PITTSBURGH GAZETTE.

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PITTSBURGH.

FRIDAY MORNING, FEB. 11, 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 article on our first page, from the New York Tribune, gives some insight into the character of the new French Empress. She does not seem to be much like her predecessor, Josephine.

The Lecture of Bishop Simpson, last evening, was well attended. It was a chaste, vigorous, and most instructive production, and was listened to with deep interest by the audience, who testified their pleasure by repeated testimonials of applause. The subject was in a general sense, the immense benefits commerce has conferred upon mankind, and its relations to science, literature and religion.

THE CONNELLSVILLE RAILROAD.—The subject of a subscription of $500,000 to the Connellsville Railroad, came up in Councils last evening, and was referred to a committee to report on next Monday evening. The question of a subscription of half a million was received with great favor, and will no doubt pass at the meeting next week, without opposition.

SOMERSET COUNTY SUBSCRIPTION.—The Somerset Herald contains an account of the late visit to this city of a Committee from that County relative to the Connellsville road, which we give below. From the closing sentence it will be seen that a meeting has been held there, and a County subscription to the Connellsville road resolved on. The Herald says:

"On Monday last Peter Meyers, Esq., Maj. S. M. Haller and Josiah Miller, Esq., a Committee appointed on behalf of this county to visit the city of Pittsburgh in relation to the Connellsville Railroad, arrived here, and report that they conversed fully with Gen. Larimer, the President, the Directors of the Company and other prominent business men, concerning the plans and prospects of the Company, and found' but one sentiment prevailing among all, that the enterprise must be prosecuted immediately. They expect a subscription from Allegheny county, of a million of dollars, and half a million from the city, besides private subscriptions to a large amount. Fayette and Somerset are expected to give county subscriptions of a quarter of a million each, Baltimore a million, which, if private individuals will contribute with the same degree of liberality, will assure the early completion of the Road, without subjecting it to the necessity of begging its way, which will leave the control of the Road for ever in the hands of those most interested in the welfare of the country traversed by it. On the same evening a meeting of our citizens was held and a resolution adopted in favor of a county subscription."

By the following letter, which was received by Gen. Larimer yesterday, it will be seen that the meeting was large, and the feeling excellent:

SOMERSET, Monday evening, February 7th, 1853.

DEAR GENERAL: A railroad meeting, got up on the spur of the moment, has just adjourned. It was fully attended by the people of the country who are here attending Court, and enthusiastic in the extreme. It adjourned over till to-morrow evening, after passing a resolution in favor of a $250,000 subscription to the Connellsville Railroad, unanimously. Yours, &c., ED. SCULL.

NEW YORK AND THE ALLEGHENY VALLEY ROAD.—The New York Express, of a late date, contains the following allusion to the Allegheny Valley road:

"The Pittsburgh Gazette suggests the idea of a continuous broad gauge Railroad connecting New York with St. Louis through Pittsburgh—this project, we are happy to see, meets with considerable favor at Pittsburgh, and the people of that flourishing city—one of the most thrifty and prosperous beyond the mountains—appear to be alive to the necessity of such a road. The connection referred to would go far to promote the commercial and manufacturing interests not only of Pittsburgh, as the great Western emporium of Pennsylvania, but of the whole neighboring country. The advantages growing out of this connection would result in a common benefit to the East and West, and especially prove beneficial to the entire tract of country through which the road would pass. The country to be thus traversed is rich in mineral and agricultural wealth, and this road would be the grand connecting link which is to unite the Atlantic with the Pacific shores. The lateral communications North and South would be numerous, and bring a vast country now deprived of transit facilities in near proximity to a market. The operations of the New York and Erie Railroad have tested the superiority of the six foot gauge, and its obvious advantages will, in all probability, induce a general conformity to it in the construction of roads in the West. The policy of the Legislature of Pennsylvania has been opposed to granting facilities to roads if built, owned by and leading to other States; but the liberal and enlightened views of the people of Pittsburgh, we trust, will ultimately prevail, and the restrictive measures adopted in Pennsylvania will, it is hoped, change to a policy more in accordance with the spirit of enterprize that characterizes the present time. All this is due to the country on the Allegheny river, and especially to the city of Pittsburgh."

The adoption of the six feet gauge on the Allegheny Valley road, depends, materially, upon New York. If she will furnish us the assistance we need to build the road, that gauge will undoubtedly be adopted, and New York can then compete at Pittsburgh for the vast trade of the West and Southwest. The opening up of such an avenue of trade to New York would render it necessary for all the lines of railroads now reaching out to Missouri, Illinois and Indiana, on the one hand, and Kentucky and Tennessee on the other, to establish connections with this place. A due regard to their own interests would compel them to do it. If New York understands her true policy, she will take hold immediately, of the Allegheny Valley road, and assist it to an early completion.

At a meeting of the Board of Trade, of Philadelphia, on Monday evening last, the following resolutions were adopted, on motion of Morton McMichael, Esq:

Whereas, The members of the Board of Trade regard the connection of the city of Philadelphia with the West and Southwest, by means of the Hempfield, and Marietta and Cincinnati Railroads, as of the highest importance to the business interests of the citizens; therefore,

Resolved, That the recent action of the City Councils and the Stockholders of the Pennsylvania Railroad, in regard to these subjects, meets with our hearty concurrence, and, in any contingency which may make it necessary, shall receive our cordial support.

Resolved, That while we feel it an incumbent duty upon us to promote our own interests, according to the best convictions of our judgement, we earnestly disclaim all imputations of unfriendliness toward the city of Pittsburgh or its citizens; and, on the contrary, avow and affirm, that now, as hitherto, we are ready and anxious to promote, in all proper ways, the prosperity and welfare of that flourishing and enterprising capital.

GEN. ROBINSON.—The North American pays the following compliment to General Robinson, for his dignified and manly bearing at the Stockholders' meeting in Philadelphia:

General Robinson, of Pittsburgh, who represented the citizens of Allegheny at the meeting, stood almost alone as an opponent of the resolution in behalf of the subscription to the Marietta and Cincinnati Railway; and though he was overwhelmed by a majority too great to be resisted, he won the admiration of all by the resolute, yet calm and dignified, manner in which he maintained the views and wishes of his constituents. Indeed, the entire proceedings of the meeting were characterized by a degree of deliberation, good will, and courtesy worthy of the honorable and enlightened gentlemen who composed it, and of the weighty matters which they had assembled to discuss.

"THE CHURCH JOURNAL"—is the title of a new religious paper just started in New York, representing the sentiments of the High Church Episcopalians. The number before us is well printed, and ably edited; and we have no doubt the paper will enlist the labors of the most talented writers in that persuasion. Published every Saturday by Pudney & Russell, No. 80 Broadway, New York.

We are indebted to Adam's Express for a copy of the New York Herald a day in advance of the mails.

FROM WASHINGTON.

Correspondence of the Daily Pittsburgh Gazette.

WASHINGTON, Feb. 7, 1853.

Attempt to throw open the coasting trade—Inaction of the House—Col. Clemens' Speech—Mr. Buchanan's nomination of Judge Campbell to Gen. Pierce.

Mr. Toombs, that prince of Unionists and Compromisers, whose patriotic efforts to break up the Government in 1850, gave him a temporary reputation that sent him to the Senate, where his powers of mischief will be prolonged and extended, signalized his conversion to democracy and free trade, to-day, by offering a resolution directing the Committee on Commerce to inquire into the expediency of so amending the Navigation Laws as to throw open the coasting trade of the United States to the shipping of all nations. This is very well as an instalment of that perfect abandonment of protection which the theories of the free traders mean, if they mean any thing. The proposition was brought to a vote in the shape of a motion to suspend the rules, and received 92 votes to 62, being a majority of thirty. Now I have not much to say against this as an isolated movement, unconnected with the general policy of the country in respect to trade, revenue, and commerce. Free trade in the transportation of produce and merchandise along our coasts, is just as necessary and proper as free trade in iron, or any thing else, with which the country is able to supply itself. But we have certainly been taught by the chief of the compromisers that the advantages derived by the North from her enjoyment of the coast wise carrying trade, was a consideration yielded by the South for her representation of property in the lower House of Congress, for the privilege of hunting slaves through the free States, and so on. I am opposed to all such bargains, and if the shipping interests of the North are too highly protected by the laws as they stand, I hope they will be promptly repealed, and that at the same time, or as soon afterwards as constitutionally may be, the whole system of which they have been assumed to be a part and a guarantee, will be swept away with them. In the mean time, as the subject is likely to be brought up again, I hope that Mr. Howe, or some other member who understands the bearing of such questions, will offer a resolution directing the appropriate Committee to inquire how much the people of the United States are taxed annually by means of the protective duties on the sugar of Louisiana, the rice of South Carolina, and the hemp and cordage of Kentucky, Virginia, and Missouri. I find that sugar and molasses have a protective duty of 30 per cent, and that in 1851, we imported three hundred and eighty-one millions of pounds of sugar, and thirty-six millions of gallons of molasses, on which we paid $5,810,000 in duty. This duty was a protection to a sectional interest, for no cane sugar is made out of the extreme Southern States, nor can be, and therefore this $5,810,000 is a bonus, annually given, chiefly by the Northern people to encourage the sugar planters of Florida, Louisiana, and Texas. Taken in connection with our general system of protection, it is all right. Separated from that system, as it is proposed to separate the navigation laws, and it is all wrong. Let the lesson of reform be impartially applied, if at all.

The House wasted the day, as usual, over trifling discussions and contests upon points of order. Nothing in the world was done but to pass a resolution for holding night sessions at which to receive the reports of committees. What a day's work for two hundred and thirty gentlemen representing or rather constructively constituting the collected wisdom of the country! *O tempora!* Oh imbecility ineffable! But even this is a point gained, provided a quorum can be obtained for the evening meetings. It is something to afford to committees the luxury of bringing to light the labors of fifteen months.

Col. Clemens, of Alabama, delivered himself in the Senate to-day upon filibusterism and the Monroe doctrine, and kindred topics. He was unexpectedly moderate, his morality was unexceptionable, his politics respectable, and his diction correct and at times eloquent. The Col. was a fellow soldier and sufferer with the undersigned during the late war, and in spite of fine feelings, good heart, and brilliant abilities. He is a little too free and easy for colleagues of such a precise old gentleman as the vice-President elect, but that will wear off with time, and the continued responsibilities of public life. He is likely to be Secretary of War, if Gen. Pierce find it practicable to take into his counsels the men whom he personally most approves of.

The friends of Buchanan are astonished and indignant that he should have recommended Judge Campbell for a place in the Cabinet. They say that he has scores of other gentlemen attached to his fortunes who are superior to Campbell in talent and in the confidence of the people. But it has always been a part of the discipline of the democratic party to punish the people for rejecting the men put forward to receive their votes. It was the misfortune of the people in the fall of 1851 not to be able to appreciate Judge Campbell's claims upon them; and he fell twelve or fifteen thousand votes behind Gov. Digler, and was beaten. That is his recommendation for a snug place in Gen. Pierce's administration; whether Mr. Buchanan will persist in the nomination in view of the opposition which it has excited, is doubtful, but it is generally believed that he will.

The Senate had an executive session at which a number of nominations to office in California were referred to appropriate committees. The nomination of Senator Badger for the supreme bench is considered defeated.

The speech of Col. Clemens against the Monroe doctrine, and the acquisition of Cuba by any other than peaceful means has done much to vindicate the matured sentiment of the South on those questions. The statesmen of that region are becoming more and more sensible of the importance of a rigid adherence to the maxims of stability in our international relations. Their institutions require the maintenance of the *statu quo*, and this, fortunately for themselves, they have the sagacity to perceive, and the resolution to insist upon. It is a pity that they cannot yet recognize the fitness of a like moderation with their northern neighbors and countrymen. JUNIUS.

FROM HARRISBURGH.

Correspondence of the Daily Pittsburgh Gazette.

HARRISBURGH, Feb. 7, 1853.

The Senate and House met this morning at 10 o'clock. The Senate passed the bill chartering the North Western Rail Road Company. This road is to commence at or near Johnstown on the Central road, and passing through Freeport and Butler, terminate either at the Cleveland and Mahoning, or Ohio and Pennsylvania road. The scheme is here looked upon as a humbug—as the Central route through Pittsburgh is within two miles as near, and with better grades than this road can be made. Besides, nearly every traveller between the East and West will want to pass through Pittsburgh—the manufacturing emporium of the West.

In the House, this morning, Mr. Appleton read a bill for the protection of fruit and fruit trees, and to prevent the destruction of small birds, in Allegheny County.

Mr. Eyster—An Act to give the Commissioners of Allegheny County control of the Jail of said County: which was referred to the Judiciary Committee.

Mr. Gilmore presented two remonstrances against the passage of said Act.

Mr. Appleton—One from West Elizabeth borough, of similar import.

Mr. Gilmore presented eight remonstrances against any increase of taxation in Pitt township, Ally, co. The citizens of Allegheny county will rejoice to hear, that the bill to charter a Company to construct a Rail Road from Pittsburgh to Washington, has passed finally. The bill authorizes the city of Pittsburgh, and the borough of Birmingham, South Pittsburgh, Canonsburg and Washington, to subscribe to this road.

The bill to charter the Cleveland and Mahoning Rail Road Company was taken up again in the House to-day, on second reading, and debated until adjournment.

The Susquehanna river is at a great height. The cars from Philadelphia have been prevented from coming up, in consequence of the river overflowing the road, below this place. A great deal of property has been swept away, and river still rising. PENN.

P. S. Why are there so many blunders in the Legislative Telegraphic dispatches which are published in the Pittsburgh papers? They are often laughable. A word to the wise, &c.

The Banks and Brokers of Cincinnati, in order to guard against forgeries, which have lately been so numerous in that city, have resolved to pay no check which is not distinguished by a private mark.

THE PENNSYLVANIA RAILROAD.

We find some additional items of interest to our readers, in the extended report of the proceedings of the Stockholders meeting of the Pennsylvania Railroad, as published in the North American.

The following is the protest of Gen. Robinson, which was read and ordered to be spread on the minutes:

PROTEST OF GEN. ROBINSON

In behalf of the Commissioners of Allegheny County, against the subscription of $750,000 to the Stock of the Marietta and Cincinnati Railroad Company.

The Commissioners of Allegheny county, on behalf of its citizens, by their agent, duly authorised, respectfully ask, as a matter of right, that this Protest be placed on the minutes of the Stockholders of the Pennsylvania Railroad Company, against the resolution this day adopted, authorizing a subscription of $750,000 to the capital stock of the Marietta and Cincinnati Railroad Company. They enter this protest in order that, hereafter, no acquiescence in the action of the stockholders may by any possibility be inferred. They believe such a subscription is entirely unauthorized by the charter of the Company, the general laws of the Commonwealth regulating corporations, at variance with its true interests, a violation of the faith pledged to its loanholders, by embarking in the risks and responsibilities of another corporation, and cannot be legalized by any subsequent law or enactment against the consent of a large body of or even one individual stockholder. They fear that such an application of the funds of the Company, in the face of dissent by a large body of stockholders, without the approval of the loanholders, or any authority of law, may involve the Company in the penalty of forfeiting its charter. Fearing and believing this, desiring to incur no portion of the responsibility, should these consequences ensue, and resolute that, should this distant adventure incur the complaint or affect injuriously the interests of those who have loaned their money to make a railroad within the limits of Pennsylvania, under the sanction of its laws and the inviolability of a charter, and nowhere else, no blame should attach to us; equally resolute to prevent, by legal process, if any be attainable, this sacrifice of our local interests, for the advantage of another and a rival community, and this violation of our rights as large stockholders, we enter this, our most earnest Protest.

On the 18th of April, 1846, authority of law was obtained to enable the county of Allegheny to subscribe to the stock of the Pennsylvania Railroad Company. But for this authority this Railroad Company had no right to receive, or any municipal corporation any power to bestow, one cent in furtherance of the enterprise.

The legislative authority was obtained; and then, and not till then, did the county of Allegheny contribute its money to the other resources of the company. This very money which, without special legislative authority, the railroad company could not receive or apply to its own uses, they now, without the slightest authority of law, propose to apply to another and distant corporation. If the power did not, and does not, without express authority, exist, to receive money thus subscribed, we most earnestly deny the existence of any implied power to part with it. The dissent of any single tax payer of any of the municipal bodies or stockholders in any corporation which were permitted to subscribe, is sufficient to arrest the provision of money thus contributed to a railroad from Harrisburg to Pittsburg—not a railroad from Greensburg to Wheeling—still less for a road from Wheeling to the mouth of the Kanawha. Not one dollar could have been obtained, had the idea been suggested that part of that dollar was to be used for objects adverse to our local interests. Would the citizens of Philadelphia acquiesce in the use of the money they have invested in this corporation, to the construction of a road from Harrisburg to Easton, in the direction of New York, or would they countenance, for one moment, an appeal from Allegheny county, to permit the corporate credit of the Company to be applied to a railroad from Pittsburgh to Baltimore. The pledge the Railroad Company gave when subscription was eagerly and gratefully received, was that it should be used for the one object in view, the construction and maintaining (and for this every dollar will be needed) of the road, of which 50 miles westward from Philadelphia and 50 miles eastward from Pittsburgh were, as a new security to local interests, to be *first* constructed. Against the violation of this sacred pledge the citizens of Allegheny county enter their protest. The contract which a corporation makes with its stockholders to use their funds for the purpose only for which the corporation is created, has always, till now, been held sacred, or has never been violated with impunity.

The citizens of Allegheny county, therefore, weighing well the duty they owe to themselves and to the laws of the land—the duty they owe to their fellow citizens in the eastern part of the State, bound together, as they are, and always hope to be, by ties of interest and brotherly feeling, believe it to be a part of that duty to make this protest against what is pernicious to their judgment, and may be fatal to the interests involved in the great enterprise of the Pennsylvania Railroad. That work, sustained not only by individual subscriptions, but by contributions from municipal corporations, liable necessarily to fluctuations of opinion and feeling, which are bound to exact a rigid accountability—reaching from one end to the other of the State and exposed from its very extent and apparent influence to a jealous public scrutiny—can only be successfully consummated and securely prosecuted by a strict performance of corporate duty and a cautious observance of every restraint which the letter of its charter prescribes. So long only is it safe—so long only ought it to be safe. If, forgetting these restraints—if, disregarding this protest, made at an early moment, and when the first step beyond direct railway connexion is contemplated, and embarking in loans and subscriptions of such an enormous amount to foreign companies and making itself responsible for their errors, the Pennsylvania Railroad Company ventures further in this career of experiment and adventure, the end need not be foretold. It will not be the first corporation which, seduced from the plain path of its interest and duty by distant and speculative temptations, aside from the legitimate advantages which the promotion of local interests secures, has fallen under the burthen of accumulated errors and wrongs, and has been remembered for its ruin of all who *trusted* to its faith and ventured their money in the confidence that it would confine itself within the restraints imposed by the letter of its charter.

W. ROBINSON, Jr.,
On behalf of Commissioners of Allegheny Co.

The following interesting items are from the report of the Board of Directors:

The receipts from stockholders, in payments of instalments on 200,000 shares, at the close of the year 1852, was $9,768,155. The receipts from the loan to manegists, were $1,905,658 67, making a total of $11,674,821 67.

The nett revenue of the road during the year, as appears by the report of the Superintendent, was $617,025 87, from which deduct interest paid and due to stockholders in 1852, amounting to $540,810 50, and interest paid on loans, mortgages and ground rent, $36,198 81, making a total deduction of $577,007 31, and leaving $40,018 56 nett income. The resources of the company are stated thus: Balance of receipts, $40,018 56; receipts from stockholders and loans, $11,674,821 67; yet due from stockholders $231,845 00; yet due from the loan, $1,189,833 33; 5000 shares of stock in the Ohio and Pennsylvania Railroad, upon which there has been paid $137,000 00; invested in materials for working the road, $31,640; total resources for constructing and working the road, $13,355,308 56.

The disbursements on account of construction of road and outfit to December 31st, 1852, amounted to $10,518,072 51; interest account $241,571 07; Ohio and Penna. Railroad stock $137,500, total, $10,897,243 58; leaving the amount to work the road and meet the obligations in the year 1853 at $2,458,064 98. There will be required to settle unadjusted claims for work on the Western Division, and to complete a single track across the mountains, $1,221,000. Thus there is left a balance of $1,237,064 98. The resources of the Company, stated above, include the stock in the Ohio and Pennsylvania Railroad, amounting to $137,500, which it is not proposed to dispose of, and materials on hand which will be consumed in working the road and building cars, $81,640; besides additional materials required for the same object during the year 1853, amounting to $40,000, and $112,400 yet due on the Ohio and Pennsylvania Railroad stock, making a total of $371,540 unavailable, and leaving unavailable for the Indiana Branch and increased outfit, $865,424 98.

The report states that, in view of the necessity for a double track to accomodate increasing business, the Board directed the Chief Engineer, as soon as the financial arrangements of the Company justified the undertaking to proceed at once to widen the graduation of the road-bed for the additional track, and to contract for 20,000 tons of iron rails, sufficient for four-fifths of the line between Harrisburgh and Pittsburgh. The additional grading is now in progress, and the iron has been contracted for at $56½ per ton, with Reeves, Abbott & Co., of this city, who have furnished nearly all the rails heretofore laid upon the road, of a quality that has given general satisfaction. It is the intention of the Board to double the road from Harrisburg to the Susquehanna bridge, from Millerstown to Lewistown, from Altona to Johnstown, and from Latrobe to Pittsburgh, during this year, if practicable, and the remainder of the line as the iron can be delivered. The whole may be completed during the year 1854. The means necessary to meet this outlay, it is proposed to raise by a further issue of $2,000,000 of the bonds of the Company and the sale of additional stock, which will, doubtless, command a premium when the funds so required to pay for the work, or it may be divided among the stockholders in proportion to the amount held by each.

The Directors state that the road has been taxed to its utmost capacity, to do the freight business which has offered since the completion to Pittsburgh. The amount transported has, however, been fully equal to the limited power provided by the State for its conveyance over her roads, which would have prevented the full employment of a large number of cars if they had been provided.

In addition to the 51 locomotives now on hand, orders have been given for the construction of 60 more, sufficient to move daily 1000 tons, each way, between Philadelphia and Pittsburgh, exclusive of local freights east of the mountains. Cars will also be provided to fully employ this amount of motive power. Unless a much larger number of locomotives are procured by the State than the appropriation asked of the Legislature by the Canal Commissioners for their purchase would seem to indicate, freight will be subject to greater delays, during the ensuing fall and winter, between Columbia and Philadelphia.

STATEMENT OF CASH: THE PROPERTY OF THE COMPANY.

Passenger Cars—28 wide gauge adapted to Pennsylvania, Harrisburg and Lancaster roads; 89 narrow gauge adapted to the State roads.

Of the above, 43 are in the service or good running order; the remainder are undergoing repairs, or worn out.

Emigrant Cars

26 eight wheeled cars suited to the whole line from Philadelphia to Pittsburgh; of which 16 are in good order, and 10 are old cars, and will have to be condemned or rebuilt.

Freight Cars

586 eight wheeled box burden cars.
106 four do do do.
174 eight do open stock do.
39 eight do cars upon trucks.

Of the above there are but four out of service, except for ordinary repairs.

Contracts have been made for 820 box burden eight wheeled cars, and they are now being delivered. At the Altoona shop, materials for 200 eight wheeled box burden cars are on hand, and will be worked up as opportunity offers.

REPORT OF THE CHIEF ENGINEER.

This document gives an interesting description of the progress of the division of the road. Commencing at Pittsburgh, it crosses Brush creek four-teen times, and at Barclay's Summit passed through a tunnel 450 feet long. Between this and Fourteen Mile Run there are two more tunnels, one of three hundred feet in solid limestone rock under the town of Greensburg, and one of 350 feet through red rock between Crabtree and Fourteen Mile Run. There is a deep cut between Swickly and Crabtree 2600 feet long and 74 feet deep. At Latrobe the Loyalhanna is crossed by a stone bridge of 45 feet span and 10 feet rise, built obliquely to the stream. On approaching Johnstown it keeps a straight line through a low piece of ground, and then crosses a formidable bluff, known as the Packsaddle rocks, immediately afterwards crossing a ravine by an embankment 110 feet high. At Johnstown the river is crossed by an iron bridge of five arches of 70 feet span. In passing through the valley of the Little Conemaugh there is a tunnel 110 feet deep through the rock. Upon the same section is an excellent double track iron bridge 45 feet high having two spans of 60 feet.

Of the whole distance from Pittsburgh to the Portage viaduct, 86 miles, 62 miles are graded for a double track, and all culverts and bridges are also for a double track. 14 miles double track and sidings are laid. The portion of the road remaining unfinished between the viaduct and Altoona is progressing rapidly. Nearly one half the road will be completed in the ensuing spring, and the remainder in the autumn. The most formidable work on the route is the summit tunnel through the Allegheny Mountain. Its length is 5570 feet, and it has been driven from both ends and from three working shafts, two of which are 200 feet deep. Steam engines are required at all the shafts, and at the middle one the water was so abundant that an engine of 16 horse power, first erected, was entirely insufficient, and a powerful lifting and pumping engine, of 50 horse power, was resorted to. Day light has now shone through the tunnel, the headings having joined throughout, proving the accuracy of the underground workings. A 4 feet vein of coal is found in the tunnel, and this, with the fine clay and perishable slate, furnish a roof of a very treacherous character. From present appearances, about half a mile of the tunnel will require arching. Stone is preparing for the abutments and portals, and experiments have been made of the clay in the vicinity, from which it is apparent that good bricks can be made from it. It is intended to commence their manufacture in the spring, on a large scale; and they are sinking a further shaft to facilitate the operations of the masons and bricklayers.

On the part of the road from Johnstown to Altoona the graduation, masonry, and bridge superstructures are all prepared for a double track, throughout in the first instance. The tunnels, rock cuttings, most of the masonry, and a large amount of earth work on the remainder of the road, east and west of the mountain, are also double; and under the resolutions of the Board, a commencement has been made towards doubling the remainder of the road. By vigorous operations, the Chief Engineer thinks that nearly the whole road may be graded for a double track during the present year, and seventy miles of the superstructure laid. This is as much iron as Reeves, Abbott & Co. can furnish under their contract, in addition to the rails for the mountain. The remainder of the second track can be completed next year.

The favorable results obtained from the use of bituminous coal in the engines, and the abundant supply of this fuel along the whole extent of the Western Division, are most important and significant facts. I have already mentioned, says the Chief Engineer, that there is a four feet coal vein in the summit tunnel. In the tunnel at Barclay's Summit there is another, of thirteen feet, and in the deep cuts on section 86 and 39 there is a vein eight feet. Good coal can be delivered at the stations for 100 miles for seventy cents per ton, at which price it is cheaper than wood delivered on the road grails.

LIQUOR LAW PASSED BY THE RHODE ISLAND HOUSE OF REPRESENTATIVES.

PROVIDENCE, Feb. 8.

The Anti-Liquor law has passed the House, by a vote of 39 to 27.

HIGHLY INTERESTING FROM MEXICO.

NEW ORLEANS, Feb. 7, 1853.

By the arrival of the steamship Yacht, we have highly important intelligence from the Rio Grande.

Matamoras pronounced in favor of the revolution on the 28th ult., when the citizens rose, and a battle ensued, which resulted in the complete success of the insurgents. General Avalos resigned the command of the troops on the 1st inst., in favor of Col. Basave, who will retain the command till the arrival of Colonel Crux from Camargo.

The whole State of Tamaulipas has now declared in favor of the revolution.

We have dates from the city of Mexico to the 15th ult. The new President, Cevalos, had been invested by Congress with extraordinary powers, which were denied to Arista. Cevalos immediately released a large number of prisoners imprisoned by Arista for political offences.

THE GREAT FIRE AT CARDENAS, &c.

NEW ORLEANS, Feb. 7, 1853.

By the arrival of the steamship Crescent City, from New York via Havana, we have two days later advices from that port. The great fire at Cardenas lasted three days, and was more destructive than at first reported. From other parts of the island the news is unimportant.

THE VOTE ON THE LIQUOR QUESTION IN VERMONT.

BURLINGTON, Vt., Feb. 8.

The people of this State voted to-day on the question of the Liquor law. We have returns from a few towns as follows:—

	For the Law.	Against it.
Montpelier,	359	206
Woodstock,	348	277
Pomfret,	60	160
Bridgewater,	103	180
Burlington,	477	144
Northfield,	269	286
Waterbury,	139	101
Brattleboro',	295	173
St. Johnsbury,	324	192
St. Albans,	315	105
Eighteen other towns,	2,403	1,600

Guilford and Dummerston gave majorities, against the law.

The State has gone for temperance.

BURLINGTON, Feb. 8.

Returns from thirty-two towns give a majority of 2,020 for the law.

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GEORGE K. ARNOLD,
Agent for Pittsburgh and Allegheny County.

☞ We believe Nature has provided a remedy for every disease which flesh is heir to. KIER'S PETROLEUM OR ROCK OIL is put up as it flows, from a great laboratory, concealed deep in the bowels of Mother Earth, is, without doubt, one of the greatest of these remedies. Read the following testimony, given by a grateful parent:

PLEASANT VALLEY, Ohio, Sept. 15, 1851.

Mr. S. M. Kier—Sir: I have sold all your Petroleum, or Rock Oil, some two months past, and have been looking for your agent to get a further supply. I could have sold more dozen more. We have found the Oil very excellent in Flux and Dysentery. My daughter, at the time your agent was here, was lying very low with the flux; I gave her a teaspoonful, and in three hours gave the second, and the flux stopped, and she recovered immediately. It is also an extraordinary remedy for sore and inflamed Eyes, Cuts, Bruises, and Rheumatism, and for the Piles, none have been cured of long standing.

Yours, with respect,
ISAAC BUSTLE.

For sale by all the Druggists in Pittsburgh.

feb [Papers advertising Petroleum please copy.]

☞ 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 of Insurance thereon, with Bonus for 1851 and 1852,	$2,067,817
Amount of Fund reserved for Re-Insurance, December 31, 1852,	$16,868 71
Less then Deferred Quarterly, &c.	
Payments since invested,	6,858 36
Less present value of Bonus of 1851,	
Since paid in cash on demand,	1,233 83
Less amount of Premiums since returned,	69 12
	7,377 31
	$23,658 40
Amount received from Premiums & Interest and on Policies,	62,163 76
Amount Reserved and Received,	$90,141 16
Amount paid for Losses,	$18,900 00
Amount paid for Bonus,	841 80
Amount paid for Office Rent, Salaries, Stationery, Commissions, Postage, Advertising, State Taxes, Account Books, Examiners' Fees, &c.	10,670 34
Amount Reserved for Re-Insurance, December 31, 1852,	$26,622 00
Amount of Cash on hand,	10,000 00
Amount of Assets liable for Losses, January 1, 1853,	$36,622 00

INVESTED AS FOLLOWS

Bonds, Mortgages, and U. S. Stock 6 per cent. Loans,	$107,580 00
Real Estate, Office, &c.	14,620 00
Loans on Space and Policy Undivisible,	7,625 00
Amount Loaned at New Orleans Branch Office, on Collateral Security, payable eight per cent. legal interest,	14,661 66
Amount of Bank stock,	8,000 00
Amount of Pennsylvania 5 per cent Loan,	1,675 00
Amount due from Agents,	7,785 50
Amount of House Office Furniture and Stationery,	2,000 00
Amount of Deferred Quarterly and Semi-Annual Payments,	6,230 81
Amount of Cash on hand, and in Bank temporarily,	9,444 53
	$206,029 04

GEORGE K. ARNOLD, Agent,
74 Fourth st., Pittsburgh.

☞ CHEAVER'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 peculiarly adapted to those troubled with chapped hands in Winter. J. KIDD & CO., Agents.

dec2 No. 60 Wood street.

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

☞ DISEASES OF THE LIVER.—When the celebrated Dr. Rush declared that drunkenness was a disease, he enunciated a truth which the experience and observation of medical men for a long day confirming. The many apparently insane excesses of those who indulge in the use of spirituous liquors, may be thus accounted for. The true cause of conduct, 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 frightful catalogue of diseases. And it, instead of applying remedies to the manifestations of disease, as is 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 diseases enumerated under the head of Consumption, have their seat in a diseased Liver. (See Dr. Guild's great work.)

Indigestion, stoppages of the Menses, 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 source of their maladies is in the liver; and for its correction, the best remedy ever offered to the public is Dr. McLane's celebrated Liver Pill, for the cure of Dyspepsia, or Liver Complaint.

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

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

feb2dw

☞ WINES, &c.—Persons wishing to purchase FOREIGN WINES AND LIQUORS of all descriptions, pure as imported, can obtain them, at the lowest prices, at the Wine Store of JACOB WEAVER, jr.,
Market and Front streets.

oct5

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. cel9

Citizen's Insurance Company of Pittsburgh

H. D. KING, President,
SAMUEL L. MARSHALL, Sec'y.

OFFICE, 84 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.

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Richard Rheem,	J. Schoonmaker,
Walter Bryant,	Wm. R. Hays.

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A. H. HOLMES & BRO.

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☞ All work warranted equal to any manufactured.

JAMES P. TANNER.

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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, adapted expressly for Fall and Winter sales, and will be sold at Eastern prices.—Please call and examine before buying. sep2

Nelson's First Premium

DAGUERREOTYPES.

Post Office Building, Third Street.

CITIZENS and strangers who wish to obtain accurate, artistic and life like likenesses, at moderate prices, 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 finest and best arranged rooms and skylights ever constructed for the purpose, with instruments of the most powerful kind and having adopted the system of Daguerreotyping, as now practised by the celebrated Rocks, of Philadelphia and New York. Mr. N. flatters himself to be able to offer to the patrons of the art, a style of Daguerreotype, either singly or in groups, which has never been equalled.

☞ Rooms open and operating, in all weathers, from 8 to 4, and 7 to 9. nov2-dwy1

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Have removed to their new and extensive store, No. 52 Wood street, four doors above the St. Charles Hotel, where their customers, and merchants generally, are invited to an examination of the most complete assortment ever offered in this city. feb7dy

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AT THE

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