PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

TUESDAY MORNING, FEBRUARY 8, 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 6 o'clock, on Saturday evening.

LECTURES ON THE CALORIC ENGINE.—Prof. Rainey, as we learn by letter, will be here on Thursday next, and will arrange for his proposed lecture on the Caloric Engine. He brings a model with him to explain the operation of the new motive power. The time and place of the lecture will be announced hereafter.

COPPER STOCKS.—On the first page will be found an able article from the Boston Post on the subject of Copper Stocks and Mining.

SPRINGFIELD, MT. VERNON AND PITTSBURGH RAILROAD COMPANY.

The first annual report of this Company has been made by the President, Gen. C. Anthony. From an abstract of it in the Springfield Republican, we learn the following facts: The road commences at Springfield, and terminates on the Ohio and Pennsylvania Railroad, from three to six miles east of Loudonville. Its entire length will be from 112 to 116 miles, and the distance from Pittsburgh to Cincinnati, by this line, will be about 345 miles.

The whole cost of the road will be about $2,200,000. It is all under contract, but 32 miles of the eastern end, which will be let during this month.

The whole line between Springfield and Delaware, 48 miles, will be in readiness for the rails early in the Spring, from the 1st of April to the 1st of May, and a belief is expressed that the whole line will be completed in 1853, or early in 1854.

The resources of the Company are:

County, city, and township subscriptions,	$270,000
Individual subscriptions along the line,	475,000
Subscriptions from abroad promised, and 12 part secured,	475,000
First Mortgage Bonds issued on the Western division of the road, lately sold,	500,000
	$1,720,000

It is expected to issue Mortgage bonds on the eastern division for $500,000—this will make $2,220,000.

This line of road traverses one of the finest and most fertile portions of the western country, as productive as any other part of Ohio. It is chiefly an agricultural district, and is inhabited by industrious, enterprising, thrifty farmers. But it abounds also with water power, affording facilities for mills and manufactories—add to this the advantages to be derived from the extensive coal regions adjacent to the eastern terminus of the road, and we have a country unsurpassed for all the elements of business and wealth.

The road will no doubt be a very profitable one, being well situated for a through business, and possessing all the requisites for a heavy local trade.

WESTERN PENITENTIARY.—We have before us the Report of the Western Penitentiary for the year 1852.

The Inspectors' Report speaks in the highest terms of the Warden, Maj. Beckham; the "solitary system" is also commended. They state that on the 1st January, 1852, the number of convicts was 174, and on the 1st of January, 1853, the number was 187—an increase of 13. This is a larger number than ever was in the prison before, and very considerably exceeds the number of cells: consequently some cells have had to be occupied by two. A new range of cells has been constructed during the year, and will be finished early in the spring, which will afford abundant room for some time to come.

The Inspectors look with feelings of alarm at the rapid increase of crime, and attribute it to intemperance. Of the 96 received during the last year, *eighty-nine* were made felons by the use of intoxicating drinks.

The Warden's Report states that 96 prisoners were received during the year, and 83 discharged—50 by expiration of sentence, 24 by pardon, and 3 by death. Of the 187 now in prison, 188 are males and 4 females. No case of Insanity has happened during the year.

The whole number of prisoners received since the prison opened, July 1, 1826, is 1648:—1560 white males, 27 white females, 221 colored males, and 40 colored females.

Of the 187 prisoners, Allegheny County furnishes 78—nearly one-half; Westmoreland furnishes 14, Cambria 11, and the other Counties from 9 down to 1. There are 165 white males among the number, and 3 white females; 18 colored males, and 1 colored female. As to age, 84 are between 20 and 30, 40 between 30 and 40, and 21 between 10 and 20; the rest are over 40. The number committed for Larceny was 95, for Murder in the second degree 19, Horse stealing 12, Burglary 9. Only 52 are foreign-signers, the Americans numbering 135. The occupations of the prisoners, before sentence, were very various; 67 were laborers, 18 were Shoemakers, 12 were boatmen, and 9 were Carpenters: only 4 were Printers. We notice in the list, 3 Teachers, 1 Architect, 1 Doctor, 1 Merchant, 2 clerks, and 1 "Street loafer."

The Physician's Report states that there has been a general improvement in the health of the convicts during the last few years. Of the three who died in prison, 1 died from Consumption, 1 from Scrofula, and 1 from Erysipelas. The prisoners discharged during the year were generally in good health, and those who were diseased, when they went in, went out much improved.

The Moral Instructor's Report states that the Gospel is preached to the whole of the prisoners, every Sabbath, in the plainest language, and that they were not altogether inattentive. Books of a moral and religious stampare freely circulated among them, and they are visited, daily, in their cells, by the Instructor. Seventeen of the prisoners received during the year could not read or write; and all of these, with one exception, made good progress in learning. Each prisoner is furnished with a copy of the Bible.

PITTSBURGH AND ERIE RAILROAD.

The following report will be read with interest by many of our readers. It seems that the Pittsburgh and Erie Company has adopted the route on the *West* side of the Beaver, which is the route also adopted by the Cleveland and Mahoning Railroad Company. It is asserted by friends of the latter road that this has been done out of opposition, and to prevent the Cleveland and Mahoning road from connecting with the Ohio and Pennsylvania road at Brighton. The object, it is asserted is, to force the Cleveland and Mahoning company to terminate at New Castle, or at Mahoning town. We pretend not to verify these statements—we only give them as we hear them. It is also said that the friends of the Erie road, are endeavoring to prevent the necessary legislation to the Cleveland and Mahoning company. We sincerely trust they may not succeed. The Cleveland and Mahoning road will be a valuable feeder to the state works and to the Pennsylvania Railroad, and ought to receive the warmest encouragement from the Legislature and people of Pennsylvania. The erratic course pursued by the Pittsburgh and Erie Company under its present management, and the uncertainty which hangs over all its movements, have destroyed public confidence, and have caused all its proceedings to be viewed with suspicion. The public feels no confidence in any of its statements, and is completely in the fog in regard to its intentions. The following is the report:

The following report was presented in both Houses of the Legislature on Tuesday. It should have appeared in the regular proceedings of that day, but was omitted for want of room. On Mr. M'Granahan's motion, the report was read in the House, and is as follows:

To the Stockholders of the Pittsburgh and Erie Railroad Company.

GENTLEMEN—I have the satisfaction of being able to report that full surveys have been made of all that portion of your road lying between the city of Erie and the village of New Brighton and that the work upon the line thus far surveyed will be very light. With the exceptions of a few miles in the vicinity of New Castle, the grades and curvatures are extremely favorable.

The work has been retarded in consequence of the construction of the Lake Shore Road, by the Cleveland, Painesville and Ashtabula Rail Road Company, of Ohio, under the guise of the Franklin Canal Company. This road is constructed in such a manner as to cross our line in several places between Erie and Springfield. And there was no means of arresting this lawless procedure as there was no jurisdiction in any of our Courts over such cases. It therefore become necessary to procure legislation on the subject. This was done during the last session of the Legislature; but owing to difficulties over which we had no control, a suit could not be commenced until it was too late to have it tried during the sitting of the Supreme Court at Pittsburgh—thus giving the Ohio Company time to complete their road before any action could be had—and it is presumed that this will be the case.

A suit has, however, at last been brought by the Attorney General in the name of the Commonwealth, and there is no doubt in the mind of any competent Attorney that the decision of the Court must be adverse to that Company. If this should be the case, proceedings will at once be instituted to recover our rights; and there is but little doubt that we shall, under the circumstances, make good our claim, as there is no other company authorized by law to make this road. And there is no question but that this portion of the road will pay an enormous percentage, as the trade and travel along the Lake Shore must be greater than that of any other road in the Union.

Owing to the difficulties on the Lake Shore, it has been impossible to induce persons to invest in the stock of our road to any great extent.—However, under the supplement to our charter which authorizes counties to subscribe to the stock of our road, the counties of Lawrence, Mercer and Crawford, have each tendered a subscription of one hundred and fifty thousand dollars. There have also been individual subscriptions to the amount of one hundred and fifty thousand dollars, tendered during the past six months.

It is confidently expected that arrangements will soon be entered into which will secure the speedy completion of the whole road.

Three lines were run Southwardly from New Castle, viz: one to Enon Valley—one down the eastern side of Beaver—and one down the western side, to connect at Smith's, about five miles north of Brighton.

The line to Enon was abandoned, as it would increase the distance to Pittsburgh, and required gradients of fifty feet per mile.

The line on the eastern side of the river was abandoned, as it could not be constructed without materially injuring the Canal between Morris and New Brighton. Consequently, a line was adopted, passing down the eastern side of the river one mile below Moravia, where the line is carried to the western side of the river, and passes along between the steep hill side, and the river. Although there is no intervening flat between the hill and the river, yet there is sufficient room for a road without making the cost extravagant. By this line we are enabled to preserve our grades in such a manner as to make a very favorable road; and after due reflection and calculation, this route was adopted.

Rights of way have been obtained on a large portion of our line on very favorable terms; and the citizens along the route evince the most lively interest in the construction of the road.

The surveys were commenced on the first of July, 1850, and have been prosecuted ever since, during the summer season.

In March, 1851, Section No. 2, near the city of Erie, was allotted to C. M. Reed, Esq., and several hundred dollars' worth of work was done in that month. But, owing to the difficulties before stated with the Ohio Company, work was suspended on that portion of the line.

The amount of funds received by this Company as follows:

5 per cent. on 15,110 shares original subscription,	$37,775 00
Donation,	25 00
	37,800 00

There have been paid:

For engineering,	7,620 00
Rights of way,	2,150 00
Organization, &c.,	681 00
Work done, grading,	280 00
	10,631 00
Amount on hand,	27,169 00
The amount due for engineering and other expenses is about	8,000 00

Respectfully submitted,
THOMAS J. POWER, Pres't.

NEW CASTLE, Oct. 18, 1852.

THE RAILROAD BRIDGE QUESTION.

The following communication is pretty sharp, and we give it for the purpose of correcting an erroneous impression prevailing on the subject. *It is designed to connect the Ohio and Pennsylvania, and the Pennsylvania Railroads by a bridge across the Allegheny at the earliest day possible.* The delay now is occasioned by discussions in regard to the best place in which to make the connection. Among those having control of the subject there is considerable difference of opinion; but we trust these preliminaries will soon be settled, and the work commenced. Our Ohio friends must recollect, that it is a very difficult question to decide, as the connection has to be made through two cities, where there are conflicting interests, and expensive property to pass through. We are decidedly in favor of the connection, and so are our citizens generally, and we trust no further delay will take place than is necessary to secure the greatest permanent good to all concerned.

SALEM, Feb. 4, 1853.

To the Editor of the Pittsburgh Gazette:

DEAR SIR:—The discussion going on in the Pittsburgh papers in regard to the Philadelphians taking stock in the projected Railroads which avoid Pittsburgh in making their connections with the Central road, is not without interest to the people of northern Ohio, and I presume to all other sections of country west of Pittsburgh.

In your paper of to-day, you give statistics in regard to the amount of business upon the Central Road from Pittsburgh, in which you say "one hundred and thirty-eight drays were waiting their turns to discharge their loads, at one time, at the depot, this week," and that "twenty-three loaded cars arrived yesterday from the west, and this will now be a daily occurrence," &c., &c. It costs to send 1,000 pounds of bacon from this place to the Allegheny depot, $1,50 cts. and 75 cents, or nearly one-half the same amount to pay "black mail," or drayages, through Pittsburgh to the Central Railroad depot. I understand that the Central Railroad subscribed a large amount of stock to the Ohio and Pennsylvania Road, on condition that the latter road should construct a bridge across the Allegheny river so that the cars of the O. and P. road could run to the depot of the Central Road.

Now I ask you, as a candid man, is it a wonder that the stockholders in the Central Road, should wish a free and full railroad connection with the west, or that western produce dealers and other shippers should wish to avoid the delays, breakages, and expenses of *two miles* of drayage between depots? Is Pittsburgh to blame for the stoppage of the O. and P. road in Allegheny, or is the latter controlled by property owners in the latter city?

Truly yours, NORTHERN OHIO.

OUR BOOK TABLE.

HUNT'S MERCHANTS' MAGAZINE.—The February number of Hunt is on our table, and is, as usual, full of the most valuable information to the mercantile community. Published by Freeman Hunt, No. 142 Fulton street, New York. $5 per annum.

HOUSEHOLD WORDS.—We are in regular receipt of this sterling work, republished weekly in New York, by McElrath & Lord. It is an exact reprint of the English copy, and is worth half a hundred of the trashy weeklies of the east. All its articles are instructive, and most of them amusing. We never see an objectionable article in it, and always read it with delight. Published by McElrath & Lord, No. 17 Spruce street, New York, at $2,50 a year, and 10 copies for $15.

DR. KANE'S NEW EXPEDITION.—We understand that Dr. E. K. Kane, of the Navy, is rapidly preparing for his daring enterprise of undertaking to find an open Polar sea. The expedition will comprise but about thirty men, but it is to be of the most complete character in all its scientific and other details, and every man who belongs to it will be selected for some particular qualification and some special service in view for him. Notwithstanding the desperate character of the enterprise, we learn that volunteers for the service are constantly offering—only to be refused, for if we are not misinformed, the little band of adventurers is now complete. The principal credit of this undertaking belongs to Henry Grinnell, of New York, and George Peabody, of London, who furnish the means, but it should not be forgotten that our worthy townsman, Jno. P. Kennedy, the Secretary of the Navy, has ensured the completeness of the expedition by his enlightened action in aiding Dr. Kane in its organization with the power of the Government. We see that the young and gallant adventurer will again be presented to our community on to-morrow evening, in a lecture upon his favorite object, before the Maryland Institute. We need add nothing to this announcement to insure him the warm reception that his enlarged humanity and his unflagging intrepidity deserve from his countrymen.—*Balt. Sun.*

FROM WASHINGTON.

Correspondence of the Daily Pittsburgh Gazette.

WASHINGTON, Feb. 3, 1853.

The bill for removing the duty from railroad iron was finally defeated to-day, ayes 82, noes 95. It was laid upon the table a month ago, but was attempted to be called up. That motion was laid upon the table, which disposes of the whole subject. The iron manufacture, the greatest mechanical interest of the country, is therefore safe for nine months,—that is until the assembling of another democratic free trade Congress, controlled by a free trade administration. The amount of railroad iron required for the consumption of the country during the present year will not be less than 300,000 tons, of which probably one-fourth will be imported under the present tariff. Had this bill passed the whole of it would have been purchased abroad, and the labor of the country would have been deprived of employment to that amount.

The Senate have been hammering at the Pacific railroad bill, making little or no progress, unless the delivery of a certain number of speeches may be so considered. It is obvious that the project is too vast for the capacity of Congress, and after a week or two more of debate, it will be dropped.

The House has got tired of waiting upon the obstinate garrulity of the other branch, and has again taken up the subject of land distribution, and are attempting to pass Mr. Bennett's bill by way of a supplementary clause or a "tack" to some of the Senate bills giving away lands for local works at the west. So far the struggle does not wear a very promising aspect. The Homestead bill, which belongs to the same class of measures as Bennett's land bill, will be quietly smothered in the Senate, so that the opportunity expected to occur of securing the passage of the distribution bill as an *addendum* to the former will not be offered. If the Eastern members hang together we shall carry the scheme by tacking, as aforesaid.

The session of the Agricultural Society to-day was interesting. Mr. Kennedy, of the Census Bureau, was chosen Secretary in place of Dr. Lee, of the Patent Office. Dr. Lee has been a good officer, has taken an active and efficient part in organizing the Society, and is identified with the cause of advancing agriculture by associated effort and the dissemination of knowledge among farmers, appropriate to their calling. Some of the purposes of the Society are entirely useless and ought to be dropped at once. One of these is the idea of taking possession of the Agricultural department of the Patent office, and managing it for the benefit of the government, the farmers, and themselves. This is coming down altogether too strong for an agricultural production so young as the Society. Whatever concern the federal government properly has with agriculture can be managed by public officers constitutionally appointed and paid, more economically, and better in every way, than by any voluntary association. I confess, that for one, I have not expected much from the Society at any time since its organization, and it has pleased God to diminish the little love I had for it in the beginning.

A very lamentable affair took place here last evening. Capt. Schaumburg shot a Mr. Fuller on the steps of the National Hotel, and it is feared that the wound is mortal. Mr. Fuller is a Clerk in the Department of the Interior, and having some quarrel with Schaumburg about a debt due from the latter, posted him as a liar, coward, swindler, poltroon, &c., &c. The placard was one of the most indecent and venomous things ever penned, and the notice taken of it by Schaumburg is declared by his friends to be the only course that he could have adopted; the more especially that Fuller was a more powerful man than his opponent, and boasted in the placard that he had before flogged Schaumburg. He was, also, in the act of insulting Schaumburg again, when the latter shot him through the body. JUNIUS.

WASHINGTON, Feb. 4, 1853.

The Cabinet has been remodeled for the President elect, but what he has done or intends doing is a mystery as profound as ever. Some consternation has been excited among the dictators of the Hunker faction in the Senate by intimations from him that he will assert and maintain the discipline of the party by branding as disorganizers and insurgents all who shall dare to join in the conspiracy against his prerogative, understood to have been hatched in that conclave. He will have Dix if he chooses; Jeff. Davis also. Most of the nominees of the cabal are already given up. Mr. Bright, who assumed to lead it, was to have been Secretary of the Interior. He must now outstart himself with as much authority and influence as his Senatorial position gives him, for his despondants confess that his vaulting ambition has somewhat overleaped itself. If Indiana be represented in the Cabinet, John W. Davis of that State, ex-Speaker, Commissioner to China, &c., is likely to be selected for the purpose. Sam Medary's prospects for the Postoffice are not so bright as a week or two ago. That Gen. Cushing has the ear of the President that is to be, is a fixed fact. His learning, studious habits, knowledge of foreign languages, and discretion, fit him for the State Department, and he will almost certainly have it. The quiet and judicious character of Marcy will do for him what the pushing importunity of the other party chieftains in New York has failed in effecting for them. The very circumstance that Hunkers and Barnburners alike denounce him will commend him to the head of the administration.—With his usual tact he withdrew himself from the contest at the nick of time, and went to Cuba. He will return on the first of March, just in time to consent to sacrifice his private ease for the good of the country and the party, and to burthen himself anew with the cares and labors of office.

The Union, in the course of its late onslaught upon the Young Americans, particularly noticed their incessant assaults upon Marcy. That will help him to some extent, for Gen. Pierce will undoubtedly repudiate that unscrupulous band of Ishmaelites. Mr. Marshall, of California, and Major Polk, of Tennessee, lately made a visit to Concord to sound the elected head of the party, and the Union says they went after office. Perhaps the conjecture was well founded. The Major has been thrown into the same district with G. W. Jones, the Cave Johnson of the House, and it is supposed is not anxious to test the question of their respective popularity on the hustings. It is rumored that he has filed his papers for a foreign appointment.

Mr. Badger's nomination may be considered lost. The Senate is thinning out, from the illness and absence of its members, and as a last resort, if talking against time fails, his adversaries will find no difficulty in preventing a vote for the want of a quorum.

Both Houses have spent another day upon railroad bills, without any definite result. Mr. Cooper, of Pennsylvania, addressed the Senate at length on the Pacific railroad scheme, and in the lower House a very severe struggle took place over the proposed grant of land in aid of certain Wisconsin roads, to which the eastern men attempted again to attach Mr. Bennett's bill for the distribution among the States of land script. At the close it was found that the whole subject was left in precisely the same situation as before. The distribution plan had from two to ten votes majority throughout the day, but the advocates of special grants for the West alone staved off decisive action.

Three days of next week have been appropriated to territorial business, and one day will be consumed in counting the votes for President. These four days constitute just one fifth of the whole time left for business, and as yet next to nothing besides talking has been done.

The National Intelligencer contains a statement denying the accuracy of the reports concerning the negotiation with Great Britain on the Fisheries, reciprocal trade, &c. This contradiction is doubtless made by authority of the State department, and is incorrect, nevertheless. The State department does not wish to be bored by deputations from the Senate and the House, and the commercial cities representing that this or that ought to be done to favor this or that interest, which may be involved in the arrangement now approaching conclusion. It therefore puts in a diplomatic denial that it is doing anything on a particular point named. This is all very well, but in a few weeks the truth will speak for itself. JUNIUS.

FROM NEW YORK.

Correspondence of the Daily Pittsburgh Gazette.

NEW YORK, Feb. 4, 1853.

The city is rather barren of local news, except so far as the quarrels going on about railroads and other jobs whereby good round sums are made without much labor except that of the brain. Hudson River and Harlem railroad stocks are rather dull in view of a ruinous competition apparently just commenced, as the Hudson River road has determined to go under the Harlem, and carry passengers for fifty cents to Albany. As the cost of taking a passenger is one dollar per head, it must be excellent management that will make handsome dividends out of an absolute loss of double the actual earnings. The competition has caused several fatal accidents, which the press daily records to the disgust of the rival presidents, who over their coffee and toast of a morning often see their roads credited with an accident that occurred fifty miles away.

In all likelihood Wm. Pitt Fessenden will be the next Senator from Maine, and he will be an acquisition to the Senate, as he is a Whig of the right stamp. He is not a rampant temperance man, nor indeed is he a radical in anything. He is not a total abstinence Whig, nor yet a reformed drunkard, but a gentleman whose whole life has been one of labor and temperance. As a lawyer his rank is good, and as a commercial lawyer there are few better. His has received an ample fortune by marriage, and will go to Washington independent in purse as well as reputation, and thus avoid many temptations that overcome dishonest and poor men.

There has been a good deal of sensitiveness in the money market for a few days, and this has been one of the bluest days of the season. All stocks are dull and a general desire is shown to realize and be free. Banks are extending their circulation in this State with a rapidity that is astonishing. The bond department shows an increase within a few days of four hundred thousand dollars, a rate of increase that demands a good deal of gold from California to support it. If all the prosperity, that the price of real estate, rents, style of living, cost of dress, makes apparent in New York, is real, no city was ever more prosperous than ours. And it may be further remarked that as there were a panic to be created, no city would find a lower depth of indebtedness than New York, when the chief aim appears to be who can be most lavish.

The dense fogs of the past two days have been the cause of several fatal accidents upon the river, and upon some of the routes signal boats have been run to prevent collisions. So dangerous does the passage look that thousands can be seen waiting at the landings until the fog clears up, rather than run the risk of drifting two or three hours about the harbor, as has been the case with several boat loads to-day. The movement of vessels about the harbor save at a few intervals when the fog lifts, is quite at an end.

A new mode of preventing fatal collisions on railroads has been invented by a machinist named Marsh. His plan is to build a buffer four feet and a half long, composed of a cylinder and piston fitted upon the trucks of the cars. The cylinder is to be filled with a composition of rubber, which with the springs have been found capable of realizing the most furious shocks of an engine at a high speed. So effectual is the apparatus that safety may be said to have been found at last. This new plan makes the train longer but ready connection is kept up between the cars by means of a peculiar platform which closes as the cars are forced together by a concussion on the ordinary two platforms of starting and stopping. The draft by the new plan is made very easy, and passengers are started gently in place of receiving the sudden jerk now administered.

Several of the insurance companies and merchants of the city are uniting to test a new land pump capable of raising a thousand gallons per minute, so its maker says. It is upon the rotary principle, and really promises well. A train of cars propelled by caloric, furnished with the new buffer, and provided with a pump, in case the train should run into a river, seems now almost ready to be put in operation, to the utter annihilation of accidents by steam and flood.

C.

We find the following list of the Senate of the United States, as it will be constituted on and after the 4th of March next, in the New York *Journal of Commerce.*

Whigs in Italics; Democrats in Roman—those marked F. S. are Freesoilers or Abolitionists:

	Expires.		Expires.
ALABAMA.		MICHIGAN.	
Benj. Fitzpatrick	1853	Lewis Cass	1857
A Democrat	1859	Chas. E. Stuart	1859
ARKANSAS.		MISSOURI.	
Solon Borland	1853	David R. Atchison	1855
W. K. Sebastian	1859	*Henry S. Geyer*	1857
CONNECTICUT.		NEW HAMPSHIRE.	
Truman Smith	1854	Moses Norris, Jr.	1853
Lemuel Tower	1855	*Jared W. Williams*	1855
CALIFORNIA.		NEW YORK.	
Wm. M. Gwin	1855	*Wm. H. Seward, F. S.*	1855
John B. Weller	1857	*Hamilton Fish*	1857
DELAWARE.		NEW JERSEY.	
James A. Bayard	1853	Robt. F. Stockton	1857
John M. Clayton	1859	William Wright	1859
FLORIDA.		NORTH CAROLINA.	
Wm. C. Dawson	1855	*Geo. E. Badger*	1855
Stephen R. Mallory	1859	A Democrat	1859
GEORGIA.		OHIO.	
Wm. C. Dawson	1855	S. P. Chase, F. S.	1855
Robert T. Howell	1859	Benj. F. Wade	1857
INDIANA.		PENNSYLVANIA.	
John Pettit	1855	*James Cooper*	1855
Jesse D. Bright	1857	Richard Brodhead	1857
ILLINOIS.		RHODE ISLAND.	
James Shields	1855	Charles T. James	1857
Richard Yates	1859	Wanton Hacker	1859
IOWA.		SOUTH CAROLINA.	
Augustus C. Dodge	1855	A. P. Butler	1855
Geo. W. Jones	1859	Vacancy	1859
KENTUCKY.		TENNESSEE.	
Archibald Dixon	1855	*Jas C. Jones*	1855
J. B. Thompson	1859	*A. Walker*	1859
LOUISIANA.		TEXAS.	
Pierre Soule	1855	Thomas J. Rusk	1857
J. P. Benjamin	1859	Sam. Houston	1859
MAINE.		VERMONT.	
Hannibal Hamlin	1857	S. S. Phelps	1855
Vacancy	1859	Jacob Collamer, *F. S.*	1857
MASSACHUSETTS.		VIRGINIA.	
Chas. Sumner	1857	R. M. T. Hunter	1853
Edward Everett	1859	S. M. T. Hunter	1859
MARYLAND.		WISCONSIN.	
Jos. A. Pearce	1853	Isaac P. Walker	1853
James A. Pearce	1857	Henry Dodge	1857

*By appointment of Governor.

The number of Democrats already elected to the Senate, or holding over from former years, is 35. Whigs 15. Vacancies 2. Vacancies to be filled by Legislatures Democrats in both Houses, 3 Whigs do. 2. Vacancies more or less doubtful as to the result, 3. Leaving these last out of the account, the Senate will consist of 38 Democrats and 21 Whigs. Democratic majority, 17.

THE CONNELLSVILLE RAIL ROAD.—We sincerely hope that the interest which is manifested in Pittsburg, and everywhere along the line, will result in the construction of this road. The route has been declared by eminent engineers to be marked out by nature. After leaving Connellsville there is only one tunnel will be needed before reaching Castleman's river, (and this can be avoided by adopting the Wills Creek route) and once upon Castleman's river, and the rest of the way can be accomplished without tunnels, bridges or heavy grades, by simply following the course of the streams to Pittsburgh. The road opens its way through the Allegany mountain, Negro Mountain, Laurel Hill and Chesnut Ridge to Connellsville, and the grade is said not to exceed 25 feet to the mile. We hope that our friends in Pittsburg are in earnest, and will go on with the work, whether the Hempfield road is constructed or not.—*Cumberland Jour.*

FURTHER FROM NEW MEXICO.—The Santa Fe Gazette, of the 15th ult., gives some details of the murder of the family of Mr. James W. Graves, at Don Ana, by an American, whose name is not given. The deed was done at night. He escaped, was pursued to Sonora, a distance of four hundred miles, brought back, and hung by the populace—making the fifth execution of this kind in the territory the past year.

There was a good deal of feeling in the representative branch of the legislature, on discovering that they had elected as fourth clerk a man who was under bonds in the sum of $1,000 to answer the charge of burglary. He was expelled by a vote of 15 to 8.

DEATH FROM FRIGHT.—During the trip of the James Robb from New Orleans to this port, an old gentleman from Virginia, of the name of Moon, died very suddenly from the effects of fright, it is supposed. The floor of the cabin caught fire from the stove pipe, and the cry of fire was given on the instant, which greatly alarmed Mr. Moon, who rushed to his state room, and caught up his trunk, and while in the act of stepping out of the room, he fell headlong to the floor, and almost instantly expired. Every means was taken to resuscitate him, but in vain. It was thought he was attacked by apoplexy.

Mr. Moon was a gentleman of some wealth, and had several thousand dollars in his possession. His death took place in the vicinity of Lake Providence, but Capt Carroll had his remains taken to Memphis, to his brother, a merchant of the firm of Titus & Moon.—*Louisville Courier.*

☞ 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. H. Harsh's, Market and Third streets, and at the door.

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

☞ Doors open at 6½ o'clock.

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

☞ MERCHANDISE OF EVERY DESCRIPTION INSURED upon the most favorable terms against Loss or Damage by the Perils of Navigation, by Marine or Inland Route, between Eastern Cities and all parts of the Mississippi Valley, and upon the Western Waters. FIRE RISKS also taken as usual, upon all kinds of Insurable Property, at moderate rates of Premium; by

GEORGE E. ARNOLD,
feb3tm Agent for Pittsburgh and Allegheny County.

☞ 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
Whole amount thereof insured,		$2,067,517
Amount of Fund received for Re-Insurance, December 31, 1851,		$16,558 71
Less than Deferred Quarterly, &c.		
Payments since received,	6,524 00	
Less interest value of Premium of 1851, since paid in cash on demand,	1,283 83	
Less amount of Premiums since returned,	99 12	
		7,877 21
		$23,658 40
Amount received from Premiums, Interest and on Policies,		62,152 78
Amount Reserved and Received,		$90,841 18
DISBURSEMENTS.		
Amount paid for Losses,	$18,800 00	
Amount paid for re-Insurance,	541 90	
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		250,000 00
Amount of Assets liable for Losses, January 1, 1853,		$306,029 04

INVESTED AS FOLLOWS:

Bonds, Mortgages and U. S. Stock 6 per cent. Loans,	$107,880 00
Stock Subscriptions, due on demand,	144,620 00
Loans on Stock and Policy collateral,	7,423 68
Amount Loaned at Yew Orleans Branch Office, on Collaterals, well secured, paying eight per cent. legal interest,	14,631 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 Fixtures,	3,000 00
Amount of Deferred Quarterly and Semi-annual Payments,	6,230 51
Amount of Cash on hand, and in Bank temporarily,	9,444 24
	$306,029 04

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

☞ DISEASES OF THE LIVER.—When the celebrated Dr. Rush declared that drunkenness was a disease, he enunciated a truism which the experience and observation of medical men in every age has confirmed. The many apparently insane excesses of those who indulge in the use of spirituous liquors, may be thus accounted for. The true primary cause, which is taken for infatuation, is very frequently a diseased state of the Liver. No organ in the human system, when deranged, produces a more faithful catalogue of diseases. And it, instead of applying remedies to the manifestations of disease, as it too often the case, physicians would prescribe with a view to the original cause, fewer deaths would result from diseases induced by a deranged state of the Liver. Three-fourths of the deaths enumerated under the head of Consumption, have their seat in a diseased Liver. (See Dr. Gunn's great works.)

Indigestion, stoppage of the Nause, Costiveness, and general irregularity in the action of the bowels, are diseases originating in the same prolific cause, as is also that dreaded scourge Dyspepsia. Those who are afflicted with any of the above enumerated diseases, may rest assured that the seizure of their case is made by the liver and for its correction, the best remedy ever offered to the public is Dr. Malane's celebrated Liver Pill, for the cure of Hepatite, or Liver Complaint.

For sale by all Druggists and Merchants in town and country, and by

J. KIDD & CO.,
feb3dlw Sole Proprietors, 60 Wood street.

Scrofula.

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

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

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

The following certificate is copied from a paper published in Syracuse, New York, and bears date August 2, 1852, to which is also appended the certificate of the celebrated D. T. 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 sure head obtained for seven years, 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, which soon healed up, and left me 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 personally 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 all other medicine had failed.

D. T. FOOT, M. D.

For sale by all the Druggists in Pittsburgh.

☞ MR. T. SLEE, Teacher of Phonetic SHORT-HAND WRITING, begs leave to acquaint the public generally, that he is prepared to teach it correctly, in a COURSE OF SEVEN LESSONS, for the fashionable 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 Cities of this Republic and abroad. It has been introduced, with great success, into the Public High Schools of Boston and Philadelphia, a valuable auxiliary in the education of youth, and as the most rapid embodiment of thought in compositions and Written Report of a Sermon, Lecture, or Public Speakers, as well as Students and Readers of all classes, professional or general, will find their manual in knowing a system that will enable them to write with ease reports, complete or condensed, of even the most rapidly uttered Preacher, Lecturer, or Public Speaker, and to read from the books, either verbatim or synopticised, correctly and fearless memoranda of any kind, and accuracy unattainable by any other method. Facility for all concerned requiring a brief, legible, and completely legible notation, this art will bestow upon its possessor advantages rarely enjoyed prior to the small outlay of money and time necessary to its attainment.

The principles of the System can be completely mastered by the aid of one of a single hour daily for a few days, and in a short it as thereafter a manual practicality exhibited, which will enable any one to write with ease and fluency, at the velocity of a rapid penman after the expiration of a few months.

Mr. SLEE has kindly supplied him from the author; from these sister persons may learn themselves without or any other instruction. Ladies and Gentlemen, who desire a further explanation of the art, or to be taught it practically, will please address a line to Mr. T. SLEE, Post Office, Pittsburgh.

THE CONNELLSVILLE RAIL ROAD.—We sincerely hope that the interest