PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

FRIDAY MORNING, MARCH 4, 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 8 o'clock, on Saturday evening.

Editorial Correspondence of the Pittsburgh Daily Gazette

SOMERSET, MARCH 1, 1853.

I left home yesterday, in company with Gen. Larimer, and Ed. D. Gazzam, Esq., on a mission to promote the success of the Pittsburgh and Connellsville Railroad. We had a pleasant trip up the Monongahela and Youghiogheny Slack Water to West Newton, on the steamer Thomas Shriver. I was much surprised to observe the great amount of way business transacted by the boat; stopping every mile or so to land freight and passengers. There is an evident rapid improvement along the banks of the Youghiogheny since the Slack Water was opened, which will no doubt continue to increase, so true it is that facilities of communication are the chief means of developing the resources and stimulating the business of any country. If there is any thing in it, a public improvement will bring it out.—When the Connellsville Railroad is completed to West Newton, it will do a heavy and most remunerating local business.

We stayed on the boat until about 4 o'clock, this morning, when the stage driver aroused us from our comfortable berths to take a seat in one of Col. Shriver's famous coaches; and although he did not exhibit the ruffle shirt and kid gloves of which the gallant Colonel told us so much about, we found him a clever fellow, and a careful driver, which are qualities of more importance than external appearance. Neither did we find the coach quite the splendid affair which the Colonel so eloquently described, yet it was warm and comfortable, and not overcrowded. The plank road is all that was promised, leaving nothing to desire, and we suppose the ruffles, kids, and splendid coaches will follow in good time. We had on board some gentlemen from Wheeling, who were going to Washington to solicit cfirse, and a right pleasant, merry ride we had over Chesnut Ridge and Laurel Hill to this ancient and respectable borough, the centre of a population of prosperous farmers, mostly of German descent.

Immediately upon our arrival, we were waited upon by a large number of citizens, all brimming full of the Connellsville Railroad. About $100,000 of private subscriptions are promised, and $250,000 by the county, all of which will, no doubt, be accomplished. There is a little hesitation on the part of the Commissioners, owing, it is said, to a letter in opposition, written by Judge Black; but the unanimity of the people in its favor, and its manifest importance, safety and propriety will most certainly secure the subscription in good time. Of this there is no doubt full here.

We found here a delegation from Myer's Mills, who came to conduct us to the famous gap through the Allegheny Mountains, through which Casselman's River breaks, about seventeen miles from here. We shall visit there tomorrow, and go from thence to Cumberland.

Gen. Larimer is the "observed of all observers," in this region. I was struck with the manifestation of deep respect, not unmixed with a little awe, with which he was greeted by the numerous hearty, well-to-do looking farmers who called upon him, and was no little amused with the exclamation of one fine specimen of the Pennsylvania German farmer after being introduced to the General, who, with an air of some surprise, said, "By sure, he looks just like a sudder man." If General Larimer was up now for any office in the gift of the people, however high, he would sweep over Somerset like a tornado. There would be no holding the "frosty sons of thunder."

We put up at the hotel of Mr. Wm. H. Pickling, a very fine house indeed, and to which I would direct all travellers who have a liking for comfortable quarters. D. N. WHITE.

P. S.—After I had finished my letter, a town meeting was called, in the evening, and the Court House was soon filled. I heard a gentleman say it was the largest town meeting he had ever seen in the place. Judge Kimmell, President of this Judicial district, presided. Gen. Larimer addressed the meeting at some length, in which he stated a great number of interesting facts, and pressed the subject upon the people with great zeal and force. He was frequently and enthusiastically cheered. Dr. Gazzam followed in some eloquent and cogent remarks. Mr. Edie, Mr. Forward, and other gentlemen of this place followed, and before the meeting broke up, arrangements were made to canvass the whole county without delay. I am satisfied our mission here has done good, and that we shall hear a good report from the means set on foot.

I have made the acquaintance here of Edward Scull, Esq., a grandson of the first proprietor of the Pittsburgh Gazette. He is editing the Whig paper here, and is a lawyer in good standing, and a very estimable man. I mention him among many pleasing acquaintances I have made here, because numerous old subscribers of the Gazette will be glad to hear of a descendant of John Scull. But my paper is full, and I must conclude this rather long postscript, and date my next from Cumberland.

D. N. W.

LOCOMOTIVE ENGINE BUILDING.—The rapid increase of railroads all over the country, has caused an extraordinary pressure upon the business of building locomotive engines. We are informed that many of the largest establishments in the eastern cities have orders enough to occupy them a year or more; and that the price has advanced at least 20 per cent.—This demand is not likely to be abated for many years to come; and if it is to be supplied at all, it can only be done by establishing other manufactories; for those already existing are now taxed to their utmost capacity.

This state of things invites strongly to the establishment of one or more first class locomotive engine shops in this city or its suburbs. It is not only admirably adopted to the business, on account of its local skill and resources, but its position as a great railroad centre—a position but recently acquired—renders it eminently eligible for this branch of manufacture. Its prosecution cannot fail to be highly profitable for a long time to come; and should the time ever come when the business shall be over done, Pittsburgh, owing to its unrivalled local advantages, will be among the very last place to feel the reverse.

Let us look at the matter a little in detail.

The iron works of this city can furnish every variety of that article, and of the very best quality. This is an important advantage, not so much because of its economy in the saving of the cost of transportation as in the facilities it gives for obtaining the very best that can be made, which is a matter of incalculable importance in this business.

The cheapness of fuel here, is another consideration of no small importance. In this particular this city has no rival.

The skill already concentrated here in our various engine and machine shops, will ever insure a full supply of trained and ingenious workmen. This is an important consideration, even though a portion of the more experienced hands may be brought from other places.

But one of the greatest advantages after all is the facility with which the engines may be sent abroad. The 4 feet 8½ inch gauge of the Pennsylvania road will enable the manufacturer to send away on their own wheels, and by their own power, his engines to all the roads in Eastern Pennsylvania and New Jersey. On the 4 feet 10 inch gauge of the Ohio and Pennsylvania road he can send his engines, in the same manner, to all the roads in Ohio, Indiana, Illinois, and Wisconsin. The Allegheny Valley road, of 6 feet gauge, will furnish him with the same facility for reaching the great southern road of New York, as well as other roads of the same gauge soon to be built in that State. The Connellsville road will enable him to supply the Baltimore and Ohio road with Pittsburgh engines; and over the Steubenville road—which is to be of the Pennsylvania gauge—he can supply whatever roads there may be, in southern Ohio, of that gauge. Thus we see that the diversity of gauge of the roads centering here will be of great advantage to the builder of locomotives, whatever may be its effect upon the general commerce of the country. And in addition to the advantages afforded by the variety of gauges centering here—an advantage no where else to be met with—the central position of this city—accessible alike to the east, the north, and the west—makes it a place of unsurpassed eligibility for the prosecution of this business.

We have been at some pains to inform ourselves on this subject, and can say, on good authority, that an establishment which can be started on a capital of one hundred thousand dollars, judiciously laid out, can turn out one engine a week, on an average; worth, as prices are now, from $9,000 to $11,000, being an aggregate of over $500,000, and yielding, as we are informed, a profit of 20 per cent. to the proprietors, or $100,000 a year—the full amount of the original investment.

Some may perhaps say that this is too good to be true. Well, perhaps so. We know that paper calculations are rarely verified; but what we have stated is founded on good authority, and ought to elicit enquiry; and if a safer and more profitable investment of capital than this can be found, we shall urge it no further. But we are persuaded that all we have said is substantially correct; and as we know that there is capital enough in these cities to erect works capable of turning out hundreds of engines a year, and as we know that hundreds every year will be needed, we hope that ere long we shall have this comparatively new branch of industry extensively prosecuted among us.

THE SUNBURY AND ERIE ROAD.—Our Philadelphia friends appear to be in tribulation about the Sunbury and Erie Road. The Councils agreed to subscribe two and a half millions to that road, but in the Board of Directors, recently chosen, not having been framed so as to suit the views of Councils, steps were taken to withdraw the city subscription, until assurances could be had that the road would be placed under Philadelphia control. The present managers of the road, nothing daunted by the threatened withdrawal of the city's subscription, applied to the Commissioners of Philadelphia *County* for a subscription of two millions, and the Commissioners have made the subscription! Should nothing occur to overturn this subscription, the Sunbury and Erie road will be placed entirely beyond Philadelphia city influence and control.—There is, consequently, considerable feeling manifested by the press of that city. We refer to these matters simply as facts, not intending to be understood as giving any opinion in the case.

HIGHLY IMPORTANT LAW CASE.

We copy from the *Hamilton, O. Telegraph*, the opinion of Judge Rogers, authorising and directing an injunction to issue from the Court of Common Pleas, enjoining and restraining the Directors of the Eaton and Hamilton Railroad Company from employing any of the funds of said Company in the construction of any Railway or any part thereof, beyond the limits of Preble or Butler Counties in the State of Ohio.

This opinion of Judge Rogers fully sustains the doctrines set forth in the Protest of General Robinson against the action of the Stockholders of the Penna. R. R. Co., authorizing the appropriation of the funds of the Company to a subscription of $750,000 to the Marietta and Cincinnati Railroad Co.

We understand that our County Commissioners have taken the necessary steps to protect the interests of the people of the County by instituting the necessary proceedings to restrain the Directors of the Pa. R. R. Co. from what is considered a high handed violation of their contract with them as Stockholders in the Company, should the Bill now before the Legislature designed to legalize that subscription, pass.

E. Davis, J. C. Skinner, et al. vs. Eaton and Hamilton Railroad Co., David Barnett, et al.

RODGERS, JUDGE:—This is an application for an injunction made by certain stockholders in the Eaton and Hamilton Railroad Company, to restrain the Company from appropriating the moneys and credits of said Company to the construction of a branch road from Eaton to Piqua. It comes up for hearing on the bill of complaint—answer of D. Barnett, President of the Eaton and Hamilton Railroad Company, and the exhibits and affidavits on file.

Three questions arise for decision in this case, viz:

1. Whether by the amendatory acts, and the acceptance of the same by the Directors, the Eaton and Hamilton Railroad Company acquired power to construct branches to the original road.

2. Whether (if they have this power,) they could thus carry the same out by means of the stock subscribed to the original Eaton and Hamilton road; or which is the same thing, by using the credit of the whole Company, by issuing general certificates of stock to the subscribers to the Piqua branch, the same as to subscribers to the stock of the road generally—without the consent of all the original stockholders.

3. Whether the Board of Directors of the Eaton and Hamilton Railway have attempted or threatened to carry out the powers granted by the amendatory acts above referred to.

1. As to the first question—whether by the amendatory acts and by the acceptance of the same, the Eaton and Hamilton Railway Company acquired power to construct branches to the original road. I have no doubt that the Company did acquire this power and may exercise the same.

2. As to the second question—whether they might carry out this power by means of the stock and credit of the original Eaton and Hamilton Railway Company, without the consent of *all the original stockholders*, I think that they could not. They cannot use the means or credit of the original subscribers, without the assent of every stockholder. This point has been decided in Ohio, in the case of an Ohio Stage Company. *We do not hesitate to say that the Legislature of the State cannot authorize a company to do this.* The Legislature cannot so alter the charter of the company as to enable the company to violate any contract, or subsisting agreement with subscribers or stockholders. Those who contend for the power of the Legislature to repeal charters, so contend on the ground that charters are not contracts—but do not claim that the Legislature can in any way authorize the violation of what are admitted to be contracts.

3. As to the third question—the stockholders have assented (by acquiescence,) to that amendment to the charter of the company, which authorizes the construction of branches to the road, within the limits of Butler and Preble counties. It is admitted that the company does issue to subscribers to the Piqua branch road, the same certificates as to general stockholders, so that I feel disposed to allow the injunction, so far as to prevent the company from constructing the Piqua branch road outside of Preble county between the County line and the town Piqua. That part of the road must be built by subscriptions specially made for that purpose. Within the county of Preble the road may be built by the general means and credits of the company. Let the following entry be made in this case:

"In this case I authorise and direct an injunction to issue from the Court of Common Pleas of Preble county, enjoining the Eaton and Hamilton Railway Company, their directors, officers, and agents, from employing any of the funds of the said company in the construction of any railway, or any part thereof, beyond the limits of Preble county or Butler county, and especially in the construction of the proposed road from Eaton to Piqua, so far as the line of the same lies beyond the limits of Preble county, or from issuing the bonds of said company, or pledging the bonds of said company, or pledging the property or income, or other resources of the company for such purpose, and the funds herein before referred to are expressly declared to include all moneys, etc., for which certificates and stock have been, or are agreed to be issued, entitling the holder to a share or shares in the original company. And they are further enjoined from issuing certificates of stock as aforesaid for money subscribed to be applied in the construction of said road beyond the limits of Preble county. And further, I expressly declare and direct that this injunction is not to affect in any respect the construction of any road or part of a road in Preble or Butler counties.

Said injunction not to issue until bond is given with surety to the satisfaction of the clerk of the Court of Common Pleas of Preble county, in the sum of ten thousand dollars, conditioned for the payment of all damages occasioned to said Eaton and Hamilton Railway Company by the allowance and issuing of said injunction in case the same shall be dissolved. To be continued till further order of the court."—*Cin. Gas Feb. 26 1853.*

THE LONDON QUARTERLY REVIEW for January, 1853, has been received. It contains a review of the "Life and Letters of Judge Story," an American book, and its usual variety of notices of European works—all of the highest interest. The Review can be had of Messrs. Gildeafeuny & Co., 4th street, and Miner & Co., Smithfield street.

WHEELING IN THE MARKET.—We are indebted to the *Washington Reporter* for the intelligence contained in the following paragraph. The Reporter is speaking of the right of way for the Pittsburgh and Steubenville Railroad, and says:

"That the grant will not soon be made, if ever, should Wheeling persist in her opposition, we should say would be a fair inference from the character of the late proceedings at Richmond. All the arts, appliances and influences that money could secure, or talents, tact and management array, in support of the measure, have proved powerless in the conflict with Wheeling influence; and it is now very manifest, that if the Pittsburgh and Steubenville Railroad Company ever hope to compass this object, it must be with the assent and concurrence of Wheeling. We would, then, soberly suggest to that Company, that they turn their attention to the conciliation of Wheeling influence—and to this end, if acceptable, that the Company propose to reimburse Wheeling for the immense expense she has incurred in defending her Bridge. They may as well thus *profitably* expend their money, as to *waste* it in fruitless efforts in Richmond to obtain an object which they can now have no hope of ever accomplishing."

So! Wheeling is for sale, is she? And the price is the amount she has expended in defending the bridge! The sum is not very large, and some people might consider Wheeling cheap, at the price demanded: others might think differently, and esteem that city dear at any price. We lend our assistance, however, in advertising the city of Wheeling as being in the market; and if adventurous capitalists can be found willing to run the risk of the purchase, we shall charge nothing for the advertisement.

STATE AGRICULTURAL FAIR.—The managers of the State Agricultural Society meet at Harrisburgh on Monday next, the 7th inst., to determine on the place at which the next State Fair shall be held.

The committee appointed here, to raise the means necessary to induce the selection of Pittsburgh, meets this afternoon to make up a report of their labors. They have secured, so far, a subscription of only $2,000, which is short of the amount needed. Nothing less than $2,500 will suffice to secure the selection of this city by the State Society, and the $500 needed to make up that amount must be subscribed *to day*. We cannot believe that our citizens will fail in making up this amount.

Those who wish to assist in raising the requisite sum, can have the opportunity by calling at the banking house of Wm. A. Hill & Co., early *to-day*, or upon any of the committee.

We find the following interesting statement touching Mr. Meagher and Bishop Hughes, in the *N. Y. Herald.*

"Lately a society calling themselves the 'Young Friends of Ireland,' and numbering, it is said, about twenty-nine persons, held a meeting, at which the subject of discussion was whether Thomas F. Meagher, Richard O'Gorman, and John B. Dillon should be invited to their usual celebration on St. Patrick's Day. It was urged in opposition to these gentlemen, that they were infidel in their principles and tendencies, and that if they were invited, the clergy would not come; it was contended in reply, that Messrs. Meagher, Dillon and O'Gorman were only guilty of republican principles, if such were to be regarded as infidelity. It was then stated that it was the wish of Archbishop Hughes that the Irish Patriots should not be invited; and the question was finally put by the Chairman, whether they would have "Meagher or the Priests," when it appeared by the vote that there were ten for the priests, and six for Meagher. It was decided by the same majority to invite T. D. McGee, Rev. Mr. Forbes, and Rev. Mr. Huntington converts from Protestantism to the Catholic Church. The minority retired against the proceedings, and have set on foot a new society, called the "Republican Friends of Ireland." Notwithstanding the open and secret opposition to Meagher, he is every where successful in his lectures. Recently a committee, who agreed to raise $10,000 to start a new weekly Catholic paper in this city, with T. D. McGee for its editor, waited on Archbishop Hughes for his sanction, urging that the *Freeman's Journal*, though sufficiently *ultramontane*, was very unpopular, and that its editor was a "native." His Grace informed the committee that he could not give his sanction to the proposed organ. It has cored that an important correspondence has just taken place between the Archbishop and Mr. T. F. Meagher, in relation to the young Irish orator's course in this country. It is expected that His Grace will give it to the public."

A PRESIDENT INCOGNITO.—A Washington letter, which appears in the South Side, Virginia, Democrat, thus described the manner in which General Pierce dodged the politicians and office seekers when he arrived in Washington city:

"I understand that Gen. Pierce ran a very deep set saw on the office seekers last night, when arriving at the Washington depot. The Committee, some of whom had got themselves appointed to receive him with 'le grande fourlaine,' were ranged about the inner door of the car house, written speech and hats in hands.—The instant the cars stopped, a ready looking individual jumped from the baggage car. He was habited in a rusty overcoat and shocking bad hat, and his jaws were tied up in a handkerchief. With hands in his pockets, he elbowed his way through the crowd of committee men, who were straining their eyes to discern the person of the President elect and these have to be in attendance upon him, among those dismounting from the passing cars. While so engaged, a patriot, deeply interested in the division of the spoils, hearing the steam whistle, had rushed from the avenue to the station, and leaping into the door, ran butt against the seedy looking fellow, who was starting at Willard out of it. The latter gave his assailant a look from head to foot, saying, "Is it absolutely necessary to run a man chock down?" passed on, taking the first hack at hand, and driving to Willard's. As the hackman, was closing the coach door on the fare, the committee learned that their prey had escaped them, by departing at Willard out. General Pierce managed to reach his rooms without its being known by another soul that he was in the house. His private secretary, who had selected his suite of rooms some time before, had so described to him their locality, as to enable him to reach them without even acquainting the person in the office of his presence."

Correspondence of the N. York Commercial Advertiser.

LONDON, February 15.

The Milan insurrection has terminated precisely in the manner expected, and Lombardy, is in consequence under heavier tyranny than ever. The city is again placed in a state of seige, and at other towns the inhabitants have apparently been punished for partial disturbances, by the infliction of heavy contributions. The number of lives lost cannot have been much less than one hundred, and the probability is that it was much greater. The insurgents were armed with nothing but stilettos, but they nevertheless showed extraordinary daring, since they advanced to gate-postsseize of the citadel and succeeded in entering one of the outer yards. They were however, surrounded and about fifty were killed. Meanwhile attempts were made in three different quarters to erect barricades, but the spark of success was wanting that might have caused a general rising, and the whole affair in a few hours was entirely over.

It is alleged that Messrs. Saffi and Pistrucci, two members of the former republican government at Rome, went from London to Switzerland, to be ready to join the struggle. Mazzini, also, it is asserted by some, took the same course, but his movements appear to have been concealed. At the same time it is alleged by his most intimate friends here, that although the recent call to insurrection was issued without his signature, he was only responsible for the act in the same way as the head of any other body of persons is responsible for the decisions of a majority by whom he has been overruled; that for nine months past his efforts have been ceaselessly directed to prevent any outbreak at present, but that his followers were all determined on an opposite course, and that he had no choice but to abandon them or to consent to carry out their wishes

His general character and the logical power he has always evinced would seem to render this the more probable explanation of an act that would otherwise seem one of reckless madness.

With regard to the London Wool sales, Wilmer & Smith's *Times* of the 12th ult. says:

"The colonial sales commenced on Thursday, with a numerous attendance of home manufacturers, and, so far as they have proceeded, prices exhibit on an average an advance of ½d to 1d ⅌ lb. The almost entire absence of foreign buyers has caused the biddings to be less animated than on some former occasions. The sales have been announced to continue until the 2d of March inclusive."

CLEVELAND AND PITTSBURGH RAILROAD.—We learn that arrangements are now making for the immediate extension of this road from Wellsville to Beaver and Rochester; and that a bill is about to be introduced into the Legislature, authorising Allegheny county to subscribe not more than $200,000, and Beaver county not over $100,000. The Company proposes to take bonds from the county, in return for stock at par value, guaranteeing the annual payment of interest until the road is brought into use, say within one year; when its earnings will meet every demand, and be a source of profit. Thus the county would merely loan its credit, and realize ultimate profit, so far as future dividends might exceed the interest upon bonds.—*Beaver Argus.*

DEMOCRATIC STATE CONVENTION.

HARRISBURGH, March 1.

The Democratic State Convention of Pennsylvania, to nominate candidates for the offices of Canal Commissioner, Auditor General, and Surveyor General of the State, assembled to-day, at 12 o'clock, in the Hall of the House of Representatives, pursuant to the call of the State Central Committee.

The Convention was called to order at 12 o'clock, amid much toil and tumult, by Mr. Wise, who moved that the Hon. Arnold Plumer, of Venango, take the Chair.

Mr. Wise put the question amid cries of "order," "order," and great confusion.

Mr. Farley, of Schuylkill, moved to amend the motion, and that the Hon. John Cessna, of Bedford, take the Chair.

The utmost confusion prevailed for some time, and both Mr. Plumer and Mr. Cessna were conducted by their friends to the Speaker's Chair.

Mr. Cessna, after a time, and when order had in some measure been restored, expressed his regret at the scene which had been enacted, and besought all to act with calmness and decorum. To settle the difficulty as to the choice of Chairman, he proposed the appointment of tellers to count the votes.

The motion was put and agreed to, and tellers having been appointed, the vote for a temporary Chairman was again taken, and resulted in Mr. Plumer receiving 66 votes, and Mr. Cessna 64 votes.

Adjourned until 3 o'clock.

AFTERNOON SESSION.

The Convention reassembled at 3 o'clock, when the Hon. J. M. Porter, of Northampton county, Chairman of the Committee appointed to select officers for the permanent organization of the Convention, reported that they had selected Mr. W. L. Hirst, of Philadelphia, as President.

The list of delegates was then called, and the credentials of the delegations from the several counties submitted.

The matter of the contested seats was then taken up, but one only—that of the contesting delegates from Montour and Columbia counties—occupied any considerable time.

The question of the admission of the Representative delegates from the counties of Montour and Columbia being before the Convention,

Mr. Valentine Best, of Montour, advocated his right to his seat, and discussed with much minuteness the circumstances attending his appointment, and the shadow of a claim, only, that was set up by his contestant.

Mr. John Dean, of Columbia, (the contesting delegate,) replied at length.

Some further discussion followed, and the Convention finally declined to admit neither, first by rejecting by a large vote the claim of Mr. Best, and then refusing the seat to Mr. Dean.

The Convention being then fully organized, it was moved to proceed to the nomination of candidates for the offices of Canal Commissioner, Auditor General, and Surveyor General, taking first the office of Canal Commissioner.

The Convention then proceeded to ballot for a candidate for Canal Commissioner, and the votes being counted, the result of the first ballot was announced as follows:—

Thomas Forsyth, of Philadelphia,	31
Henry S. Mott, of Pike county,	22
William S. Morrison, of Montgomery,	22
—— Feather, ——	11
Joel B. Danner, of York,	8

And the remaining votes scattered among some seven or eight candidates.

There being no choice, the Convention proceeded to a second ballot, which, as also the third, fourth and fifth, invariably following, was unsuccessful. The votes on these several ballots stood as follows:—

	2d.	3d.	4th.	5th.
Forsyth,	38	41	50	55
Mott,	33	33	36	40
Morrison,	25	30	31	22
Danner,	11	10	8	—
Feather,	8	6	8	9

After 34 ballot, the name of Mr. Danner was withdrawn from the list of candidates.

After the 4th ballot, an adjournment was moved, and very strongly urged, but was disagreed to.

The result of the 5th ballot being announced, and there still being no choice, an adjournment was again moved.

Some debate arose upon the motion, and it was finally agreed to adjourn until seven o'clock.

EVENING SESSION.—The Convention again reassembled at 7 o'clock, when the balloting for a candidate for Canal Commissioner was resumed, and the sixth ballot being taken, it resulted as follows:

Thomas Forsyth, of Philadelphia,	81
Henry S. Mott, of Pike,	46
—— Nicholson,	3

Mr. Forsyth was thereupon declared duly nominated as the candidate of the Democratic party for the office of Canal Commissioner.

The nomination of Mr. Forsyth was then unanimously ratified by the Convention.

The nomination of a candidate for Auditor General being next in order,

Mr. Long nominated the Hon. Ephraim Banks, the present incumbent, and moved that the nomination be made unanimously.

The nomination was agreed to by acclamation, and Mr. Banks was announced as the nominee of the Convention for the office of Auditor General.

The Convention then proceeded to the nomination of candidates for Surveyor General.

Several gentlemen were placed in nomination.

The Convention then proceeded to ballot, when two ballots were held, as follows:

	1st.	2d.
J. P. Brawley,	59	67
Wm. S. Garvin,	17	23
Mr. Kleiz,	16	13
G F. Mason,	19	18

The Hon. J. Porter Brawley, the present incumbent of the office of Surveyor General, having, on the second ballot, received a majority of all the votes cast, was declared duly nominated for that office, and the nomination was ratified by a unanimous vote.

OPERATIONS OF THE U. S. MINT.

Coinage for February 1853.

GOLD.		
116,040 Double Eagles;		$2,200,800
20,233 Eagles,		202,330
Half Eagles,		
51,886 Quarter Eagles,		129,715
298,435 Gold Dollars		298,435
485,594 Pieces,		$2,831,280
SILVER.		
44,200 Quarter Dollars,		11,050
95,000 Dimes,		9,500
135,000 Half Dimes,		6,750
2,700,000 Three Cent Pieces,		81,000
3,459,794 Pieces,		$3,039,580
COPPER.		
200,031 Cents,		2,000 31
3,659,825 Pieces,		$3,041,580 31
GOLD BULLION DEPOSITED.		
From California,		$3,017,000
" other sources,		31,560
		$3,048,000
SILVER BULLION DEPOSITED.		18,000
GOLD DEPOSITS.		
	1852.	1853.
January,	$4,161,688	$4,962,097
February,	3,010,222	3,648,000
	$7,171,910	$8,610,097

Injunction Case—Hillsboro Railway.—Judge Bates allowed a preliminary injunction against the Hillsboro Railway Company, on the application of Gen Baldwin, late President, to prevent the construction of the road from Hillsboro to Pittsburgh. A motion to dissolve the injunction came on to be heard before Judge Green at Hillsboro last week, and was fully argued by Messrs. Gholson and Thompson for the Railway Company, and Messrs. Baldwin and Taft for Baldwin. The Judge took the case under advisement and has since given his opinion, dissolving the injunction altogether, and fully reviewing all the points made against the company. From this decision a notice of appeal was entered, on which the Judge increased the bail from $5,000 to $65,000. The opinion is spoken of as one exhibiting great ability; and is, we are glad to hear to be published.—*Cin. Cas.*

Important Decision.—In the great cases of Sturges & Anderson, vs Longworth, an bill of review, from Hamilton county, the Supreme Court, on Saturday, pronounced an opinion in favor of the plaintiff. This case involves the title to some 40 acres of land in Cincinnati, which was bought by Nicholas Longworth many years ago on sale by administrators. From some defect in the proceedings, the sale is now set aside and the heirs of the deceased have the benefit of the enormous rise in the value. We learn that it is equivalent to a judgment of from $200,000 to $250,000 against Longworth. Last year a similar dig was made against him in the Irving case, but it is pleasant to know that he is able to stand up under them and have plenty left.—*Ohio State Jour.*

The recent death of Lord Melbourne is now going the rounds of the American newspapers. This is an error. Lord Melbourne, formerly Prime Minister of Great Britain, died in November, 1848. His successor in the title still lives. Lady Melbourne has lately deceased, and this is probably the origin of the misstatement.—*Bos. Cour.*

A reliable Census of California has at length been obtained, having been taken under the auspices of the State authorities. It gives, as the result, a total population of 224,435 persons in the state, 110,745 acres of land in cultivation, $5,871,405 capital invested in quartz mining, $4,174,419 of capital invested in placer mining, and $3,851,028 in other mining operations, besides $41,061,988 of capital otherwise invested.

The investigation of the collision case between the Pittsburgh and Falls City, in which John White, pilot, and John Shaeffer, engineer, of the former, and Jeremiah Mason, pilots, and Clement B. Marthens, engineer, of the latter, were the parties, was concluded on Monday before the local inspectors of this district.

The additional testimony of Isaac Bryson, one of the pilots of the Pittsburgh, and that of John Alexander, second mate, John Clark, watchman, John Maddis, assistant engineer, and Wm. H. Cecil, second clerk, all of the Falls City, were severally taken and the decision will be given by the inspectors to-day.—*Cin Gaz.*

THE WINTER AND CROPS.—The Ohio Cultivator of the 15th, expresses the opinion that the winter has been favorable for the young wheat, except where injured by standing water in December, and in some districts by the fly last fall. Fruit buds are uninjured, says that paper, as far as we have observed.

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☞ BURKE & BARNES' SAFES—Here is the kind of testimony as to the value of our SAFES, upon which we can confidently rest our 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 totally free from damage. The following is another proof of the same incontestable character:—

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My notes and bookaccounts that were in the Safe, amounted to about $10,000 Dollars, all of which was saved. There was *not a single paper injured*; and further, I would advise any person who is about purchasing, to lose no time, but buy a Safe to keep their papers, &c. in—and get one that is good. I can safely recommend your Safes to any one. Yours, truly,

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