PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

SATURDAY MORNING, FEB. 5, 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 PHILADELPHIA SUBSCRIPTIONS.

Our readers will learn by our telegraphic despatches, that the subscriptions contemplated to the Hempfield, by the City of Philadelphia, have passed the Councils of that city. Half a million of dollars has been decided upon for the Hempfield; one million for the Sunbury and Erie; and $750,000 to the Marietta road—the latter subscription to be made by the Central Railroad, over which the Councils exercise a powerful influence.

Philadelphia has thus engaged in a bold and gigantic undertaking to secure the trade of the West, and she will no doubt succeed to a greater or less degree. At any rate her great Railroad will be overwhelmed with business by means of all these avenues to it, and it therefore becomes an imperative necessity with Pittsburgh to build the Connellsville road, with the aid of Baltimore, which will no doubt be freely given. Our river business, and our Eastern Railroads will languish with no other avenue to the East but the Central Railroad, after the Hempfield and other branches are made to it, particularly if we have to labor under discriminations in favor of the Hempfield route, of which, we repeat, there is danger. Pittsburgh ought to have a Railroad avenue to the East more or less under her own control. This she can have by building the Connellsville road, which she ought to undertake without any further delay—not for the purpose of revenging ourselves upon Philadelphia, as some persons assert, but for our own benefit, to meet a manifest necessity which has been forced upon us by the action of Philadelphia. Revenge is a small business, and perfectly ridiculous, where money and commercial business is concerned. No community can ever be induced to spend their money for spite. But the action of one city may create the necessity for action on the part of another. A city is freqently compelled in self defence—to preserve even her present prosperity—to expend her money in improvements to counteract the injurious effects of improvements on the part of other enterprising communities. Numerous examples of this exist. Nearly all the great Railroads in the country have originated in the intense presence of a present necessity. Such a necessity is now upon us, growing out of the action of Philadelphia.

The Connellsville project has merits of its own, independent of any Philadelphia action to justify its immediate commencement and speedy completion; but a delay, for a few years might have worked us no particular injury, had not the action of Philadelphia, in regard to the Hempfield, rendered what was before merely useful and justifiable an absolute necessity. Delay in the one case might have done us but little injury—in the other it is fraught with danger.—Those who say, then, that the present feeling in relation to the Connellsville road, is the result of chagrin towards Philadelphia do not reason wisely or well. Philadelphia by her action, has created a necessity for us which we cannot avoid however much we may desire to do so. Not for spite or revenge, then, do we advocate the Connellsville road, but as a means of defence against the injury which the policy of Philadelphia is calculated to do us—not designedly on her part, but from a desire to benefit herself. We think her policy is erroneous; but she has adopted it, and we must take the best means we can of defending ourselves.

MRS. TYLER.—The address of British ladies to their sisters in America, on the subject of Slavery, has elicited sundry replies, the latest of which emanates from the wife of Ex-President Tyler.

The Baltimore Sun, in referring the other day to the "Uncle Tom mania," frankly admits that all the attempts made to answer "Uncle Tom," have been failures. The same feature characterizes all the efforts to answer the Duchess of Sutherland and her co-laborers. They are all failures; and foremost among them, in point of failure, is the diatribe of Mrs. Tyler.

The address of the British ladies was, whatever may be said of its propriety, courteous in its tone, and in every sense respectful. The answer of Mrs. Tyler is coarse, personal, ill-tempered and disrespectful. While the British address indicates the graces of refinement, the reply seems characteristic of the virago.

We have heretofore said nothing about this British address. Our sentiments on the Slavery question are well-known; and while as heartily detesting Slavery as any Briton can, we have yet felt a doubt as to any good results likely to flow from such missives from the other side of the water. But of the *right* of British women to plead with their American sisters for the removal of a great wrong, there can be no doubt; and silence would much better become those who cannot answer them than railing accusations.

What is there strange or wrong in the fact that British women should have their feelings enlisted against oppression? American women have set the example. When Greece and Poland, and the South American republicans, struggled against their oppressors, there were none so forward or so active in their sympathy as the women of America. And why should not an English woman be as free to sympathize with the down-trodden in America, as the American woman with the oppressed of Greece or Poland?

"Oh," but Mrs. Tyler and those who think with her, say, "look at the oppression in *England*; let these English women remove the oppression in their own land, before interfering with ours." Just so the oppressors in Greece and Poland replied, in the language of Whittier, to Americans:

"Go loose your fettered slaves at home,
Then come and ask the like of us."

That there is suffering in England no one denies. But how does that justify oppression here? Do two wrongs make one right? And do not those who so freely fling back this retort upon our English address-makers, thereby admit that American Slavery is oppression?

The fact is, this retort is the last one that should be used by the advocates of Slavery. It is equivalent to saying—"We know that American Slavery is wrong; but look at the suffering at your own doors." The admission is fatal to those who make it. If Slavery be wrong, then that is a sufficient reason for the interest shown abroad to aid in extirpating it.

The misery and suffering of London and other cities in Great Britain, are no offset against American Slavery. The two cases are not parallel. The same misery and suffering exist in all American cities, North and South; and they will exist when every vestige of slavery has disappeared. They spring from the framework of society, and no remedies have yet been found for them, as there have been for slavery. They will gradually disappear, as society progresses; but the responsibility for their existence and removal, is neither personal nor political, as in the case of slavery. The Duchess of Sutherland, and her coadjutors, for aught that Mrs. Tyler knows to the contrary, may be consistent and earnest laborers for the removal of the misery and suffering which surround them; and it is no legitimate answer to twit them with what they can neither prevent nor remove.

If the friends of slavery have no better advocates to put forward than Mrs. Tyler, they will find it more profitable, in the long run, to be quiet, and let things take their course.

We heartily rejoice that Mr. Everett has been elected to the Senate of the United States, by the Legislature of Massachusetts. He will dignify and adorn that body. Would that we had more such men there.

We are indebted to Mr. Howe, for valuable public documents; also to Senators and members of the House, at Harrisburgh, for similar favors.

BRIDGES OVER NAVIGABLE STREAMS.—The following notice of the action of the Missouri Legislature in relation to a proposed bridge over the Mississippi at Rock Island, with the remarks on the subject from the St. Louis Republican, are worthy of preservation and dissemination. In a subsequent Republican it is stated that two other applications for bridges over the same river, had been made. So long as the obstruction of navigation injured only our city, there was little sympathy for us or our wrongs; but so soon as bridges over our navigable rivers become more numerous, and other States besides Pennsylvania begin to suffer by them, complaints will be loud and general, and the wisdom and foresight of the Supreme Court of the United States will be universally applauded.

Let it be once settled that bridges obstructing the navigation of our great rivers will not be tolerated—that the right of passage across those rivers is just as sacred, and not a whit more so, than the passage up and down, and, I venture to predict that American ingenuity will very soon contrive easy and speedy means for crossing.

BRIDGE ACROSS THE MISSISSIPPI.—On January 12th, in the Missouri Legislature, "a Senate bill passed the House without comment—ayes 63, nays 1, absent 6—granting to Joseph A. Matteson and others, the right to build a railroad bridge across the Mississippi at Rock Island, to be completed within six years. But afterwards the bill was reconsidered, and referred to the committee on the Judiciary."

The St. Louis Republican, speaking of the feasibility of the project, says:

"That it is practicable to build a bridge across the Mississippi, is the opinion of the distinguished engineer, Mr. Ellett, and of other men who have given the subject proper consideration; and we have as little doubt that it will be done.—Some years ago Mr. Charles Collins obtained the passage of a law authorizing the building of a suspension bridge across the Mississippi at St. Louis, and, if he had lived, there is every reason to believe that he would have accomplished it; but with him died all the enterprise of the northern part of the city, and nothing has been heard of it since. We infer from the reconsideration and reference of the bill to the Judiciary Committee, that doubts were aroused whether the bill, as shaped, could be passed.

"The case of the Wheeling Bridge, on the Ohio, has made it very clear, that if this bridge is likely, in its construction, to form an obstruction to the free navigation of the Mississippi, it cannot be built. No matter whether such a structure be erected at Rock Island, or at St. Louis, or anywhere else, this consideration must always be kept in view. The free navigation of the Mississippi is solemnly guaranteed, and every legislature will, if it acts with ordinary prudence, provide against any obstruction to such navigation. If done in the bill now before it, it will remove the only objection to the enterprise."

GEN. LARIMER.—The *Somerset Herald* quotes with approbation some remarks in this paper in relation to the Connellsville road, and says the people of that region are all alive to the good work, and then adds the following in relation to Gen. Larimer:

"The *Gazette* in connection with this subject, pays a very high and deserved compliment to the President of the Company, Gen. Larimer, every word of which we can endorse, having been acquainted with that gentleman from our boyhood and hailing originally from the same township in Old Westmoreland that gave his big heart to the world. We have long watched the General's rapidly prosperous career with friendly interest, and much we feared latterly that he would be seduced by the *"politicianers,"* so often did we meet with his name in the public prints in connection with the office of President or Governor. Fame is dear to all men, but the fame of a politician is but as the breath of our nostrils. Gen. Larimer can build for himself a monument that will endure for ages beyond the ephemeral fame of a mere National or State executive, by vigorously prosecuting this work, and we trust to see that sagacity which so rapidly built up a princely fortune for himself, enlisted in the task, for in his vocabulary we know that there is "no such word as fail."

The *Herald*, nevertheless, would have no objection to see Gen. Larimer President, provided the Connellsville road is first built. That is the matter of pressing necessity now, as Gen. Pierce has a lease of the White House for the next four years. Build the Connellsville road, and then our General may ride over it to Washington.

FROM WASHINGTON.

Correspondence of the Daily Pittsburgh Gazette.

WASHINGTON, Feb. 2, 1853.

The new British Treaty—Inaction of Congress—The Union on the Progressives—The President and the Cabinet—The Supreme Court and the Kane Extradition Case—The Southern Aristocracy upon the "Appeal of the British Aristocracy."

The British treaty creates a great deal of interest. Its general features were given in my letter of Monday night, the details will not be known until the negotiation is concluded and the result shall be laid before the Senate for its action. I am informed, however, that the provision for nationalizing British provincial vessels in our ports by granting them American registers, is not to be retained. This would have a very unfavorable effect upon our shipping interests not only upon the Atlantic coast, but on the lakes. The Democrats will resist the ratification of this treaty because it will be the act of a Whig Executive, but if the advantages which it secures to the United States prove to be as great as they now appear from the accounts which are privately given of the concessions made to us, faction will prove impotent in opposing it.

Congress is doing little of real interest, because there is no probability that if it undertake any thing useful for the country it will be carried through. The House, for example, today, got at a bill from the Committee of Ways and Means, for regulating the coinage. The committee recommend the adoption of gold as a standard, and propose some new coins. This may be a useful and proper charge from the existing state of the metallic currency, but it really seems to me just the reverse. If you make either one of the precious metals the standard of value in preference to the other, the present state of affairs in the world clearly indicates that silver should be selected, and not gold. For the rate of annual production of gold is now more unsettled than it has been before for three hundred years, while that of silver seems to remain main stationary or to increase at a uniform pace in conformity with the expansion of business and the augmentation of property. But, it is really of little consequence whether the bill is good or bad, because there is no probability that any decisive action will be had upon it. And the same is true, of that transcendantly important measure, the Pacific Railroad. Some weeks will have been consumed directly and indirectly in discussing and moulding it into shape by the Senate, while it will either fail there, or will be lost in the House from want of time, or indifference.

The Union newspaper has at length waked up from its Rip Van Winkle nap, has intermitted its drowsy and feeble attacks upon the administration, addressed itself to the task of warding off the blows of its innumerable assailants within its own party. Yesterday morning it committed a furious recalcitration upon George Saunders, of the Democratic Review, and Ned Marshall and the Progressives and Young American in general. Its exposure of the scandalous profligacy of the so called Democratic Review, and denunciation of the whole set which surround it, is quite racy and entertaining. It is a thought too passionate and vindictive; but then the Union has been badly abused, and even denounced as an *"Old Fogy!"* That was the last kick that started the slumbering lion, and now it roars in a tone like any other than a sucking dove's. The Union says all the Young Americans and Progressives are a set of desperate office seekers, besides being disorganizers, pirates and "a nest of maunders." This pretty severe, but the editor presents a bill of particulars, and denounces George Saunders, the proprietor of the Review, by name as no better than he should be, and says that Ned Marshall, author of the ten million bill, is in pursuit of almost the fattest office under the government, meaning probably the collectorship of San Francisco. Now this is deplorable. It betrays a bad state of feeling among our friends, the victors. We may imagine what scenes must some time have occurred within the cave of the forty thieves while those worthies were dividing the spoil after their return from a successful expedition. I hope to send you an account of a reconciliation by the next mail. The particular occasion, it may be mentioned of this remorseless pitching into Marshall is his visit to and return from Concord, whither he went to consult and to plan. As for Saunders and his Review they are *hors de la loi*, and at all times, whom, as the old law says, any man may slay upon the high-way.

Gen. Pierce receives his visitors, who are again becoming numerous, briefly and coldly; for he sighs for them that will not return, and will not be comforted because they are not. He will have no public receptions either at Washington or any other place upon his route.

Sam. Medary arrived to-day just in time, very singularly, to attend the meeting of the National Agricultural Society, and perhaps it is still more singular that he did not attend it, after all. Sam will go into the Post Office, or he will know the wherefore not. In the meantime, he will have little or no leisure.

The second annual meeting of the Agricultural Society was held to-day, and you will receive a copy of the proceedings, together with the able address of the President, Gen. Wilder, of Massachusetts. I hope this will prove the germ of an institution that will do much to advance the great farming interest of the country.

The Supreme Court decided on Monday morning that they could not agree upon the question of giving up Kane, the British deserter, demanded by his government. I don't consider the matter of any great importance, except as to the prisoner himself, and I hope he will escape. Very few soldiers are likely to get away, whatever our law be decided to be, and still fewer will be caught. His case is ordered to be re-argued.

I have not hitherto said anything about the Christian appeal of the ladies of the British aristocracy to the ladies of the United States upon slavery, because, in general, I am decidedly opposed to any sort of foreign intervention in our social evils or political controversies. But I have observed with deep interest the manner in which that appeal has been received in this country, and particularly in the South. To say the least, the "appeal" was in good taste; it was delicately expressed, and couched in the spirit of true Christian charity. No crime nor lack of virtue was imputed to our American women, but they were affectionately entreated to aid in the correction of a great evil, inconsistent with the enlightened humanity of the age. If the American ladies did not choose to accept this invitation to co-operate with their sisters over the water, they could have declined it by their silence. But the appeal has stirred up a pool of wrath, spite, and vindictiveness, such as it was to have been charitably hoped could find no resting place in female bosoms. These feelings have developed themselves chiefly in virulent criminations and insults directed at the British women who signed the address, and in numerous libels upon the industrious classes of Great Britain, who are contemptuously described as more miserable, more oppressed and degraded than the Southern negro, who is bought and sold and driven like a beast of the field. And at length steps forth the wife of Ex-President Tyler, and she revamps these stale slanders upon the commonalty and aristocracy of England, alike, and flings them in the face of the women who have courteously and mildly addressed her own countrywomen. It is a silly and trumpery effusion, but it shows the temper which actuates the champions of slavery, and betrays, too, their deep-seated contempt and dislike of poor freemen and laborers everywhere, no less in the free and slave States of the Union than in Great Britain. But humanity and justice will lose nothing in the contest between the aristocracy of England and the aristocracy of the cotton plantation and the slave pen.

JUNIUS.

FROM NEW YORK.

Correspondence of the Daily Pittsburgh Gazette.

NEW YORK, Feb. 2, 1853.

Yesterday was a day to make tenants question their ideas of the value of real estate in this region, if they were not before awakened by reading the papers daily. Stores on South st., such as rented for twenty-five hundred dollars, have been put up to thirty-five hundred, and so on in that ratio down town. Low priced dwelling houses have been advanced full twenty-five per cent., and high priced houses are let at any price landlords choose to ask. Rents are enormous everywhere, and one can probably be met as long as our present prosperity lasts, but the corner will be turned one of these days, and landlords be glad to abate a little.

A public meeting was held on Change yesterday to sustain the Senate in its attempt to kill off the plan of granting railroad charters by cities. It was largely attended, and is to be followed by another, called by the late City Reform League. The gross abuses of the city government have become intolerable, and reform will be effected to the extent of changing the officers.

Another large hotel, near the Metropolitan, is in course of erection, and will absorb Metropolitan Hall. It is to be called the Lafarge Hotel, in honor of its proprietor, one of our most wealthy of our citizens. The "Union Club," located above Niblo's, has purchased land for a new site, upon Fifth Avenue and Fortieth street, thus planting itself in the heart of the fashion of the city. The new part of New York, that is the portion above Fourteenth street, seems now to be the only region desirable for any purpose. Our Libraries, Colleges, and fashionable Churches have all emigrated thither, and "the city" seems by common consent to be that part below Grace Church, drawing the line across the city map.

A fine steamer of five hundred tons was put into the water this forenoon. She has been built in forty-seven days, and has a part of her engine on board. More despatch could not well be attained.

In money affairs there is more stringency, caused by the increase of business among merchants generally, but more directly to be traced to the return of a considerable amount of bills by the last steamer. The houses here will make a good dividend, but that does not at all do away with the distress of commercial bills. Some of the drawers put up the rate to 110, and first class banker's bills cannot be quoted much less, though a lower range is given for produce bills.

A very important decision has been made by the Supreme Court of this State relative to the funds of benevolent societies. It has decided that the funds of a subordinate association cannot be divided or carried off by members, who may be offended at the action of their superior association, from whom they obtained their character and constitution. It declares the right of Grand Bodies to expel for cause subordinates; to reclaim the funds, and to reinstitute the subordinate, and give it the money taken from dissatisfied. To Masons, Odd Fellows, Sons of Temperance, and in fact all benevolent associations, this decision is of great moment, being the first made upon the point.

An address has been issued by the Directors of the Crystal Palace, to parties engaged in mining, or interested at all in developing the mineral resources of the country. It is desired to obtain specimens not only of all the mineral ores, but also metals in the various stages of preparation, together with samples of the residuums produced at each stage of the process. Such a collection must be of great value, and one can easily be made that will show a profusion of mineral wealth in our country of which many are not aware. The Palace Company have determined to increase its capital fifty thousand dollars in accordance with its charter, an easy task when the stock sells at sixty-five cents premium upon fifty dollars paid in. Every thing now promises a very excellent exhibition, not local in interest, but national, nor yet without a large infusion of foreign contributions, sufficient to attract a multitude who see no charms in home manufactures.

A panic has been caused in stocks to-day, and prices close rather dull, with money in active demand.

C.

For the Daily Pittsburgh Gazette.

MR. EDITOR—The important suggestions contained in the letter addressed to Gen. Larimer, which appeared in your paper of Thursday morning, are well timed, and cannot fail to attract attention to a subject upon which the public mind is becoming extremely sensitive—although there is scarcely to be found "upon the top of the ground" a more meek and forbearing community, under injuries, than our own. Instance—Philadelphia defeated our right of way to connect by the Connellsville Railroad with the East; whereupon we turned round and subscribed a million to their road, at a time when our refusal would have been almost fatal to that work.

2.—By way of requital for this assistance, the Pennsylvania Railroad Company abandoned the direct, cheap, and natural route to Pittsburgh, and passes ten miles out of the way, to Greensburgh, in order to obtain an easy point of divergence to Wheeling; soon after which our Councils granted to this same Pennsylvania Railroad Company the right to use the best street of the city for the passage of her locomotives, and pave, at the same time, the right to occupy 1800 feet of her wharf for warehouses, though the wharf was previously too small to accommodate the trade!

3.—In pursuance of the aggressive policy which has characterized every movement of this great monopolizing corporation, she then took the business of receiving and forwarding into her own hands, in the face of a *direct agreement to the contrary*, whereby the forwarding agency business, with its various warehouses, clerks, drays, &c., are to be thrown out of use; not to the cheapen expenses of transportation by this route to the west, but for no other purpose than to be able to build up her own power through the patronage she could control in this way. Soon after this, our authorities agreed to surrender to this same Railroad Company in fee simple, the whole of Eighth street, and a square of Plum alley.

4.—On the principle that one good turn deserved another, the Railroad Company then proceeded to open Liberty street from one end to the other, obstructing it unnecessarily and most recklessly, for weeks and months, and keeping it blocked up with piles of stones to this day; and at the same time refusing daily to carry freights for our own city shippers, till they could first get off all that came from abroad.

Our peace loving citizens are expected to acquiesce in all these things, and thus far seem to do so with a good grace. But perhaps it is too much to expect us to go further. The President of that Company has been quietly but earnestly urging Philadelphia to make the Hempfield Road—to increase the pertinacity with which the claims of that route have been pressed in the newspapers of that city, day by day, and the influence recently exerted by Mr. Thompson with the councils.

It is well known also that the President of that Company has prosecuting, and is busy at this moment, projecting schemes for branch roads (which are intended, as you justly remark this morning, "to hem us in and crush us") from the main stem near Latrobe—one to the South, leading to Parkersburgh, and another to the North, leading through Freeport and Butler to Cleveland.

Has Allegheny County no power as an original partner in the stock of the Company, to prevent its funds from being squandered in the construction of works so detrimental to her own interest, and which were neither authorized nor contemplated when she made her subscription? If she has no control of these matters, then let the Commissioners obtain authority to sell the stock which is now at par, and pay off the bonds; their shoulder to the wheel, and build without delay the Allegheny Valley and the Connellsville roads and stimulate the early completion of the Steubenville and Washington roads.

In the meantime, let the citizens make a show of independence by resolving that the Liberty street and wharf nuisances must be abated speaceable if possible—but forcibly if no-cessary.

T.

BISHOP SIMPSON'S LECTURE.—The Lecture of Bishop Simpson, on last Saturday evening, at the Methodist Episcopal Church, was very numerously attended. His subject, "THE PRETERNATURAL," was a novel one and gave scope to a wide range of thought and brought in review the whole history of Man from the Creation to our times. The learned lecturer enchained the attention of his auditory by adverting to the numerous instances of the preternatural afforded in both sacred and profane history. The subject was treated with great ability—the lecturer occasionally indulging in the playful and exciting the risibles of his hearers by the frequent introduction of piquant anecdotes.

On Sabbath Bishop Simpson preached in the Presbyterian Church, to a crowded congregation from the first clause of the 38th verse of the 10th chapter of Paul's Epistle to the Hebrews —"Now the just shall live by faith." We have seldom, if ever, listened to a more able discourse than that of the Bishop on this occasion. Bishop S. is an able divine, a profound theologian and a pleasing and impressive pulpit orator. His late visit to our town has been one highly gratifying to our people, and the good results of his intellectual labors, we would fondly hope, will be abundant and enduring.—*Wash. Reporter.*

PENNSYLVANIA RAILROAD.

We published yesterday a statement showing the receipts of the above named road for the month of December, 1852, and also the gross receipts during the whole of that year. It was seen that the sum of revenue for the twelve months reached within a fraction of two millions of dollars, being an increase of nearly eighty-two per cent. as compared with the income of the year of during the preceding year, and that in comparing the receipts in the month of December, 1851, with those of the same month in 1852 the excess of the latter over the former amounted to the prodigious difference of one hundred and nine thousand three hundred and forty-nine dollars: equivalent to an increase of one hundred and twenty-two and a half per cent.

These facts indicate very plainly the eminently successful fortunes of the work, and must afford its friends very great and sincere gratification. Since the improvement, though not even now completed, and still laboring under its defects which have heretofore embarrassed its operation, has attained so so flattering a measures of prosperity, it may not be uninteresting to turn one's eye back to the period when the cars commenced running on the line, and trace the stages of progress in the construction and use of the road from that time to the present. In making this review, we find that the road was first opened for travel on the 1st of September, 1849, from Harrisburg to Lewistown—a distance of about sixty-one miles. This section was in uninterrupted operation to the succeeding 31st of October—an interval of two months—in which time the total receipts were $14,802 76 which, deducting all expenses, left a net profit of $11,397 80, a sum equal to an average of four and one-third per cent. per annum on the cost of road and equipment. To show the rate of progress in the business for the short period named, it may be stated that the per courage for the month of September was three and one sixth, and that for October was five and one sixth. Considering that the line was in operation only to Lewistown, at which point it was not supposed that the receipts would more than meet expenses, and that the freight business had not fairly begun, these results were certainly quite auspicious.

On the 24th December, 1849, an additional section of eleven miles, to McVeytown, was put in use. Another, of thirteen miles, to Shaeffer's Aqueduct, near Mount Union, was opened April 1st, 1850. Another, of seventeen miles, to Huntingdon, on the 10th of June of the same year; and another, reaching forty miles, to the Portage, on the 16th September. A connection with the Portage, however, was not effected until October following. Up to this date the average extent of road in use was about ninety miles. The average capital invested was $2,600,000—three hundred thousand of which had been expended on work preparatory to laying a second track, and is to be regarded, therefore, as for the time, dormant. From November 1st, 1849, to 31st December, 1850—fourteen months—the net receipts of the road amounted to $155,810 84.

Owing to the varying length of the track brought into active employment during the interval named, and the averseness of shippers to change suddenly their accustomed channels of transportation, it is obvious that the business transacted on the line cannot be cited as any fair index of future results. Moreover, it should not be forgotten in this calculation that there was a serious obstacle to even a profitable local freight business, in the heavy charges and expenses incurred by the company in passing over the State works. As regards the passage travel, it may be stated that the aggregate number of persons entered at each station, from Dillerville of Hollidaysburgh, during the sixteen months from the first opening of the road, up to the 31st December, 1850, amounted to 194,888.

In 1851, fifty-seven additional miles of railway were opened, leaving a gap in the western division of only twenty-eight miles to be filled up. With one hundred and ninety-four miles of the Central road completed, and used in connection with the Portage and other State roads, the net profits for the year 1851 were $382,925 80, which was equivalent to six and three-quarters per cent. on the whole cost of the portion of the road in use, and its equipment, including interest charged to capital—a result clearly demonstrating the great value of the improvement. During the past year other sections of the work have been completed, forming a continuous railway from this city to Pittsburgh, including the Portage, which is a serious impediment in the route, and must, until finally avoided, greatly diminish its popularity and profit. What the income of the thoroughfare during 1852 was, we have already seen. But it is curious to note as a proof of the influence of such improvement like the Pennsylvania Railroad upon trade, and its faculty to create wealth and traffic where none existed before, that from $889,452 51, which were the total receipts of the line during sixteen months from the first opening of the road on the 1st of September, 1849, to the 31st December, 1850, in which interval there were on an average ninety miles of road in use, the revenue had risen on the 31st December, 1852—only two years after—to $1,880,672 54—equal to an increase in that brief space of more than a million and a half dollars.

The reflection naturally suggested by these figures is that if so much has been accomplished by the Central road under unfavorable circumstances, what magnificent results may its future operations not develope? Another gratifying assurance derived from duly considering the embarrassments the company have labored under, in connection with the extraordinary profitableness of the business done thus far, is, that the success of the road is attributable to its own intrinsic advantages, which will always remain, and would continue to attract a remunerative amount of trade and travel over its rails, even in opposition to any and all adverse efforts or circumstances.—*N. Amer.*

LARD.

☞ R. WATSON is now engaged in slaughtering 4,000 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. de5d

☞ 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		1972
Whole amount thereon, with Bonus for 1851 and 1852		$1,067,617
Amount of Fund reserved for Re-Insurance, December 31, 1851		$36,558 71
Less than Deferred Quarterly, &c. Payments since received	6,324 36	
Less present value of Bonus of 1851, since paid in cash on demand	1,283 83	
Less amount of Premiums since returned	69 12	
		7,677 31
Amount received from Premiums, Interest and on Policies		$28,658 40
Amount Reserved and Received		62,152 78
		$90,841 18
DISBURSEMENTS.		
Amount paid for Losses	$18,900 00	
Amount paid for re-Insurance	941 00	
Amount paid for Office Rents, Salaries, Stationery, Commissions, Postage, Advertising, State Taxes, Account Books, Examiners' Fees, &c.	15,070 24	
		$34,912 14
Amount Reserved for Re-Insurance, December 31, 1852	$36,129 04	
Amount of Capital	250,000 00	
Amount of Assets liable for Losses, January 1, 1853	$300,029 04	

INVESTED AS FOLLOWS:

Bonds, Mortgages, and U. S. Stock, per cent. Loans	$107,850 00	
Stock Subscriptions, due on demand	144,630 00	
Loan on Stock and Policy collaterals	7,432 28	
Amount Loaned at New Orleans Branch Office, on Collaterals, all secured, paying eight per cent. legal interest	14,661 81	
Amount of Bank Stock	3,000 00	
Amount of Pennsylvania 5 per cent Loans	1,975 00	
Amount due from Agents	7,765 30	
Amount of Home Office Furniture and Stationery	2,000 00	
Amount of Interest Quarterly and Semi-Annual Payments	6,250 81	
Amount of Cash on hand, and in Bank temporarily	9,444 34	
		$306,029 04

feb6lw GEORGE E. CARSON, Agent, No. 74 Fourth st., Pittsburgh.

☞ LECTURE.—Young Men's Mercantile Library Association, and Mechanics' Institute. Bishop SIMPSON, will Deliver a Lecture before this Association, 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. Herth's, Market and Third streets, and at the door.

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

☞ Doors open at 6½ o'clock.

☞ 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 article is particularly adapted to those troubled with chapped hands in Winter. J. KIDD & CO., Agents, de21 No. 60 Wood street.

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

☞ A 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 the powerful and efficacious remedy. We are confident that it only requires a trial, to secure a share of the merits the praises that have been lavished upon it. It is safe and infallible. Volumes of certificates can be produced, showing its great medical virtues.

For sale by all Druggists and Merchants in town and country, and by J. KIDD & CO.,
ja29 Sole Proprietors No. 60 Wood street.

☞ 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.,
oct15 Market and Front streets.

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.

The thousands of certificates in the hands of the proprietor, many of which are from well known citizens of Allegheny or Pittsburgh and its immediate vicinity, go to show clearly and beyond all doubt that this great 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 love, treating physicians, as well as the suffering patient, to become acquainted with its merits.

To be having a dread of military are assured that this medicine is purely vegetable, 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, of which it also appended the certificate of the relief relied to. E. 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 able 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. In order to Petroleum, or Rock Oil, for more than a year, and have frequently 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 medicine worthy of attention, and can safely say that success has attended its use, where other medicine had failed.

For sale by all the Druggists in Pittsburgh.
sm30d4w

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 gratified and complied with, as all work is done under his own supervision. de31dlm

A. H. HOLMES & BRO.
Successor to H. P. Nelson & Co.,
MANUFACTURERS OF
SOLID BOX VICES,
PLATED SHOVELS, MATTOCKS, SPADES, HOES, PICKS, POKES, &c.
PITTSBURGH, PENNA.
Office No. 134, Water street, third door above Smithfield
☞ All work warranted equal to any manufactured.
sa27

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 New England Manufacturers, and will be opened for Fall and Winter sales, and will be sold at Eastern prices —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

Knickerbocker New Year's Cakes.
500 POUNDS Knickerbocker New Year's Cakes, the same as baked in New York, and a general assortment of plain and fancy Cakes for the Holidays, at JOHN SHINGHARDS',
de22 No. 51½ Liberty street.

Citizen's Insurance Company of Pittsburgh

D. D. KING, PRESIDENT,
SAMUEL L. MARSHALL, SEC'Y.

OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.

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

☞ Insures against loss or damage by FIRE. Also, against the perils of the SEA and INLAND NAVIGATION and TRANSPORTATION.

DIRECTORS:

King,	Wm. Larimer, Jr.
m. Barnsley,	H. Kier,
Samuel Rea,	Wm. Bingham
Robert Phillips, Jr.,	John D. Ohl,
S. Marbaugh,	Francis Sellers,
Lewis Avendorf,	J. Schoonmaker,
Walter Bryant,	Wm. B. Hays.

Isaac M. Pearson. de22

Nelson's First Premium
DAGUERREOTYPES.
Post Office Building, Third Street.

CITIZENS and strangers who wish to obtain a accurate, artistic and life like likeness, at a very 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 Skylight and Gaslight rooms erected for the purpose, with instruments of the most powerful kind, and having adopted the system of Daguerreotyping, as now practiced by the celebrated Rooms of Philadelphia and New York, Mr. N. flatters himself to be able to offer to the patronage of the Art, a style of Daguerreotypes, 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. oct24dlyr

DAGUERREOTYPES
AT THE
NATIONAL GALLERY.

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

Ladies and Gentlemen wishing to obtain likenesses at moderate prices, will please call at the above establishment, fitted up with very superior Slide and Sky Lights, arranged with such skill that the operator can take the most accurate for similes of the human form with all the expression of animated life, in all WEATHERS.

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

☞ Persons 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 Diamond. jan24dlwlyr

☞ A meeting of the "MAINE LIQUOR LAW LEAGUE, OF ALLEGHENY COUNTY," will be held in the SECOND ASSOCIATE REFORMED CHURCH, corner