PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

WEDNESDAY MORNING, MARCH 16, 1853.

☞ *READING MATTER WILL BE FOUND ON EACH PAGE OF THIS PAPER.*

☞ PITTSBURGH WEEKLY GAZETTE.—The extensive circulation of our Weekly Gazette offers to our business men a most desirable medium of making their business known. Our circulation is between four and five thousand, reaching almost every village and county in Western Pennsylvania and Eastern Ohio.

☞ TO ADVERTISERS—Neither the Editorial Rooms nor Printing Establishment of the DAILY GAZETTE, are opened on Sunday. ADVERTISERS who desire their notices to appear in the paper on Monday morning, will please hand them in before 8 o'clock, on Saturday evening.

WHIG STATE CONVENTION.—The Committee of Correspondence, composed of the delegates to the late Anti-Masonic 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.

JONAS KING,
March 7, 1853. Chairman.

THE MARIETTA RAILROAD SUBSCRIPTION.—We insert the article of our friend and correspondent "D.", because we approve of the "largest liberty" in all discussions affecting the prosperity of this city. It is natural that men equally well disposed and equally single-minded, and anxious to promote the public good, should widely differ on subjects of a purely economical and business character.

While giving "D." the free use of our columns to urge his objections to the subscription to the Marietta Railroad, on the part of the Pennsylvania Railroad, we take the opportunity to state our views, and to dissent, respectfully, from the opinions of our correspondent, and that of others of our friends.

With regard to the power and propriety of Railroad corporations subscribing to the stock of other and independent corporations, there may be, and is great difference of opinion. It is certainly questionable policy, and may lead to great evils. But this is not the question now at issue—nor the ground of objection urged by our correspondent—as it would affect other subscriptions of a similar nature, against which not a whisper is heard. We shall waive this, then, and speak of the Marietta project simply as a railroad connection which may prove a great benefit to our city.

Admitting, then, that the subscription on the part of the Pennsylvania Railroad Company, to the Marietta Railroad, is a lawful one as regards its stockholders and its corporate powers,—which we believe is not denied by the opponents of the measure—we express our decided approval of such subscription, and hope it may not be resisted on the part of our citizens. The only objection we have heard urged against the measure, grows out of its connection with the Hempfield project when presented before the people of Philadelphia. There is no necessary connection between the two projects—both are independent lines—and although the Marietta road may prove a useful feeder of the Hempfield road, it will, also, in an equal, and we believe to a greater degree, prove a most valuable railroad connection to Pittsburgh. Because it might benefit the Hempfield project, is that a good reason why we should forego its certain advantages to us?

The object of the Marietta Railroad, is to bring in this direction the travel and trade of Southern Ohio, and northern Kentucky. If it is not built, the great bulk of this travel will take the railroad at Parkersburg. If it is brought Bridgeport, opposite Wheeling, it comes within our reach, and if we cannot *there grasp it*, with all the facilities and attractions we shall have, we do not deserve it.

What are these facilities? They are, first, the river route, the much abused "Circumbendibus." This route will doubtless be furnished with a first class Railroad before the Marietta road is finished. We met Mr. PRENTISS, President of the Cleveland and Pittsburgh Railroad, in Harisburgh, a day or two ago, and he informed us that it was his design to place the whole line, from Beaver to Bridgeport, under contract early this season. All his arrangements are making with that view. We hope he will be seconded by liberal subscriptions on the part of the citizens of Pittsburgh. Those who invested in his company heretofore, did well for themselves made money by it; and they have an equally good opportunity now. They can make only make a safe investment, but can thus aid a work of most decided importance to Pittsburgh. Well, this line finished, the cars can run along side the cars from Marietta, in the same depot, the passengers can change cars in two minutes, and be half way to Pittsburgh before they can be transported, in carriages and omnibuses a mile and a half, across the two bridges, to the Wheeling station. The route along the river will be so beautiful and pleasant, and can be run so swiftly and so safely, that it will present strong inducements to passengers, at Bridgeport. By this means the Marietta Railroad will become a valuable feeder to the Ohio and Pennsylvania Railroad, and a most important business avenue to Pittsburgh.

We have, second, the Steubenville Railroad, a shorter line to Bridgeport, and one which can be run in as short a time, from Bridgeport to Greenburgh, as by the Hempfield.

These are our facilities. Our attractions will be, first, a large manufacturing and business city; second, our unrivalled eastern Railroad facilities. We shall have three great Railroad lines, extending to the three great eastern cities, and the canal. With attractions such as these, and with facilities so obvious, who can doubt that the Marietta Railroad, will prove a valuable business avenue to Pittsburgh—and that it ought to receive our countenance and hearty support, instead of a repulse. Pittsburgh has long enjoyed a profitable trade with the region of country which will be drained by that road, and it would be suicidal policy indeed to drive away our friends, when they are endeavoring to approach nearer to us, and when, also, it will involve us in no expense or danger. We go for the subscription, and again express the hope that it will not be objected to by any citizen of Allegheny county.

☞ BACKING ONE.—The Wheeling Times has probably received a hint from Columbus or Harrisburg, that its article about their opposition to the right of way, is likely to do harm to the Hempfield Road, or to the Central Road of Ohio, and in Monday's Times, the editor display's great readiness and wonderful awkwardness in backing out from his first statements. The following is his article of Monday:

"The editor of the Wellsburg Herald, as well as the Pittsburgh Gazette, know well that we used no language that would justify them in drawing the deductions, that any arrangement had been made between Wheeling and the Central Ohio Railroad or Hempfield Company, that we should oppose their right to defeat the right of way. The inference to be drawn from our language was simply, that the interests of Wheeling and the State required that the right of way should not be granted to a company which would injure and could in no way benefit the State. They expended money in the construction of their rival works to Wheeling. They had therefore a vested right to claim that Wheeling should be true to herself and them, and oppose the right of way to the best of her ability. Any person that drew any other inference from our language did it from base motives, knowing it was the coinage of a base heart, warranted by no honest intelligence, and justified by no honest man."

Here that editor shows plainly that he feels himself in a dilema. His readers cannot *all* have forgotten what he *did* say; but he cannot help himself, and therefore he boldly plunges into the matter and gives a version of his story, differing entirely from the original. We have no doubt this was unpleasant to him, but he felt that there was no escape; he must do the dirty thing or die, and he did it.

The following is a portion of his first article. It is enough to convict him, and we do not wish to trouble our readers with an unnecessary quantity of such trash:

"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 first in resisting the right of way for the Steubenville and Indiana Railroad across Virginia.* Had we given them 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 the money in reaching Wheeling. Have we not given that Company a vested right to demand of us the firm maintainance 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.*"

Here the editor tells the world that the Ohio and Central Railroad have spent their two millions "*upon the pledge* that we, (Wheeling,) would not give the right of way." Nothing about this "pledge" in the article of Monday.—In his first article, as given above, he says the Central Company spent their millions *on the faith* that the city would be firm in resisting the right of way. Nothing about the "faith" in the back out. In the first article he speaks about "the violation of faith;" but he says nothing about this in the back out. In the first article, that editor says they have given the Hempfield Road "the right and the power to *demand* the strength of our hand."

The right and the power to *demand*, not to solicit, invite, or request; but "the right and power" to *demand* the strength of their hand.

Nothing about this in the back-out. But we have placed the original and the back-out before our readers, and they can compare them.

We will only add here, that our article was published on Wednesday last. On Saturday, there was an article in the Times in reply, or rather in reference, to our article, but containing no sign of a back-out.

In the meantime, our extract from that paper may have gone to Columbus and Harrisburg, and a hint been sent to Wheeling that the open confession of 'pledges' being given to both the Hempfield and Central Railroad to oppose the right of way, was odious and injurious, and then followed the clumsy and awkward back-out.

IMPORTANT TO TAX-PAYERS.—We learned, when at Harrisburgh, that a bill had passed the House, and was pending in the Senate, for the extension of Fulton, Wylie, Webster and Crawford streets, in the 6th and 7th wards of the city of Pittsburgh, and providing for the payment of the damages arising therefrom, out of the County Treasury. We learned, further, that the County Commissioners, who are the guardians of the County Treasury had officially requested the passage of this bill, and that it would undoubtedly pass, unless some remonstrances were made against it.

We make this statement for the information of the people. We know nothing of the question, more than appears on its face. It may be all right, and one of those promised reforms the Commissioners are going to introduce to protect the pockets of tax-payers; but to us it appears all wrong, and calculated to take money out of the pockets of one class of tax-payers for the benefit of another class. Why the County should pay for damages for opening streets in the new wards, and not afford the same help to the city of Allegheny, and all the Boroughs of the County, we cannot understrnd. If the principle is right let it be extended to the whole County, and not confine it to two or three wards, especially when those wards have already the special privilege, not allowed to any other part of the County, of receiving *twenty-five per cent.* from the County Treasury, of the amount of all damages assessed. Why this exclusive privilege exists we do not know, but we suppose it must be all right, as our sage and careful Commissioners have asked that the whole of the damages for opening certain streets shall be paid out of the County Treasury—thus taxing farmers in Moon township, and in the Deers, and the Fayettes, for the benefit of the dwellers in the city. If the people are satisfied with it, well. If not, let them remonstrate. We have discharged our duty.

BROKEN BANKS.—By reference to the "Money and Exchange" part of our weekly commercial report, the reader will find the names of three Connecticut banks, just broke, which will not, it is said, pay over 10c. on the dollar; also a list of legalized banks in Indiana and Illinois.

DEATH OF HON. JOHN DICKEY.—It is with heartfelt regret that we are called upon to announce the sudden decease of Hon. JOHN DICKEY who died from appoplexy, on Monday night, at his residence in Beaver. Mr. Dickey was formerly member of Congress from Washington and Beaver, and at the time of his death was United States Marshal for the Western District of Pennsylvania. About two weeks ago, we met him in the street, and he informed us he had just returned from Washington, where he had finally settled up all the business of his office, preparatory to his expected removal by the new administration. Death has been quicker than earthly powers, but we doubt not it found him with his house set in order. He was a worthy man, a kind friend, and universally respected.

FOUNDRY PROPERTY.—A valuable Foundry property is offered for sale, in our advertising columns, to which we invite the attention of capitalists.

A GOOD CHANCE FOR INVESTMENT.—We direct the attention of Pittsburgh capitalists to the advertisement of a Furnace in Somerset county. When the Connelsville road is finished, Somerset will not be inferior to any county in the state for the supply of iron. She possesses every requisite, and materials in abundance.

ASHLAND, THE HOMESTEAD OF HENRY CLAY.—A very fine engraving of the residence of the late great American statesman, Henry Clay, by Sartain, from Daguerreotype views, has been published, and is for sale in this city by Mr. J. N. Hudson. It is a fine specimen of American art, and a beautiful picture, and when to these recommendations is added the cherished associations surrounding it, it must be greatly sought after.

For the Pittsburgh Daily Gazette.

HEMPFIELD AND WHEELING AND MARIETTA RAIL ROADS.

MR. EDITOR:—With a view of keeping our citizens alive to their interests in relation to the too palpable design to defraud Pittsburgh by the movements of certain Railroad Companies, and to foster the interests of Wheeling by the application of our million dollars in the stock of the Pennsylvania Railroad to the Wheeling and Marietta Railroad, you will oblige an occasional correspondent by giving place to the subjoined extracts from a pamphlet published by Ed. D. Mansfield in behalf of the Hempfield and Wheeling and Marietta route. On page 24, of that pamphlet—which, by the way, has done more to bamboozle Philadelphia, and set the current of popular favor in that city on the Hempfield and Wheeling and Marietta lines, than all that has been written on the subject—we have the following:

Thirdly. You have one Ohio line, which proposes to conduct you to Cincinnati, via Zanesville, Circleville, and Wilmington. But mark—to reach your wishes as all of this route, you are *obliged to depart from the original route, the Pittsburgh: You do this by the Hempfield cut-off, (a lucky thought!)*, and without which, you can have no *direct* route to the *valley of the Ohio.* Such a route *requires you to be at Wheeling.*

Again, on page 25—

It is exactly *that connection*—from Marietta to Wheeling—you need. You cannot pass westwardly over the mountains of Virginia. You must take an Ohio valley line, and that, where your Hempfield Railroad terminates. In one word, you must complete the connection between Wheeling and Marietta on one side, and the Hempfield road on the other, *in order to have any connection* whatever with the south-west by the Lexington cut-offs. The gulf between you *cannot be passed in any other way.* If you make no the connection from the southern bend of the Pennsylvania Central Railroad and Marietta, in Ohio, you leave Baltimore *without a rival* in all the eastern business which these cut-offs may produce. But I will follow each of your connections, by Pittsburgh or Wheeling, as they are traced on the map, and I request your attention to the result:

On page 27, you find the following observations with regard to Pittsburgh:

"*Now is it possible for any Pittsburgh route* to attain that end, for a *physical* reason, which nothing can overcome. Pittsburgh is no less than *sixty miles, in a straight line, north* of the direct line between Philadelphia and Cincinnati. This is decisive. Railroads cannot be made on straight lines, but they can approximate them much nearer than that.

Finally, we have the Hempfield route, which cuts off the Pittsburgh angle, and reaches the Ohio river at Wheeling, in the same distance that the Pittsburgh line reaches it at Steubenville.

On page 29, you have the following dictum:

What remains to be done, then, is to *connect Marietta with the Philadelphia Central Railroad, by the Hempfield route.*

Which it appears Philadelphia designs carrying out by her municipal subscription on the one hand to the Hempfield road, and on the other by using our funds to complete the Wheeling and Marietta connection:

From *Marietta to Wheeling* this line will lie in the immediate valley of the Ohio, where it is easy of construction, and where the obstructions in the river and the products of the valley, will conspire to give it a profitable local traffic. The distance cannot much exceed 70 miles, which, with the *Hempfield Railway, will make but 145 miles from Greensburg to the Ohio, 170 miles below Pittsburgh!*

On page 34, you will find the following:

You should have the Hempfield *cut-off* completed, *as speedily as possible.* You should subscribe whatever is necessary to secure a connection with the Hempfield and Marietta line. Your merchants should see to it, when these lines are finished, that they have *uniform, cheap,* and *continuous* tariffs for Philadelphia freight to Wheeling and Cincinnati.

From the Hempfield road to Marietta, and from Marietta to St. Louis, the entire line is a valley line; and, as you will observe, an AXIAL LINE. From Wheeling to Marietta it is nearly on the river, through a good country, and easily constructed. Two hours, at most, will be sufficient to accomplish that distance. From Marietta to Cincinnati is a CUT-OFF of the Ohio; the river distance being 280 miles, and the railway 180 miles. From Greensburgh to Cincinnati, on this line, will be 328 miles; by Pittsburgh, 350; by river, 500.

Now, Mr. Editor, let me ask you, with what sort of face can any Pittsburgher countenance the application of the credit of the Penna. R. R. Co., in which our County holds a million, to this Wheeling and Marietta concern.

It would in fact, be offering a bonus for the immediate construction of the Hempfield Road. They are one and the same, and Wheeling is not one whit more anxious for the Hempfield than the Wheeling and Marietta. The fact is, Wheeling holds $250,000 in the Marietta Road. Are we prepared to go into partnership with Wheeling, and contribute $750,000 to the construction of the Marietta line for her benefit. I trust that no one who has the true interests of Pittsburgh at heart, but will resist to the end of the law the illegal application of the stock of Allegheny co. for any such purpose, though it is said there are some "doughfaces" amongst us whose Marietta *affinities* would betray us into supineness on the subject.

I will hand you over at another time similar extracts from the official Reports of this Wheeling and Marietta Company, and conclude for the present. D.

REDUCTION OF FARE.—A very considerable reduction of Railroad fare will take effect after the 1st of April. Through tickets from here to Dunkirk will be only $2 25, and $3 00 to Buffalo. From Cleveland to Cincinnati through tickets will not exceed $5 50. They are likely to sell considerably lower, as the Mad River Railroad contemplates carrying passengers from Cincinnati to Sandusky for $3 00. To protect itself against this competition through tickets will be put down to a very low price. A reduction of fare on the C. and P. road is also in contemplation. How much we have not heard. The public will be glad to learn of these proposed reductions. Fare has been entirely too high on Ohio railroads. One and a half or two cents is as much as should be charged. At one cent per mile for each passenger, railroads would make five to ten times as much per ton as out of freight, besides saving the trouble of handling, which is no inconsiderable item. But this is rather lower than the public can expect for some time to come.

The Ohio river steamboats threaten to cut off the great bulk of the through travel between Pittsburgh and Cincinnati by railroad, unless the latter put down their fare to a low figure. All charged over $5 00 from Cincinnati to Pittsburgh is so much in favor of the steamboats—particularly down the river. The loss of time going up, being a counterbalance to lower fare.

The lake steamers will compel the shore roads to lower their tariff of charges, or lose their passengers. Sandusky is determined at every sacrifice to divert southern and south-western travel via that port.

Competition between water and rail the ensuing season, bids fair to be lively and vigorous. Whichever may suffer, the public will be the gainer. But low fare will induce a proportionate increase of travel, so that the loss will be made up in a manner satisfactory to all parties.—*Cleve. Forest City.*

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The Washington Republic states that Mr. E. H. Fuller has so far recovered from the wound received at the hand of Lieut Schaumberg, as to be considered out of danger.

MR. FILLMORE'S VISIT TO THE SOUTH.—In a letter dated the 4th inst., in reply to complimentary resolutions of the City Council of Buffalo, Mr. Fillmore says:

"I have accordingly concluded to return by the way of Charleston, New Orleans, St. Louis, and the Lakes, and hope to reach Buffalo about the first of May."

He adds that two of his Cabinet will probably accompany him to Buffalo.

BILLIOUS REMITTENT FEVER prevails to a considerable extent at Washington, Pa., and some 16 or 18 cases have occurred in the Female Seminary. It is said to be mild in its form, but tedious in its course.

FAIRMOUNT, VA.—This lively village on the Baltimore and Ohio Railroad route, is about glistening with a new glass factory. Sand, coal and limestone exist there in such abundance that some capitalists are about making some use of these minerals. Then they are about having a Bank. All this is told us by the True Virginian, which also says:

The travel on the Baltimore and Ohio Railroad for the last week has been very heavy. On last Thursday there were nearly two hundred by the Eastern bound train, over one hundred of whom were through passengers.

A CONVERSION.—The Morning Chronicle informs us that "The writer, Beer, has just been converted, at Paris, to Catholicism." Who is Beer? Surely he must have been very small Beer to be turned by the thunder of the Vatican. —*Punch.*

A NICE BIT.—On the occasion of Louis Napoleon's wedding, it was remarked that his ambition was, probably, now bridal'd.

"There is no other Worm Medicine as good."

☞ So says a physician, in speaking of the celebrated Vermifuge of Dr. M'Lane. The following is an extract from his certificate:

MESSRS. KIDD & CO.—Gents: I have been using your Dr. M'Lane's Worm Specific in my practice, and have found no other worm medicine so good. I have been buying it from the Druggists in Rochester and Logansport by the dozen. As it is there cried up as being better than twelve to Rochester, I would like to have it from you direct.

Respectfully, your, PETER TROTMAN.

If your children are troubled with worms, go at once and get some of that incomparable Vermifuge.

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

J. KIDD & CO.
mh10 Sole proprietors, 60 Wood street.

☞ 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, 116 Water street, to the Room No. 123 under the Monongahela House, next door to the Firemens' Insurance Company, where he will endeavor, as heretofore, to keep one of the best stocks of imported Cigars in the city. He intends 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. We secure for him, at his new stand, the same patronage he received at his former place of business. [feb26]m

☞ WINES, &c.—Persons wishing to purchase FOREIGN WINES and LIQUORS of all descriptions, pure as imported, can obtain them at the Wine Store of

JACOB WEAVER, Jr.,
Market and Front streets.
oct5

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

PLEASANT VALLEY, OHIO, Sept. 15, 1852.

Mr. S. M. Kier—Sir: I have sold all your Petroleum, or Rock Oil, some few months past, and have been looking for your agent to get a further supply. I could have sold a barrel as easily as a bottle, if I had got it. It is excellent in Flux and Dysentery. My daughter, at the time your agent was here, was lying very low with the flux; I gave her a teaspoonful, and in three hours gave her another, and the flux stopped, and she recovered immediately. It is a wonderful 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 BUSTLE.

For sale by all the Druggists in Pittsburgh.

☞ [Papers advertising Petroleum please copy.]

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

REMOVAL.
HENRY H. COLLINS,
WHOLESALE PRODUCE, COMMISSION AND FORWARDING MERCHANT,
AND DEALER IN CHEESE, BUTTER, FISH, &c.
HAS REMOVED TO
No. 25 WOOD STREET,
Twelve doors above Water street,
PITTSBURGH,
mh10tfm

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, and purchased expressly for the Spring and Summer sales, and will be sold at the lowest factory prices, comprising, inverably 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 buy to sell again, to his large assortment of BONNETS, of the newest styles for the coming seasons. Also, French Flowers, &c.

JOHN T. LOGAN..... ROBT. J. KENNEDY.
PHILIP WILSON..... EDWARD GREGG.

REMOVAL.
LOGAN, WILSON & CO.
IMPORTERS AND WHOLESALE DEALERS IN
FOREIGN AND DOMESTIC
HARDWARE, CUTLERY, &c. &c.
Have removed to their new and extensive store, No. 62 Wood street, four doors above the St. Charles Hotel, where their customers, and merchants generally, will find a full assortment of the most complete assortment ever offered in this city. feb26

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
B. D. KING, PRESIDENT,
SAMUEL L. MARSHALL, SEC'Y.
OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.

☞ INSURES HULL AND CARGO RISKS ON THE OHIO AND MISSISSIPPI RIVERS, AND TRIBUTARIES.

☞ *Insures against loss or damage by FIRE. Also against the perils of the SEA and INLAND NAVIGATION and TRANSPORTATION.*

DIRECTORS:

King,	Wm. Larimer, Jr.,
D. Lowry,	R. M. Riddle,
Samuel Ross,	Wm. Bingham,
Robert Dunlap, Jr.,	John S. Dilworth,
S. Harbaugh,	Francis Sellers,
Edward Heazelton,	J. Schoonmaker,
Walter Bryant,	Wm. H. Hays,

Issac M. Pennock. de22

RISE OF PRICES.—Sir James Graham, who occupies the post of First Lord of the Admiralty in the British Ministry, in accounting for an increase in the Navy estimates for the ensuing year, which, for the support of seamen and marines remained the same, stated that almost every article which entered into the consumption of the sailor, had risen, as compared with the last two years, say, 1851-52, full ten per cent. at the least, in the cost of each article; and that there was a proportionate increase in the cost of building, repairing of ships and steamers, and for the stores and other principal articles provided for the naval dockyards of the country. English oak had risen in price 3 per cent., hemp had risen 9½ per cent., copper 24 per cent., iron 12 per cent., chain cables 17 per cent., copper and brass articles 20 per cent., and pig iron 60 per cent.

The number of consumers of gas in Philadelphia has increased from 277 in 1836 to 11,633 in 1852. The total private lights in the latter year was 157,170 and of public lights 1818, while the total consumption was 203,272,050 feet. Companies, which with the good quality of the article, has had the effect of bringing gas into almost universal use in Philadelphia, and like causes would no doubt produce the same results.

MR. SAVAGE.—The furnaces at this establishment are now in blast, and the rolling mill continues, as it has done for some time, to turn out daily a large amount of superior rails. Over nine hundred hands are now kept busily employed, and the population of the place is not far from five thousand. We have no doubt that the various railroads in contemplation in this and the neighboring States will be supplied with rails manufactured at Mt. Savage.—*Cumberland (Md) Journal.*

PROFESSOR ANDERSON, who has been for some time past performing to large audiences in Richmond, has been exposing the "Spiritual Rapping" humbug. During his remarks he stated that "its originators were young ladies who had made $76,000 by their operations." He also stated that "statistical accounts from the various lunatic asylums throughout the Union report 578 lunatics as victims of this destructive delusion—while 17 persons have committed suicide under the influence of a monomaniac belief in the spiritual powers of these juggling pretended communicators with the immaterial world."

DISTANCE TO THE SUN.—Imagine a railway from here to the sun. How many miles is the sun from us? Why, if we were to send a baby in an express train, going incessantly a hundred miles an hour, without making any stoppages, the baby would grow to be a boy—the boy would grow to be a man—the man would grow old and die—without seeing the sun; for it is distant more than a hundred years from us. But what is this, compared to Neptune's distance? Had Adam and Eve started by our railway, to go from Neptune to the Sun, at the rate of fifty miles an hour, they would not have got there yet; for Neptune is more than six thousand years from the centre of our system.—*Household Words.*

☞ FREIGHTS REDUCED.—The Pennsylvania Railroad Company, have reduced the winter rates on the following goods of the 4th class to 50 cts. per 100 lbs. from Pittsburgh to Philadelphia or Baltimore: Bacon, Beef and Pork, (salted;) Lard and Lard Oil; Whisky. March 12, '53

☞ PITTSBURGH MINING COMPANY.—A meeting of the Stockholders of the Pittsburgh Mining Company of Michigan will be held, at the Room over the Mayor's Office, on WEDNESDAY, the 23d instant, at 3 o'clock P. M. for the purpose of organizing under the general Mining Law of Michigan. Punctual attendance is requested.

By order of the Board:
mh14td A. WILKINS, Secretary.

☞ CARD.—A. A. MASON & Co. would be happy to see each of their friends, and the public, that are desirous of viewing their new building, at the opening of the same, on MONDAY EVENING, March 14th, 1853—also on any evening during the week. [mh12-5t

DIED,

On Monday, the 14th instant, at the residence of his son-in-law, Captain J. P. N. White, near this city, the Rev. THOMAS B. ROWLAND, D. D., formerly of Nova Scotia, in the 82d year of his age.

The friends of the family are respectfully invited to attend his funeral, THIS (Wednesday) AFTERNOON, at half past 2 o'clock, in the Trinity Church, to proceed to the Allegheny Cemetery.

HEALTH OFFICE.
Interments in the City of Pittsburgh
FROM MARCH 6, TO MARCH 13, 1853.

Diseases.	Adults.	Children.
Consumption	5	0
Disease of Brain	1	0
Dropsy	1	0
Hydrocephalus	0	1
Hydrothorax	1	0
Pleurisy	1	0
Pneumonia	3	0
Scarlet Fever	0	1
Still Born	0	2
OF THE ABOVE THERE WERE:		
Under 1 year	4	
From 5 to 10	1	
" 20 to 30	1	
" 30 to 40	2	
" 40 to 50	2	
" 50 to 60	1	
" 60 to 70	1	

Males 7—Females 7—White 13—Colored 1—Total 14
By order of the Board of Health:
C. F. WILLIAMS,
Physician to Board of Health.

PROTECTION
INSURANCE COMPANY,
OF
HARTFORD, CONN.
Cap'l Stock, Annual Premiums and Western Fund
$1,000,000.
INCORPORATED 1825.
Policies of insurance issued at all times on the most favorable terms, against
LOSS OR DAMAGE BY FIRE,
OR THE
PERILS OF NAVIGATION,
GEORGE E. ARNOLD, Agent
By For Pittsburgh and Allegheny County.
R. ROLAND, No. 21 Fifth street.

White Hall Academy,
THREE MILES WEST OF HARRISBURG.
THE FIFTH SESSION of this Institution will commence on the 2d of MAY. The situation is retired, pleasant, healthful, and convenient to all points. TERMS—Boarding, tuition, &c., per Session of five months, $50.

Refer to L. Wilmarth, Esq., Major W. Wade, and M. J. Stewart, Esq., Pittsburgh.

☞ For Circulars, containing full information, address
D. PENLINGER,
Harrisburg, Pa.
mh16tm

Paper Hangings.
THE Undersigned offers for sale a large collection of Paper Hangings of the latest styles, selected from French and American Manufactories, consisting of Flowered, Plain, Gold, Velvet, Oak and Marble Will Papers for Parlors, Chambers, Halls, Churches and Offices, which in variety of patterns, beauty of design, excellence of finish, and low price, surpass any heretofore offered in this market.

Prices range from 8½c to $5.00 per roll. Also, Gold, Velvet, and cheap Borders. Green, Blue, buff, and figured Window Curtains, Fire board Prints, Test. ts, and a great variety of Fancy Ib ccratlons.

Strangers visiting the city, whether wishing to purchase or not, are invited to an examination.

WALTER S. MARSHALL,
No. 85 Wood street.
mh16w2mT

Notice.
THE Subscriber will not be responsible for any debts contracted upon Sections Nos. Ten and Seven of the Pittsburgh and Connellsville Railroad, unless the same be contracted by himself, or upon his own written order. By the articles of agreement, entered into by the contractors of said sections, the right of creating debts or to any say disbursing money, is exclusively reserved to the undersigned.

W. M. EWING.
mh16:4tt-w3t

NEW MUSIC.
My Old Kentucky Home, by S. C. Foster.
Old Folks Quadrilles, by Foster, embodying the beautiful air of Old Folks at Home.
Sweet River, a beautiful new ballad.
Marie, idle time.
Tother side of Jordan; an Ethiopian Melody.
I love the Old: air for Guitar, by Wm. G. Rupp.
Scottish Polka, arr. for four hands, by H. Kleber.
Coral Schottische, " " "
Rainbow Schottische, " " "
Elena Polka, " " "
Spirit Polka, " " "
Home Schottische, " " "
Signal March, " " "
Also, a general selection of new Music, Waltzes, Variations, &c., &c.

HENRY KLEBER,
No. 101 Third street, Sign of the Golden Harp.
Journal & Post copy. mh16

New Spring Goods.
THE Subscriber has just returned from the Eastern Markets, and is now receiving and opening at Gothic Hall, 74 Wood street, a most elegant and extensive assortment of Cloths, Cassimeres and Vestings, also a very fine and choice assortment of Gentlemen's Furnishing Goods, suitable for the Spring and Summer season, all of which have been selected with the greatest care, expressly for this market, and will be sold at the lowest prices for CASH. All orders in the Tailoring line personally attended to.

WE STUDY TO PLEASE.
CHESTER, 74 Wood street
mh16

SUNDRIES—10 bbls. Cloverseed;
2 bags Clover seed; 24 bbls. Timothy Seed;
5 tons Flaxseed; 4 bags do. do.
14 bbls. do. Just rec'd and for sale by
R. H. PALMER,
151 First street and 122 Second street.

Foundry Property For Sale.
THE subscriber offers for sale his entire FOUNDRY PROPERTY, situated on Main and Connellsville streets, in the borough of Mount Pleasant, Westmoreland county, Pennsylvania, consisting of a large two-story brick DWELLING HOUSE and Kitchen, never-failing well of good Water, a large new FOUNDRY, several frame Work Shops, Blacksmith Shop, Machine Shop, Patternmakers' Shop, and Tinner House, and Stabling for 8 or 10 horses; corn crib and hay loft, cistern and hydrant, and water in the house. There is a splendid cupola and fan, and good engine in the Foundry. There are two or three cooking stoves, one of which is the "improved Kitchener," patterns for sugar, hollow, and ornamental hollow; patterns for fancy and common grates, and full rate of all the different moulds; with all the patterns, moulds for the superior "Woodcock" self-sharpening ploughs. Also, patent rights and patterns for various other articles, and a variety of machinery patterns. Also there are about 800 lbs of patterns for country and town use; with more than a full suite of smiths' tools and shoing tools; bellows, well, furnished with patterns, tools, and tools, in good order, and a good assortment of Pattern Boards. The Machine Shop is furnished with lathes, saws, engine, and tools for all kinds of wood and iron business. There is, on the property, a variety of choice Fruit Trees. All will be sold low, and on good terms. Persons wishing to purchase should apply previous to the 1st day of April, as on that day it will be exposed to public sale, by the subscriber, on the premises.

SAMUEL MILLER, SR.
mh16d4w1tT

Citizen's Insurance Company of Pittsburgh
B. D. KING, PRESIDENT,
SAMUEL L. MARSHALL, SEC'Y.
OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.

☞ INSURES HULL AND CARGO RISKS ON THE OHIO AND MISSISSIPPI RIVERS, AND TRIBUTARIES.

☞ *Insures against loss or damage by FIRE. Also against the perils of the SEA and INLAND