PITTSBURGH GAZETTE:

PUBLISHED BY WHITE & CO.

PITTSBURGH.

WEDNESDAY MORNING, MARCH 9, 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.

—WHIG STATE CONVENTION.—The Committee of Correspondence, composed of the delegates to the late Anti-Nicaragua Whig County Convention, are requested to meet at the Court House, on Saturday, the 19th inst., at 11 o'clock, A. M., to appoint 7 delegates to the State Convention at Lancaster, on the 24th of the present month, to nominate Canal Commissioner, Auditor General and Surveyor General.

JOSIAH KING,
Chairman.

March 7, 1853.

THE CHARLESTOWN CASE.—The developments in this case, in which a young woman, a new convert to Protestantism, was spirited away from home and found, after diligent search, in a distant city, suggests sundry reflections.

It appears that the young woman, after having abjured Catholicism, disappeared suddenly from the place in which she was living. Weeks of active inquiry fail to elicit any information as to her whereabouts, or the cause or manner of her disappearance. The people, naturally connecting her change of religious views with her apparent abduction, lay all the blame of that abduction upon the Catholic Church, and threaten a riot in consequence, unless the missing girl be forthcoming. The mother, herself, a Catholic, makes oath that her daughter is in a town of Massachusetts, and would be produced on a set day. Shortly after the girl is found, not in a town of Massachusetts, but in *Philadelphia*, and with the declaration in her mouth that her liberty had been forcibly restrained.

Here several thoughts present themselves. By whom was her personal liberty restrained? And for *what?*

On the day of her disappearance she left the place at which she was living, to visit her mother. She had no intention of visiting Philadelphia, or any other place. If restrained of her liberty, as she says she was, she did not leave home voluntarily. Was she, then, abducted—forcibly carried off? The first impulse is to conclude that the Catholics, chagrined at losing one of their flock, took this course to reclaim her. We do not say that such *was* the case; but that seems to many a rational conclusion. If that turns out to be the fact, we have reached a new point in our career as a people. A proper sense of justice calls out that such an invasion of civil and religious rights shall be severely punished; but no punishment can be inflicted that will not lead to the cry of "persecution." On the other hand, if we tamely submit to religious kidnapping, we incur our own contempt, and that of the world.

The case, in whatever light viewed, affords food for deep, though. We want a full development of the facts; and if our present suspicions be confirmed, we shall take occasion, hereafter, to express our views more fully.

SPIRITUAL RAPPINGS.—We inserted an article in our paper of yesterday about an alleged case of swindling, on Long Island, through the means of Spiritual Rapping. We found the article going the rounds of the press, as a matter of news. It appeared originally in the Brooklyn (N. Y.) Eagle, and the credit was so marked on the copy, when we handed it in; but the compositor, by an oversight, omitted it. A gentleman called on us yesterday to say that there was no foundation whatever for the statements contained in that article. We know nothing whatever of the facts; we found the item going the rounds of the press, and gave it as we got it: but as some of the persons named in it are residents of Pittsburgh, we deem it but justice to say that its statements are contradicted and denied, and to give the denial upon the authority of the individual who called upon us.

NO MORE BRIDGES OVER THE OHIO.

The declaration of the *Richmond Enquirer*, which may be seen in the communication of our correspondent 'Da Quesne,' that no more bridge charters will be granted in Virginia, is a very important and interesting one. That State has at length aroused from her long sleep and entered upon a scheme of Internal Improvements upon a liberal scale. Eight millions of dollars, it is said, have been voted for improvements, and henceforth every effort will be devoted to force the trade of the West towards Richmond. Arrangements have already been perfected or nearly so to extend their Central Railroad to the boundary line of Kentucky, where it will meet a Railroad from Lexington and Maysville.

The Philadelphians might profit by the article from the Enquirer, if they would. Are they really willing now to appropriate millions of dollars to make a Railroad from Greensburgh to Wheeling and from Bridgeport to Marietta, and to depend upon dragging a mile over an island, and two bridges, for a connection; one of these bridges too, being up hill all the way?

We have no doubt, that if Philadelphia would give a half a million to extend the Cleveland and Pittsburgh Railroad from Rochester down to Steubenville, she would derive more benefit from it than she ever can from the broken line between Greensburgh and Marietta.

WHEELING AND THE RIGHT OF WAY.—There is a very startling announcement in the Wheeling Times, of the 7th instant. The Washington Reporter having appealed to that city to withdraw its opposition to the right of way, the Times replies in a long article, from which the following are extracts:

"The right of way for the Pittsburgh and Steubenville Railroad, however is not a proper request, because *we cannot grant it without a violation of faith with other improvements.* The Central Ohio Railroad Company has expended several millions of money in constructing a road to this city *on the faith that the city would be firm in resisting the right of way for the Steubenville and Indiana Railroad across Virginia.* Had we given that two years ago, the Central road would have united with the Steubenville at Coshocton, and saved near $2,000,000. *Upon the pledge that we would not, because it was inconsistent with our interests, give that right of way, the Central Company expended millions of money in reaching Wheeling.—Here we not given that Company a vested right to demand of us the firm maintenance of that refusal* and the steady pursuit of our fixed course?—*We have given to the Hempfield road the same right, and the same power to demand the strength of our hand.*"

It seems to us that this is a most shameful *confession.* It seems that a Company, chartered by the Legislature of Ohio, has entered into a base, secret conspiracy with a town in another State to terminate their road at a point to suit that town; upon the condition and for the consideration that that town will prevent the Legislature of Virginia from granting the right of way through her territory to another company created by the same Legislature of Ohio. Will the Legislature of Ohio stand by inactive while creatures of its own enactment thus enter into conspiracies with foreign corporations to oppress and destroy other institutions of the same State? We really think this matter worthy the serious consideration of the Select Committee of the Ohio Legislature.

The resolution, too, might find matter for investigation here. Wheeling, the termination of the Hempfield road, has entered into a conspiracy and has bound herself to prevent the Legislature of Virginia from granting a right of way to the Ohio to the Pittsburgh and Steubenville road. Is the Legislature of this State disposed to furnish any facilities to a company which is only fostered into being by such base and unworthy means?

The acknowledgment of the Times that Wheeling did defeat the right of way, and that she was bound to do so by her secret contract, is frank, and we put it on record.

The Philadelphia *Commercial List* comes to us dressed in a new suit. This is an excellent commercial paper, and highly deserving of patronage.

A Pittsburgh gentleman is about starting a tobacco factory at Paducah. So says the Journal.

INSOLENCE.—The editor of the *N. Y. Courier and Enquirer* having censured the editor of the *Freeman's Journal*, the Catholic paper of that city, for using "irreverent" language to Protestant Clergymen, that saintly individual replies as follows:

"I would consider it equally stultifying to my reason as a man, and abhorrent to my principles as a Christian gentleman to acknowledge the propriety of using *reverent* language respecting *Protestant* clergymen."

To this the Courier and Enquirer responds thus:

"The man who could deliberately pen the foregoing for publication, and yet imagine himself a "*Christian Gentleman*," is but little removed from an idiot."

THE STATE OF WHEELING.—Would it not be well for Virginia to change her name? Since she has passed into the possession and control of Wheeling, she ought to throw off the honored name she bore in the days of Washington and Jefferson, and be known henceforth as "the State of *Wheeling*." Her new owner leaves her individuality out of the question, altogether, and speaks only of Wheeling when speaking of the State in which Wheeling is situated. "*We*," Wheeling, cannot grant the right of way, "without a violation of faith with other improvements." It is Wheeling and not Virginia that is spoken of as being unable to grant the right of way. Virginia is swallowed up by the town at the mouth Wheeling Creek; and her personality being thus scouted, we suggest that she should be known henceforth, if at all, as "the State of Wheeling."

"THE RAILROAD RECORD" is the name of a handsomely printed sheet published at Cincinnati by J. A. & U. P. James, and edited by E. D. Mansfield. It contains a fine selection of useful railroad matter, and we are much pleased with its contents. The editor, however, should be cautious in trusting some of his authorities. In a table of distances from Cincinnati to Philadelphia, given in this number, the distance by the Steubenville and Indiana Railroad is elongated one mile by adding "From Pittsburgh to south end of Monongahela bridge, 1 mile." This is given on the authority of "Charles Ellet." Will Mr. Mansfield ask Mr. Ellett how far it is "From Wheeling to the west end of the Wheeling and Belmont bridge"? It strikes us that Mr. Ellet totally omitted that from his calculation of the distance by the Hempfield route.

OFFICE O. & PA. R. R. CO.,
PITTSBURGH, March 7, 1853.

Receipts of the Ohio & Pa. R. R.,	
In February, 1853,	$80,005 73
In February, 1852,	11,189 61
Increase	$18, 818 12

The foregoing is the corrected statement, excluding the sums received for others than the Company.

S. W. ROBERTS,
Chief Eng'r & Sup't.

For the Pittsburgh Daily Gazette.

WHEELING AND THE RIGHT OF WAY.

The *Reporter*, published in the town of Washington, which is the great ally of Wheeling in the Hempfield project, and also the advocate of a Railroad from Pittsburgh by this borough to Wheeling, declares emphatically that the latter town—*defeated the right of way to Steubenville, and can do it for all time to come.* I was well aware of that fact, but still it is satisfactory to have the positive statement of a paper so entirely friendly to Wheeling, and probably enjoying the confidence of the managers in that town to that effect.

Our city has subscribed a large sum of money towards the construction of the Steubenville road; our citizens have, many of them, considerable sums of money invested in the same, and now it is openly and authoritatively proclaimed that the intrigue and management of Wheeling has succeeded and will always succeed in procuring legislation which will render those investments profitless.

Wheeling has also erected a Bridge over our great river, which so long as it stands will be a serious obstruction to our trade; and after paying witnesses to prove that the chimneys of our boats are too high, builds boats of her own to pass under her bridge, with chimneys still higher than ours.

While she is thus inflicting upon us a double injury, an injury on the land as well as the water, are we to stand by idle spectators of these wrongs? Nay, are we not only to attempt to obtain no redress, but are we expected to turn the other cheek to the wrong doer, and actually to return favors for injuries? If seems that Washington and Wheeling expect us to do so.

A charter has been obtained for a Railroad to Washington, to form a connection with Wheeling. This road, I have no doubt, Wheeling would greatly prefer to the Hempfield project, with its high grades, short curves, and expensive bridges. It would give that place a direct connection with our city, with the Central Railroad here, as well with the Allegheny Valley road to New York. It would, moreover, forever establish the east side of the Ohio at Wheeling as the prominent point, and forever prevent the growth of a rival city on the west side of the Ohio at Bridgeport, or at the mouth of McMahon's Creek, just below. And finally, it would be a crowning triumph for Wheeling cunning and selfishness. Give her the road to this point, where so many important railroads will soon converge, and she will throw up her head in triumph and laugh at our stolidity; nay, she would even condescend to speak approvingly of our *magnanimity* and meekness under gross wrongs.

But what would our townsmen, and the Councils who have subscribed money to the Steubenville road, say to such conduct. Wheeling having gained access to our railroads, would be beyond reach of any retaliation, and we would then realize the force of the declaration of the Washington Reporter to the effect that she rules the Virginia Legislature, and can defeat *your rights of way for all time to come.* We could, then, afford no inducement for her to relax her opposition to the Steubenville road.

Now the question is what do I propose.

I will explain. Brooke county, Virginia, has been greatly wronged by the refusal to grant the right of way through her territory. There is a charter in Virginia, for a railway from opposite Wellsville, along the Ohio river through Hancock and Brooke counties to Wheeling. Brooke county is authorized to subscribe $100,000, if a majority of her voters so choose. The election was to be held last Saturday; but the justices there have postponed it until after the legislature of that State adjourns; no doubt, with a view to regulate the vote of that county by the grant or refusal of the right of way.

What I propose is, that our citizens should not, by subscribing to the Washington road, contribute their mite to encourage Wheeling to persist in her selfish opposition to the right of way and thus actually to rob our city, and many of our fellow citizens, of the money they have invested in the Steubenville road. Let those persons who may be inclined to subscribe to the Washington road defer their subscriptions until the Virginia legislature adjourns. If a more generous spirit should prevail there, if the Virginia legislature should reject the counsels of "the Dutchman, the Yankee and the Lawyer" who represent Wheeling, then go ahead with the Washington road. But if that body should still persist, then we must devise some other plan of making connection with the Steubenville and Indiana Railroad, and with Bridgeport on the west side of the Ohio opposite to Wheeling. Fortunately this can be easily and cheaply done. The Cleveland and Wellsville Railroad Company are anxious to extend their road up the Ohio to connect with our Pennsylvania and Ohio Railroad at Rochester. Arrangements are making for that purpose and they will soon, no doubt, commence the work, if our city gives them some encouragement.

I need not dwell upon the advantages and facilities of that road. It has long been spoken of as the "Circumbendibus." It will be almost a dead level, the curves of large radius, and the connections important; at Wellsville it would connect with the Cleveland road, which has already a branch under construction, extending Southwestwardly into Tuscarawas county.

At Steubenville, it would meet the Steubenville and Indiana Road, penetrating the very heart of Ohio. At Bridgeport and McMahon's Creek, it would meet with the Zanesville and Columbus and Cincinnati and Marietta Road, and there take a large share of the trade and travel from under the very noses of "the Dutchman, the Pardowner, the Yankee, and the Lawyer," who, it seems, regulate matters in the Virginia Legislature, and can defeat our right of way "*for all time to come.*"

Since writing the above remarks, I have been shown the following extract from the Richmond Enquirer, the leading paper in Virginia. The editor is alluding to an excitement in that Legislature arising out of the charge against the Baltimore and Ohio Railroad of bribery in procuring its charter. The paper says:

"One good effect to Virginia will result from this disturbance. Attention has been rivetted on the subject, and *we learn that no right has been given to the Baltimore Road to bridge the Ohio, either at Wheeling or Parkersburg. They will never get this right!*—consequently our own roads must have all the Western connections. This will ensure vast advantages to our own cities."

We do not know whether that editor means to say that the Legislature has at length been convinced of the impropriety of its legislation about the Wheeling Bridge, or whether he merely means to assert that no right will be granted to build a bridge, unless it be for a railroad leading to Richmond. Be that as it may, the importance and indispensible necessity of the "Circumbendibus" is now more manifest than ever. The Steubenville and Indiana Railroad can have no connection with the East except by the "Circumbendibus." The drayage of about a mile, over two bridges and Wheeling Island, will be tedious and expensive, and thus tend to drive trade along the river by Steubenville and Wellsville to this place. All the trade of eastern and middle Ohio will seek the Ohio and Pennsylvania road or the "Circumbendibus" to avoid ferrying the Ohio river or dragging over the bridge and island.

DU QUESNE.

PHILADELPHIA AND PITTSBURGH.

To the Editor of the Pittsburgh Gazette:

Philadelphia is one grand corporation, and she desires to extend her limits from the Delaware to the Ohio. When the question was mooted whether one State could do anything to obstruct the navigation of the rivers of the Union, as the Pennsylvania Canal was the only completed avenue from the West to Philadelphia, she united with other citizens of Pennsylvania to test the question in the Supreme Court of the Union, but after the Supreme Court decided that all such obstructions were nuisances, Philadelphia desires to retain the nuisance, because she has a Railroad project running to the Southwest, through Marietta, crossing the Ohio river at Wheeling. The people of Pittsburgh have unjustly blamed in other States, because of the trial of this Wheeling bridge case, and since Philadelphia imagines her interests are identified with a bridge across the Ohio at Wheeling, she has joined in this hue and cry against Pittsburgh, in her papers, by her Legislators, and her engineers.

Pittsburgh and Pennsylvania asserted that the navigable waters of the Union were national highways, which could not be impeded by any State authority. The fact that the line of steamers now running from Wheeling to Louisville have chimnies higher than our Pittsburgh steamers settles the ridiculous assertion that commercial men here built steamers with high chimnies *after* the erection of the Wheeling bridge, in order to aid the trial. There is no use reviewing the decision of the Supreme Court, although people in other States fail to see that a Wheeling bridge had been legalized at Wheeling, lower bridges would have been built at Cincinnati, Louisville and St. Louis.

The bridge at Wheeling is a beautiful structure and ought to reflect credit on the Engineer, if it were not a failure. Bridging the Menai Straits has immortalized the engineer of that season, although his reputation was world-wide before. Ellet created a rickety bridge over the Niagara, which is a failure. Roebling, a really scientific man, is engaged in building a railroad bridge over the Niagara.

So this Wheeling bridge can never be used for railroad purposes, and, as to the travel of the once famous national road, no stockholder in Wheeling ever subscribed to build a bridge for that trade. Hence, as the structure impedes navigation, and is unfit for Railroad purposes, it is a failure.

Philadelphia merchants still retain much of the trade of Kentucky, Tennessee and the Southwest. The Southern men too buy there on account of their confidence—they are not generally merchants in the true sense, and of course do not rely on their own judgment. This profitable trade Philadelphia desires to retain, and hence her citizens have agreed to subscribe to the Hempfield and Marietta projects, to the former without one consideration for the fact of there being a navigable route, without the high grades of the Hempfield, seems never to have been thought of in Philadelphia. Besides she ought to take the estimates of the Engineer and examine them carefully. As to the President of the road he is a most excellent poet.

Why do not Philadelphians employ some Engineer to examine the route hence to Wheeling, to see whether the merits claimed for it are deserved? The New Yorkers always attend to such things. It may be that our Philadelphia friends after they expend a few millions on the science and poetry of the Hempfield, will awaken to the truth of "too much money for the whistle."

S. T.

OHIO LEGISLATURE.

SATURDAY, Feb. 26, 1853.

HOUSE.—Mr. Means presented a letter from the President of the Steubenville and Indiana Railroad Company, in relation to the action of the Virginia General Assembly on the subject of the right of way of the Pittsburgh and Steubenville Railroad, and asked that it be referred to a select committee of five, selected from different portions of the State.

In making this motion, and presenting this letter, said Mr. M., I feel it incumbent on me to state some of the facts in relation to this subject.

The Steubenville and Indiana Railroad Company is engaged in building a road from this city to the town in which I live, on the eastern border of this State; a work 147 miles in length, involving an expenditure of three or four millions, and connected directly with a number of the most important public works now constructed and in process of construction in this State. We desire an eastern outlet. As such, the Pittsburgh and Steubenville Railroad offers itself, running from Steubenville, in Jefferson county, *due eastward*, to Pittsburgh. This work is essential to the complete usefulness of our own great public work.

Now, there is a track of Virginia, which is commonly known as the "Pan Handle," a narrow tongue of land, extending between Ohio and Pennsylvania, which has to be crossed in order to pass directly from Steubenville to Pittsburgh, only five miles wide at the point of crossing. The land owners along this track have not ceded the right of way, and are anxious to have this work completed, which cannot be done without great inconvenience, in the absence of a charter from Virginia. They have asked for that charter in vain. They have asked and have been denied. The request—the *petition*—of Ohio, on this subject, contained in the last session's resolutes, was refused, also, without a decent hearing and without any cause. This winter a bill was pending—pressed by heavy petitions—the united wish of all the parties concerned were known and expressed—granting the right of way to the Pittsburgh and Steubenville Railroad company, so as to connect with the great Ohio work of which I have alluded. It have just learned, through the medium of the latter now before the House, that this bill was defeated, on Saturday last in the House of Delegates.

This result, so illiberal, so unexpected, so unworthy of the State of Virginia, of her present position and past character, was brought about by the influence brought to bear on that assembly by the town of Wheeling. Of the manner in which this result was produced, I am credibly informed of a certain forgery or trick, of which we shall learn more hereafter.

It is now quite time that we should determine whether we have not the principles and the power of self-preservation, and whether or not the State of Ohio, hitherto so liberal, so democratic in her policy in reference to her internal improvements, is to sit idly by and see a village on the eastern shore of the Ohio, by swaying the Assembly of Virginia, injure, and as far as in its power lies, destroy, the usefulness of an enterprise in which one fourth of the people of the State have the profoundest interest.

I ask the appointment of a committee which will represent the great interests of this State, and to confer on this subject.

The letter was so referred, and the committee was accordingly appointed. Messrs. Means, Lyle, Haley, Shellabarger, and Hughes were appointed said committee.

A wild man named Golding, originally from East Tennessee, who has been living in the hollow of trees and caves, and who has frequently been mentioned in the newspapers, was recently captured near Florence, Alabama. He is from 25 to 30 years of age. He had been surprised several times by parties, and tales of romantic encounters with him were deemed fabulous heretofore. Last December an attempt was made to capture him, but he eluded his pursuers, and forsook his then quarters in the hollow of a chestnut tree. A pack of hounds afterwards got on his trail, but owing to the rugged character of the country, the horsemen could not keep up, and the fugitive was lost in the waters of Shoal Creek. All further pursuit was then abandoned, and many believed the whole story fabulous, until last Sunday week, a boy, belonging to A. P. Neely, reported to his master that he had seen a man upon the bluffs near a noted cave, on the plantation of Judge Posey. Mr. Neely immediately collected a number of gentlemen and proceeded to the spot indicated. The day was one of the most inclement of the season. On nearing the mouth of the cave, they discovered the shivering form of the poor wretch buried beneath a covering of straw. He paid no attention to their summons to come forth, and one of the company (thoughtlessly we hope) tossed in a dog, which, making a furious assault, brought the hapless Recluse to his feet. He then came out in a state of almost perfect nudity, presenting a picture of abject misery and squalid wretchedness, which utterly beggars all description, and we shall not attempt it. He appeared perfectly sane, but gave no satisfactory reason for his singular conduct, beyond a general charge that the world had treated him badly, and he had determined, to come out from it. He protested that he had done no man harm, and begged to be allowed to continue his solitary life, but he finally agreed to go home with Mr. Easterage, which he did, and when we last heard of him he was suffering from a violent cold, contracted no doubt by his sudden change from a worse than savage to a civilized life.

DON'T BELIEVE IT.—It is said that instructions have been received in New York from Louis Napoleon, to contract for the immediate construction in New York of a fleet of war steamers. It will be remembered that a similar order was sent a few weeks ago to Scotland, which was thwarted by the British Government.

METHODISM IN THE UNITED STATES.—The Editor of the Zion's Herald takes the following view of the progress of Methodism in this country. He says:

"American Methodism is not yet a century old. In the incredibly short space of eighty-seven years, it has built four thousand two hundred and twenty churches, (which is a little less than one for every week of her existence,) at a cost of fourteen millions seven hundred and thirty thousand five hundred and seventy-one dollars. It has also erected and endowed its colleges and numerous academies with large sums. It has built innumerable parsonages, and supplied itself with Church and Sabbath school literature. Now, most of these churches, having been newly erected, rebuilt, or remodelled, and most of these vast outlays having been made within the last quarter of a century, we think it no exaggeration to estimate the expenditures of Methodism in the United States for home purposes, at an average very little short of one million of dollars per annum for the last twenty-five years; in addition to that, it has paid for the support of its ministry."

STRANGE SCENE IN CHURCH.—The 'Old Brick,' corner of Beaver and Pearl streets, was the scene of a singular occurrence yesterday morning, during the delivery of the sermon, which created great confusion among the congregation, and alarm among the ladies of the audience. It appears that William C. Bloss, Esq., of Rochester, and formerly a member of Assembly from that place, has been here for some time, in a deranged state, and yesterday, being in attendance at church, he interrupted the sermon by a startling yell, succeeded by a vociferous prayer. Many gentlemen of the congregation at once hastened to him, and succeeded, after much struggling and resistance, in getting him out of the church, when he was conveyed to the Delavan House, and put under the charge of an officer.—*Albany Register, Feb. 28.*

SHOOTING OF A YOUNG MAN BY A YOUNG LADY, IN A BALL ROOM.—We are informed of the following particulars of a shooting case which occurred at Grey's tavern, at Pea Cove, in Oldtown, last evening. The company had assembled for a dance, and had gone through several dances, when, as one Willard Bowman, of Upper Stillwater, was dancing down the side of the hall, where a young lady of Upper Stillwater (whose name we suppress,) and her brother, were sitting, she rose and discharged both barrels of a double-barrelled pistol at him, the ball of one of which took effect in the back of his shoulder, and the other entered the wall. The young lady to whom was dancing with him was some what burnt in the face by the powder. A great excitement ensued. The young lady was perfectly calm, and stated that she intended to kill him—that she came for that purpose. She said the reason she did not shoot him in the drawing room was because she could not get near enough to him. The reasons for the act, she said, were well known to all present. If she could only have killed him, she said she would have been perfectly satisfied. We are informed that the impelling cause of this desperate attempt to take life and wreak vengeance, is well known in the vicinity where the parties reside, and is the result of a difficulty which almost always lies at the bottom of such acts. We understand he was arrested the day before for breach of promise, and obtained bail. The young lady is said to be reputable, and the sympathy of those who know her is decidedly in her favor. After the act she went away with her brother, and no attempt was made to detain her. How seriously the man is wounded we cannot learn. The ball was broken up in consequence.—*Bangor (Me.) Mercury.*

SOUTH CAROLINA CONGRESSIONAL ELECTION.—The Charleston Congressional election in the First Congressional District resulted in the election of Gen. John McQueen, being unopposed. In the Second District, William Aiken was elected, also unopposed. In the Third District, W. F. Colcock was elected, without opposition. In the Fourth District, it is believed Col. Brooks has been elected. In the Fifth District, James L. Orr and in the Sixth, Col. Boyce are believed to be elected.

CHANGE OF FORTUNE.—Less than a decade of years ago, a person well known in this vicinity, says the Middletown Whig Press, without a dollar in his pocket, in debt, got a sub-contract of one mile on a railroad, which he managed "by hook and by crook" to get finished and clear the snug little sum of $5000: Shortly afterwards he got another of greater length, and cleared some $20,000. After that he was contractor on several roads, adding over $200,000 to his pile. Since then he has established and owns a bank, with a capital of $90,000, has been elected to the Legislature of the State twice, he resides in, and is the leading writing has the heaviest railroad contract in the United States.

Seven ocean steamships sailed from New York on Saturday—the Arctic, for Liverpool; the Georgia, and Union, for Aspinwall; Star of the West, for San Juan; Alabama, for Savannah; Richmond, for Charleston, and Roanoke, for Richmond.

The Civil and Diplomatic Appropriation Bill was finally passed by the House with all the Senate amendments. The principal of these provide for the increasing of the salary of the Vice President and Heads of Departments from five to eight thousand dollars a year, and the creation of the office of Assistant Secretary of State, with a salary of three thousand dollars per annum. Provision is also made, it is understood, for printing of the seventh Census.

THE FISH BUSINESS OF GREEN BAY.—There is now from 4 to 6000 barrels of white fish in the different warehouses in this place, and it is estimated that there will be over 60,000 barrels more taken and shipped from the Bay the next season and yet the fish trade on the Bay shore has scarcely begun to be developed. We predict that before many years this will be the most extensive and profitable business of any in the west.

HEMP.—The receipts of this article at St. Louis are increasing rapidly. At an average, about 300 bales are being received daily from the Missouri river. The prices are firm at $100 to $105 per ton. The growers, however, do not appear to be satisfied with these high figures.

Mr. Hooker, of Philadelphia, is about to publish a book to prove that, as far as the ease and comforts of life are concerned, a slave is better off than a freeman, provided that he can think so. This reminds us of the philosopher who wished, one freezing day when our fingers were blue and icy, to prove to us that cold was only in the imagination, and that any man is warm who thinks he is. The difficulty lies in thinking so.

JAPAN STATISTICS.—According to Mr. Dedow the revenue of Japan amounts to $100,000,000 annually. The standing army of the empire, in time of peace, is 120,000 men. The population is about 50,000,000. It is estimated that the trade of Japan with this country, if the open her ports will be worth more than $200,000,000 annually to us.

A Judge Impeached.—A select committee of the Wisconsin Legislature have recommended the removal from office of Judge Levi Hubbell, for high crimes and misdemeanors. The charges against him involve a most extraordinary amount of moral turpit ude.

An Artesian Well has been sunk to a depth of 1509 feet, on the premises of Belcher & Brothers' Sugar Refinery, in St. Louis, Mo., and after passing through sand of a very fine and fair quality, water was reached in sufficient quality to force itself to the top of the well. It is of sulphureous, gaseous taste and smell, but quite clear.

GOLD.—The Cumberland, Md., Journal says that on Monday last seventy thousand dollars in gold were paid out at that place for the lands recently purchased by Messrs. Aspinwall and Varnum, of New York.

☞ NOTICE—M. McGINLEY would inform his friends and the public generally, that he has removed his choice stock of CIGARS and TOBACCO, from his old stand, 216 Water street, to the Rocks No. 153 under the Monongahela House, next door to the Merchants' Insurance Company, where he will endeavor, as heretofore, to keep one of the best stocks of Imported Cigars in the city. He flatters himself that the stock of Cigars and Tobacco he is in the habit of offering for sale, are sufficiently well known to need no other recommendation to secure for him, at his new stand, the same patronage he received at his former place of business. [fe26-1m

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

☞ 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.,
oct2 Market and Front streets.

☞ A GREAT BLESSING TO THE AFFLICTED. The number and formidable character of diseases of the Liver, have long challenged the attention of medical men. Some of these diseases, classed under the general term of Consumption, have been supposed incurable, and the unhappy patient allowed to die, without medical science to offer him a hope of recovery. Happily this can no longer be the case. A remedy has been found which will cure all complaints, of whatever character, arising from derangement of the Liver. The Pills discovered by Dr. M'Lane, of Virginia, act directly on the Liver; and by correcting its operation and purifying it from disease, cure off and extirpate the complaints which have their origin in the disease of this organ. Remedies hitherto proposed for Liver complaints, have failed to operate upon the seat of the disease; but Dr. M'Lane's Pills make themselves felt upon the action of the Liver, and by cleansing the fountain, dry up the impure streams of disease which thence derive their existence.

For sale by most druggists and merchants in town and country, and wholesale and retail by

J. RIDD & CO.,
mh1 Sole proprietors, 60 Wood street.

☞ MESSRS. RIDD & CO. have just received five hundred dozen of Cleaver's highly perfumed HONEY SOAPS, comprising the ordinary Honey Soaps, extra scented Brown Windsor, musk Brown Windsor, Winter and Honey Shaving Soaps. It is admitted by all, that Cleaver's Soaps are the finest in the world. mh1

☞ We believe Nature has provided a remedy for every disease which flesh is heir to. KIER'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 Fluxes and Dysentery. My daughter, at the time your agent was here, was lying very low with the flux; I gave her a teaspoonful, and in three hours gave the second, and the flux stopped, and she recovered immediately. It is also an extraordinary remedy for burns and inflamed Eyes, Cuts, Bruises, and Rheumatism, and for the piles; some have been cured of long standing.

Yours, with respect, ISAAC BURTON.

For sale by all the *Druggists* in Pittsburgh.

☞ [Papers advertising Petroleum please copy.]

☞ 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 totally 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.,
November 12, 1852.

MESSRS. BURKE & BARNES—Dear Sirs: Your two letters were duly received. I was absent at the time. I would say, in regard to your Safe, I consider it perfectly FIRE PROOF. I tested the one I bought of you last fall on the morning of the 10th of June last—my store building being burned to ashes. It was built of wood and brick, a 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, which was saved. *There was not a single paper injured;* and further, I would advise any person who is doing business, to lose no time, but buy a Safe to keep their papers, &c., for another one that is good. I can safely recommend your Safes to any one.

Yours, truly,
JOHN CLARKE.

feb24

JAMES P. TANNER,
WHOLESALE DEALER
IN BOOTS, SHOES, BONNETS, HATS, &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 to the Southern and Western trade, which I will be sold at satisfactory prices; comparing favorably with those of Philadelphia and New York. Purchasers will please call and examine before buying. mh2

Spring and Summer Bonnets.

JAMES P. TANNER, No. 56 Wood street, would call the attention of Milliners and others, who prefer to sell cheap in his large assortment of BONNETS, of the newest style for the coming seasons. Also, French Flowers, &c.

☞ MERCHANDISE OF EVERY DESCRIPTION INSURED, upon the most favorable terms against LOSS or Damage by THE PERILS OF NAVIGATION, by Marine or Inland Routes, between Eastern Cities and all parts of the Mississippi Rivers, and TRIBUTARIES.

☞ *Losses adjusted, paid or allowed by FIRE. Also, against the perils of the ERIE and INLAND NAVIGATION and TRANSPORTATION.*

DIRECTORS!

Wm. Larimer, Jr.	Wm. Lyon,
Thos. Bakewell,	A. H. Ewing,
Samuel Rea,	John Bingham,
Robert Dunlap, Jr.,	John S. Dilworth,
S. Harbaugh,	Francis Sellers,
Edward Heazelton,	J. Schoonmaker,
Walter Bryant,	Thos. S. Hays.

Thos. Bakewell, President. [fe22

HEALTH OFFICE.

Interments in the City of Pittsburgh

FROM FEBRUARY 22, TO MARCH 8, 1853.

Diseases.	Adults.	Children.
Apoplexy	1	0
Asthma	0	1
Chronic Diarrhœa	1	0
Catarrh Fever	0	1
Convulsions	0	1
Dysentery	0	1
Erysipelas	0	1
Hydrocephalus	0	3
Hooping Cough	0	1
Intemperance	1	0
Injury	1	0
Puerperal Fever	0	2
Scarlet Fever	0	2
Still Born	0	1
Tubercular Consumption	2	0
Complication of Diseases	1	0
TO THE ABOVE THERE WERE:		
Under 1 year		5
" 1 to 5		3
" 20 to 40		3
" 40 to 60		1
Age not given		1
Males 12—Females 7—White 16—Colored 3—Total 19		

By order of the Board of Health.

C. F. WILLIAMS,
Physician to Board of Health.

Carpets.

THE undersigned having now received his large and entirely new stock of CARPETS, OIL CLOTHS, &c., will take great pleasure in showing them to persons wishing to purchase. His assortment will be found equal to any in this market. The following is a list of Carpetings, Patterns, &c., accurately copied, and duplicates taken of original likenesses.

Ingrain Carpeting; Floor Oil Cloths, 4 to 12 quarters; Tapestry Brussels; Imperial Ingrain; Three-ply Venetian; Hemp Carpeting; Stair Rods, Binding, &c. &c.

Wallaceanne taken of sick and deceased persons in any part of the city and vicinity.

Air Rooms open and operating, in all weathers, from 9 o'clock A. M. to 5 P. M.

☞ Carpets made and delivered free of charge.

☞ Carpets to be cleaned.

☞ Rooms open and operating, in all weathers, from 9 o'clock A. M. to 5 P. M.

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☞ Carpets to be cleaned