# ...H GAZETTE.

...SHED BY WHITE & CO.

PITTSBURGH.

...ONESDAY MORNING, MARCH 30, 1853.


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


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

☞ TO ADVERTISERS.—Neither the Editorial Rooms nor Printing Establishment of the DAILY GAZETTE, are opened on Sunday. ADVERTISERS who desire their notices to appear in the paper on Monday morning, will please hand them in before 5 o'clock, on Saturday evening.


## DEMOCRATIC WHIG NOMINATIONS.

FOR CANAL COMMISSIONER,

MOSES POWNALL, *Of Lancaster County.*

FOR AUDITOR GENERAL,

ALEX. K. McCLURE, *Of Franklin County.*

FOR SURVEYOR GENERAL,

CHRISTIAN MEYERS, *Of Clarion County.*

### THE CIRCUMBENDIBUS.

This work which has been so often mentioned by us, and sometimes laughed at by our neighbors at Wheeling, is likely soon to become a stirring, bustling reality. Until the Directors of the Pittsburgh and Cleveland Railroad had decided upon which side of the Ohio they would make their extension to Bridgeport or Wheeling, no action could take place in relation to the portion extending from Wellsville to Beaver. It is true no disinterested person could doubt for one moment as to which side the rond should take with reference to the interests of the stockholders.—The single objection of the expense of a bridge over the Ohio should be fatal to the Wheeling scheme, but the Wheeling folks are indefatigable, and they are also well aware of the injurious influence which a decision against them on this point must exercise upon their town; so that some faint apprehensions were felt that the Directors of the Cleveland road might be misled. It seems, however, that these apprehensions were groundless; those Directors have perceived that there was no inducement to cross into Virginia with their road, when nine-tenths of the trade and travel must come from the Ohio side. Had the road been taken across the Ohio, travellers from Marietta and Cincinnati would have to cross two bridges and an island to get into Virginia at Wheeling, and then cross another bridge at Wellsville to get back to Ohio, and this, too, a suspension bridge higher than that at Wheeling, because no company would deliberately disregard the decision of the Supreme Court

Had the right of way through Brooke county been granted to the Steubenville and Pittsburgh Company, there would have been some slight pretence of argument in favor of the Virginia side, but without that, it would have been folly in the extreme. We are, therefore, not at all surprised that the Cleveland and Wellsville Company have decided *unanimously* to make their road on the Ohio side of the river, thus securing a connection with the Steubenville and Indiana, with the Central Ohio and the Marietta and Bridgeport Railroads, without the danger and expense of bridging the Ohio. The benefit of all these important connections can now be secured to Pittsburgh by a railroad of not more than twenty-one miles in length, of very easy and cheap construction. The inducements to the early commencement of that short link, are very strong. Give us that, and then upon the completion of the road from Wellsville to Steubenville, only nineteen miles, we shall have direct railroad communication with an extensive region of middle and central Ohio, and when the whole line is completed to Bridgeport, we will have the advantages afforded by the Central and Marietta, and Cincinnati Railroads.

We will also probably find that the route to Steubenville, by the way of Beaver and Wellsville, avoiding, as it will, the crossing of the Ohio and Monongahela, will be nearly as convenient and speedy as by the Steubenville and Pittsburgh route, were the same completed.—The making this connection with Steubenville, by the way of Beaver and Wellsville, will probably also contribute materially to secure the right of way through the Pan Handle. Because Wheeling, finding herself completely foiled in her attempt to cut us off from Steubenville and the central portion of Ohio, may become ashamed of her selfishness, when she finds it useless, and be glad to withdraw her opposition. When she perceives that her selfish opposition only injures an adjoining county in her own State, without benefit to herself, when she hears the continual angry complaints of Brooke and Hancock counties on her own side of the Ohio, and the constant rumbling of the cars and the shrill whistle of the locomotives on the opposite side of the river, she will probably begin to think that the folly and churlishness of the dog in the manger was wisdom and liberality, as compared with her own conduct.

The following is the first gun from the Wheeling Times, in relation to the *rejoicings* of their "Bridgeport friends:"

"Our Bridgeport friends rejoiced and were exceedingly glad," last night, if we may judge from the noise they made. They used up powder extravagantly. Cause—the location of the Pittsburgh, Cleveland, Wellsville, and Wheeling Railroad on the Ohio side of the river."

### THE OHIO CROW-BAR LAW OUTWITTED.

We learn from the Cleveland papers that the crow-bar act was enforced in that city on Saturday. The Treasurer, Mr. Dodge, entered the banks and demanded their taxes. The keys were left where he could obtain them. He unlocked the vaults and helped himself to the amount charged in his books against them. The officers offered no resistance except to enter their protest against the legality of the proceeding. From the City Bank he distrained $10,680, from the Merchants' $7,965, from the Canal Bank $9,216 and from the Commercial $11,220, total $38,981. The new banks had paid up their assessments during the fall.

This money was taken to the safe of the Cleveland Insurance Company, but it did not stay there long. The amount taken from the Banks was $38,995. This amount was subsequently sold by them to John G. Deshler, Esq., of Buffalo, who immediately obtained a writ of replevin from the Circuit Court of the United States, which was served on the Treasurer, who declined to deliver up the property. The writ was placed in the hands of U. S. Deputy Marshall Smith, who with his usual promptness and efficiency, obtained the entire amount of money from the vault of the Cleveland Insurance Company, where it had been deposited by Mr. Dodge, and delivered it to Mr. Deshler, on Saturday night.


SLATE ROOFING.—Of all descriptions of roofing, that of slate is best. It is durable, it is fire-proof, and it is ornamental. It gives a building on which it is placed an air of permanence and respectability. It always appeared to us to be a great piece of folly to enact a law against frame houses, and then suffer roofs composed of inflammable materials to be placed on brick houses. Flat roofs answer for warehouses, and large buildings having heavy parapet cornices which hide the roof; but for all dwellings and churches, the roof is an ornamental part of the building, which should always be seen. For such buildings slate is the best article known. It is cheaper, also, than shingles, in the long run, as its original cost is only about twice as much as shingles, while it will out-last several shingle roofs, and save the price of its first cost in insurance. Our object was not, however, to write an article on the qualities of roofing materials, but to call attention to the advertisement of Mr T. ARNOLD, who introduced the business of slating into this city, and has carried it on with great success, and to the entire satisfaction of the public for a number of years. He has now orders for slate roofing from Pittsburgh to Chicago, and some east of the mountains, and his arrangements are such that he can fill orders to any extent at lower rates than ever before. We advise all our readers who are building this season to put on a slate roof, and to give Mr. Arnold a call.


A telegraphic dispatch from Washington says: I regret to hear that Mrs. Fillmore's health is no better, and that her physicians are fearful she cannot recover sufficiently to be removed from here for some weeks.

## FROM WASHINGTON.

Correspondence of the Pittsburgh Daily Gazette.

WASHINGTON, March 26.

The leading appointments for the Philadelphia Custom House are agreed upon, but are not yet submitted to the Senate. They are said to be Hon. Charles Brown, for Collector, Judge Eldred, Naval Officer, and Reuben Hale for Surveyor. Gideon G. Westcott, brother to the eccentric Senator from Florida, is reported to have been settled upon as Postmaster. When these nominations shall be laid before the Senate we shall know the kind of men who are to represent the Administration in Pennsylvania. The Monday morning reports, however, may tell a different tale and bring an opposite set into the chief stalls of the bread and fish market.

The Senate to-day laid on the table Mr. Walker's motion to appoint himself a peripatetic investigator of frauds and abuses in Minnesota Territory. That was not the exact purport of the resolution submitted by him on Thursday, but it was the obvious design of it. This disposition of the subject seems a virtual abandonment of the charges against Governor Ramsey. The trumpery statements over which so much pother has been made of peculations and other rascalities in the building of the additions to the Capital, will come to the same end. The Union, as the organ of the accusers, publishes a string of charges which are presented in the report of the special committee charged with the investigation of that subject. They amount to little or nothing as allegations of fraud. As an exhibition of a malignant determination to destroy character and fasten censure upon parties who have no means of defence against charges put forth on *such* authority, they are very striking examples of what may be done by persons skilled in the business.

The President has requested Hon. Elisha Whittlesey to continue as first Comptroller of the Treasury. Though Mr. Whittlesey has made some enemies by the rigor and firmness with which he has protected the Treasury in controversies with other officers of the Government, and with Congress, or at least with the Senate, he is upon the whole a faithful and valuable public servant, and ought to be sustained. Gen. Pierce has done credit to his administration by inviting Mr. W. to remain a part of it.

It seems that affairs with Mexico are gradually assuming an amicable appearance. The Garay contract humbug is nearly blown over. The last administration encouraged the pretension of the adventurers who had got hold of that alleged grant, and Mr. Mason, some eight months ago, offered a very truculent resolution in the Senate. Notwithstanding these valuable helps, the intrigue has rotted out, and we shall have no war with Mexico from that cause. Perhaps Judge Conkling or his successor will make a new treaty, in order to protect and guarantee Mr. Slo's contract; but nothing has yet been done, and for the present the Tehuantepec flummery is stone dead.

There was something over a quorum in the Senate to-day, and it is expected that the session will be prolonged through the whole of next week. They have several important treaties yet to ratify or reject. One of them is a convention, the object of which is to permit British subjects to hold land and real estate in the United States, and our citizens to enjoy a like privilege in Great Britian. If finally acted upon this session it will probably be confirmed, but there is some reason to apprehend that the Senate will adjourn *sine die* on Monday, in order to escape the importunities with which the disappointed are sure to assail it, when the nomination of their rivals is actually made. JUNIUS.

WASHINGTON, March 27, 1853.

*The Swiss Treaty—Pennsylvania and New York Appointments—The Offices of Pittsburgh.*

I may have spoken in my last of an important treaty, designed to effect some alteration in our laws of succession to real estate. I discover that this treaty is not with Great Britain, but with Switzerland, and that it involves very important considerations of national policy. It attempts to harmonize and assimilate all the State laws on this subject as far as regards aliens.—This principle of admitting foreign nations, in an indirect manner, to some share in our domestic legislation, excites a very warm opposition in the Senate, and the prospect is that the treaty will be defeated, although Mr. Everett advocates it with earnestness and great ability. This treaty was discussed at some length yesterday, but was not acted upon.

The Pennsylvanians take the reported nominations for the Philadelphia Custom House with a good grace, and admit that the selections will prove a pretty fair compromise between the personal claims of the brethren who have been contending for the spoils, and the various factions and cliques into which the Democracy of the State has been split in view of the division of the prey.

The New Yorkers, on the contrary, have been thrown into a state of fearful commotion by the report that the lucrative offices of their city were distributed on Friday, by an order in Council, according to the following schedule, namely:

Collectorship—Salary $6,000, pickings from $5,000 to $20,000 per annum, assigned to H. J. Redfield, a Hunker Hard, from Batavia, Genesee County, Western New York, 300 miles inland.

Naval Office—Salary $6,000, pickings less than Collectorship, but fat—given to Ausburn Birdsall, son-in-law to ex-Senator Dickinson, from Broome County, 250 miles in the interior. Birdsall is a Pro-Slavery Hard.

Surveyor—Ex-Alderman Fowler, Barnburner. The salary and pickings together are from $6,000 to $10,000.

Navy Agency—worth from $4,000 to $10,000—laded out to A. Herrick, publisher of a Sunday paper, in recognition of the claims of the Democratic press to pap and fodder.

Sub-Treasurer—Salary $4,000—two securities in $400,000—Augustus Schell or John Cisco, two disappointed applicants for Collectorship.

*Post Master*—Salary $6,000, boxes and incidentals say $6,000 more—John L. Sullivan, a scholar and a gentleman, and a Barnburner or Free Soiler in politics.

District Attorney—J. B. Shepherd, a Soft Shell Hunker, the same man who was appointed to this place when Mr. B. F. Butler was dismissed for attending the Buffalo Convention in 1848. The office, before the recent fee bill passed, was worth from $12,000 to $20,000 a year.

Marshal—Subject to the limitations of the late fee bill, but previously worth $12,000 per annum—Edward C. West, a Pro Slavery Hunker, but a Young American, who fought bravely for Douglass in the National Convention while there was any use in doing so.

These nominations will be sent in to-morrow, and will produce a howling among the faithful, such as the annals of party have rarely heretofore afforded.

Nothing further, so far as my information extends, about the Pittsburgh offices. I am authorized, however, to make known that, if there are any ardent young Democrats whose lights have been hidden under the bushel of their own modesty, and whose political virtue is exhaling its sweetness in the smoky air of Pittsburgh, who wish to serve the country at home, they need not be deterred from sending in their papers by the presumption that all the places have been bespoken by more obtrusive disciples, who have rushed up to the pool in person before the waters were stirred. Major Lynch is here, and will, no doubt, see that justice is done in the premises, though I do not give the above notice on his authority. JUNIUS.

MORE GOLD.—A new gold region has been discovered near Malacca, in India, which promises a considerable increase of the precious metal, as if Australia and California were not enough to supply the wants of the world. It has long been known as a gold producing locality, and at one time was extensively worked by Chinese, but for many years has been abandoned, owing to the lawless conduct of the Malays, who, being too lazy themselves to work the mines, plundered and murdered the Chinese to such an extent that the latter were forced to quit the spot. The party now at work consists of some seven or eight Europeans, who had about eighty Chinese in their employ, and the quantity of gold obtained by this party is said to be about 30 ounces a day, with every prospect of an increase. Chinese, to the number of 150, or thereabouts, are also at work. The gold obtained by the European party at present is found in a stream flowing from the mountain

*To the Editor of the Pittsburgh Gazette.*

### HEMPFIELD RAILROAD.

I was gratified with your declaration in the Gazette of this morning, in favor of the passage of the Hempfield Railroad bill without the proviso. I think the opposition to that road from the first was unwise, or at least not worth the breath and ink spent upon it. I believe the opposition of our city to that work has made more converts in its favor, than any arguments in its advocacy. I have no doubt that many Philadelphians have said to themselves, this must be a very important project, or Pittsburgh would not have opposed it so earnestly. I say, then, let the bill be passed without the proviso, and let Philadelphia go ahead with the work as rapidly as possible.

I must not be understood, however, as endorsing the attacks of the North American on Pittsburgh because some of our citizens have advocated the proviso. The Wheeling Times has boasted that their exertions and their influence defeated the right of way of the Steubenville road, and that same influence could have secured the passage of the bill granting the right of way. It was, therefore, very natural that the friends of the Steubenville road, and others, should try to compel Wheeling to change her policy in relation to their road. Besides, above all other places in the world, Philadelphia should be the last to talk about the illiberality of any other place.

Have the editors of the North American forgotten how bitterly their representatives fought against the right of way to the New York and Erie Railroad through the Northeast corner of our State? Have they forgotten their bitter opposition to the Connellsville Railroad? Have they forgotten their long and virulent opposition to the turnpike roads, the tide water canal, and the railroads leading towards Baltimore?—Above all, have the editors forgotten, or are they totally ignorant of that famous Vandalic law of our Legislature, passed through the influence of the "City of Brotherly Love," making it a highly penal offence to remove rocks or stones from the channel of the Susquehanna river, below Wright's Ferry? Can the editors of the North American find in the history of this city any such barbaric attempt? Can they find in the history of any other State or city, any such Vandalic scheme of legislation? I believe they may search in vain for any such attempt to restrict intercourse. Yes, there is one other attempt of the kind, and it is on the part of this famous city of Wheeling. I do not refer to their opposition to the bridge to construct the navigation of a great river, though that is bad enough; but to the bill offered in the Virginia Legislature by the Senator from Wheeling, making it a penal offence to construct any railroad in Brooke county within three miles of the Pennsylvania line.

That was a bill worthy of the *Far-downer* who presented it, but who, it seems, had not brass enough in his face to persist in urging it through. It is almost a pity that it did not pass as a mate to the famous law against removing stones and rocks from the channel of the Susquehanna.

March 29th. BROOKE.

*For the Pittsburgh Gazette.*

### A QUESTION FOR CONSIDERATION.

When we Americans notice the bitter opposition of the Catholic dignitaries to our common School system, and their complaints about the oppression inflicted upon them by placing Catholic children upon a perfect equality with the children of native born Protestants, when we listen to their impudent clamor about the common schools as "Godless Schools;" when we hear their shameless outcry against the great advantages which their children enjoy in those schools, we may well ask that their complaints against the British Government are not at least highly colored, if not as utterly false, as their outcry against our common Schools.

It is manifest that they have no hesitation about uttering the falsest and most shameless charges when they have the slightest hopes that they will answer their purposes. FACT.

CHAMBERSBURG AND ALLEGHENY RAILROAD.—This project attracts a considerable degree of attention in Cumberland, Md., Pittsburgh, Bedford, and other places interested. The movement originated here at the East among some large capitalists. From the statements which appear in the papers of Cumberland, Somerset and Bedford, it seems that there are several routes proposed for the road, one of which, along Wills Creek, connects with the Cumberland Coal Region, and will thus bring to Philadelphia the produce of those promising mines. The Bedford Inquirer says that the line of the road can be easily made, and that in a short time the proper measures will be taken to have it in actual course of construction. The Inquirer repeats that "some of the best men in the Eastern part of the State are at the head of the movement, and are determined to push it ahead." Passing through Bedford it will be of great benefit as a communication with the Mineral Springs from the cities of the East and West. It is stated that the Maryland Legislature has chartered a company to construct a railroad from Cumberland to the Pennsylvania State line, to connect with the new road from Chambersburg. The building of this branch will give the road a connection with Wheeling over the Baltimore and Ohio Railroad.—*North America.*

THE RAILROAD.—A bill has passed the House of Representatives in this State, and will, in all probability, pass the Senate, and receive the signature of the Governor, granting the right to connect the Cumberland Valley railroad, with the proposed Connellsville railroad, which bids fair to be completed. This road can be easily made, and will be the most direct route from the West to the East. The Central road has now as much travel and freight as it can well accommodate, and it is not presuming too far, when we say that this road which will be the most direct and shortest route, will have a large share of the public patronage. That it will be completed we have no doubt. In conversation, with some of the most prominent men of Chambersburg, we were assured that in a short time after its passage, that the proper measures will be taken to have it in actual course of construction. Some of the best men in the Eastern part of the State are at the head of the movement, and are determined to push it ahead —*Bedford Inquirer.*

THE CALORIC SHIP ERICSSON.—The N. Y. Journal of Commerce, referring to certain rumors in relation to the working of the machinery of this ship, says:

As understood by us, the main difficulty hitherto encountered has arisen from the want of a perfect connection of two sections of an air pipe, near the bottom of one of the cylinders Though connected by rivets, the working of the engine prevented such a perfect union of the parts as to allow of the full use of the power otherwise available. It is said that it has been determined to substitute a single casting for the defective parts, and that the difficulty will be obviated at once. This change is now being made. The other engine has been perfect throughout; and when both are complete, it is believed that the Ericsson will be in a much better condition to prove her capabilities.

The Newark, (N. J) Advertiser states that the glass for the New York Crystal Palace has been made in that state.

Messrs. Cooper and Belcher, of Camptown, have contracted to supply the managers with 40,000 feet one-eighth of an inch thick, cannelled by a new process invented by Mr. Cooper, one of the partners. In the Crystal Palace at London, it was found necessary to cover the glass with a cotton cloth to prevent the ingress of the sun's rays, but Mr. C.'s invention saves the necessity for this. It has an effect similar to that produced by ground glass, being translucent, but not transparent, so that the sun's rays are diffused, and yield an agreeable light to those within the apartment enclosed, without being visible to those on the outside. The process for making it is very simple. The enamel is laid upon the glass in a fluid state with a brush, and after being dried, it is subject to the intense heat of a kiln, which fortifies the coating, rendering it fixed and durable as the glass itself.

RAILROAD IRON.—The New York Express of the other day says:

"A sale of five thousand tons of railroad iron was made on Thursday, by an agent of one of the largest Welsh manufacturers, at £9 per ton, cash, free on board in Wales. This brings the price here to about $60 per ton. There has been a pause in the market for two or three weeks—but this is a new movement, and indicates that the prices of rails are to be kept up. The railroad iron production of this country is now about 70,000 tons per annum; the wants of the country this year, it is believed, will be 800,000 tons, and next year 400,000, if the present prosperity of the country continues."

We copy with pleasure the following paragraph from Saturday's Philadelphia Inquirer:

We are glad to learn that Hon. Joseph R. Chandler, who has for some weeks been suffering under serious indisposition, is now convalescent, and with a prospect of speedy recovery. His many friends, not only of Philadelphia, but in various parts of the Union, will hear the fact with pleasure.

The Washington correspondent of the New York National Democrat gives currency to a somewhat wonderful revelation, according to which a number of wealthy Californians have entered into a negotiation to buy out the Sandwich Islands from their present sovereign, with the view to having them annexed to the United States as a county of California. The negotiation, it is asserted, had been brought to a successful termination, but the weak-minded king was afterwards induced to withdraw his assent. The Californians have not given the project up, but are endeavoring to bring the king back to his bargain.—*Balt. Amer.*

From the Cincinnati Gazette of Monday.

### DESTRUCTIVE FIRES IN CINCINNATI.

One of the most destructive conflagrations with which our city has been visited, occurred Saturday morning near the corner of Eighth and Sycamore streets. The fire broke out in Will's carriage shop, and is supposed to have been the work of an incendiary. Of so combustible a nature was the material that the fire spread rapidly, and aided by a strong southern wind, the flames extended to some half dozen frame houses immediately north of the shop. Never have we seen fire spread so violently and with such defiance of the efforts of the firemen, as on this occasion. Before the No. 4 Fire Company arrived on the ground, nine houses were enveloped in flames, and their occupants in their night dishabille, were rushing out of their houses with their children to escape being burned to death. Scarcely any of their furniture was saved.

By the time the steam fire engine arrived on the ground, which was only *six minutes* from the time the alarm was given, some fifteen houses were wrapped in one vast sheet of flame, and the destruction of the entire block was expected. The steam engine put six streams of water on the fire, and under the direction of the Chief Engineer of the new Fire Department, and by the energy of George street 2's, the Independent No. 2's, the 3's, 4's, and Eagle Fire Companies, the fire was checked, after twenty dwelling houses and seventeen stables and factories were destroyed, viz: A two-story frame house on Sycamore, owned by the Pendleton heirs, and occupied by two families; on the house there was a small insurance; the tenants lost about one-half their furniture and clothing. The next adjoining was a frame house owned by Mr. Callahan, tenanted by Mr. Steward; no insurance. The next was a two-story brick house, belonging to Mrs. Bowen, tenanted by three families; part tly insured. On the corner of Eighth and Sycamore a two-story frame, owned by the same lady, was consumed; partially insured; tenanted by two families. Adjoining on the east was a small cottage, owned by the same lady; one tenant. The next was a two story frame house, belonging to Capt. Richards; fully insured; loss $600. The next was a two-story frame, owned by the Pendleton heirs; no insurance; occupied by four families. The next was a small cottage, owned by Moses Wells; one tenant; no insurance.

On an alley running from Sycamore street to Main street, two dwelling houses owned by Mrs. Green and occupied by five families, were destroyed—no insurance. Adjoining were two two-story houses owned by a Mr. Turbin, occupied by four families—no insurance. The next was a frame house belonging to James Carrol, occupied by two families; no insurance. The next was a frame two story house owned and occupied by Mrs. Dowell, colored—small insurance. The next was the "Old Mill" building, owned by the Pendleton heirs, and occupied by eleven families—no insurance. The tenants lost nearly all their clothing and furniture. Near these houses were four stables, all of which were consumed. There were other houses contiguous, which were partially burned. Property on the opposite side of the street was considerably scorched, so intense was the heat. The total loss is estimated at being not less than twenty five to thirty thousand dollars. At this fire No. 5 Fire Company brought their fire apparatus on the ground, and then refused to work it, and we are credibly assured, endeavored to get up a disaffection among our firemen, who were willing to do their duty at all hazards. We hope the matter will be enquired into.

On Saturday the distress the conflagration had occasioned is beyond description—the poor laborers who inhabit this part of the city being the chief sufferers.

ANOTHER.—In about two hours after the above fire, it was discovered that the bedstead manufactory of Krostman & Krostman, on Eighth, between Main and Sycamore streets, was discovered to be on fire opposite to the fire above. In a few moments this large building was enveloped in flames. The No. 4's and the Eagle steam fire engine returned, and the fire was subdued after the building and contents were destroyed. Loss about $5,000—insured for about $1,000.

The fire is supposed to have originated from a spark which lodged in one of the lower stories. None of the other fire companies were on the ground save those above named.

STILL ANOTHER.—About three o'clock on Saturday morning a fire broke out in a stable on George street, between Elm and Plum, owned by a colored man named Jerry Downing. The stable and part of his dwelling house near by was destroyed. Loss about $200—insured.—Supposed to have been set on fire.

ANOTHER DESTRUCTIVE FIRE.—Yesterday morning, about 2 o'clock, a fire broke out in Phillips & Cox's Manufactory, on Main, near Columbia street, which, before it was subdued, proved equally as disastrous in point of value of property destroyed as the one on the night previous. The fire originated in the third story, by what means our reporter could not learn. Before any of the fire companies arrived on the ground, (who, by the way, were unusually slow,) the heat had become so intense and the fire had gained such headway that the destruction of the entire block appeared inevitable.

The Steam Fire Engine was detained a few minutes on account of the accident which occurred, but when she did get to work, she did good execution. When the fire was checked, the following persons have suffered by the conflagration: P. Hall, Candy Manufactory, loss about $14,000, insured for $3,000. R. A. Little & Co., Wholesale Liquor Dealers, loss about $7,000, fully covered by insurance. Ault, Block & Fraker, Wholesale Clothing Establishment, loss about $23,000, insured for $17,000 Abia Zeller, Druggist, on the corner, loss about $3,000, fully insured. W. B Smith & Co., Wholesale Dealers in Cigars, loss about $1,000, fully insured. The buildings occupied by all the above, except Smith & Co., were owned by Ambrose White, of Philadelphia His loss will be near $12 000, fully insured. One or two houses adjoining, and in the rear, were slightly damaged. We are informed that several of the fire companies after arriving on the ground, refused to go to work Their conduct on this occasion was very reprehensible. But for the steam fire engine, the destruction of property would have been incalculable.

AERIAL NAVIGATION.—The Washington Republic of Saturday says:—

Mr. Rufus Porter delivered an interesting lecture last night at Carusi's Saloon, on the subject of aerial navigation. The audience was composed of both ladies and gentlemen, but was not so large as we had anticipated. The philosophical explanation having been concluded, Mr. Porter introduced a miniature moprett, which consisted in the first place of what he denominates a float, made of oiled silk, twenty-two feet in length and thirteen feet in circumference in the centre, terminating in a point at each end somewhat resembling a dolphin.

This float was filled with hydrogen gas. From it was suspended a car, containing a steam engine, to move the screw propellers, which operate between the float and the saloon. The aeronaut moved gracefully around the room, to the great delight of the spectators. So far as this experiment is concerned, it was successful We learn that Mr. Porter has been for some months past engaged in constructing an airboat on a scale sufficiently large to carry passengers, when a better opportunity will be afforded to test the practicability of the invention.

British elections, even at this hour of the century, are apt to be savage affairs. The London Times, in viewing some of the evidence as to the prevalent practices, says—

"A Lancashire farmer had received an order for 300 fighting men to do the rough work of the election, with the instruction "that the best fighting men and poachers would be preferred." At the 'Craven Heifer,' on the nomination day, and for some days before, 2000 men ate and drank as much and as fast as the landlord could supply them. They were introduced in parties, with orders from known friends of the cause—which cause of what cause it matters not to enquire. About 100 of them had bludgeons."

DEATH ON THE RAILWAY.—As the night train was coming down from Sandusky, on Wednesday, the Dayton Empire says, and when within a short distance of Urbana, the engineer saw a man spring suddenly upon the track, with his face towards the locomotive, and his arms extended, as if to embrace the "iron horse." The engineer immediately sounded the whistle and reversed the engine, but was too near the deluded man to check the train in time to save him. The engine struck him with full force, and threw him on top of the boiler. He was, of course, instantly killed. The man could not be fully identified, but he is supposed to be the same person who went up on the train a few days since, and who was at the time noticed to be insane with the spiritual rapping delusion.—*Cin. Gazette.*

THE act chartering the Chambersburg and Allegheny Railroad Company passed the Senate of Pennsylvania, on Friday last. The movement is said to have originated with certain Eastern capitalists, and it is likely the road will be made. It will pass through Somerset county, Pa. unless the Company should prefer a connection with the Cumberland coal region by the Wills Creek route, which we should suppose would render their road much more profitable, and, therefore, desirable as an investment.—*Cumb. Journal.*

We learn that Mr. Wm. F. Ritchie, the well known editor of the Richmond Enquirer, will soon lead to the hymenial altar the distinguished actress and estimable woman, Mrs. Mowatt. It is Mrs. M.'s wish to take a farewell leave of the stage in our principal cities. She owes this to the many warm friends whom she has made in her histrionic career, and we hope that her "liege lord that is to be," will interpose no objection.—*Boston Transcript, 24th.*


☞ HYDROPATHIC INSTITUTE.—Those favorable to the erection of a Hydropathic Establishment, in or convenient to our city, are desired to meet at PHILO HALL, on WEDNESDAY, at 3½ o'clock P.M. Physicians, included in the above class, are respectfully invited to attend, as several of our leading citizens are highly favorable to the project, it is desirable that all interested should be represented. [mh28:2t&3t

☞ $2,500 wanted, and an active man, to engage with the advertiser, who will invest a like amount in an exclusive Manufacturing Business, in this city, that will pay at least $3,000 per year, as will be clearly shewn. For an interview, address "B. B.," this office, stating time and place. [mh28:3t*

Citizen's Insurance Company of Pittsburgh

H. D. KING, PRESIDENT.
SAMUEL L. MARSHALL, SECT.

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. Lorimer, Jr., |
| D. Bursley, | H. M. Kier, |
| Samuel Kier, | Wm. Bingham, |
| Robert Dunlap, Jr., | John B. Ellworth, |
| S. Harbaugh, | Francis Sellers, |
| Edward Heazlehurst, | Jos. Woodwell, |
| Walter Bryant, | Wm B. Hays. |

Isaac M. Pennock. de22

☞ THEY ARE ALL ANXIOUS TO CERTIFY.—Those who have used Dr. M'Lane's Vermifuge are so highly pleased with it, that they send in, unsolicited, their unqualified testimony. The following is a case in point:—

"PHILIPS, Ontario Co., N. Y., Mar 23, 1849.

"MESSRS. J. KIDD & CO.—Gentlemen—Having been furnished with Dr. M'Lane's Vermifuge, through your agent at this place, and having been so perfectly satisfied with its effects, we feel called upon to state publicly its happy and astonishing results in expelling worms from children. We had, most of us, used all the patent vermifuges of the day, with little or no success, and commenced the use of M'Lane's with faint hopes of its efficacy; but after using it but a few hours, all doubts upon that point were vanished, and we cheerfully recommend it to all as the only safe and certain cure for worms that we are acquainted with. We might particularize and state the quantity of worms we have seen expelled at one time, but deem it unnecessary, believing that, should we state all we know of its astonishing expelling powers, it would hardly be credited by those unacquainted with us. One of us having a child very sick, called a physician who immediately attributed the cause to worms. But all his medicines failed to bring but two of them. A few days after, he purchased a vial of the Vermifuge, and after using one spoonful, it discharged two hundred worms! The child has entirely recovered, and has continued well. We have each and all of us used it in our respective families with entire and perfect success, and would not do without it; and, although strangers to you, we cheerfully lend you this unsolicited testimonial, hoping the intrinsic merits of Dr. M'Lane's Vermifuge will soon be known and recognised by all. And believing it will soon stand alone and unequalled as the only safe and certain cure for worms. We remain yours, very respectfully,

FRANCIS MCGARVEY, SAMUEL WESTFALL,
DAVID VAN DEUSEN, HARLOW CASE.

This invaluable Vermifuge is for sale by all respectable druggists and merchants, and wholesale and retail by the sole proprietors, J. KIDD & CO.,
mh20 90 Wood street.

☞ MESSRS. KIDD & CO. have just received five hundred dozen of Cleaver's highly prized 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

☞ 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, 134 Water street, to the Room No. 173 under the "Monongahela House, next door to the Firemens' Insurance Company's office, 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 will keep on hand will be such as 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

☞ We believe Nature has provided a remedy for every disease which flesh is heir to. KIER'S PETROLEUM, or ROCK OIL, stands up as the great chief of 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 quite three times more. We have used the Oil ourselves in Piles and Dysentary. My daughter, at the time your agent was here, was very low with the Dysentary; I gave her a teaspoonful, and in three hours gave her the second, and the Piles stopped, and she recovered immediately. It is also a miraculous remedy for Sore and Inflamed Eyes, Cuts, Bruises, and Rheumatism, and for the Piles. Mine have been cured from standing. Yours, with respect, ISAAC BOGUE.

For sale by all the Druggists in Pittsburgh. de6-lyd

☞ [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 by us have withstood the hottest fires, and cold 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 of the fire, but in regard to your Safe, I consider it perfectly FIRE PROOF. I tried the one I bought of you last fall on the morning of the 10th of June last—my store building being burned to ashes. We had quite a fire—it burned for a large three story building. My safe was in the back part of the fire, and fell into the cellar where there was a large amount of oil. It was a very hot fire.

I found in the safe, on opening it, all the contents that were in the Safe, amounted to about Ten Thousand Dollars, which was preserved. There was not a *single paper* singed—and further, I would inform you that I have used the Safe for the same purpose since, but buy a Safe to keep their papers, &c., in—and I see that it took 1st premium at the Fair—I can safely recommend your Safes to any one.

Yours, truly, JOHN CLARKE.

☞ WINES, &c.—Persons wishing to purchase FOREIGN WINES are Liquors of all descriptions, pure as imported, can obtain them, at the lowest prices, at the Wine Store of JACOB WHAVER,
oct5 Market and Front streets.

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

☞ WOOL. ☜

THE HIGHEST PRICE, IN CASH, PAID FOR WOOL.

By . . . . . H. LEE,
mh5 [mwT] 130 Liberty street.

A. H. HOLMES & BRO.,

MANUFACTURERS OF

SOLID HOX VICES, SLEDGES, PICKS, MATTOCKS, CROWBARS, &c.,

PITTSBURGH,

Office 25 Wood st., between 1st and 2nd.

☞ All work warranted equal to any manufactured. ☜
mh24

REMOVAL.

HENRY H. COLLINS,

WHOLESALE PRODUCE, COMMISION AND FORWARDING MERCHANT,

AND DEALER IN CHEESE, BUTTER, FISH, &c.
HAS REMOVED TO

No. 25 WOOD STREET,

Twelve doors above Water street,

PITTSBURGH,

mh16:dlm

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 wants of the Spring and Summer sales, and 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, to his fine assortment of BONNETS, of the newest styles for the coming season. Also, French flowers, &c. mh2

JOHN T. LOGAN, ROBT. K. 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. fe15:y

DAGUERREOTYPES AT THE NATIONAL GALLERY.

JACKSON'S National Daguer