WOODS, JNO. K. HOLMES,
W. H. KINCAID, JNO. M. KIRKPATRICK,
Lecture Committee.

☞ Doors open at 6½ o'clock.

LARD.

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

da28

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

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

de21

SAMUEL GRAY,
MERCHANT TAILOR,
No. 47, St. Clair Hotel Buildings,
St. Clair street, Pittsburgh.

GENTLEMEN'S CLOTHING MADE EXCLUSIVELY to order, and warranted to suit. Has constantly on hand a choice assortment of CLOTHS, CASSIMERES,
VESTINGS and OVERCOATING,
OF THE LATEST STYLES.

Selected expressly for the custom trade. Gentlemen leaving their orders will have their wishes carefully and promptly complied with, as all work is done under his own supervision. de14dlm

A. H. HOLMES & BRO.

Successor to H. P. Nelson & Co.,
MANUFACTURERS OF
SOLID BOX VICES,
PLATED BRONZED, MATTOCKS, SPADES, HOES, &c.
FORK, PENN-AVE. & DIAMOND ALLEY,
PITTSBURGH, PENNA.

Office No. 134, Water street, third door above Smithfield st. ☞ All work warranted equal to any manufactured. au22

JAMES P. TANNER.
WHOLESALE DEALER
IN BOOTS, SHOES, BONNETS, &c.,
NO. 56 WOOD STREET, PITTSBURGH.
Between Third and Fourth.

☞ My stock embraces every variety and Style of Boots, Shoes, Bonnets, &c., purchased direct from the Eastern and Manufacturers, and will be sold at Eastern prices for Cash and Approved Paper. Please call and examine before buying.

sep2

NEW CARPET STORE.

ROBINSON & CO.,
NO. 47, FIFTH STREET, NEAR WOOD.

Now opening a large and entirely new Stock of Imported and American Carpets, together with everything usually kept in a Carpet Store, at the lowest cash prices. oct9

W. A. M'CLURG & CO.,
HAVE REMOVED TO THE CORNER OF
WOOD AND SIXTH STREETS,

WHERE they offer to their old customers and the public generally, at the lowest rates, Wholesale and Retail, the largest, most select and complete Stock of

CHOICE TEAS, FAMILY GROCERIES,
WOODEN AND WILLOW WARE TO BE FOUND
IN THE WEST. dec4

Knickerbocker New Year's Cakes.

500 POUNDS Knickerbocker New Year's and Fancy Cakes, for sale by the box and a general assortment of plain and fancy Cakes for the holidays, at
JOHN H. MELLOR,
de22 No. 81, Liberty street.

Citizen's Insurance company of Pittsburgh

H. D. KING, PRESIDENT.
SAMUEL L. MARSHALL, Secy.

OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.

☞ INSURES HULL AND CARGO RISKS ON THE OHIO AND MISSISSIPPI RIVERS, AND TRIBUTARIES.

☞ *Issues to assured loss or damage by FIRE, also, against the perils of the SEA and INLAND NAVIGATION and TRANSPOR