PITTSBURGH GAZETTE.

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PITTSBURGH,

WEDNESDAY MORNING, FEB. 16, 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.

ALLEGHENY.—We should be glad to see Allegheny imitate the example of her sister city, by making a subscription to the Connellsville Railroad. It would have a good effect abroad, as showing the unanimity which exists among us in regard to that great project. The investment would be perfectly secure, and the building of the road will advance the interests of Allegheny as much as Pittsburgh. Will not Allegheny subscribe $250,000 to the good cause?

THE CONNELLSVILLE RAILROAD.

The promptness and unanimity of the action of the Councils of this city, in passing an ordinance authorizing the subscription of $500,000 to the stock of the Pittsburgh and Connellsville Railroad Company, is an earnest of the spirit and determination of the people of this city. The immediate commencement, resolute prosecution, and early completion of the Connellsville Railroad are matters definitely resolved upon by the people of this city, and there is wealth and energy enough here to make good the determination. Thanks to the action of Philadelphia, in regard to the Hampfield, the spirit of Pittsburgh is fully aroused. Had Philadelphia been content to reach Wheeling *through* Pittsburgh,—which she could have done by a better, cheaper, and, calculating by equated distances, a shorter route,—the Connellsville project would most likely have been suffered to rest for sometime longer, but now it makes no difference whether the Hampfield goes on or not, the Connellsville is certain to be built. Nothing can turn Pittsburgh aside now from this grand project, but the indifference and coldness of Baltimore. This might possibly do it. But if Baltimore steps forward with the means and energy at her command, and with the promptness which her interests clearly dictate; and if the Baltimore and Ohio Railroad Company promptly indicates officially its just and liberal policy towards the Connellsville road, the work will most unquestionably go on to a rapid completion.

There is no doubt that the people along the line, in the counties of Fayette and Somerset, will do their whole duty. They are thoroughly aroused, and perfectly enthusiastic in the work. All they wanted is, for Cumberland and Baltimore, and the Baltimore and Ohio Company, to do their just share, *and no more*, of this word which will confer such great mutual benefits.

The work will cost about $4,000,000. Pittsburg, Allegheny county, and private subscribers here, will raise, say $1,200,000. Along the route will be raised, by private subscriptions, say, $800,000. This gives us $2,000,000—one half the amount required. Now if Cumberland and Baltimore will raise, say $1,000,000, there will be no difficulty in procuring the rest of the money—either by mortgage bonds, or by subscriptions of stock by large contractors, who are now seeking for the privilege. Any man who will sit down and calculate the probable business of the road, on a reasonable basis, as compared with its cost, with the cost and business of other competing east and west lines, must be convinced that it will be the very best Railroad stock in the market.

The Pittsburgh and Connellsville Railroad will be the *shortest* and *cheapest* Railroad between the navigable waters of the Ohio and the tidewater of the Atlantic. It will also have lower gradients and easier curvatures than any other parallel road. To these propositions we challenge denial.

To Baltimore, this north-western branch of her great Railroad is immensely important. It will pour into the main branch at Cumberland more profitable trade and travel than the extension west of that place. This may be considered a bold assertion, but we have weighed well what we say. It will thus afford to the double track of the Baltimore road, east of Cumberland, a full and profitable business.

As Pittsburgh has now given indubitable evidence of her determination and sincerity, have we not just reason to call upon Baltimore to show her hand? What will Baltimore do. We care not how she does her share, either by private or public subscriptions, but we want to know, promptly, *what* she will do. No city ever had a more brilliant offer. A competition on advantageous terms, for the immense trade centering at Pittsburgh, with the benefit of our extensive net of western railroad ramifications, is offered to her for a mere trifle. For the expenditure of a million of money she can have direct railroad access to the great North West—the great Lakes—and can drive a direct trade with a region from which she has been hitherto almost secluded.

We appeal to the enterprising, liberal-minded merchants of Baltimore, to second, without delay, the vigorous action of Pittsburgh. Do not permit the ardor of the friends of this great work to cool, through your indifference and neglect, but hasten to seize the glittering prize so opportunely placed within your grasp, and two years will hardly have passed away, when Pittsburgh and Baltimore will shake hands on the top of the Allegheny Mountains.

CANAL TOLLS.—We publish, to-day, an official announcement of the rates of toll on all articles sent through, over the canal, either East or West. The tolls have been very materially reduced, and the transporters are limited to a certain amount, in their charges of freight. We commend this list of tolls to the attention of shippers of produce throughout the West, as we have no doubt they will find it cheaper to ship through Pittsburgh, over our State Works, than by any other route.

Our transportation Companies have not yet advertised their rates of charges under the new tariff of tolls, but we presume they will do so without delay, and that their rates will, in most cases, be under the maximum rates allowed by the Canal Commissioners.

The Pennsylvania and Ohio Railroad Company have made arrangements to receipt for produce through, by the Canal, from any point on their road, to Philadelphia, New York, Boston, and Baltimore.

The Harrisburgh correspondent of the Philadelphia Inquirer, hazards the assertion that the railroad from Blairsville to New Castle will make the distance from Philadelphia to Cleveland 35 miles shorter than by the Ohio and Pennsylvania road. Now, we don't want to be understood as objecting in the slightest degree to the railroad in question, but we will be infinitely obliged to the said correspondent, or to any one for him, if he will furnish us the documents for that assertion. Let Philadelphia encourage that road, if she will, but let her beware that she is not deluded by wild calculations. Give us the figures, gentlemen, if you have them.

CLEVELAND AND MAHONING RAILROAD.—We are pleased to learn that the act of chartering the Cleveland and Mahoning Railroad Company, in Pennsylvania, has passed both houses, and become a law. Will some of our members send us a copy of the bill as it passed.

We acknowledge the reception of a copy of the annual report of the House of Refuge of Western Pennsylvania, in pamphlet form. The report we have already published. The pamphlet contains a lithographed geometrical front view of the building, and the ground plan of the first story. The arrangements are admirable, and the building will present, when finished, a very fine appearance. It is of the castellated gothic order, with mullioned windows, and labels over the windows of the main building and towers. It is a very creditable design. Our townsman, J. W. Kerr, is the Architect, and the Messrs. Patterson, of Allegheny, the builders.

THE "SPIRITS" AND BANKING.—There is, or was, a bank in Chicago managed by "Spirits." Its finanial managers were Seth Paine, and Ira B. Eddy; but they gave up their own judgment in all things, to that of the Spirits, and did whatever they were commanded to do from the spiritual world. The name of the bank was "The Bank of Chicago." By direction of the Spirits, no one who smoked was allowed to remain in the Bank; and those who appeared with "tobies" in their mouths, had them forcibly removed. The Spirits also directed that no bills should be redeemed when presented by cigar-smokers, drinkers, liquor-sellers, butchers, and meat-eaters; and when any such presented bills at the counter for redemption, they were assailed with such epithets as "unclean," "scoundrel," "hog," "coward," "hog-eater," &c. On the 8th inst., a commission of lunacy was issued at the suit of the friends of Ira B. Eddy, President of the Spiritual Bank, who was in a frantic state, flourishing a revolver and threatening terribly. His brother, D. C. Eddy, was appointed conservator, gave bond in $80,000, and took his affairs in charge. Seth Paine was also taken in charge on a commission of lunacy. On the 9th, it being suspected that the "mediums" had stolen the funds of the Bank, a number of them were arrested and held to bail. From the testimony adduced on their hearing we gather the following, which gives us an insight into "Spiritual" banking:

"The first witness called was John M. Holmes, who has been acting as Book-keeper for the bank for some time past, and stated that for some time past the affairs of the bank had been carried on by the use of mediums. A female was in the habit of retiring to a back room with Mr. Paine or Mr. Eddy, and there professed to hold conversation with the spirits of such men as General Washington, General Jackson, and many others, who directed how the affairs of the bank should be carried on; and according as this woman dictated the bank was managed. These women were constantly about the bank. Mrs. Herrick retired several times a day and pretended to tell from the spirits by whom they should and should not redeem money. Some time ago she pretended to receive a revelation that if any party brought a bill, who smoked tobacco, or drank liquor, or sold liquor, that such persons should not have their bills redeemed.

She had stood behind the counter and pretended to reveal such persons on their entering the bank, as were honest or dishonest. She had called persons aboard names, such as fools, cloaks, dishonest, robbers of the poor; that she had snatched segars from the mouths of gentlemen who had come to the bank on business.—There had been great excitement at the bank for some time past, occasioned by these proceedings. He knew all the defendants; most of them were mediums, and Eddy was controlled under their control. He advised with them on all matters, and followed their directions in all things. Yesterday Mr. Eddy went into the bank and demanded the key of the safe. He (Holmes) refused it, when Mr. E. pointed a six-barreled revolver and threatened to shoot him through when he gave it up.

Most of the defendants were present when the pistol was loaded, and advised Eddy to defend himself. Soon after this he left the bank. So long as Eddy was under the influence of the mediums he should be afraid to conduct the business of the bank, had no fear of him if left to himself. He returned to the bank in the evening; found the defendants present; they were controlling the spirits; said they were in communion with the spirit of Alexander Hamilton, who recommended Eddy to defend himself.—Soon after he was told that they had received spiritual revelations that he (Holmes) was an enemy and a traitor; that they knew all his secret doings, and Eddy and Paine ordered him to leave the bank.

From Friday to Monday there were great crowds of people about the bank; the peace was endangered, all the mediums said that they were not to redeem the bills presented by unclean or dishonest persons. Mrs. Herrick frequently asked those who presented bills if they had obtained them honestly, and told them that they had not the mark of honest labor about them. He had been to the bank to-day, but they would not let him in."

This is a precious "revelation." The idea of Gen. *Jackson's* spirit dictating how a shinplaster bank should be managed, is supremely ridiculous. The fact seems to be that Paine and Eddy, rich men, having been driven crazy by this "spirit rapping" delusion, were induced by the cunning "mediums" to start a bank, in order that the honest sisters might get more effectually plunk them. We like to see such discoveries. The true character of this "spiritual" scoundrelism is best manifested in such developments as these. The Chicago "mediums," who first got their crazy adherents to start a bank, and then rob it of its assets, are as honest, we dare say, as their less adventurous sisters who confine their jugglery to little back rooms and idiotic "circles."

We are pleased to observe that the Common Council has invited the members of the Legislature to visit this city. The Select Council had unfortunately adjourned before the action of the co-ordinate branch, but we hope it will soon meet and ratify the act of their brethren. We wish the members of our Legislature generally to see for themselves the magnitude and importance of our Western Metropolis, and experience the hearty greetings our citizens.

The "Thomas Swann" dropped down below the bridge on yesterday, and hoisted her chimneys, after which she was moored alongside the wharf.—*Wheeling Gazette.*

Why did she drop down *below* the bridge to hoist her chimneys? Surely, it can't be, that a *Wheeling* boat would have chimnies too high to pass under "the bridge." We think the Wheeling men demonstrated, to the satisfaction of themselves, at least, before Chancellor Walworth that high chimneys were not necessary to speed, and that chimnies low enough to pass under the bridge in times of high water, were abundantly long. It is impossible, therefore, that our consistent friends at the mouth of Wheeling Creek should have brought out a boat with chimneys too tall to pass under their own bridge. And yet, if not, why should the Thomas Swann drop down *"below* the bridge" to hoist her short chimneys?

THE ILLUSTRATED MAGAZINE OF ART.—The second number of this new monthly is on our table. It contains a large number of engravings, some of them good, but most of them reprints, and some sixty large pages of well selected matter. Its appearance is very similar to the "Penny Magazine," which used to be so popular. It is published by Alex. Montgomery, New York, at 25 cents per number.

SUPREME COURT OF VERMONT ON THE LIQUOR LAW.—This Court has passed a decision on the constitutionality of the Maine Law in Vermont. The Christian Repository says:

The decision embraces and sustains several of the most important principles of the Vermont Liquor Law—such as the right of *search* and *seizure*, without warrant, in certain cases—the right to anticipate and prevent evil in society—the right to destroy property in cases where the public good requires it.

SPIRITUALISM.—The following paragraph is extracted from an editorial in Dr. Rea's Medical Gazette for February, published in New York:—

"Hence they have gone on from one imposter to another, from rapping and alphabets when these become stale, to bell ringing, table moving, singing, dancing, writing, discerning spirits, healing diseases, revealing truth and denouncing errors in religion, morals, science and philosophy, and all professedly from ghosts of the departed. And the public press has done, and is still doing, much to perpetuate the iniquity by recording as facts the most absurd of these stories. In several of these, the movement of tables has been alleged as capable of being affected by a circle sitting round it and touching it with their hands; thus giving a color to the wildest of the ghostly stories, while disclaiming these and alleging electricity as the cause.—But they forget to tell, that the tables only move in the *dark*, and there will be found under each moving table a stout negro, white or black, whose muscles furnish the locomotion. If anybody alleges the contrary, we have a small table in our office on which we write, and we offer one hundred dollars to any ghost or medium, from this world to the other, who will move it an inch in daylight by any supernatural, spiritual or electrical influence, which shall be invisible and intangible to our own optics; and they may sit in a circle around it for a month and call spirits from the vasty deep, but will they come?"

SOUTH CAROLINA RAILROAD.—The stockholders of the South Carolina Railroad, in compliance with a memorial from the citizens of Charleston, have adopted a resolution requesting the directors to suspend all Sunday labor on the road, except the transmission of the mail, and such other labor as cases of emergency may require. It was also resolved to borrow one million of dollars to lay a double track from Charleston to Branchville.

JUNIUS.

FROM WASHINGTON.

Correspondence of the Daily Pittsburgh Gazette.

WASHINGTON, Monday morning, Feb. 14.

On the course of the Mails—Information wanted—Proceedings of Congress—Nominations and Appointments—Party Movements—Cabinet Making—Freemont's Claim.

I omitted writing on Saturday because I understand that there is no Sunday mail on the route between this City and Pittsburgh. But I have no very correct information on the subject. Your paper, of late, has reached me frequently on the morning after its publication, whereas my letters appear to be three or four and sometimes five days on the way. If the mail is now carried by the Baltimore, York and Central railroad, one day is certainly sufficient for the transit. It may be that under the most recent arrangements an afternoon mail leaves Washington for Pittsburgh, and that I lose a day by always sending in the morning's mail. I could perhaps obtain precise information on these points from the Department here, but my success in such applications heretofore has been so limited, that I prefer to spare myself time and trouble, and to take advice under your pen editorial.

The proceedings of Congress last week amounted to very little indeed. The most interesting were those of the Senate in executive session on the nominations of Mr. Badger and others. It is understood that the President will to-morrow send another name to the Senate in place of Mr. Badger's. Mr. Hopkins, of Mobile, or Mr. Micou, of New Orleans, are talked of as likely to enjoy the honors of rejection. A good many other appointments were considered during the week. That of George W. Wright as Sub-Treasurer at San Francisco, was debated on Saturday at length. George is said to be a democrat, a decided, dyed in the wool subject, a disciple who has walked carefully in the rules of the faith from his earliest manhood to the present. If this is so, he can have no particular claim upon a Whig executive. Ha! I have no quarrel with George, indeed personally he is rather a good fellow; but by their works ye shall know them, and wherein has the nominee shown himself a Whig?—Mr. Wright was one of the first members of Congress from California, and had there been a whisper, the faintest echoey of Whigism attached to his name, he would never have been here. But Lieutenant Beale was appointed to an Indian agency worth $6,000 a year, under like circumstances. It is said that Dr. Gwin advocates the confirmation of Wright, and Weller opposes it. He, will most probably be laid over.

Then again, in the case of the vacancy caused by the resignation of Mr. Phelps, of Vermont, Second Comptroller, who can assign any good cause why some good Whig should not have been incontinently named to the Senate as his successor. So far from that being done, Mr. J. M. Brodhead, another died-in-the-wool, and a Clerk in the same office, is bundled in before the place gets cold, and I believe he was just as precipitately confirmed. I dare say Mr. Brodhead is a good lawyer. I know he has been a good clerk, and perhaps there was no Whig at hand who could have made a better Comptroller; but the principle of the thing is wrong. Proscribe nobody for political cause, but when vacancies are to be filled, call in the absent members of the family.

The appointment of Mr. J. R. Clay, as Charge in Peru, and Mr. Fay as Charge to the Swiss Confederation, are merely the renewal of old commissions. I do not suppose that the fact will have any great effect upon the feelings of the incoming administration.

The cabinet rumors have taken a new shape. It is said by the most knowing Democrats, that Jefferson Davis will certainly be Secretary of War, and Gov. McClelland of Michigan Secretary of the Interior. The selection of the first indicates at least one thing; namely, that the Secessionists and conspirors against the Union at the South are to be restored to full and cordial communion with the party. It does not follow from this that the opposite extreme, the Free-soilers and Barnburners, are to be taken into like favor. The compromise rule is to be enforced with the most rigid severity at the North, but opposition to it in favor of southern pretensions has been decided to be commendable. Therefore, Mr. Dix will not be a colleague of Mr. Jeff. Davis. As to Mr. McClelland, he is the lieutenant of Gen. Cass. Of all the prominent competitors of Gen. Pierce, Gen. Cass is the only one whose claims upon the party will never again create any embarrassment. The President elect has said to him with a generous confidence—"Gen. Cass, you are a burning and a shining light of the Democracy, and I shall take pride in leaning upon your broad shoulders. Give me your advice, and name your own man for my Cabinet." Well, the old wheel-horse feels the compliment, and with an eye to the rewards which are due to his own personal adherents, names Gov. McClelland for the Department of the Interior, which has now perhaps a wider range of duties, and more patronage than any other under the government.

The friends of Sam Medary are still maintaining a desperate struggle against numbers and destiny. The divisions in Ohio will keep him out. He will be offered something handsome, but as P. M. G. he cannot come in. And really there is no room for him, for if Cushing is to be Secretary of State, and McClelland Secretary of the Interior, the North can, in the ordinary course of things, have but one more member of the cabinet. Individually, Gen. Pierce desires to have at his elbow Gen. Dix, of New York; the party prescribe Dickenson or Marcy, and probably the State will go unrepresented altogether.

Judge Black, of Pennsylvania, will almost certainly be Attorney General. What particular phase of Pennsylvania politics he represents I am not advised.

The House spent yesterday upon a private bill for the relief of Col. Fremont, on account of drafts purporting to have been drawn by him for the use of the army in California, in 1846. The bill was passed, although I am far from believing that it is a just claim. I am quite satisfied that if Col. Fremont drew upon this government while acting in California under its authority, in good faith, to procure money for the public service, and that money was so obtained, and applied to the service, the drafts would have been paid six years ago. I am constrained to say that I do not believe Col. Fremont is liable as a private individual on these drafts, nor do I believe that judgment has been, or ever will be entered against him on them in England, if he has, or shall make a proper defence.

JUNIUS.

FROM NEW YORK.

Correspondence of the Pittsburgh Gazette.

NEW YORK, Feb. 12.

Arrangements have been completed to give a weekly line of steamers to California by the Pacific Mail Ship Co., an example soon to be followed by the owners of the independent line, via Aspinwall, as well as by the Nicaragua route. This latter company is soon to be taken charge of by Commodore Vanderbilt as president, and will be found in his hands a very formidable rival to the other routes. There is also some talk of a line of Australian steamers, but this route is, just now, a little out of our range, and clippers still have this field all to themselves.

The caloric ship goes to sea early next week, complete in all respects for a long trip. She will perhaps be next heard from at Washington, should her performance be equal to the anticipations of her builders, and there is no cause for doubt yet.

Another new railroad upon the margin of the Hudson river, is now talked about. It is intended to connect at Albany with the Canadian road, and thus put New York in close communication with Montreal, and make them independent of the St. Lawrence river. The cost of the road is named at four millions of dollars, an ample provision, when it is remembered that the west bank of the Hudson has few of the obstacles presented upon the line occupied by the Hudson River Co. Another year will see Montreal connected with the Atlantic coast, by roads to Portland, Boston, and New York, thus placing Canada as closely to the Middle and Eastern States, as though she were one of the confederacy.

A New York platrist, Mr. Gottschalk, made his debut last evening, with a success equal to that achieved by sister De Meyer (the powerful,) spirit of the lion plaintive, and has made the piano tolerable in a concert room again, while at the same time he has secured the approbation of the school so charmed by the delicacy of Herr, who played like a lady, as gently as possible. Madame Sontag continues her success, and is to have Ole Bull to assist her ere long, with his magic violin. They expect between them to fill Castle Garden during the summer.

—Fremont's Hippodrome is arriving by instalments, and by the time the Crystal Palace is open, will be all here in order. A whole square on Fifth avenue is to be enclosed, in a high brick wall, within which the building for performances will be erected. All the appointments are very elegant, and the "circus" will probably be a small improvement upon any former affair. Railroad people are commencing to negotiate about excursion tickets for the fair, and arrangements will be made that will bring a harvest of people to our city, to see the sights, spend their money, and enable us in turn to pay our rent, and have fine houses.

The following statistics relative to the Church under the pastoral charge of the Rev. H. W. Beecher, are not without interest: the contributions to benevolent objects from the Church of the Pilgrims, in Brooklyn, in the last six years, have been over $48,000, or an average of $8,000 a year. In addition to this, the members of the congregation have paid a debt upon their own church property of $19,000, and have added to a noble bell, costing more than another $1000. In the course of the same time 234 members have been added to the Church, 73 have been dismissed from it, and 21 have died in it. The same church gave $2000 last Sunday for the American Home Mission cause. This church is one of the greatest resorts of the time, and on Sunday evenings seats are not to be had, and hardly standing room. All the young ladies and gentlemen who attend church of an evening, throng thither, and never fail to be pleased with Mr. Beecher, who, with all his radical notions, is one of the ablest men in the pulpit.

For the suffering people of Madeira the sum of $8,681 has been raised, a vessel chartered and her cargo put on board. It consists of 280 bbls of flour, and 6,255 bushels of corn, besides several private donations. This will help the poor creatures, and has been sent with a promptness that makes it all the more valuable.

In Wall street there is an active speculative feeling, in money stocks. Money is very abundant on call at six per cent., and little good paper goes long without a purchaser. C.

SPECIFIC RATES OF TOLLS ON THROUGH GOODS BETWEEN PHILADELPHIA AND PITTSBURGH.

Harrisburgh Feb. 12.

The following arrangements adopted by the Board of Canal Commissioners will be of interest to the business men of the State.

Resolved, That during the year 1853, on all freights cleared at Philadelphia for Pittsburgh, and on all freights cleared at Pittsburgh for Philadelphia, and on all freights for the whole distance over the public improvements between these points, and according to the annexed classification, the following rates of toll shall be charged, viz:

First class	$2.85 per 1.000 pounds.
Second class	1,75 do
Third class	1,50 do
Fourth class	1,25 do

Classification of the Board of Canal Commissioners.

First Class.—Transporter's charge for freight, including all State tolls, not to exceed 75 cents per 100 pounds.

Articles—Bonnets, baskets, books, cotton yarn, clocks, combs, cedar ware; carbys, carriages, dry foods in boxes, demijohns, furs, fruits, furniture (old,) gas fixtures ginseng, hats, looking glasses and plates, pianos, plants, shoes, saddlery, trunks, trees.

Second Class—Transporter's charge, including all State tolls, not to exceed 60 cents per 100 pounds.

Articles—Bales of dry goods, beeswax, brimstone, (refined,) buffalo skins, clock weights, confectionary, chinaware, dry hides, drugs, dye stuffs, deer skins, eggs, feathers, glassware, glass [window,] groceries, gas pipes, hardware, hope, hardware in boxes, iron chests, leather, liquors, machinery, medicines, mahogany venneers, marble (manufactured,) nuts, oil cloth, oil [except lard oil,] oysters, paint, paper, (printing, printing and wall,) quesnsware, rice, raisins, ropes, spirits turpentine, slates, steam engines, sheep skins, saltpetre (refined,) tinware, tobacco (manufactured,) wool, and all articles not enumerated passing Westward.

Third Class—Transporter's charge, including all State tolls, not to exceed 50 cents per 100 pounds. Articles—Alcohol, anvils, alum, butter, bones, binders' boards, black lead, bacon, clay (German) cheese, candles, coffee, codfish, copper, copperas in pigs, dye wood, (ground or chipped) fruit (drain,) glue (pieces) hemp, hogs' hair, horns, iron (sheet and hoop,) lard, lead (pipes and sheet,) marble (slab and block,) mill stones, manilla, molasses, nails, oil (lard,) paper (wrapping,) soap, starch, steel, steel springs, seeds, sugars (brown, in khds and boxes,) tin, tobacco (manufactured,) tallow, vines, wire, whiskey, zinc, and all articles not enumerated, passing eastward.

Fourth Class—Transporter's charge, including all State tolls, not to exceed 40 cents per 100 pounds. Articles—barley, bark (ground) beryles, brimstone, (crude) burr blocks, beef in pickle, corn, crackings, cotton, chalk, car wheels, dye wood in log, flax, fish, iron, (bar, pig, round and rattroad,) hides (green or salted) lead in pigs or bars, manganese, oil cake, ochre (red or yellow) pork in pickle, potatoes, pitch, rosin, rye, soda ash, saltpetre (crude,) Spanish brown, slate for roofing, salt cake, soda (sulphate and nitrate,) shot, tar, turpentine (crude) Venetian red, wheat.

[Extract from the Journal.]

THOMAS L. WILSON, Secretary.

LATER FROM MEXICO.

NEW ORLEANS, Feb. 12, 1853.

By the arrival of the brig Lucy, at this port, we are in possession of dates from the city of Mexico to the 25th of January.

The news is of an important character.

After the ejection of the members of Congress, fifty-eight of them assembled at a private house, on the 21st of January, impeached Cevallos, and elected Osorio—the Governor of Puebla, as President *ad interim*; but the latter declined to accept the office.

The garrison of the city of Mexico had pronounced in favor of the plan of Guadalajara, recognizing Cevallos as President of the republic, and other cities have followed the example.

The *Siglo* says: The revolution is ended. The plan of Guadalajara is now the political faith of the whole country.

General Benio, the Minister of War, had sent a communication to Urage, requesting him to repair immediately to the capital, as no military would be formed until his arrival. Urage was preparing to put his forces in motion toward the capital.

The *Siglo* says:—It was reported that Urage had intimated his willingness to recognise Cevallos as the executive, *ad interim*, and the present Congress, on condition that they reform the constitution.

Cevallos issued a proclamation on the 24th, opening the ports of Mazatlan, San Blas, Tampico, Vera Cruz, and Camargo.

The steamship Albatross had arrived at Vera Cruz, causing the greatest joy amongst the population, who supposed that Santa Anna was a passenger by her.

NEW JERSEY.—We would suggest a Board of Directors to manage affairs in our neighboring State of New Jersey. It appears to us to be quite useless expense to keep up a Legislature under the state of things which seems to exist in that State. Things could be, perhaps, best managed by taking the Camden and Amboy Company as a permanent Directory. The affairs of the State all appear to be conducted with exclusive reference to their interests, and why not make one job of it and formally transfer the State sovereignty into its hands? It is there in fact. The Directors of that Company are really the sovereigns of the State. Mr. Stockton was first sent by them as U. S. Senator—then his son, Robert Stockton's brother-in-law follows. This is certainly keeping things very snug—all in the company, and all in the family. *Vive las* Monopolies! We find the following account in the papers of proceedings in the Legislature:

The Charter of the Great Southern or Air Line Railroad from Keyport to the Delaware Bay, was also postponed, ostensibly for further consideration, but really through the opposition of Camden and Amboy Railroad whose interests will, of course, be materially affected by its passage.—*N. Y. Trib.*

GENESEE VALLEY CANAL.—This canal extends from the City of Rochester to the Allegheny River at Olean, and including the branch from the Shakers to Dansville, 12 miles, is 116 miles in length.

That portion between Rochester and the Genesee River feeder at Canesdes, 76 miles and the Dansville branch, 12 miles, making together 88 miles, are completed and in use. The remaining portion between the Genesee River at Canadea and Olean, 30 miles, is mostly under contract and in progress of construction, and upon which a large amount of work has been done during the preceeding year.

AFRICAN COLONIZATION.—A bill is before the New York Senate appropriating fifty dollars to defray the expenses of each colored inhabitant of that State above ten years of age, or twenty-five dollars if below that age, who may voluntarily emigrate to Liberia. The Governor, Lieutenant Governor, Comptroller, and Attorney General are constituted a board to draw the money and to superintend the emigration, employing for the latter purpose, if they see fit, the New York Colonization Society. New Jersey, Maryland, and Virginia have each made appropriations for the same object.

A few days since, a Mrs. Palley was walking along Main st., Rochester, near the New England House, when a runaway horse came along the sidewalk. She tried to escape, when a man seized her, under pretext of protecting her from the danger, and robbed her of a gold watch, chain and pencil. In her consternation she did not discover the robbery till it was too late. Tale was done in open daylight, and is as cool a piece of rascality as we ever heard of.

BALTIMORE AND OHIO RAILROAD.—*Arrears of Salaries.*—We learn at that the meeting of the Board of Directors of the Baltimore and Ohio Railroad Company, held yesterday morning, the subject of a general revision of the salaries of the officers of the road was under consideration, and in view the of completion of the road to the Ohio river and the consequent enlargement of the duties of the principal officers, especially, a pretty general advance was ordered. Among those acted upon by the Board yesterday were the following:—Wendell Bollman, master of the road and bridge constructor, increased from $1,600 to $2,000. John H. Tegmeyer, assistant master of road, increased from $1,200 to $1,500. Lewis M. Cole, master of transportation, increased from $1,500 to $2,000. S. Hayes, master of machine, increased from $1500 to $2000. J. B. Ford, of the Wheeling depot, increased from $1200 to $1,500. The salary of the superintendent at Cumberland, on account of the decrease of duties at that point, reduced from $1,200 to $1,000. The through conductors, on the main stem were advanced from $700 to $900 per annum. The salaries of the conductors on the Washington branch were increased from $700 to $750. There were also other advances made in the salaries of many of the minor officers of the road in the ratio of increase of duties required on account of the extension to Wheeling. We also learn that a resolution was adopted by the Board, directing proposals to be issued for drawings for a plan for the new Camden street depot, and offering $200 for the plan shall which be approved and accepted.—*Balt. Sun.*

Yesterday the engineers of steamboats in port had a meeting, at which they resolved that their demands for services hereafter should be, for the first engineer's place $150, for the second $100 per month. Their salaries heretofore have been $100 and $75.—*Louisville Jour.*

AUGUSTA, Me., Feb. 11.—No further ballotings have been had by the Legislature of Maine, for a United States Senator. A resolution was adopted, postponing the election until the 4th of March.

WASHINGTON, Feb. 13.—General Pierce has rented a pew in the church of the Rev. J. C. Smith's New School Presbyterian Church, which he attended when he was a Senator.

☞ YOUNG MEN'S MERCANTILE LIBRARY ASSOCIATION AND MECHANICS' INSTITUTE A LECTURE, (the second in the course,) will be delivered before this Association, at MASONIC HALL, on TUESDAY EVENING, the 22d instant, by the Rev. W. D. HOWARD. Subject: *"The Life and Labors of John Howard, the Philanthropist."*

Tickets of admission, 25 cents; to be had at the principal Book Stores, the Library Rooms, and at the door; also, of the Directors, and Lecture Committee.

HENRY WOODS, JOHN R. HOLMES,
W. H. KING, D'D, J. M. KIRKPATRICK,
feb16 Lecture Committee.

☞ PROF. RAINEY will deliver one more LECTURE, by invitation, on FRIDAY EVENING, the 18th, on the CALORIGENIC ENGINE, exhibiting her Model, and explaining all the beauties, benefits, and intricacies of this novel Machine.

The Lecture will commence at 7½ o'clock.

The peculiar points of this Engine, for River Navigation, will be particularly noticed.

Tickets 25 cents; to be had at the Hotels, Book Stores, and Machine Shops.

JOHN T. LOGAN, ROBT. A. KENNEDY,
PHILIP WILSON, EDWARD GRIFFIN.

REMOVAL.

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Have removed to their new and extensive store, No. 57 Wood street, four doors above the St. Charles Hotel, where their customers and the public generally are invited to an examination of the most complete assortment ever offered in this market.

☞ WE believe we have provided a remedy for every disease which flesh is heir to. HIRE'S PITTSBURGH COLOGNE OIL—not equal it flows, from the great laboratory, (discovery,) of Jesus by the hosts of Mother Earth, is, without doubt, "the balm of Gilead" of these remedies. Read the following testimony, given by a grateful parent:

"Pittsburgh Valley, Ohio, Sept. 26, 1852.
Mr. B. M. Kier—Sir: I feel it my duty to inform you of the wonderful effects of your Cologne Oil. My daughter, at the time your agent was here, was lying in a state of total blindness from a violent cold, which had settled in her head, and was fast approaching her brain. Your agent gave her a few drops of your Cologne Oil, and in a few minutes she was relieved. The next morning, her sight was as good as ever. Your agent put a few drops in my left ear, which was very deaf, and I can hear as well as ever in that ear. I have used it for my family, and find it to be a most valuable medicine. I have used it for my daughter, at the time of her sickness, for a violent cough, and it cured her in a few days. I have used it for my family, for colds, and it has never failed to cure them. I have used it for my family, for sore throat, and it has never failed to cure it. I have used it for my family, for the Piles, and it has never failed to cure them. I have used it for my family, for Rheumatism, and it has never failed to cure them. I have used it for my family, for Ringworm, and it has never failed to cure them. I have used it for my family, for Tetter, and it has never failed to cure them. I have used it for my family, for Chilblains, and it has never failed to cure them. I have used it for my family, for Bruises, and it has never failed to cure them. I have used it for my family, for Sprains, and it has never failed to cure them. I have used it for my family, for Cuts, and it has never failed to cure them. I have used it for my family, for Burns, and it has never failed to cure them. I have used it for my family, for Scalds, and it has never failed to cure them. I have used it for my family, for Frost Bites, and it has never failed to cure them. I have used it for my family, for Sore Throat, and it has never failed to cure it. I have used it for my family, for Sore Eyes, and it has never failed to cure them. I have used it for my family, for Sore Ears, and it has never failed to cure them. I have used it for my family, for Sore Nipples, and it has never failed to cure them. I have used it for my family, for Sore Breasts, and it has never failed to cure them. I have used it for my family, for Sore Legs, and it has never failed to cure them. I have used it for my family, for Sore Feet, and it has never failed to cure them. I have used it for my family, for Sore Hands, and it has never failed to cure them. I have used it for my family, for Sore Heads, and it has never failed to cure them. I have used it for my family, for Sore Backs, and it has never failed to cure them. I have used it for my family, for Sore Breasts, and it has never failed to cure them. I have used it for my family, for Sore Throat, and it has never failed to cure them