PITTSBURGH GAZETTE.

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WEDNESDAY MORNING, FEB. 23, 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 WAR UPON THE COMMON SCHOOLS.—Bishop O'CONNOR is untiring in his war upon the Public School System. One day there appears a long lecture, delivered in Baltimore, attacking the common school system, and the next we have an article two columns in length in another city paper, on the same subject.—The latter appears in the *Journal* of yesterday, and is a plausible and specious argument. The Bishop will certainly receive the highest honors of his church, if his labors are properly appreciated by his superiors. As his reverence refers especially to Dr. Jacobus, we shall not interfere in the controversy farther than to direct attention to it. The Bishop complains that Catholic children are not safe in the Common Schools, even where the common rudiments are taught, and no sectarian bias whatever is given, and exclaims against the injustice of the free school system. What will he say to the following specimen of Catholic justice, where they get control of the common schools? We copy from the Schuylkill Miner's Journal, Feb. 19.

"We may mention a fact in this connection, which may not be generally known; that, in all the schools throughout the State, where there is a Protestant preponderance in the Board of Directors, sectarianism of any kind is carefully avoided in the selection of books for the use of the children, while, on the other hand, in many cases we know of, where the Catholics have the power, Romish catechisms, and other books peculiar to their religion, have been introduced, regardless of the wishes of Protestant parents, and of the general rule in this respect, and of the courtesy shown them in like cases, where they would have no power to help themselves. In Blythe township, in this county, and also at Mt. Carbon, we understand that this is the case, and the same thing was attempted not long since at Port Carbon."

THE PACIFIC RAILROAD BILL.—The bill pending in the Senate to authorize the construction of a railroad from the Mississippi to the Pacific, has, in the opinion of some of its friends, been emasculated by the adoption of an amendment which limits the road, so far as authorized by the bill, to the territories now under the jurisdiction of Congress.

This amendment was offered and pressed to its adoption by those members of the Senate who think that Congress has no right to authorize the construction of a road through any of the *States* of this Confederacy.

And they were right. We are friends of the Pacific Railroad; we earnestly desire to see it built; but we are also the friends of State Rights. Valuable as the Pacific Railroad would be to every State in the Union, it cannot be compared in value to State sovereignty. The States are, and of right ought to be, sovereign within their own bounds. If Congress can invade one State with a railroad, upon the plea of promoting the general good, she can overrun the States with roads urged upon the same general plea; and thus not only would State sovereignty be overthrown, but the National Government would become the great railroad builder of the Union.—If our confederated form of government is worth any thing, its worth consists mainly in the exclusive control which each State exercises within and over its own territory; destroy this feature of our confederation, and the National Government will become one of the most dangerous upon the face of the earth.

It may be that no evil results would flow directly from authorizing the construction of the Pacific road through one or more of the States: nevertheless, the Senate did wisely in refusing to confer such authority. The precedent would be full of danger; and the preservation of the principle of State rights is all-important.

Congress has no right to legislate for the States, or to usurp authority reserved to them. Its power over the territories is unquestioned: and as the States are abundantly able to legislate for themselves, let Congress, in authorizing railroads, confine itself to its legitimate territorial domain, leaving to the States interested the task of affording whatever legislation may be necessary to work a successful co-operation with the General Government.

There would be no difficulty in this case, at all, if it were not for a desire to locate the Pacific Railroad *south* of St. Louis. Missouri has already authorized the construction of a Pacific Railroad through her territory; and the work on that road, from St. Louis to the line of the territory under Congressional jurisdiction, is being pushed with commendable vigor. But the extreme Southern members want the main line of the Pacific road to be south of St. Louis—as far south as Memphis, or perhaps farther; and they see that if the principle be recognized that Congress cannot authorize a road over State territory, then the fact that Missouri *already* has a trunk line in a state of advancement towards the Pacific, must necessarily predispose capitalists to avail themselves of it as so much gained on the way to the Pacific. Hence, the adoption of the amendment we have alluded to indirectly favors the St. Louis route.

To us, St. Louis seems the best point for commencing the main line of the Pacific road, because from that point the trade and travel from the Pacific will find its readiest and most natural outlet to the Atlantic: but we have no idea that any one city on the Mississippi will be permitted to reap all the advantages resulting from such a road. Branches from all the main cities on the Mississippi will be constructed to the main stem, at whatever point that may begin: and the advantages will consequently be shared by all. It is a matter of small moment, therefore, where the road begins. Let Congress authorize its construction over the territory under Congressional jurisdiction, and the States interested will supply whatever further legislation may be needed.

NEW BOOKS

"The Martyrs, Heroes, and Bards of the Scottish Covenant." By George Gilfillan. A. M."

"Tales of the Scottish Covenanters." "Helen of the Glen." "The Persecuted Family," and "Ralph Gemmell." By Robert Pollock, author of the "Course of Time," *etc.*

The above excellent works have been laid on our table by Messrs. Robert Carter & Brothers, of New York, whose publications almost invariably partake of the useful and the religious. The history of the heroism, deep and earnest religious enthusiasm, sufferings, and martyrdoms of the Scottish Covenanters, is one of the most attractive, thrillingly interesting, and romantic of any age. It has made a deep and lasting impression on the minds of late generations, and has caused persecution for conscience sake to be hated and loathed, both in England and America. These books will be eagerly sought after, and read with avidity.

"Daughters of China; or Sketches of Domestic Life in the Celestial Empire. By Eliza J. Gillett Bridgeman."

This, also, is from the press of the Messrs. Carter. It presents a simple, instructive, and interesting picture of the manners, customs, thoughts and feelings of the women of China. The lady author gives her own experiences and impressions in that far off land.

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

Blackwood's Magazine, for February, is a very excellent number, and will be a welcome visitant to the tables of its numerous patrons. For sale by M. A. Gildenfenny, Fourth street, and H. Miner & Co., Smithfield street.

In our article of yesterday on the rates of transportation of Cotton, by way of Pittsburgh, we should have stated that the Pennsylvania Central Railroad advertises to carry Cotton at the same rate as will be charged on the Canal, viz: 40 cts. ℔ 100 lbs. Thus shippers of Cotton will have the choice of two routes to the East, from this point, each of them carrying at the same cheap rate, and both of them cheaper than any other route to the East.

We have heretofore neglected to notice the advent of Mr. WM. BIRNEY, as editor of the Philadelphia Commercial Register. Mr. Birney is a young man of fine talents, writes well, and will make a good editor. His antecedents being all out of Philadelphia, we shall expect to find in him a liberality to the other parts of creation which is not altogether characteristic of the city to which he has attached himself.

WASHINGTON, Feb. 17, 1853.

To the Editors of the Pittsburgh Gazette.

GENTLEMEN—A few days since I received from some friend at the West a slip from the Homestead Journal, published in Ohio, containing a letter signed J. Cable, a member of the House from that State. Ordinary assaults I do not notice; but the letter of this Cable is an attack upon my character and motives so mendacious, insolent and scurrilous, and withal so entirely shameless and unprovoked, that I feel constrained to request the privilege of a short space in your columns to reply to it.

I will premise that I have no acquaintance with the "Honorable" Mr. Cable of Ohio, and that, as it is my intention in this communication to brand him and certify him over to his constituents for what he truly is, it is altogether unlikely that I shall ever voluntarily enjoy that pleasure. But it is a fact that about three years ago, Hon. Joseph M. Root, a true man and a gentleman, presented this person to me as one of his colleagues professedly opposed to the then projected compromise measures. For a very short time thereafter there was a common-place, nodding acquaintance between us; but as I never tolerate familiarity from persons of Mr. Cable's manners and apparent standing in private life, over that was dropped with the cessation of the controversy on the slavery question.

But for this outrageous personal attack, Cable might have quietly gone down to the contempt and oblivion from which he could have temporarily emerged only through some accident, without a recognition from me by voice, or look, or pen.

The burthen of Cable's letter is that, inasmuch as in my correspondence with the Gazette I have opposed the passage of the Homestead bill, and asserted that it "originally had no strength in the Senate," I am a liar; infamous; a paid letter writer; that I have been bought up like a sheep in the shambles; that I have been brought to Washington by some capitalist to advocate some corrupt claim; that I am a mercenary; that I seek to intimidate members by slander and falsehood, if I cannot influence them by direct bribery; that I state falsehoods "on behalf of Bennett's land swindle to cover up motives of infamy." I might quote much more of invective and low insult from the same letter, but my answer to the above specifications will embrace a reply to the whole.

If these charges were true, or if they had any foundation at all, I certainly should not deserve the confidence of friends whose esteem I now possess and which I am determined that the unrepelled calumnies of Mr. Cable shall not take away, nor impair.

In the first place, Cable was doubtless induced to perpetrate this indecent libel upon me because, like other cowardly falsifiers, he supposed he could do so *safely*. He belongs to the House, though fortunately for the morals and reputation of that body, his term is near its close. I, he presumed, was only a poor letter writer, who would not dare to resent the injury and punish the author of it. I hazard nothing in saying that Cable's letter proves two things; first, that he is a disgrace to Congress and his own constituents, and second, that he could not write letters, with or without pay, which any decent journal in the United States would publish. So much for the difference between his position and mine. Popular infatuation has raised him to a place which he dishonors, and he vilifies me for occupying one from which the meanness of his capacity and the utter absence of all refined and gentlemanly instincts must forever exclude him.

He accuses me of taking and offering bribes in order to secure the passage of Mr. Bennett's land distribution bill, which he calls the "Bennett Land Swindle." Now this is a random expression of pure impudence and malignity. How dare this scurrilous slanderer accuse me of bribery to advance a public measure which not only favors no private interest, but which directly opposes some of the most monstrous before Congress, and those, too, which common rumour asserts to pay the best? No money, nor indeed any private consideration, can be applied to the advocacy of Mr. Bennett's plan. In the nature of things it is unapproachable by such influences. Its beneficiaries are States, and not individuals. You might as well talk of a man being bribed to advocate a change of the Constitution. Again, how dare this obscure and despicable person speak of Mr. Bennett's bill as a SWINDLE? That bill has passed the House of which he is a member, by a large majority, and would now be a law, had a vote been taken upon it by the Senate. If it is a swindle, who are the swindlers? Mr. Bennett is its author and most distinguished advocate; a majority of the House supported it, and many favor its principles who, from motives of expediency, did not vote for it. Does Cable presume to denounce that gentleman and the majority who co-operated with him as swindlers? Were they bribed to carry through the swindle? These illustrations of the scope of his imputations upon me develope at once his stupidity, malevolence, and falsehood.

As to my being an agent, brought to Washington by rapacious capitalists and hired to advocate their schemes of plunder upon the Treasury, I answer that I was in Washington long before Mr. Cable; that during eleven years, five of them in the Pittsburgh Gazette, I have been a steady opponent of nearly every considerable project for getting money out of the General Government for the benefit of private persons or particular localities. No man in this Federal City is better known for uniform hostility to all such plans. Very greatly to my own disadvantage have I adhered to this principle of action. I might point to innumerable instances in which my practice has verified these professions. Corruption and favoritism I have opposed in every form and on all occasions. I have made innumerable personal enemies, and have kept myself poor, very poor, thereby. I know the latter circumstance will not conciliate the favor of the honorable libeler to whom I am replying, for I can easily perceive from his form and mien and gait that he is one of those thrifty and sordid souls who enter and go through this world with the resolution to "get money, honestly if they can; but to get money;" and to keep it when got.

But why waste more time and temper upon this fellow? Time will vindicate my reputation, and the public scorn will take care of him, and the whole tribe of paltry backbiters and "sourly politicians" of which he forms so shining an example.

I have thought it due to myself to make this statement over my name. Personally, Mr. Cable will know where to find me, and he will perceive that all my references to him are in such a form as to preclude his going before the body to which he belongs with any conveiling complaint of breach of privilege.

Truly and respectfully yours,

EDWARD HARPER.

For the Pittsburgh Daily Gazette.

MR. EDITOR:—As two or three of the Railroad Companies are aiming to have freight depots at the Point, it appears to me a thing impossible to accommodate each with a street to run machinery and lay down rails. Would it not be a better arrangement at the out-start, for the City and the several Companies to construct a dam, with sufficient locks, below the two cities, which would secure a sufficient depth of water at all seasons and at all points on both rivers; by using boats constructed for the purpose, baggage cars could be easily conveyed to either road. By such an arrangement the several companies will save more than enough to complete the improvement, in the purchase of eligible sites on the two rivers, and at the same time do all the business without that constant annoyance to the citizens which would otherwise be the result. CITIZEN.

TRENTON, Feb. 18.—After a laborious time, the committee on corporations have reported the air-line railroad bill. They submit a report giving the objections to the bill according to the contracts with the Camden and Amboy railroad, believing that it will threaten the loss of the revenues derived from that Company. A minority of the committee do not agree. The bill produces no little excitement.

FROM WASHINGTON.

Correspondence of the Daily Pittsburgh Gazette.

WASHINGTON, Feb. 20, 1853.

Gen. Pierce does not yet come, and in proportion as he lengthens the days of his coming increases the eagerness of the democrats to uncover the flesh-pots of Egypt. The Union has discovered a most atrocious conspiracy between the Whig office holders and certain over-cunning democrats to swindle the wire pullers of its party out of their expected luxury of proscription and the brokerage for office getting which the big fish of the Democracy always charge the little fish. This unparalleled rascality consists in Whigs resigning in favor of democrats, and in the payment by the latter to the former of douceurs proportional to the emoluments of the place transferred. This is one of those exemplifications of total depravity in which the history of the Democratic party so much abounds.

The House yesterday did a hard and good day's work, almost the only one this session. They sat till seven o'clock in the evening, and carried the General Appropriation Bill through the Committee of the Whole, and ordered the previous question upon it, so that it will pass to-morrow. This bill comprises from five to seven of the fifty millions of appropriations which the House must originate and the Senate mature. The other leading bill will go through in the same style as the frigates of a squadron follow in the wake of a first rate which has broken the enemy's line.

The Pacific railroad bill in the Senate gives signs of its approaching fate. It has been discussed with greater earnestness and pertinacity since the cessation of all debate was promised than before, and yesterday after an animated running engagement of several hours the originators and special champions of the bill avowed themselves almost discouraged and ready to strike their colors. Gen. Shields proposed an amendment that no part of the money appropriated should be expended within any State. If the road start from St. Louis or any point on the Mississippi, it must traverse a State at the Eastern division of the line for two or three hundred miles, and it must of course cross the State of California, from its Eastern boundary to the seaboard. The effect of the proposition, therefore, was to destroy the jurisdiction of the general government over all parts of the work, but such as run through a wilderness and desert country, and in fact to defeat the bill. But it prevailed by the vote of 22 to 20. It is possible that this vote may be reconsidered to-morrow, for the affirmative and negative amount to but one more than two-thirds of the Senate. The more prevalent impression is that the friends of the project are hopeless of success at the present session, and will make no further exertions to pass it through either House.

As the policy of the next administration is to be warlike, a number of new diplomatic offices have been created, so that quill may go hand in hand with force. The half mission or chargeship to Peru has been raised to the first rank, with an annual salary of $9000 per annum. The fugacious diplomatic representation kept up from time to time with Central America, is to give place to a full mission, with salary and outfit corresponding. The simple consulate at Basle in Switzerland, which has answered all purposes of intercourse with that confederation, will henceforth find itself in the respectable company of a chargeship. As in years past I enter my protest against these changes. Their only real object is the creation of new offices and salaries. In respect to Central America there may be, and I suppose there are, special reasons for sending thither an able man with the powers and rank of a minister plenipotentiary, but the term of his service should be confined to the occasion which calls for a higher order of ability and skill than is possessed by the ordinary run of *charges*, which in all conscience is moderate enough.

No Cabinet news. The murmurs against the apprehended appointment are becoming louder. He is not a democrat of established standing. But the persons who make this objection are clamorous for the admission of Hunter into the Treasury. Now what are Hunter's antecedents. In 1839 he was a good enough Whig to be elected Speaker of the House over the democratic candidate. When he turned Democrat, I do not know, nor do many of his personal friends. He has a singular capacity for preserving his personal identity and independence of party while he conciliates the support of partisans. Like Bayly, he was an impracticable free trade Whig, but like him, seems to have found his way through the avenue of expediency to the head quarters of free trade democracy. He is, when all is said and done, a very able, plausible, and courteous man, and as a Statesman is distinguished for caution and prudence. JUNIUS.

FROM NEW YORK.

Correspondence of the Daily Pittsburgh Gazette.

NEW YORK, Feb. 19.

The pressure in the money market has not relaxed, and all kinds of securities show the demand for money by their diminished price. An exception may be made to the decline in United States and State Stocks in request for banking purposes. For this class, the demand is so active, that the Comptroller has taken occasion to make proposals for a loan at four per cent. for the use of the State, and refuses all bids under par. This is a cheap rate for a State to borrow at, while she has upon her statute book an old fogy provision, that makes it criminal to take over seven per cent. per annum for the use of money. Common sense teaches the propriety of allowing people to sell money at four per cent. per month, or per annum, and to that complexion will legislation come at last.

A new Western Marble Company made a sale of seven per cent. bonds on 'Change, by auction, to-day, at 87@88 per cent. The Company's land is in Kentucky, near Portsmouth, Ohio, and it is their intention to furnish marble for western cities. Judge Burnett, of Cincinnati, is one of the proprietors, and the material of the Burnett House is from this locality. The parties engaged in the enterprise are of high character, and the scheme has the appearance of solidity about it that is wanting in many companies of the present time.

The fresh from this port for Australia is quite extensive, and many merchants have already established branch houses there. Australia is a good deal in debt to New York and Boston, and are long we shall have large deposits to our credit in London. The emigrants from here are an extraordinary class of people, and will have a good effect upon affairs in that quarter. They unlearnad republican politics, and will give some valuable lessons in government to their new associates.

The new gas regulation has got fairly started in New York, and has put eighty thousand dollars in the pocket of the inventor for New York city alone. The saving in gas to the Metropolitan Hotel, is thirteen hundred feet per night, with the present lengthened days. Taking the regulations together, the saving is full twenty-five per cent. Such a saving makes consumers greedy for the machine, and quite satisfies the owners of the patent of the cheapness of their purchase.

The whereabouts of the Ericson is now much talked of, and Caloric stock is rather at a discount. Should she make a good performance after all the doubts now cast upon her, she will at one stroke make her reputation and establish hot air in the place of steam.

From Europe the news is not so bad as far as breadstuffs are concerned, as the telegraph accounts would make it appear. Prices are well sustained here, and no decline of moment is anticipated. Cotton is improved in price and demand, and the Stocks which have been accumulating at the South, will soon be sent to an European market. C.

The following facts are interesting. They give us a glimpse within the veil of Parisian life, and tell a short story of the morals of the fashions le metropolis:

"The births in Paris during the year 1851, amounted to 22,824 Of these 26,039 were born "at home;" and of this latter number 5,566 were born out of wedlock. The births within the various hospitals amounted to 6,285; of which only 1,808 were in wedlock; making in all 10,635 children born to illegitimacy. The total of births exceeded the number of deaths by 4,729. The number of marriages was 10,233. The number of these conniving between young men and maidens was 8,062; between bachelors and widows was 645; between widowers and maidens 1,064; between widowers and widows only 462! From which it appears that pretty widows have been most shamefully abused, and gained a reputation for diplomacy which they have not earned. In all Paris they have stood in the way of only six and a half hundreds of aspiring maidens. While by those of our own impertinent sex who had been wived and widowed, over a thousand young ladies were withdrawn from the market to which over a thousand gallant Frenchmen were honestly entitled. Let stubborn facts have their legitimate influence. Hereafter let widowers be esteemed ambitious, but widows modest and retiring.—*N. Y. Times.*

THE SOUTH.—A special correspondent of the *New York Times* is now travelling in the South, and writing down his impressions. Speaking of Washington City, he says:

"What the ordinary stock of the region is, may be judged on market day at Washington; the most miserable, dwarfish, ugly, lean kine that I ever saw. I do not believe all the Northern States could produce such a scurvy drove. Market day in Washington (it occurs three times a week,) is very amusing to the stranger. The horses are as bad as the cattle, and the human stock (negroes) is, if possible, worse than either. I saw but one pair of horses out of over one hundred together, that did not appear to have been foundered or maimed.

There is a good story told by a member of Congress from Pennsylvania, to show the style in which business is often done in these parts. An old negro woman called at his door, having a fine turkey for sale. Struck with her fatigued appearance, he asked her how far she had come, and learned that she had been three days and nights on the road. "Old massa" was in need of some money, and having nothing else convenient to sell, she had been dispatched on foot with the turkey to Washingtoon, to "goise" it for him."

He gives a dismal account of that part of Eastern Virginia which lies between Washington and Fredericksburg:

"The planter's house is usually a plain, two story, clap-board building, fifty-feet long, and twenty wide, divided in its length by a hall, against each outside door of which is a broad porch. It is more commonly shaded with a few old white oak trees, left from the original forest growth. Scattering about it, without much order, are from two to a dozen log-cabins for the negroes. The latter you will see, men and women, loading and carting maize to the corn-crib, or "grubbing" sassafras bushes with great awkward hoes and clumsy axes, loaded with much unnecessary weight of iron. At every cross-road and stopping-place you see plenty of them with mules and long heavy wagons, and with coarse less or brimless hats, and rags and grins and incomprehensible outcries to the cattle; all but for their dark, inexpressive faces, exactly like the poorest Irish peasantry. Their masters, you see, too, occasionally, on horseback, (very good blood-like horses,) or they leave the seat by the side of you, carrying out a pair of saddle bags, and mount a horse and a black boy has brought for them. At twenty such country stations I did not see a spring-carriage.

Many of the planters' mansions are much finer than those I have described. You see these at a distance on the most elevated ground in the vicinity, with more or less of a grove about them and the "negro quarters" at some distance; log houses, and the poorest and slightest placed in rows. The house may be of brick and quite large, with a verandah, and long low buildings stretching out from it, somewhat after the fashion of the Washington mansion at Mount Vernon; more commonly they are in a compact heavy style, not in particularly bad taste, but never elegant, and usually failing in neatness and more or less needing repairs.

We passed in sight of one tannery and two or three saw mills, and at Fredericksburg through the streets of a rather busy, shabbily built town; but altogether the country showed less signs of an active and prospering people, in the distinctively railroad sense, than any other I have ever journeyed through either in the old or new world. A coarse rough looking old man sat beside me, and wishing to obtain some information I asked him if he was acquainted with the country. "No I aint—don't look very *fertile*, does it?"

"It does not indeed."

"I've heerd 'em say out West, that old Virginny was the mother o' statesmen—reckon she must be about done, eh? This are what the *barrenest* look for a mother, ever I see."

IMPORTANT RAILROAD CONNECTION.—A letter from Philadelphia, published in the Baltimore Sun, says:

"An important movement has recently been effected by the Baltimore Railroad Company, in the purchase of an extensive property on the river Delaware, at the foot of Washington street, Southwark, upon which a depot is to be built. The Camden and Amboy railroad have also determined to extend their track, on the Jersey side of the river, to Kaighn's Point, directly opposite the site of the new Baltimore depot; so that, by means of ferry boats, freight destined for Baltimore, and probably the mails and passengers also, can be transferred from one road to another, without the loss of time and expense of carriage that the present plan involves.

"There is a railroad track communicating with the Baltimore road which extends down to the river Delaware, so that on this side there is only the depot to be built to put the design in immediate operation. This is a most important move, as it will greatly facilitate the mail and passenger communications between New York and Washington; and if the Maryland Legislature will only aid the good work by allowing the Susquehanna to be bridged, the vexations delays which now occur will be among the things that were."

By Telegraph to the New York Herald.

WASHINGTON, Feb. 19, 1853.

The gentlemen selected for Gen. Pierce's cabinet are arriving at Washington. They will all be be here by the 4th of March. I do think, however, that the arrival of Gov. Marcy within striking distance of the Capital amounts to anything in his favor, for it is well known that he always goes in for the chances; but still he may get the Treasury department. Nothing is yet certain, however, as to the names of those who will compose it. It is supposed that the following is pretty near correct, so far as the names are concerned:

Caleb Cushing, of Mass., Secretary of State.
R. M. T. Hunter, of Va., Secretary of the Treasury.
James C. Dobbin, of N. C., Secretary of the Interior.
Jefferson Davis, of Mississippi, Secretary of War.
James Campbell, of Penn., Secretary of the Navy.
R. McClelland, of Michigan, Postmaster General.
James Guthrie, of Ky., Attorney General.

It is thought that James Buchanan will go to England, Pierre Soule to Spain, John A. Dix to France, A. W. Buel, of Michigan, to Berlin, Gov. Seymour, of Conn., to Mexico, Gen. Lane, as Governor of Oregon, and D. S. Dickinson, as Collector of New York. I give the above for what they are worth, but "turn down a leaf."

MAN KILLED.—About dusk last evening the down train of cars, when about two miles this side of La Grange, ran over a German name unknown, and fractured his skull, and it is expected he will not recover. The engines were reversed immediately, but too late. He was taken back to La Grange and placed in good hands. He was intoxicated at the time and sat down on the track, and the engineer not seeing him, on account of the darkness, he was run over as stated above.—*Lou. Cou.*

On Monday last a freight train on the South Carolina Railroad took fire, and six cars with their contents, consisting of five hundred bales of cotton, were entirely destroyed. The heat was so intense as to melt the wheels of the cars, injuring a considerable portion of the road.

THE CALORIC SHIP ERICSSON.—The steamer Herald, from Norfolk, yesterday morning, at 4 o'clock, passed a large vessel, brig rigged, at anchor, above the Great Wicomico. She had four pipes, and side wheels, and was supposed to be the caloric ship Ericsson, from New York, for Norfolk.—*Balt. Sun*, Feb. 21.

PROVIDENCE, Feb. 17, 1853.—The anti-liquor law passed the Senate, this afternoon, by a vote of 4 yeas to three nays. Nothing is yet certain, however, as to the names of those who will compose it. It is supposed that the following is pretty near correct, so far as the names are concerned:

☞ We believe Nature has provided a remedy for every disease which flesh is heir to. KEER'S PETROLEUM or ROCK OIL, put up as it flows, from the 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 some dozen more. We have found the Oil very excellent in Pluz and Dysentery. My daughter, at the time your agent was here, was lying very low with the fever; I gave her a teaspoonful, and in three hours gave the second, and the fever stopped, and she recovered immediately. It is also an extraordinary remedy for sore and inflamed Eyes, Cuts, Bruises, and Rheumatism, and for the Piles, some have been cured of long standing. Yours, with respect, ISAAC BOZLOW.

For sale by all the druggists in Pittsburgh.

fe9 (Papers advertising Petroleum please copy.)

☞ WINES, &c—Persons wishing to purchase FOREIGN WINES AND LIQUORS of all descriptions, *pure as imported*, can obtain them, at the lowest prices, at the Wine Store of JACOB WEAVER, Jr.,
oct15 Market and Front streets.

A. H. HOLMES & BRO.
Successor to H. P. Nelson & Co.,
MANUFACTURERS OF
SOLID BOX VICES,
PLATED SHOVELS, MATTOCKS, SPADES, HOES, PICKS, FORKS, &c.
PITTSBURGH, PENNA.
Office No. 134, Water street, third door above Smithfield
☞ All work warranted equal to any manufactured.
a29

NEW CARPET STORE.
ROBINSON & CO.,
NO. 47, FIFTH STREET, NEAR WOOD.
Now opening a large and entirely new Stock of Imported and American Carpets, together with everything usually kept in a Carpet Store, at the lowest cash prices. oct9

Citizen's Insurance Company of Pittsburgh
H. D. KING, PRESIDENT.
SAMUEL L. MARSHELL, SECY.
OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.
☞ INSURES HULL AND CARGO RISKES 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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JAMES P. TANNER.
WHOLESALE DEALER
IN BOOTS, SHOES, BONNETS, &c.,
NO. 56 WOOD STREET, PITTSBURGH.
Between Third and Fourth.
☞ My stock embraces every variety and Style of Boots, Shoes, Bonnets, &c., purchased direct from the New England Manufacturers, adapted expressly for Fall and Winter sales, and will be sold at Eastern prices—Please call and examine before buying.

☞ M'LANE'S VERMIFUGE. ANOTHER WITNESS.—It is no small evidence of the intrinsic value of this great Vermifuge, when even physicians, who are generally prejudiced against patent medicines, volunteer to fly come forward and testify to its triumphant success in expelling worms. Read the following:

HARRISONVILLE, Shelby Co., Ky., April 2, 1849.

J. Kidd & Co.—I am a practising physician, residing permanently in this place, (in the year 1845, when a resident of the State of Missouri, I became acquainted with the superior virtues of Dr. M'Lane's Vermifuge. Since some more leisure moment, I will send you the result of an experiment I made with one vial, in expelling 82 wormes of 900 worms L. CARTER, M. D.

For sale at any Druggists' or Merchants' Store throughout the Union; also, wholesale and retail of

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

DIED,

At the residence of T. S. Waterman, Esq., New Orleans, January 31st, JAMES A. ROSS, of Pittsburgh, in the 25th year of his age.

The friends of the family are invited to attend the funeral, from his father's residence, on North Canal street, Allegheny, on WEDNESDAY, the 23d instant, at 2 o'clock P. M.

☞ At the next meeting of the HORTICULTURAL SOCIETY, at their ROOM in BURKES' BUILDING, on 22 March, Dia ndiana Premiums will be offered for the best Fruits, Vegetables, Plants, and Bouquets. By order of the Committee.

J. CHISLET, Chairman.

HEALTH OFFICE.

Interments in the City of Pittsburgh

FROM FEBRUARY 15, TO FEBRUARY 20, 1853.

Diseases.	Adults.	Children.
Arachnitis	0	1
Consumption	4	1
Convulsions of Lungs	0	1
General Dropsy	0	2
Hydrocephalus	0	1
Pertussis	0	1
Hemorrhage	1	0
Spasm of Uterus	0	1
Still Born	1	1

NUMBER OF INTERMENTS THERE WERE

Under 1 year	6
From 1 to 5	3
" 20 to 30	1
" 60 to 70	1
Age not given	1

Males 6—Females 7—White 12—Colored 1—Total 13
By order of the Board of Health.
J. S. WILLIAMS,
Physician to Board of Health.

☞ BURKE & BARNES' SAFES—Here is the kind of testimony as to the value of our SAFES, upon which we can confidently rest the reputation of our work. We have already published several certificates, proving that Safes made for our regular and ordinary sales, and sold abroad, have been subjected to the SEVEREST TESTS IN ACTUAL CONFLAGRATIONS, and preserved their contents fair by free from damage. The following is another proof of the same incontestable character:—

$10,000 WORTH OF BOOKS AND PAPERS SAVED WITH A $40 SAFE!

ALBION, ERIE COUNTY, PA.

MESSRS. BURKE & BARNES—Dear Sirs: Your two letters we duly received. I was absent when the Safe came to hand, but paid it to your Agent, I consider it perfectly FIRE PROOF. I testify one case I bought of you last fall on the morning of the 19th of June, there was a store building being burned to ashes. It was built of wood and brick—large three story building. My safe was in it at the time of the fire, and fell into the cellar, where there was a large amount of oil. It was a very hot fire.

My notes and book accounts that were in the safe, amounted to about Ten Thousand Dollars, all was saved. There was not a single paper injured; and further, I would advise any person who is doing business, to use no other, but buy a Safe to keep their papers in, and get one that is good. I can safely recommend your Safes to any one. Yours, truly, JOHN CLARKE.

1000 BOOK AGENTS WANTED,
TO SELL PICTORIAL AND USEFUL WORKS FOR THE YEAR 1853.
1000 Dollars A Year!
WANTED IN EVERY COUNTY OF THE UNITED STATES, active and enterprising men to engage in the sale of some of the best Books in public demand in the country. To men of good address, possessing a small capital of from $25 to $100, such inducements will be offered as to enable them to make from $5 to $10 a day profit.

The Books published by us are all useful in their character, extremely popular, and command large sales wherever they are offered.

For further particulars, address, (post paid,)
ROBERT PARKER, Publisher,
fe22:d4w4wlmT 124 William street, New York.

JOHN I. SMITH,
WHOLESALE
UMBRELLA AND PARASOL
MANUFACTURER,
214 and 216 Broadway, New York.
THE most extensive in the World—Is now prepared to offer his customers, and merchants generally, such an assortment of UMBRELLAS and PARASOLS, which for beauty, quality, fashion and price, cannot be equalled by any house in the Union.
PARISIAN FASHIONS—Walking Canes Umbrellas, Silk, Trunk do., Patent do., Gingham do., Stripe Parasols. Also, very rich Silk Umbrellas and Parasols, mounted on Ivory, Pearl and Palm Wood Handles, in the most elegant variety.
GOODY UMBRELLAS—Best quality, with or without joints.
You are respectfully invited to call and examine the stock before purchasing. JOHN I. SMITH,
fe22:3dim Manufacturer.

DR. G. REICHHELM, having removed to Philadelphia, recommends all persons afflicted with piles, yet unsettled, to call, soon and settle the same with his late partner, Dr. J. P. DAKE, No. 310 Penn street.
fe22:3t

STORAGE—Superior Storage, in Cellar and Second and Third Stories of Warehouse No. 62 Water street.
fe22. R. W. POINDEXTER.

GREE APPLES—40 bbls. of choice varieties—Spitzenberg, Pippins, large Reds, Russicks, &c., just rec'd and for sale by
WILLIAM A. McCLURG & CO.
cor. Wood and Sixth streets.

FISH—Mess Mackerel, in bbls., half do., quarter do., and kits; No. 1 Mackerel, in bbls., half barrels, quarters, and kits; No. 2 Mackerel, in bbls.; No. 1 salmon, in bbls. and kits; Shad, in bbls. and half barrels; Trunk Cod fish; on hand and for sale by
WM. A McCLURG & CO.

FLAXSEED—150 bus. in store, for sale by
fe22 SPRINGER HARBAUGH.

ROLL BUTTER—10 bbls. Roll Butter, just received and for sale by
SPRINGER HARBAUGH.

LINSEED OIL—13 bbls. "Morse's" brand Linseed Oil, in store and for sale by
SPRINGER HARBAUGH.

HIDES—350 Beef Hides, in store and for sale by [fe22] SPRINGER HARBAUGH.

SUGAR—58 hhds, to arrive by steamer York State, and for sale on wharf by
J. S. DILWORTH & CO.
fe22 130 and 132 Second street.

LEAD—747 bdls, Bar Lead and 285 pigs of Lead, by steamer York State, for sale by
J. S. DILWORTH & CO.

WHITE LEAD—400 kegs for sale by
fe22 J. S. DILWORTH & CO.

DRIED APPLES—300 bus. in store and for sale by [fe22] J. S. DILWORTH & CO.

CLOVER SEED—100 bus. in store and for sale by [fe22] J. S. DILWORTH & CO.

BEANS—80 bush. small white Beans, in store and for sale by
fe22 J. S. DILWORTH & CO.

BEANS and FLAXSEED—15 bags Beans; 25 do. Flaxseed; 1 bbl. do., now landing from steam boat Summit, for sale by
f 23 ISAIAH DICKEY & CO.
Water and Front sts.

NAPPIER BLOOMS—30 tons, now landing from steamer Summit, for sale by
f23 ISAIAH DICKEY & CO.

LARD and GREASE—88 bbls. No. 1 Lard; 8 do. Grease; now landing from steamer Summit, for sale by
fe23 ISAIAH DICKEY & CO.

DRY PEACHES and APPLES—90 sacks Peaches; 45 do Apples, now landing from steamer Summit, for sale by [fe23] ISAIAH DICKEY & CO.

BACON and BULK PORK—4 cks Bacon, assorted; 1 do. Bulk Pork, now landing from steamer Summit, for sale by [fe23] ISAIAH DICKEY & CO.

BUTTER—1 bbl., now landing from steamer Summit, for sale by
fe23 ISAIAH DICKEY & CO.

COPPER—4 old Copper-Stills, now landing from steamer Summit, for sale by
fe23 ISAIAH DICKEY & CO.

FEATHERS—59 sacks, now landing from steamer Summit, for sale by
fe23 ISAIAH DICKEY & CO.

Fruit Trees for Sale at the Lebanon Nursery.
FIVE miles West of the city, at the old Washington Road:
10,000 Apple Trees, 5 to 12 feet—30 varieties.
20,000 Peach Trees, 5 to 8 feet—20 do.
2,000 Pear Trees, 5 to 8 feet—22 do.
2,000 Cherry Trees, 5 to 12 feet—