The islanders are universal- , that extent that all can read and ere is only one school or Institution ing in Iceland—the college at Reikjavik; as about eight professors and tutors, and ually about eighty students. The boys educated here are nearly all intended for the church, or else to fill some of the civil offices in the island; or they expect to go abroad, or live in Denmark. This institution is endowed by the Danish Government, and was formerly at Bessestad, a few miles south, from whence it was removed a few years since. Its President is Biarni Johnson, Esq., a native Icelander, a gentleman of rare accomplishments and learning, and one of the first linguists in Europe. The Hebrew, Greek, Latin, Danish, French and English languages are taught here, as well as most of the sciences. It was during college vacation that Mr. Miles was in the country, and he used to meet in the interior, at their father's houses, young men who were students of the college, and who could converse fluently in Latin, French or English. The Bible or Testament, and often many other books, are found in nearly every house in Iceland. The population being sparse, it is impracticable to have schools, so that education is confined to the family circle. During their long winter evenings while both males and females are engaged in domestic labors, like spinning, weaving or knitting, they by turns will take a book—some history, biography, or the Bible—and read aloud. The length of their night can be seen, when we consider that the sun in December, is above the horizon only from two to three hours. While traveling in the country he used frequently to ask the children in poor families to read to him in Icelandic, and he never saw one above the age of nine years that could not read in a masterly style. Their writing, too, is almost invariably of great elegance. This is partly owing to the practice of multiplying copies in manuscript of almost all the historical and poetical works written in the country, copying being a business of their publication, and often afterward. They write and publish more books according to the population, than any other people. The Reformation spread over the island in 1551, and since that the religion has been Lutheran. Of their literature we have not space here to speak. It is well known to embrace the original Eddas and Sagas which record the remarkable mythology and the eventful history of the Gothic race from the earliest time. Much of it has been brought to the outside world by the Society of Northern Antiquaries at Copenhagen.

Such is a very hasty outline of the history and character of a country and a people the most stationary, and for that reason among the most interesting of civilized nations.

PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH,

THURSDAY MORNING, MARCH 31, 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 connected with the ADVERTISING office. Those 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.*

WE ASK FOR JUSTICE!

During the controversy on the Wheeling Bridge the papers and citizens of Wheeling, and the defenders of that obstruction to the navigation of the Ohio river, very industriously created the impression all over the country, that the chimneys of the Pittsburgh boats were made unnecessarily lofty and extravagantly high; and that they were lengthened after the Wheeling bridge was commenced, on purpose to found an argument against the height of that structure. These representations, notwithstanding their untruth, and their emphatic denial on the part of the papers of this city, have been believed, and have had their effect, to the injury of the people here. The Supreme Court, however, was enabled to sift the truth from the great mass of falsehood, and decided against the bridge, and thus justified the conduct of the opponents of the obstruction. Congress, operated upon by the perseverling misrepresentations of the friends of the bridge, very improperly interfered, and declared the bridge a post-route, thus endeavoring to set aside a solemn decision of the Supreme Court. The final decision of that Court is now pending, and will shortly be rendered, when it will be seen whether Congress has the power to interfere to overturn a constitutional decision of the Supreme tribunal of the nation, the dignity and integrity of which every citizen has a deep interest in preserving.

We have given above a succinct history of the past, for the purpose of calling attention to certain *facts* which have occurred since the action of Congress, and which completely justify the course of the people of Pittsburgh. This season a new line of packet boats was placed on the Ohio river, between Wheeling and Louisville, intended, in a great degree, as the rivals and competitors of the Pittsburgh and Cincinnati line. As Wheeling has so long and perseveringly contended that the chimneys of the Pittsburgh boats were unnecessarily high, and that their altitude was contrived on purpose to interfere with the Wheeling bridge, it was but reasonable to expect that the chimneys of the new Wheeling line would be placed at an elevation which would demonstrate the logic and assertions of the friends of the bridge. If the altitude of the chimneys of the Pittsburgh boats was unnecessarily high, common sense would teach that the Wheeling boats would not follow so foolish an example, especially when by taking a less and better altitude, the bridge could be so triumphantly defended.

How astonished, then, must every person be, who has been led astray by Wheeling statements, to learn the undeniable *fact*, that the chimneys of the new Wheeling and Louisville line are *higher than those of the Pittsburgh and Cincinnati line!* And how amazed must they be to read the following paragraph, taken from the "*Wheeling Times and Gazette*," of March 29, 1853. Speaking of "incidents on the wharf," of that day, that paper says:

"Capt. McClure was engaged in *adding about ten feet to the height of the chimneys* of the 'Thos. Swann.' This will give her, *it is justly supposed*, valuable assistance in making headway."

Here we find the whole ground of the controversy yielded. The "Thos Swann," one of the new Wheeling and Louisville line, (which had to drop below the bridge before she could raise her chimneys,) starts out originally with chimneys higher than the Pittsburgh boats, the altitude of which is pronounced unnecessary; and after making a few trips she adds *ten feet* to the height of her chimneys, and this the Wheeling paper says, "it is *justly* supposed" will give her "*valuable assistance in making headway.*" What a complete vindication of Pittsburgh! What an overwhelming stultification of Wheeling!

Having laid these plain, unvarnished facts before the public, we now demand that *justice shall be done to Pittsburgh!* We demand in all fairness and honesty, that those who have been deluded by Wheeling misrepresentation, shall reverse their decision. Do Pittsburgh justice—we ask nothing more. The warfare we have been engaged in, is for the preservation of the rights of the whole people of the *West*. We have struggled single-handed and alone for the preservation of the unobstructed navigation of the great rivers of the Valley of the Mississippi, and our portion has been obloquy and misrepresentation. Wheeling has herself, from the necessities of the case, afforded us a triumphant vindication, and we now require the verdict in our favor. We ask, as only simple justice, that the press throughout the country shall hasten to correct the error into which it has unwittingly been led, and declare that the Wheeling bridge is, as decided by the Supreme Court, and as now acknowledged by the acts of the Wheeling boats, *an obstruction to the navigation of the Ohio river!*

DEATH OF MRS. FILLMORE.—The telegraph yesterday evening brought the painful intelligence of the death of MRS. FILLMORE, wife of the late President. She had been ill for some time. Mr. FILLMORE, in this bereavement, will receive the general sympathy of the nation.

THE MUSKINGUM VALLEY.—We find, in a late number of the Railroad Record, some statistics in relation to the Muskingum Valley, which are of great interest.

This valley is one of the richest and most densely settled in the West. It embraces the whole country drained by the waters of the Mohican, Whitewoman, Coshocton, and Muskingum rivers. The Mohican and Whitewoman's river unite above Coshocton, and at Coshocton are joined by the Tuscarawas river. These united streams make up the Muskingum, which, passing Coshocton, Zanesville, and McConnellsville, joins the Ohio at Marietta. They receive the waters of numerous creeks, flowing from the west and east, and together make up one of the most interesting minor valleys in the United States. Its products are as various as any part of the temperate zone, and its soil as prolific in material for wealth and commerce.

The valley of the Muskingum comprehends, in all, fifteen counties of Ohio, viz: Stark, Wayne, Ashland, Richland, Knox, Coshocton, Holmes, Tuscarawas, Carroll, Harrison, Licking, Muskingum, Guernsey, Morgan, and Washington. These counties contain 7,000 square miles, or about *four and a half millions of acres.* Their population, in 1850, was as follows:

Richland	30,877
Ashland,	23,326
Stark,	39,888
Wayne,	33,045
Knox,	28,879
Coshocton,	25,671
Holmes,	20,458
Tuscarawas,	31,732
Carroll,	17,685
Harrison,	20,150
Licking,	38,845
Muskingum,	45,023
Guernsey,	30,472
Morgan,	28,593
Washington,	29,612
Total,	443,987
Population per square mile,	63

This exceeds the density of New England, and nearly equals that of New York.

The chief towns of the Muskingum country are—

Zanesville,	10,500
Coshocton,	1,586
Cambridge,	2,489
Cadiz,	2,436
Mount Vernon,	3,710
Newark,	5,771
McConnellsville,	2,310
Mansfield,	3,577
Canton,	2,604
New Philadelphia,	1,415
Marietta,	4,142
Wooster,	2,797
Massillon,	4,000
Total population,	45,344

The productions of this valley are both agricultural and mineral. Of the former, wheat and corn are by far the most important, and as a grain growing region, this district is unsurpassed by any in the United States. This will be fully proved by the table of wheat and corn raised in these counties, in 1850, as exactly ascertained by the Assessors of the several townships, viz:

	Wheat.	Corn.
Richland, bushels,	795,213	563,320
Ashland,	633,996	560,612
Stark,	1,071,177	651,828
Wayne,	977,560	600,000
Knox,	762,267	762,966
Coshocton,	802,509	962,646
Holmes,	640,459	989,559
Tuscarawas,	883,071	669,008
Carroll,	577,225	316,999
Harrison,	632,578	609,010
Licking,	849,116	1,627,734
Muskingum,	1,003,096	1,249,466
Guernsey,	664,787	851,181
Morgan,	601,104	834,998
Washington,	264,316	684,184
Total,	11,072,784	11,232,832

We think that no other district of equal extent and equal proportion, can show so large a grain crop. There are but *three* States in the Union (Ohio excepted,) which produce more wheat than the Muskingum valley alone! Neither Illinois, Michigan, or Wisconsin, of whose wheat we hear much said, produce as much wheat as the valley of Muskingum, with only fifteen counties of Ohio! If we allow six bushels to each individual, (quite enough,) we find that there is a *surplus of eight millions of bushels of wheat in the Muskingum valley!*

The total production of grain in the Muskingum valley *averages* more than *fifty* bushels for *each person*. To compare the production of *wheat*, with some of the wheat-growing States, we have the following results, viz:

Muskingum Valley,	25 bushels.
Pennsylvania,	7 "
Virginia,	9 "
Maryland,	8 "
Illinois,	10 "
Michigan,	12 "
Wisconsin,	14 "
Ohio,	16 "

It will thus be seen, that the wheat production of the Muskingum valley is 60 per cent above the State of Ohio, which is greater than that of any other State.

The mineral resources of this valley are abundant. Of the 15 counties above named, 11 are underlaid with coal, 3 with iron, and 3 with salt water. The coal beds alone, are sufficiently extensive to supply the whole Union for a long series of years.

The people of the Muskingum valley have long held a pleasant business intercourse with Pittsburgh; and the railroad improvements of the day will open up to them several new means of access to this city. On the North, the Ohio and Pennsylvania Railroad now passes through Stark, Wayne, Ashland and Richland counties, and by means of its connections, through Knox, Holmes, Coshocton, Carroll and Tuscarawas. The Indiana and Steubenville road, now in course of construction, which passes through the centre of the valley, connects us with Harrison, Tuscarawas, Coshocton, Muskingum and Licking counties; the Central Ohio road, also under headway, which will unite with our river road at Bridgeport, passes through Licking, Guernsey and Muskingum counties; and the Marietta road, which will also connect with our river road, will pass through Washington and Monroe counties.

In addition to all these thoroughfares, the Muskingum river, by means of its slackwater improvement, is navigable during most of the year, and opens up an unbroken steamboat connection between Pittsburgh and the immediate valley of that river, including the rich counties of Washington, Morgan and Muskingum. Three boats are now constantly plying in this trade between Zanesville and Pittsburgh.

With the thoroughfares now completed, and those in progress, Pittsburgh will enjoy abundant means of access to all parts of the valley whose richness *we* have portrayed; and no words of ours can properly describe the value to us of the trade of a region so teeming with wealth and enterprise.

HOW IS THIS.—The foreign news by the steamer *Franklin*, was received in Cincinnati on Monday evening, and was published there on *Tuesday* morning; the same news was delivered to us on Tuesday evening, and was published in this city on *Wednesday* morning. The mail from Cincinnati, with Tuesday's papers containing the steamer's news, arrived here nearly as soon as the same news reached here by telegraph. How is this to be explained? We have a right to know how it comes that news to which we are entitled, passes *through* this place to points below us, without being left here.

TEMPERANCE MEETINGS IN ELIZABETH.—The citizens of the borough of Elizabeth have lately been holding a series of temperance meetings, which have been very largely attended. The last was held on Monday evening of this week. These meetings have been addressed by Rev. Dr. Smith, Rev. Dr. Pressly, Rev. Mr. Kramer, Rev. Mr. Jamison, and Mr. Swain, and Rev. Dr. West, of McKeesport. The last meeting was very large, and a very determined spirit prevails among the temperance men of that region. As the meetings were principally for agitation and discussion, no resolutions were brought forward, except at the last meeting, when one was adopted fully sustaining the Clergymen of that place and vicinity in the active part taken by them against the liquor traffic.—We are assured that the temperance feeling never was more thoroughly aroused there than now.

The Free Soil, or "Free Democratic" State Central Committee have called a State Convention, to assemble at Harrisburg, on Wednesday, the 1st day of June next, to nominate a State ticket, and perfect their organization.

NEW BOOKS.

"MONUMENTAL AND OTHER DESIGNS, original and selected; particularly adapted to the wants of all persons engaged in the *Western Marble Business.* By MATHEW LAWTON, Practical Marble Mason, Pittsburgh. Pittsburgh; Davison & Agnew, No 65, Market street."

Here is a Pittsburgh work which would be creditable to the artists of any city. It is intended both as an aid to those choosing, and those whose business it is to design and construct monuments. The designs given are chaste and beautiful, without being too expensive and too elaborated. Mr. LAWTON, the author, is a practical man, who has cultivated his good natural powers through a long series of years in the delighted prosecution of his art; and he has presented nothing in his book which is not entirely practical, and which would not ornament any cemetery in the country. Many of the best designs are original. We would advise our citizens to purchase this little book, for its utility in enabling them to choose designs for themselves, and as a small meed of reward to Pittsburgh genius and enterprize. The book is most beautifully executed. The plates are lithographed in colors, by Wegner & Buechner, of this city, who are artists of the first class, and the printing is by Haven. The vignette title page is a gem, having all the richness of an oil painting. We hope the book will be permitted to ornament every centre table in the city. Mr. Lawton can be found at the Marble Works of W. W. Wallace, and the book is for sale by the publishers, Davison & Agnew.

HARPER'S MAGAZINE, for April, has been received at Gallow's depot, opposite the Post Office It contains a continuation of the highly interesting article on the Copper regions of Lake Superior, the conclusion of "Crusoe Life," the continuation of "Bleak House," another contribution from the pleasant Mr. Smythe, and some excellent selected articles, together with a fine editorial Miscellany. The Magazine maintains its well-earned reputation.

ACCIDENT ON THE BALTIMORE AND OHIO RAILROAD.—The following, which we take from the Baltimore American of Tuesday, contains all the particulars that have reached us of the late painful accident on the Baltimore and Ohio Railroad.

CUMBERLAND, March 28, A. M.—The following are the particulars of the distressing accident which occurred on the Baltimore and Ohio Railroad, yesterday afternoon. The train consisted of a baggage car and three passenger cars, was in charge of the most cautious and skillful conductor on the Road, to whom no blame can possibly be attached. The cars were drawn by one large and one small engine. When passing the 80 feet filling on Section 76, and descending a curved grade of 116 feet to Chest river, the large engine started the rails binding the rails to the chesnut cross-ties. All the cars got over safely except the two last passenger cars, which by the parting of the track, were thrown down the river side, falling a distance of over 100 feet, and making four somersets in the fearful descent. The heavy trucks of the cars caught the trees of life by crushing them down.

Of some forty persons in the two cars, the following were killed: Daniel Holt, of the firm of Holt & Maltby, Baltimore; Aurelius Sallie, supposed to be from South Carolina; Louis Debline, a French emigrant returning home from California; Richard Clayton, of Wallsville, Md.; a young and amiable girl, supposed to be from Kentucky; small step-son of Robert Murray, Supervisor on the Railroad, and a child of Mr. Giese, of St. Louis. Mr Giese and lady were both severely injured, and with three other of the children are now here.

CUMBERLAND, March 28th, 7 P. M.—The express train arrived about 6 o'clock, bringing the dead and wounded of the late disaster. The following list of the wounded is furnished by Dr. Thos. A. Healey, who, at the request of the Railroad Company, promptly repaired to the scene of the accident this morning. S. S. Glide, severely injured in the back; Leonard Zolt, of Rockingham co., Va., slightly injured; George Calvert, of Upperville, Fauquier co., Va., not very seriously; Abner Florence, of Salem, Fauquier co., Va., slightly; H. A. Turner, with his wife and four children, of Baltimore, bruised and burnt by the falling of the stove upon them; they will get well; G. A. Taverner, of Alexandria, Va., injured in the back, will probably recover; Robert Morris, brakeman, slightly injured; Gardner, of Baltimore, a brakeman, severely injured; C. Sanders, of Shelby co., Kentucky, severely burnt and cut; Dr. Cadwallader, a merchant, probably of Louisville, Ky., had thigh broken in three places, and is injured in the breast. He is very dangerously hurt. All of the above, with the exception of Gardner and Cadwallader, have been brought to Cumberland, where every attention is being paid them by our physicians and citizens.

CUMBERLAND, March 28th—The gentleman and lady mentioned in the first despatch were Dr. Cadwallader, mentioned in the second despatch, and Miss Isaacs, of Indiana, on her way to Philadelphia, to visit her friends. She was killed instantly. Dr. Cadwallader may possibly recover.

For the Pittsburgh Gazette.

THE RIVER-LINE OF RAILROAD.

MR. EDITOR:—Seeing that you were the early and decided advocate for the construction of the river line of railroad, upon the West bank of the Ohio, I congratulate you, upon the decision of the Board of Directors of the Pittsburgh and Cleveland road, to put the road immediately under contract.

The connection of this road, with the Ohio Central, and with the Marietta road at Bridgeport, will be of vast importance to your city, as well as to Philadelphia. For, by this connection, a large proportion of the travel and freight from off these roads, will reach your market, as well as that of Philadelphia.

Besides the through freight and travel from off those roads, the local business from along the line of this road, will be great. At Bridgeport, alone, it is computed that some eighty to ninety thousand barrels of flour is shipped yearly.

Notwithstanding this river line will be some 28 miles longer than the route from Wheeling, or from Steubenville, yet from the low grades and low curvatures, there is but little doubt that the distance can be run in as short a time as by the other routes.

Assuming that upon this route a speed of 40 miles per hour can be maintained, and you are correct in supposing that the time would be half way to Pittsburgh before the freight and passengers could be transferred across the river to Wheeling. In this, you have the concurrent opinion of the Wheeling delegates to the Railroad Convention at Wellsville, who in advocating the location of the road on the east side of the Ohio, stated that the Wheeling Bridge could never be made to answer the purpose for a railroad; and that the delay in crossing the river at Wheeling, *would be equal to 50 miles travel upon a railroad.*

You may imagine the grievous disappointment of our friends across the river, in hearing the Marietta and Ohio Central roads *tapped* for an eastern outlet, by their "*Christmas Gift*," seeing that they had hold out the O. C. R. R. Company such strong inducements to *give them a call*, by pledging their "VESTED RIGHTS" of blocking the passage of the S. and I. R. R through the Cove! They now learn that out of Virginia, they are powerless; and that their *plotting to thwart other interests* is discovered, and they begin to play a counter-plotting. This prohibiting that (which from location) they cannot enjoy, savors too strongly of the *dog in the manger*, to meet with public approbation. "*Cast thy bread upon the water!*" is a better rule of action.

As this road will afford an uninterrupted communication from Ohio with your city, as well as with Philadelphia, it is to be hoped that your citizens will aid in its speedy completion, by furnishing a *part of the required funds* therefor, and that to this end you will continue to show up the importance of the road.

BRIDGEPORT.

NOTE BY EDITOR.—We most heartily concur with our correspondent in the hope that Pittsburgh will step forward, promptly, with a liberal subscription in favor of the river line. The stock of the Cleveland and Pittsburgh Railroad Company, of which the river line is a branch, is above par, and the completion of the latter will increase the value of the whole. When our citizens can invest in such good stock, and at the same time do greatly benefit this city, there ought to be no hesitation in furnishing all the means needed to put the line under contract without delay.

The Peach, in this State, has passed the ordeal of winter in safety. We have now the prospect of an abundant crop from the orchards and gardens of Western New York. The danger from spring frosts in that section is comparatively slight. The whole crop sometimes perishes from untimely cold in New Jersey, and further South, during the season of bloom, whilst along the shores of Lakes Ontario and Erie no loss is experienced. The peaches of Western New York are of unsurpassed beauty and flavor.—*Albany, (N. Y.) Journal, 26th.*

FINISHED.—Quite a number of persons were out yesterday, to Pettibone Tunnel, to see the cars for the last time cross over the mountain.—The design was to run the evening train through, being assured that by sunset the Tunnel would be thoroughly finished.—*Wheeling Gazette.*

FROM WASHINGTON.

Correspondence of the Daily Pittsburgh Gazette.

WASHINGTON, March 28, 1853.

Excitement regarding the New York nominations—Extravagance of the Senate—Treaties—Judge Shaler—Governor of New Mexico—Rage for Diplomatic honors.

Great excitement has existed throughout the day, on account of the New York disappointments. The whole array was certainly determined and marshaled out on Friday last, but yet not one of the number, from collector to postmaster, went in to-day. The fact is, that the list went over the wires with the speed of lightning on Friday night, and the next train of cars brought thundering towards the gates of the Capital a delegation of the most infuriated politicians that have lately made their appearance at the federal city. Their representations this morning have not been ineffectual. The decision of Friday was reconsidered, and a long Cabinet meeting has to-day been held over the manifesto of the city politicians. The result is not known, but it is believed that Radfield has gone overboard, and that Schell, the leader of the ultra Hunkers, has been substituted. But all is feverish anxiety. All is in doubt. The main thing is to get an honest, substantial man, like Mr. Maxwell, the present Whig incumbent, or Mr. Lawrence, his democratic predecessor, to collect and pay over the annual revenues collected at that principal port, amounting to thirty millions of dollars. Luckily Gen. Pierce and Mr. Marcy are determined to have no other, let politicians rave as they may.

The Senate had a session of some length today, and succeeded in squandering four or five thousand dollars in the abuses of extra pay and book buying. Bob Beall, dismissed a week ago from the service of the Senate, as its sergeant at arms, for reasons the reverse of complimentary, was voted pay for the remainder of the half year. Now, in candor, can any thing be more disgraceful? Here is a man discharged, certainly not for any merit of his own, and after he is no longer a public officer, nor in any way connected with the government, the body which has deprived him of his commission puts its own hand in the public treasury and pays him therefrom three or four months' extra salary, and it was only through the vigilance of Mr. Brodhead that he did not get a whole year's. Several thousand dollars were then voted out of the contingent fund, to purchase a parcel of Lt. Ringgold's charts of the California coast, of which an amply sufficient number has already been bought. While these pickings are to be had for the asking, it is very unlikely that the Senate will adjourn before its contingent fund is exhausted. Then, as no money will be paid out on its order from any other fund, it must disband, as it ought to have done a week ago.

The treaty with Switzerland regulating descents to real property, as respects aliens, was further debated. I believe there is a similar one with France. They will both be rejected or postponed. The objections to them are that the legislative power of each country is competent to secure the rights intended to be guaranteed by these treaties.

The leading candidate for District Attorney of Western Pennsylvania, is Judge Shaler, of your place. Things look favorably for him, and I suppose he will get it.

The situation of Governor of New Mexico seems to be going a begging. It has been offered to Capt. Reynolds, a quarter master, and Major Cunningham, a paymaster in the army, stationed there. They have both declined, and it is expected that Gen. Mirabeau B. Lamar, of Texas, will be offered the appointment.

Three hundred applications for diplomatic honors, of a date subsequent to March 4th, crowd the files of the State Department, from New York alone. At this rate the total strength of this army for all the States must be about two thousand. With such a legion of embryo Metternichs the country, together with its troublesome "foreign relations," must be safe.

JUNIUS.

BUSINESS MATTERS.

The Past week closed up with a more cheerful feeling in the all important essential to trade and speculation—the Money supply. Outside lenders evince better confidence and accept lower rates of usance, while the Banks, many of which are reported of late to have been eager borrowers to sustain their credit with each other and the public, instead of lenders to help the wants of their customers, are gradually assuming a position more in consonance with their privileges and chartered rights.

Cumberland, March 28th—The gentleman and lady mentioned in the first despatch were Dr. Cadwallader, mentioned in the second despatch, and Miss Isaacs, of Indiana, on her way to Philadelphia, to visit her friends. She was killed instantly. Dr. Cadwallader may possibly recover.

FEARFUL EXPLOSION.—The boiler of the locomotive with a freight train on the Androssoggin and Kennebec Railroad, exploded, on Thursday, shivering the machine to atoms. The engineer, Francis Frank, was whirled into the air several yards. He was taken for dead, but on being bathed with cold water, revived; his face is severely cut, and his eyes are blackened with cinders and ashes, so as nearly to deprive him of his sight, but otherwise he is not very seriously injured. The fireman was also blown into the air, and fell upon one of the box cars, from which he rolled off upon the entry ground. A piece of iron was driven by the explosion into the back of his hand. This he extracted himself, and although the wound is pretty severe, he received no other injury.

IOWA.—The Davenport Gazette has an official notice that John B. Jervis, Joseph E Sheffield, Henry Farnam, John M. Wilson, Norman B. Judd, Ebenezer Cook, James Grant, John P. Cook, and Hiram Price have incorporated themselves, in accordance with the provisions of the "Code of Iowa," under the name of "The Mississippi and Missouri Railroad Company."—This road is intended to unite a point on the Missouri, in Pottawatamie county, near Council Bluffs, with the Mississippi, at Davenport.—The capital stock of the company is $6,000,000.

A bill has passed the Illinois Legislature, 42 to 25, chartering a company to construct a bridge across the Mississippi at Rock Island, which will connect the Chicago and Rock Island Railroad with the one above proposed.—*Railroad Record.*

A frightful collision occurred on the Cologne and Mindon Railway, Germany, on the 5th inst., by which five persons were killed, and a number of others wounded. One of the trains had some five hundred emigrants on board. A young American clergyman, (whose name is not mentioned,) who had been to seek his bride in Havaria, had his breast pierced with a fragment of the car and his young bride had her legs bruised. It is not stated how badly he was hurt; but her injuries are said to have been so great that she subsequently lost her reason.

☞ YOUNG MEN'S MERCANTILE LIBRARY ASSOCIATION AND MECHANICS' INSTITUTE. A LECTURE will be delivered before this Institution, at MASONIC HALL, on THURSDAY EVENING, the 7th of April, by BISHOP O'CONNOR. Subject—"*Beauty and Truth.*"

Tickets of admission, 25 cents; to be had at the principal Music and Book Stores; also, at the Library Rooms, and of the Directors and Lecture Committee.

HENRY WOODS, JOHN R. HOLMES,
W. H. KINCAID, J. M. KIRKPATRICK,
mh31td Lecture Committee.

Citizen's Insurance Company of Pittsburgh

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☞ 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., May 25, 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 the subject 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 send you this unsolicited testimonial; hoping the intrinsic worth of Dr. M'Lane's Vermifuge will soon be known and recognized by all. And believing it will soon stand as firm and unequaled as the only safe and certain cure for worms. We remain truly, very respectfully,

PARKER MUNDY, DANIEL WENTWALL,
DAVID VAN DUZAN, BARNY CASS.

This invaluable Vermifuge is for sale by all respectable druggists and merchants, and wholesale and retail by the sole proprietors, J. KIDD & CO.,
mh29 60 Wood street.

☞ MESSRS. KIDD & Co. have just received five hundred dozen of Cleaver's highly performed HONEY SOAP, comprising: the ordinary Honey Soaps, extra scented Brown Windsor, most fragrant Brown Windsor, Winter and Honey Shaving Soaps. It is admitted by all, that Cleaver's Soaps are the finest in the world. mh

☞ NOTICE—M. McGINLEY would inform his friends and the public generally, that he has removed his entire stock of CIGARS and TOBACCO, from his old stand, 91 Water street, to the new Bank, No. 57, under the Monongahela House, next door to the Firemans' Insurance Company, where he will endeavor, as heretofore, to keep one of the best stocks of imported Cigars in the city. He flatters himself that the stock of Cigars and Tobacco he is in the habit of offering for sale, are sufficiently well known to need no other recommendation than to secure for him a continuance of the same patronage he received at his former place of business. mh31 lm

☞ We believe Nature has provided a remedy for every disease which flesh is heir to. KEMP'S PETROLEUM or ROCK OIL, put up as it flows, from the great inland lake, concealed deep in the bowels of Mother Earth, is, without doubt, one of the greatest of the remedies. Read the following testimony, given by a grateful patient:

MT. S. M. KEMP—Sir: I have sold all your Petroleum, or Rock Oil, some two months past, and have been looking for your agent to get a further supply. I could have sold some dozen more. We have found the Oil very excellent in Flux and Dysentery. My daughter, at the time your agent was here, was lying very low with the flux; she had lost a tenspoonful, and had given over hopes of the second, and the flux stopped, and she recovered immediately. It is a very valuable medicine for rheumatism, sore and inflamed Eyes, Cuts, Bruises, &c., and for the Piles; none have been cured of long standing. Yours, with respect, HAR. BRADLEY.

For sale by all the druggists in Pittsburgh.

Get Pamphlets advertising Petroleum please copy.

☞ BURKE & BARNES' SAFES.—Here is the kind of testimony as to the value of our SAFES, upon which we can confidently rest the reputation of our work. We have already published several certificates, proving that Safes made for our regular and ordinary sales, and sold abroad, have been subjected to the SEVEREST TESTS IN ACTUAL CONFLAGRATION, and have all 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 $40 safe was safely received. I was absent at the time, but my boy, in regard to your safe, obeyed my orders to a PRINCIPLE. I tested the safe I bought of you in the fire, occasion of the 10th of June last—my store building being burned to ashes. It was in the midst of the fire, in a large three story building. My safe was in it at the time of the fire, and fell into the cellar, where was a large amount of oil. It was a very hot fire.

My books and book accounts that were in the Safe, amounted to about Ten Thousand Dollars, which was all saved. I am not a single paper injured; and further, I would advise any person who is in the market, sometime, but buy a safe, to keep their papers, &c., in—and get credit as good. I can safely recommend your safes to any one. Yours, truly,

JOHN CLARKE.

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

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

A. H. HOLMES & BRO.,

MANUFACTURERS OF

SOLID BOX 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, COMMISSION AND FORWARDING MERCHANT,

AND DEALER IN CHEESE, BUTTER, FISH, &c.

No. 25 WOOD STREET,

Twelve doors above Water street,

PITTSBURGH,

mh30dlm

JAMES P. TANNER,

WHOLESALE DEALER

IN BOOTS, SHOES, BONNETS, HATS, &c.,

No. 56 WOOD STREET,

Between Third and Fourth.

☞ My stock embraces every variety and Style of Boots, Shoes, Bonnets, &c., purchased direct from the New England manufacturers, adapted expressly to the Spring and Summer sales, and will be sold at manufactory prices; comprising, favorably with those of Philadelphia and New York. Purchasers will please call and examine before buying. mh2

Spring and Summer Bonnets.

JAMES P. TANNER, No. 56 Wood street, would call the attention of Milliners and others, who wish to sell on sale, to his large assortment of BONNETS, of the newest styles for the coming seasons. Also, French Flowers, &c. mh2

DAGUERREOTYPES

AT THE

NATIONAL GALLERY.

JACKSON'S National Daguerrean Gallery, corner of the Diamond and Market street, (opposite Hilton's Drug Store,) Pittsburgh.

Ladies and Gentlemen wishing to obtain life like sketches at moderate prices, will please call at the above establishment, fitted up with very superior Side and Skylight, arranged with such skill that the operator can take the most perfect likeness of the human form with all the expression of animated life, in ALL WEATHERS.

☞ Pictures taken in cloudy weather, correctly copied, and duplicate likeness of original likenesses.

☞ Persons are required to take a picture, unless a perfect resemblance.

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

☞ Rooms open, and operating from 8 A. M. until 5 P. M. Entrance in Diamond.

mh30dlw1y

Nelson's First Premium

DAGUERREOTYPES.

Post Office Building, Third Street.

CITIZENS and strangers who wish to obtain an accurate, artistic and life like likeness, at a very moderate price, will find it to their interest to call at this well known establishment, where entire satisfaction is guaranteed, or no charge made. Having one of the largest and best arranged Side and Skylights ever constructed for the purpose, with the most improved and most powerful lind, and having adopted the system of Daguerreotyping, as now practised by the celebrated Rosita, of Philadelphia and New York, he flatters himself to be able to offer to the patronage of the Art, a style of Daguerreotype, either single or in groups, which has never been surpassed.

Rooms open and operating, in all weathers, from 8 o'clock A. M. to 5 P. M. mh31dlw7

JOHN T. LOGAN..... ROBT. T. 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. felt2y

New Music.

DO THEY MISS ME AT HOME?

Yes, I'll Come to the Mountain Home; answer to the popular song of, "Will you come to my Mountain Home?"

Long Happy Hours;	Home Again;
Kitty Neil, a new and beautiful song by J. G. Meader;	
My Old Kentucky Home, Good Night, S. C. Foster;	
Keeper on the Plain;	Old Folks at Home;
Old Folks are Gone;	Farewell, my Lilly Dear;
Farewell, Old Cottage;	Nancy Till;
Row, Row Your Boat; or, Old Log Hut;	