PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

THURSDAY MORNING, MARCH 17, 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 4 o'clock, on Saturday evening.

WHIG STATE CONVENTION.—The Committee of Correspondence, composed of the delegates to the late Anti-Nicholite Whig County Convention, are requested to meet at the Court House, on Saturday, the 19th inst., at 11 o'clock, A. M., to appoint Delegates to the State Convention at Lancaster, on the 22d of the present month, to nominate Canal Commissioners, Auditor General and Surveyor General.

JOHN KING, Chairman.

March 7, 1853.

An article on our first page, on the "Early History of Pittsburgh," will be found interesting.

The subscriptions of stock in the Chartiers Valley Railroad Company, have been very flattering, so far; but a few thousands are yet wanting to fill up the amount requisite to procure the charter. We hope to hear that amount has been subscribed to-day.

Mr. Boyles, one of the County Commissioners, called upon us yesterday, with a request to state that he was not one of the Commissioners who had officially requested the passage of a law to pay the damages of opening certain streets in the new Wards, from the County Treasury. He said he had always opposed it. It is due to Mr. Boyles to state, that his name was not signed to the official document shown to us.

Some of the persons interested in the passage of this law, plead its justice from the fact that the cities pay one half, or more, of the county taxes, while money for opening roads and building bridges is only expended in the townships. There is some force in this argument, if the law is made to apply generally to all incorporated districts in the county; but we cannot see its application to particular districts. It is certainly not just to make Allegheny and Birmingham pay the damages assessed for opening streets in Pittsburgh, unless those corporations enjoy a similar privilege. "Fair play is a jewel."

THE CONNELLSVILLE RAILROAD.—A Telegraphic despatch informs us that the bill pending in the House, at Harrisburgh, authorising the cities of Pittsburgh and Allegheny to subscribe to the stock of the Pittsburgh and Connellsville Railroad Company, has passed finally. It is now through both Houses, and only awaits the action of the Executive to become a law.—We hope Allegheny will now make her subscription, and the County Commissioners, also, and the path will then be clear for a speedy progress in this great and important work. We hear good news from Somerset county. The county subscription is probably made by this time.

STATE RAILROAD DIRECTORS.—At the sitting of the Board of Public Works, yesterday, the following Directors were appointed on behalf of the State:

Baltimore and Ohio Railroad.—George Brown, W. G. Harrison, (in place of Joshua Vansant) James George, (in place of J. J. Lewis,) Henry S. Garrett, Peter Mowell, B. C. Howard, W. B. Bowie, A. B. Hanson, Col. Geo. W. Hughes, Michael Newcomer.

Baltimore and Susquehanna Railroad—W. T. Walters, Alex Reiman, M. N. Falls, Joshua Hutchins, Joshua Nelson.

Annapolis.—John Miller, Th. Franklin, Robt. Lemmon.

CITY IMPROVEMENT.—Every person possessed of any proper degree of civic pride and patriotism, feels a deep interest in whatever ornaments and improves the place in which he dwells. A handsome building is a public benefit; it ornaments the city, attracts the attention of strangers, and gives a favorable impression of the wealth and prosperity of the place. These reflections occurred to us, when surveying the fine store erected by A. A. Mason & Co., on Fifth street, which, for the splendor of the front, and the completeness of its arrangements, is a most pleasant and attractive feature of the street, and of the city. We hope more of our enterprising merchants will follow Mr. Mason's example; and if they do, we have no doubt they will find this account in it. Mr. Mason is one of our most enterprising and successful merchants, and we are especially gratified at his success because he has expended his money liberally in putting up a building which would be a credit to Chesnut street or Broadway.

OUR BOOK TABLE.

Mr. J. Harvey Canfield, agent for the publishers, has laid on our table the following valuable publications:

"The *Pictorial Sketch Book of Pennsylvania*, or its scenery, internal improvements, resources, and agriculture, popularly described. By Eli Bowen, author of the "U. S. Post Office Guide." Illustrated with over two hundred engravings, and a colored map. Philadelphia: published by Wm. Bromwell."

This is a second edition of this interesting book, greatly enlarged and improved. The present edition contains eighty pages of new matter, and the whole of Campbell's "Gertrude of Wyoming". The whole work gives an interesting and spirited description of nearly every portion of Pennsylvania, than which few districts of country so large in extent on this continent contain more objects of pleasing interest.—Price of the work, from two to three dollars, the price varying to suit the styles of binding.

"*A Text Book of Geometrical Drawing*, for the use of Mechanics and Schools. By Wm. Minifie, Architect."

Here is a really valuable work, and probably the best book on Drawing ever presented to the public. In it the definitions and rules of Geometry are familiarly explained, the practical problems are arranged from the most simple to the most complex, and technicalities are avoided in the description as much as possible. It contains illustrations for drawing plans, sections and elevations of buildings and machinery, and an introduction to Isometrical Drawing, and also an Essay on linear perspective and shadows. The whole is illustrated with 56 steel plates, containing over 200 diagrams. Those who cannot enjoy the instructions of a teacher, can, with this book, perfect themselves, by perseverance, in a knowledge of this useful art, and most desirable accomplishment. We cordially recommend it to the public. The price of the work is $3.

Mr. Canfield can be found at the Eagle Hotel, Liberty street, where he will remain some weeks for the purpose of disposing of these works.

GRAHAM'S MAGAZINE for April, is early to hand, and contains 144 pages of matter, illustrated by several very beautiful wood Engravings.

For the Pittsburgh Gazette.

MR. WHITE:—I perceive that you and your correspondent D. differ materially in relation to the subscription to the Marietta Railroad. You think that road will benefit our city by means of the "Circumbendibus." If it does so, it will, of course, benefit the Pennsylvania Railroad, and it occurred to me that a compromise might be made, and the sincerity of the advocates of the subscription be shown by dividing the amount, giving $500,000 to the Marietta Road, and $250,000 to extend the road from Bridgeport up towards Beaver.

Mr. Prentiss, it seems, is determined to put the whole road from Rochester under contract early this season. Two hundred and fifty thousand dollars from the Pennsylvania Railroad would be a great matter in hastening the completion of the road from Allegheny to Wellsville, Steubenville, and Bridgeport.

PEACEMAKER.

We like the proposition of our correspondent. We think the investment of $250,000 in the River Road of far more interest to Philadelphia, and that it will pay better, than the subscription to the Hempfield. We have no acquaintance with the views of the Pennsylvania Railroad, or of the friends of the Marietta Railroad. The compromise would suit us vastly, and we think it would satisfy the opponents of the subscription in Pittsburgh. In relation to this, however, they can speak for themselves.

FROM WASHINGTON.

Correspondence of the Daily Pittsburgh Gazette.

WASHINGTON, March 12, 1853.

President Pierce's Movements—Appointments and Executive business—Treaties and Convention with England—Senator Benjamin and Tehuantepec—Young America and Mr. Clayton—Buchanan & the Administration—Miscellaneous Matters.

Our brethren now in administration get along somewhat slowly in their arrangements. Gen. Pierce went yesterday to Baltimore and brought Mrs. Pierce to the White House. His household will consist of himself, wife, sister, a niece, and Sydney Webster, Esq., his private Secretary. They will live in comparative retirement after the first realisties wave of office seeking democracy shall have subsided with the meeting of Congress.

The Senate having adjourned over to Monday, the President and Cabinet will prepare a batch of nominations and of Executive business for its action on that day. That body is evidently far more intent upon the discussion of foreign questions in open Senate, than upon the summary action expected of it in respect to appointments. It is expected that the question of confirming the copyright treaty with Great Britain will be transferred from secret conclave to daylight. We may therefore expect a debate involving topics very different in their character, from the dry details of political subjects. Another convention is understood to be before the Senate for the establishment of a joint commission for the settlement of claims of the citizens of each country upon the government of the other. It is said that opposition will be made to the ratification of either of these treaties on the ground that Great Britain has disregarded in most particulars, and openly violated in others the convention negotiated by Mr. Clayton. She has kept faith so badly that it seems useless to make treaties with her. There is some force in this reasoning; but it is not conclusive, because though it is doubtless true that the British government has repudiated in practice, though not avowedly, the Clayton and Bulwer treaty, our own government tacitly consented to the abandonment of that agreement.

Mr. Benjamin, the new Senator from Louisiana, and Mr. Norris, of N. H., both desire to speak upon the Tehuantepec affair. The resolution relative to it, died with the late regular session. But any body can write a resolution, and every body can talk in the Senate who has a seat there, as well as out of it. It will be easy, then, to revive the discussion, but not so easy to restore the interest once felt in it. Mr. Benjamin is, or was, the President of the Tehuantepec Company which holds the assignment of the Garay grant. If he retains any interest in that concern he cannot be a proper advocate of its claims in the Senate. But the whole thing is little better than a speculator's humbug. Mason's resolution, nearly equivalent to a declaration of war upon Mexico, was a miserable abortion, and died for mere lack of original vitality. Neither money nor lobby men can galvanize the affair into so much as the appearance of life.

Young America's speech in reply to Mr. Clayton on the Central American question, was the best he ever made, and has set him up a peg in the estimation of the democracy. He took issue with Mr. Clayton only on the comparative merits of two unratified and now quite forgotten treaties with Nicaragua on the subject of the Ship Canal. Mr. Clayton thinks that Squier's treaty negotiated in 1850, under his own instructions, was the best; Mr. Douglass thinks the one negotiated by Mr. Hise in 1849, under a commission from Polk, was the best. What's the consequence? Nobody cares which was the best, since neither was consummated. As Pope or somebody else says:

"Ask ye their names, I could as well disclose,
The names of these blind puppies as of these."

On the general rules and maxims which should control our government in its relations with others, there appeared to be a substantial agreement between Mr. Clayton and his democratic opponent. It was noticed, however, that Mr. Douglass said not one word to indicate confidence or sympathy for the new men at the other end of the Avenue. What then? Do the progressives already distrust their agents, the instruments of their choice? Time will show. Mason, of Va., will speak on Monday. When he gets through, and although he is Chairman of Foreign Relations, nobody cares what he may have to say, we shall either have an abrupt close of the debate, or we shall have an opening that may bring out half a dozen of the new Senators, Stuart, for example, in the absence of his colleagues Gen. Cass, Toombs, of Georgia, Evans, of S. C., and Thompson, of Ky:

Circumstances look as if Old Bank would be transported, as an enemy to the harmony of the democracy at home. He may go to England, if he consents to retire from the candidacy for President now and hereafter; not otherwise. Now Buck has got Campbell into the Post Office to manage its immense patronage in his patron's behalf for the sweepstakes of 1856. But he had better consent with a good grace to the honorable exile of the English mission. Hon. James Thompson, late member from the Erie district, is here, and is vigorously pushing his claims to the most distinguished consideration of the Executive, which he thinks could be manifested in no better mode than by the bestowment upon him of the mission to Russia. *James* Buchanan, as Old Barbour, of Va., *would* keep bawling out in the Baltimore Convention, Jesmes Buchanan must feel this stab deeper than

——"the rest the envious Casca made."

with an anguish not to be expressed in words. Jimmy Thompson must know that Europe affords no sphere for the genius of *two* such diplomatists as himself and Jimmy Buchanan. The inference is irresistible that one Jimmy intends to supplant the other. In the style of a once famous apostrophe, Mr. Buchanan may now exclaim

"Oh Jimmy Thompson! Jimmy Thompson oh!"

and by that single ejaculation best describe his feelings and situation in view of Mr. Thompson's conduct. Mr. Gilmore, a devoted friend of the Wheatland Philosopher and sage, is said to be packing up his traps for Valparaiso, where the consulship yields sufficient in each quadrennial term to make a simple country gentleman comfortable for life.

I think I saw Col. Black, of your city, here yesterday. I have not heard what he wants. I suppose the District Attorneyship. I do not know the Colonel except "on sight;" but he is described to me as a "clever feller," a good lawyer, and a handsome speaker; and as the victors must have the spoils, I hope he will get what he wants.

A country politician is to be imported into Philadelphia, to take the Collectorship; who he will be is yet probably unknown to. Messrs. Pierce and Guthrie.

It is understood that unless unforseen difficulties arise in making selections between candidates, all the principal missions will be filled from the ranks of the democracy before the Senate adjourns. Wise is urged for France, as is Gen. Dix likewise; Louis M'Lane and Bancroft, come next after Buchanan for the London station; Guyarre, of Louisiana, is suggested for Spain; Gov. Seymour, of Connecticut, for Mexico; Meade, of Va., for Peru; Busil, of Michigan, for Berlin, and so on. Mr. Haddock, Charge at Lisbon, being nephew to Mr. Webster, and Major Cass, at Rome, being son of his father, will not be disturbed. Ned Marshall, of California, is up for China, but I have reached the end of my sheet, though only at the top of the list of candidates.

JUNIUS.

WASHINGTON, March 13, 1853.

To-morrow will be a day of fate with a crowd of virtuous and patriotic gentlemen who have been besieging the gates of the Treasury for the last fortnight. Some fifty removals and appointments are reported, but it would be folly to insert the list, since the telegraph will convey all of it that turns out to be fact. It is stated that Buchanan's name heads the catalogue for the London mission. Dix is named for France, and Soule for Spain.

Cartter has given up the contest for the Patent Office, and it will probably be given to De Bow of the New Orleans Review. Cartter was martyrized for his somewhat equivocal free soil professions and attitude during the compromise controversy. Ohio will be compensated for this bereavement by the appointment of Manypenny as first assistant postmaster general.

The Illinois delegation has managed to get along very comfortably with the office seeker from that State. The representative took up the cases of the applicants, made their selections whom they could agree, and when they could not, referred the difference to the two Senators and adopted their decision. In this way a list was made up for the departments which was confirmed, and the appointed and the disappointed went off very amicably back to prairiedom.

South Carolina has thrown off her panoply of haughty reserve, and now appears in a numerous deputation of her needy children as seekers for crumbs about the federal board. A dozen or more of the chivalry are peculiarly assiduous in their attendance at the levees of the President and Cabinet representing their readiness to infuse a little respectability into the administration by taking a number of the offices to which are attached the least duty and the most pay.

Mr. Marcy and Col. Davis have given assurances that they do not intend to make any removals of consequence in their departments.—But Mr. Guthrie and Mr. McClelland have given no such pledges; on the contrary they have signified their intention to make extensive changes. Mr. Harrington, chief clerk of the treasury, has already been dismissed. So has Mr. Reed, son-in-law of Duff Green, from a place worth $2,000, to which he was appointed by Mr. Corwin a day or two before leaving the department. All others appointed under like circumstances have been compelled to walk the plank. Gen. Hunt, of Ohio, will supersede Nathan Sargent, of Philadelphia, as register of the treasury.

The Union is lustily calling for an opposition to Gen. Pierce, fiercely maintaining that the Whigs are only playing possum in not breaking out in full cry upon every thing said or done or proposed by the administration. "His Majesty's opposition" is so necessary a part of the government system of England, that care is always taken to do something or leave something undone which will provoke criticism and censure. The same thing is evidently thought necessary for the safety of the country here and now. But why does not the Union itself go into opposition? That would be a good idea. Let it go into a good, honest and sincere hostility to the administration of its own choice, and in that case the people will have a reasonable guarantee that things are going on safely for the country.

The Senate will perhaps enter into an elaborate investigation of the treaties with England upon the copy-right question, and the plan for the establishment of a joint commission for the settlement of claims; but it is more probable that they will adjourn without touching those subjects. I do not believe either treaty will be confirmed.

Gardiner's trial commenced in the Criminal Court on Friday last. There is still but a faint prospect of getting at the facts in that great swindle. That Gardiner was guilty of all alleged against him I can have no doubt on reading the testimony, but as the lawyers have, on each side, an immense prize to contend for, the minds of the jury will become confused, and preferring to err on the side of mercy they will dismiss the case by a verdict of acquittal. If not convicted Gardiner will be immediately entitled to receive the $280,000 now lying in bank under a government attachment. Hon. George Evans, president of the commission which allowed the claim, and Waddy Thompson, who was one of the midwives that brought the interesting infant through tribulation into life, have been summoned to testify, and are now upon the ground.

The continued opposition of distinguished Democrats to the removal of Wilson, Commissioner of the Land Office, renders necessary the discovery of a new place for Col. Gorman, of Indiana, and I understand that if he abandons the pursuit of that pleasant appointment, he will enter upon a rivalry with Mr. Gilmore, of Pennsylvania, for the consulship to Valparaiso.

JUNIUS.

For the Pittsburgh Gazette

ANOTHER BRIDGE OVER THE OHIO.

It seems that there is a charter for a bridge over the Ohio at Moundsville or Grave Creek, twelve miles below Wheeling, and at the point where the Baltimore and Ohio Railroad strikes the river. Great exertions are making to obtain the funds necessary to build it, and an application has been made to the Legislature of Virginia for a law authorizing counties and other corporations to subscribe.

Does Mr. Sweeny and the other members from Wheeling favor or oppose this application from Moundsville? We should like to know. Will the Moundsville paper or the Wheeling Times inform me?

But supposing the necessary funds should be raised, and the bridge built at the same height from low water as the Wheeling bridge, what will the Wheeling folks say about it?

On the other hand, if the bridge should be built at the height prescribed by the Supreme Court of the United States, will the Wheeling people be ready and willing to thank Pittsburgh and Pennsylvania for the regulation of that tribunal?

Again. Suppose the bridge should be still lower than the Wheeling bridge, and Congress should make it a post route, (it being twenty-five miles shorter to Marietta, Marietta, and Lexington, than to go up to Wheeling and back again,) what would Wheeling think of such an attempt by Congress to legalize a nuisance?

T.

BROKEN BANKS.—It was announced in Wall street on Friday last that the Woodbury Bank, of Woodbury, Connecticut, and the Eastern Bank, West Killingsly, Connecticut, had failed; and for a few hours there was in consequence, quite a panic among holders of New England bank notes. Some of the holders refused to purchase the notes of any of the Eastern banks; and the American Exchange Bank, we are informed, received them only upon the guarantee of depositors. As soon as the true state of the case becomes known, the excitement will doubtless disappear. The bank in question had never enjoyed the full confidence of the other Connecticut banks. They were partly owned and chiefly managed by a Wall street broker, or operator, who having failed the day previous, was of course, unable to disentangle his affairs from those of his protege; and the banks, if not previously rotten, suffered from their connexion with him.

A rumor was in circulation, prejudicial to the Bank of North America, at Seymour, (formerly Humphreysville,) Conn., but we are assured by a gentleman from that vicinity, whose means of information are very good, that the report is without any just foundation.

It is possible that the Judge Nelson has not found any "Eastern" banks may be shared by one or more of the other small banks of Connecticut; but in regard to most of the banks in that State, there need be no apprehension whatever. We doubt if in any State in the Union banking has, on the whole, been conducted more prudently or safely.—*N. Y. Journal of Commerce.*

BANK FAILURES.—Yesterday two of the last special charter Banks of Connecticut broke down. Although nominally located in Connecticut, they were owned by Wall street. We allude to the Eastern Bank of West Killingly, Chittenden, President; J. Smith, Cashier; and the Woodbury Bank, of Woodbury, D. Curtis, President and J. M. Dickinson, Cashier. The bills were redeemed by Mr. W. E. Chittenden, of Wall street. The circulation of the two banks is said to be nearly $400,000, and the assets may realize 10 cents on the dollar; but as there is no security deposited for redemption even at that rate there is little hope for the bill holders.

The Bank of North America, Seymour, was also in difficulties; but being in good hands, has been assisted, and will probably go through.—*N. Y. Mer. Jour.*

From the Steubenville Herald.

RIGHT OF WAY FOR THE WELLSVILLE AND WHEELING RAILROAD.

At a meeting of the City Council, held on Thursday March 10, 1853, Dr. James Farmer and Mr. Kelly, on behalf of the Cleveland and Pittsburgh Railroad Company, and Hon. James Means and Dr. John Andrews, on behalf of the Steubenville and Indiana Railroad Company, appeared and made a joint request for the right of way for said Cleveland and Pittsburgh Company to construct a branch of their said road through the city of Steubenville to the town of Bridgeport, and having furnished such reasons as justified the granting of their request, the Council thereupon enacted the following ordinance:

AN ORDINANCE.

To authorize the Cleveland and Pittsburgh Railroad Company to pass through the City with their road.

SEC. 1. Be it ordained by the City Council of the City of Steubenville, That the Cleveland and Pittsburgh Railroad Company be, and they are hereby authorized to pass through the City of Steubenville with their road, in the usual manner of constructing railroads through towns and cities, being subject, however, to all conditions, restrictions, liabilities and penalties contained in their act of incorporation, and the law of the State of Ohio regulating Railroad Companies in the use and appropriation of Public and Private Property. Passed in Council, March 10, 1853.

THOS. F. MCGREW, Pres't.

Attest—GEO. H. LEWIS, City Clerk.

BELLEFONTAINE AND INDIANA RAILROAD.—We acknowledge the reception of the Third Annual Report of the Bellefontaine and Indiana Railroad company, from which we learn that it will be entirely completed sometime in May next, from Galion to the Indiana state line, 118 miles.—From the report of Mr. Godman, the able and efficient President, we take a few interesting extracts:

"The Indianapolis and Bellefontaine Road in Indiana, will be opened in a few days, to the State Line at our Western terminus. While we give our Indiana friends all credit for their perseverance and success, we should at the same time bear in mind that our Road, of greater length and more difficult construction, was not commenced for more than a year after theirs.—The Ohio and Pennsylvania Railroad, which was opened in May last as far as Massillon, has since been extended to Wooster, 183 miles from Pittsburgh. The Officers of that Company anticipate its completion to the junction with the C. & C. Railroad, during the month of March inst. when we shall have a continuous Railroad communication by that route, with Pittsburgh, Philadelphia, and Baltimore. To render our connection with the O & Pa. Railroad complete, it will be necessary to construct a connecting track from Crestline to Galion, four miles, which it is understood between the Officers of the two Companies, will be constructed the ensuing Spring and Summer. A junction between the O. & Pa and Pa. Railroads by a track across the Allegheny River, and the completion of the new track over the Allegheny Mountains, avoiding all the inclined planes, will perfect this route to Philadelphia and the other Eastern cities. Thus the two great lines of Road from Philadelphia and Baltimore on the one hand, and New York and Boston on the other, will converge together at Galion, and thence pass united over our Road and its Western connections, through Indianapolis and Terre Haute, to St. Louis, the great commercial centre of the Mississippi Valley. These entire lines will be complete as far West as Terre Haute in the Spring, and in eighteen months from that time will extend to St. Louis, where they will connect with several hundred miles more of finished Roads running through Missouri.

The whole cost of the work, is estimated, by the revised report of the Chief Engineer, at $1,986,682 74—or $16,886 per mile. This includes all the equipments. There are now delivered and contracted for, 20 Locomotives, 100 Gravel Cars, 105 House Cars, 40 Platform Cars, 6 Post Office and Baggage Cars, 10 Passenger Cars, and 45 Stock Cars, making an aggregate of 306, all with eight wheels, except the Gravel Cars.

The following extracts we take from the report of the Chief Engineer, R. Milnor Roberts, Esq.

The "compound" and T rails received, have been carefully manufactured of good materials, and in their forms they are well proportioned. They weigh about 60 pounds per yard, and their compound rails are rolled in the Chillington Iron Works, in Staffordshire, England, under the immediate direction of John F. Winslow, Esq., the patentee—the first of the kind manufactured in Europe. The track, when finished with the compound rail, is very smooth and perfect.—This rail cost a little more than the T rail, both in the manufacture and laying; but chairs being dispensed with, the difference is not very great. The saving in the wear and tear of the running machinery and cars, and in the road repairs, will very soon more than compensate for the increase in first cost. The new principle which does away with *joints* across the rails, I regard as a great improvement, which will soon come into common use.

OHIO AND PENNSYLVANIA RAILROAD.—This important line with which you will shortly be in connection, intersects the C. C. & C. Road at Crestline, four miles north-east of Galion. It is proposed to complete the connection by means of a track four miles long, (to be laid in accordance with an understanding between the Ohio & Pennsylvania, and Bellefontaine & Indiana Companies,) between Crestline and Galion. The Ohio and Pennsylvania road affords the most direct road thoroughfare from your line to Philadelphia, Baltimore, and Washington City and I anticipate a very large interchange of business in passengers and freight, between the two roads. The distance from Galion by this route, is as follows:

To Pittsburgh,	190 miles.
" Philadelphia,	540 "
" Baltimore,	520 "
" Washington,	560 "
" New York,	635 "

GAUGES.—The gauge of the Indiana roads is 4 feet 8½ inches; of the Ohio roads, 4 feet 10 inches. The exceptions in Ohio, are, the Sandusky, Mansfield and Newark roads, 5 feet 4 inches, and the Columbus, Urbana and Piqua road, on which the 4 feet 8½ inch gauge has been adopted. The Ohio gauge of 4 feet 10 inches is continued on the Ohio and Pennsylvania road to Pittsburgh, where it changes to the Pennsylvania gauge of 4 feet 8½ inches, which is the same as that adopted in Philadelphia and to Baltimore, &c. The Ohio gauge, at present runs on the Lake Shore roads as far as Erie, 96 miles from Cleveland, when it changes to the broad, or 6 feet gauge, from there to the New York State Line, 19 miles. At the line, it changes to the 4 ft. 10 in. gauge, which is continued to Dunkirk 26 miles. At Dunkirk, it connects with the New York and Erie road having the 6 feet gauge; and on the Buffalo and State line road it is 4 ft. 10 in. gauge is continued to Buffalo, where it changes to 4 ft. 8½ in. which is continued to Albany and down the Hudson River to New York; and also across by the Western Railroad to Boston. So that under the existing arrangements, there is a change of gauge at Erie, at the New York line, and at Dunkirk; at Buffalo; at Hudson, where only one is necessary. Public opinion will force some remedy for the difficulties attending this state of things. The change of gauge at the Indiana Junction, from 4 ft. 10 to 4 ft. 8½ in., will not eventually prove to be so objectionable as the public generally have supposed. In the first place by laying at the point of junction and for a short distance on each side, an intermediate gauge of 4 feet 9 inches connecting the two gauges, locomotives and cars from both roads can run on such intermediate track and thus the transshipments, when necessary, can be manage with great facility.

But generally, I rely with great confidence, on the use of "shifting wheel" cars, as contrived by G. Escol Sellers, Esq., of Cincinnati, by which the same cars are made to run on *both gauges* with equal ease and safety. He is now constructing a baggage car on this plan for our company, and should it work as well as I think it will, it will be found invaluable. The change of gauge is half in the gauge, between two long lines of road, is a merely nominal matter. He has a plan also for shifting from 4 ft. 10 in., to 6 feet with the same car body.

CASE OF ROBERT SWAN.—We stated yesterday that this case would be taken up at the *sitting* term of Washington county court, which a reference at hand stated to commence on the fourth Monday in March, or the 28th. It commenced, however, under the act of 1852, on the first Monday in March, and the case of Swan was set for this morning. A despatch received yesterday informs us that Judge Nelson has not found any person willing to act as Judge in place of Judge Perry, who is disqualified, but as soon as he succeeds, notice of the day of trial will be given. This is a strange state of affairs, and shows a very glaring defect in the criminal laws of the State, in cases wherein an accused party is related to the Judge. The remedy is in the hands of the legislature, and it is incumbent upon them to provide it.—*Balt. Sun of Tuesday.*

JAMES P. TANNER.

WHOLESALE DEALER

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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 latest styles for the coming seasons. Also, French Flowers, &c. mh9

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☞ 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—dear: 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 sore and inflamed Eyes, Cuts, Bruises, and Rheumatism, and for the Piles; some have been cured of long standing. Yours, with respect, ISAAC BUNKER.

☞ (Papers advertising Petroleum please copy.)

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

cel6 Market and Front streets.

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

☞ 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, 111 Water street, to the Room No. 153 under the Monongahela House, next door to the Pittsburgh Insurance Company, where he will and ever, 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. (f26-1m

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,

mh12:3m

JOHN T. LOGAN, ROBT. A. 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. 52 Wood street, four doors above the St. Charles Hotel, where their customers, and merchants generally, are invited to an examination of the most complete assortment ever offered in this city. fa26:3m

☞ MESSRS. KIDD & 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. mhl

☞ 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 Firs: 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 *charred*, and further, I would advise any person who is doing business, to lose no time, but buy a Safe to keep their papers, as, like—and get one that is good. I can safely recommend your Safes to any one. Yours, truly,

JOHN CLARKE.

☞ The SELECT AND COMMON COUNCILS of the city will meet THIS MORNING, 10th instant, at the Office of M. W. Lewis, Esq., at 9 o'clock, to attend the ceremony of breaking ground for the Allegheny Valley Railroad Company, near Lawrenceville.

☞ 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 of 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:

mh14:d A. WILKINS, Secretary.

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

THE UNITED STATES

LIFE INSURANCE, ANNUITY AND TRUST COMPANY,

PHILADELPHIA.

CHARTERED APRIL 26, 1850.

CHARTER PERPETUAL.

CAPITAL—$250,000.

Office S. E. corner of Third and Chesnut streets, Philadelphia.

OFFICERS OF THE HOME BOARD AT PHILADELPHIA:

DIRECTORS:

Stephen R. Crawford, Paul B. Goddard,
Ambrose W. Thompson, Lawrence Johnson,
Benjamin W. Tingley, George Williams,
Jacob L. Florence, James Devereux,
William M. Godfrey, William M'Kee.

President—Stephen R. Crawford.
Vice President—Ambrose W. Thompson.
Medical Examiner—Pittsburgh, Jacob H. Willson, M. D.; Allegheny City, E. R. Mowry, M. D.

GEORGE R. ARNOLD, Agent,
mh17 74 Fourth street, Pittsburgh.

CARPETS! CARPETS!!

FIRST ARRIVAL BY CANAL.

RECEIVED this day, by W. M'CLINTOCK, at the CARPET WAREHOUSE, 53 Fourth street, another large additional lot of his extensive assortment of Velvet Pile Carpets:

Tapestry Brussels Carpets:
Brussels Carpets:
Extra super three-ply Carpets,
Super three-ply Carpets,
Superfine Ingrain Carpets,
Fine Ingrain Carpets,
Venitian Carpets,
List and Rag Carpets.

ALSO—Damask Venitian Carpets:
Tapestry do. do.
Damask do. do.
Cotton, Ingrain, and Venitian Carpets.

Chenille Rugs, Adelaide Mats,
Tufted Rugs, Sheep Skin Mats,
Brussels Rugs, Chenille Mats,
Velvet Rugs, Tufted Mats,
Fancy Mats.

Cocoa, Coir, and Manilla Mats.

ALSO—

OIL CLOTHS, of all widths and lengths:
Rosewood Oil Cloth; Hall Oil Cloth;
Mahogany Oil Cloth; Table Oil Cloth;
Figured Oil Cloth; Stair Rods,
Table Linens; Crash, &c. &c.

Consisting of the latest and best designs, adapted to every style of furnishing, together with all other articles usually sold by the Carpet business; to which we respectfully invite those wishing to furnish Steamboats or Houses, to call and examine our stock.

W. McCLINTOCK,
mh17 55 Fourth street.

CARPETINGS.

PETERSON & HUMPHREY,

379 *Broadway, Cor. White Street,*

NEW YORK.

HAVING made extensive alterations to their former spacious establishment, by adding the large saloon of Messrs. Dodge & Lane, beg leave to call the attention of their Southern Friends to their large and elegant Stock of Ingrain, Venitian, Hemp and Cotton Carpetings, and Floor Cloths, which they offer at prices as low as the same quality of goods can be purchased in any other house in the Union.

Their stock of Imperial, Royal, Royal Royal, Royal Royal Royal Ingrains, Brussels, Tapestry, Velvet, Tufted, Brussels, Rugs, Stair Rods, Table Covers, Floor Oil Cloths, from 1 to 8 yards wide, of their own and Kidder's manufacture, comprise all the most recent patterns offered for sale in this city. Also, all kinds of Furniture Dealers, Hotel Keepers, Merchants, housekeepers, and others are invited to call and examine our stock before purchasing, as they will find it greatly to their interest. mh14 J. A. & H. PHILLIPS.

SUGAR AND MOLASSES—500 hhds. N. Orleans Sugar, 2000 bbls. Plantation Molasses, for sale by WM. BAGALEY & CO.

RIO COFFEE—900 bags Rio Coffee, in store and for sale by WM. BAGALEY & CO.

FRESH TEAS—300 half chests Young Hyson; 100 do. do. Gunpowder and Imperial; 100 do. Oolong and Pouchong Teas, per ships Revel Fish, Witchcraft, and Eliza Ann, and for sale by WM. BAGALEY & CO.

CODFISH—30 tierces Codfish, in prime order, for sale by WM. BAGALEY & CO.

ELASTIC CORD—Various colors, just received at the India Rubber