PITTSBURGH GAZETTE.

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PITTSBURGH.

THURSDAY MORNING, APRIL 7, 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 mornings Will please hand them in before 6 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 are under obligations to Adams & Co's. Express for late Southern and Western papers.

WASHINGTON'S ROUTE.

INTERESTING CORRESPONDENCE.

The correspondence below, which has been placed in our hands for publication, is of a deep & interesting character. It shows the great and revered WASHINGTON in a new light, as the friend and benefactor of his country by promoting internal communication between the seaboard and the Valley of the Mississippi—that great valley which had been the scene of his youthful heroism, and which early displayed the power of his mind and heart. It also shows his active mind ever restlessly at work for the benefit of his country; and exhibits his far seeing sagacity, in discovering the importance of direct and superior means of communication between the East and the West, as a means of strengthening the bond of Union, and of developing the resources of the rising empire. The boldness with which he undertook a work, then of vast magnitude, at the time of life when he might have claimed exemption from further toils, shows that he retired from the Presidency of the nation to no lugrious ease, but that he lived only to bless and benefit his country.

After WASHINGTON had examined the whole country, with the cultivated eye of a civil engineer—for he spent a portion of his early life in the practical duties of a surveyor—he decided upon the route by the waters of the Potomac and the Youghiogeny, as the most practicable and the best, by which to connect the east with the west. The same route has been admitted ever since, by the best practical civil engineers who have surveyed it, as the very best route across the Alleghanies; and any one can see by the map that it is the shortest and most natural.

At the point where the waters of the Potomac and the waters of the Youghiogeny head, the Allegheny Mountains present remarkable depressions and fissures, which render the construction of a Railroad less difficult and less expensive than at any other point.

The singular fact that this route, so manifestly favorable, has never been improved, exhibits also the remarkable sagacity of WASHINGTON.—He foresaw the very difficulties—the jealousies and conflicting interests—which have for so many years prevented the favorable prosecution of this route. These difficulties are happily passing away, and on Gen. Wm. LARIMER, of Pittsburgh, will no doubt devolve the high honor of having finally completed a work conceived and cherished by WASHINGTON to the latest period of his life. For his agency in this matter, Gen. LARIMER deserves more credit than appears from a superficial knowledge of the facts in the case; and he will we hope excuse us, if we take this occasion to mention, in this connection, his devoted and disinterested zeal in behalf of this route.

After years of difficulty and extraordinary effort, some seven years ago, a company was finally organized with flattering prospects of success, to construct this great work. Then commenced a series of negotiations with the Baltimore and Ohio Railroad Company,—over which Hon. LOUIS M'LANE then presided, with all the powers almost of a dictator—which finally resulted in a complete breach. Mr. McLane had taken mortal offence at this city, and would not consent to come here. This was a sore disappointment to Pittsburgh, and smarting under it, some of those who held the destinies of the company in their hands seemed as anxious to tear down as they had been previously to build up.—It was wisely resolved to build a western railroad, and to aid that project, it was proposed to abandon the Connellsville road altogether, and to transfer the stock to the new organization. At this moment of extreme peril, Gen. LARIMER stepped forward to the rescue, and while some opposed and others jeered, and some mistaken friends took him by the button and predicted his ruin, he steadily persevered in his purpose, and bought up stock to the amount of some 6000 shares, thus obtaining the control of the company, and securing the charter from forfeiture. He had no hope or expectation of being able to build the road for years to come, but he had the most implicit faith in its final success. He was willing to make the present pecuniary sacrifice, and to undergo a great amount of trouble and annoyance, and wait for his reward. But for this self-sacrificing public spirit on his parts the charter of the Pittsburgh and Connellsville Railroad, so important to Pittsburgh, would have been lost. His reward has come sooner, than he expected, for there is not a man in this community who does not now thank him for his clear-sighted views, and his resolute and successful efforts. To Gen. LARIMER will therefore belong, in a peculiar manner, the honor of completing the great *Washington route*, as but for his coolness and sagacity, in a time of peculiar excitement, we should now have no charter, and no organized company to build the work. The same indomitable courage and practical shrewdness which prompted the effort and enabled him to save the charter in the time of its perils, will carry him through every difficulty now that the time has evidently come when the work can and ought to be prosecuted to a successful issue.

We felt we could do no less, in justice to Gen. LARIMER, when noticing the labors of Gen. WASHINGTON in promotion of an improvement for intercommunication by the Youghiogeny route, than to refer to our worthy townsman's disinterested labors in the same good cause, and having performed this act of justice, we will no longer keep the reader from the interesting correspondence which follows:

CORRESPONDENCE.

BALTIMORE, March 28, 1853.

My Dear Sir—In the "Baltimore Patriot" of the 26th inst., (Saturday,) there is an extract from a speech you recently delivered at Pittsburgh, on the occasion of the Connellsville Railroad project. In that interesting part of your speech you state that Gen. Mason, of Georgetown, on the occasion of the Connellsville Railroad Company,—over which Hon. LOUIS M'LANE then presided, with all the powers almost of a dictator—which finally resulted in a complete breach. Mr. McLane had taken mortal offence at this city, and would not consent to come here. This was a sore disappointment to Pittsburgh, and smarting under it, some of those who held the destinies of the company in their hands seemed as anxious to tear down as they had been previously to build up.—It was wisely resolved to build a western railroad, and to aid that project, it was proposed to abandon the Connellsville road altogether, and to transfer the stock to the new organization. At this moment of extreme peril, Gen. LARIMER stepped forward to the rescue, and while some opposed and others jeered, and some mistaken friends took him by the button and predicted his ruin, he steadily persevered in his purpose, and bought up stock to the amount of some 6000 shares, thus obtaining the control of the company, and securing the charter from forfeiture. He had no hope or expectation of being able to build the road for years to come, but he had the most implicit faith in its final success. He was willing to make the present pecuniary sacrifice, and to undergo a great amount of trouble and annoyance, and wait for his reward. But for this self-sacrificing public spirit on his parts the charter of the Pittsburgh and Connellsville Railroad, so important to Pittsburgh, would have been lost. His reward has come sooner, than he expected, for there is not a man in this community who does not now thank him for his clear-sighted views, and his resolute and successful efforts. To Gen. LARIMER will therefore belong, in a peculiar manner, the honor of completing the great *Washington route*, as but for his coolness and sagacity, in a time of peculiar excitement, we should now have no charter, and no organized company to build the work. The same indomitable courage and practical shrewdness which prompted the effort and enabled him to save the charter in the time of its perils, will carry him through every difficulty now that the time has evidently come when the work can and ought to be prosecuted to a successful issue.

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I have prepared from authentic documents, a narrative history of the Potomac Company from its origination, to 1789, when Gen. Washington retired from its Presidency; and, although I have the facts you have stated generally, you would confer upon me a favor to give me the details as you have them in relation to the box and papers, and with your permission I would place your letter in the appendix of the volume, or so much of it as you may desire, with other references I have prepared.

The volume will be ready for the publisher in the course of a few days, and I would be glad to hear from you at your earliest convenience.

JNO. PICKELL.

Hon. ANDREW STEWART, Uniontown, Pa.

UNIONTOWN, March 31, 1853.

My Dear Sir: Your letter of 28th inst., is just received and I hasten to comply with your request, to furnish you with an extract from or reference to the original manuscript documents of General Washington referred to in some remarks I recently made before the Councils of Allegheny City, in reference to the Connellsville Road.

You will find the whole of the documents with many others connected with the early history of the Potomac Company never before published in the body and appendix of a report of 122 pages I made from the Committee on "Roads and Canals" in Congress on the 22d of May, 1829, (27 years ago) numbered 228 and bound in "Reports of Committees," House of Reps. U. S. 1st session, 19th Congress, subject "The Chesapeake and Ohio Canal." From these documents you will discover the interesting fact that as early as 1754 (20 years before the Revolution) Gen. Washington in person explored the proposed route for connecting the East and West by the waters of the Potomac and Youghiogheny rivers, and made a report to the Colonial legislature of Virginia, describing all the obstructions to be overcome from Cumberland, at the mouth of Will's Creek to Georgetown or Washington City.

On the 20th of July, 1770, he made another more extensive report to the Governor of Maryland, comprehending the whole route from the Atlantic to the Ohio River at Pittsburgh by the Connellsville route, contrasting it with the Susquehanna and other connections, showing its superiority as to distance and facility of construction, and its vast importance "as a means" to use his own words, "of becoming the channel of conveyance of the *extensive and valuable trade of a rising empire.*"

If such were the views of Washington in 1770, of the importance of this route, what should be said of it now? Ought not this favorite work of the Father of his Country to benow consummated? He finally succeeded in obtaining an act of the Virginia Legislature to incorporate a Company to make this improvement. In 1784 he went to Annapolis in company with Gen. Lafayette, and obtained a concurrent act of the Maryland Legislature, and in a long letter dated 'Mt. Vernon, 3d Dec. 1784,' addressed to James Madison and W. Jones, then members of the Virginia Legislature, he reiterates his views as to the great importance of opening this communication as the best if not the only means of keeping the eastern and western countries together, and pressing upon them the necessity of a united application by Virginia and Maryland to the legislature of Pennsylvania to co-operate in the construction of the work so far as it passed through her territory between Cumberland and Pittsburgh: he also suggests the arguments to be urged and the benefits to result to the people of Penna. and the whole west from this work! Here is a distinguished statesman and patriot who has played in a remarkable manner the wonderful sagacity of this wonderful man, who even at that time anticipated the narrow jealousy and illiberal policy which a few years ago defeated in the Pennsylvania Legislature an application by the Baltimore & Ohio Railroad Company for leave to construct their work by the Susquehanna route, more than one hundred miles through her territory, and thereby forcing them to adopt a route almost impracticable, over four or five mountains and as many rivers round the Southwestern corner of Pennsylvania to reach Wheeling in Virginia. Gen. Washington at that time anticipating opposition, and perhaps a failure in their application to the Pennsylvania Legislature, says: "On our part the application will appear attentive and respectful, and if rejected on theirs, place them in the wrong and excite a reiterated application," which he thought would certainly succeed in the end. But this reasonable hope has not yet been realized. The liberalities of Pennsylvania have not yet been inspired with patriotism enough to meet this just expectation of the Father of his Country.

From these documents you will further discover that as soon as Gen Washington was released from the command of the army in 1783, and before the Indian hostilities had ceased, he immediately returned to this favorite plan of uniting the East and West, and filled with the idea of its importance he mounted his horse and at the hazard of his life actually explored, in person, all the present routes for connecting the Eastern and Western States, through New York, Pennsylvania, Maryland and Virginia, and after his return in 1784, in a letter to the Marquis of Chastellieux, he says: "I have lately made a tour through the Lakes George and Champlain, as far as Crown-Point, then returning to Schenectady, I proceeded up the Mohawk river to Fort Schuyler, crossed over the Wood creek which empties into the Oneida Lake and affords the water communication with Ontario. I then traversed the country to the head of the Eastern branch of the Susquehanna and viewed the Lake Otawego and the portage between that Lake and the Mohawk river at Canojoharie.—Prompted by this actual observation, I could not help taking a more contemplative and extensive view of the vast inland navigation of the United States, and could not but be struck with the immense diffusion and importance of it, and with the goodness of that Providence which has dealt its favors to us with so profuse a hand. Would to God we may have wisdom enough to improve them! I shall not rest contented until I have explored the Western country, and traversed those lines (or a great part of them,) which have given bounds to a new Empire."

Among the evidences of Gen. Washington's love of country, I consider this as one of the most striking—that at that early day, without fee or reward, he should have hazarded his life amid hostile Indians; and his health, sleeping in the open woods in countries then totally uninhabited, is an act of patriotic self devotion which we, at this day, can scarcely believe possible.

Among the MSS. reports of Gen. Washington, on this subject, I also found the following comparison of several routes explored by him:

"Distance from Detroit to the several Atlantic ports:

From Detroit, by the route through Fort Pitt and Fort Cumberland—

To Alexandria, or Washington city,	607	miles.
" Richmond,	564	"
" Palladelphia,	746	"
" Albany,	943	"
" New York,	1103	"

I also found among his papers a map made out by Gen. Washington himself, indicating the route for what he calls a "portage" between the waters of the Potomac and Youghiogeny on the very ground (with slight variations,) on which the National road was afterwards constructed—for the means of making which he applied to the Virginia and Maryland Legislatures; the Western people being then able, he said, to furnish little or no aid. In making these locations and maps,* it appears he employed surveyors and hands whom he paid from his own pocket. The pay he find the names of Samuel Hanaway and Dr Jas. Craig, the latter of whom acknowledges the receipt of £12 7s. 6d., being his part of the expense, and who in one of his letters says: "A general account of the expenses must be deferred until I have the pleasure of seeing you." These gentlemen made detailed reports of these operations to Gen. Washington, which you will find in the appendix to my report, to which I refer you for these and other details equally interesting, of which you can avail yourself, if you please, in the interesting work you are about issuing. You can find them no where else. The original manuscripts I returned to Gen. Mason, father of the present Senator from Virginia.

Yours, very respectfully,
COL. JNO. PICKELL, Balt. A STEWART.

*An exact copy of this map, as made out by Gen. Washington himself, you will find published in my report No. 228 before referred to.

REPEAL OF THE GAGGE LAW.—The bill which lately passed the Senate, to repeal the railroad gauge law, has also passed the House by a large majority. This leaves the whole question of railroad gauge to the decision of any company building a road. A liberal policy is always wisest, and we are glad to see Pennsylvania exhibiting so good an example to sister States.—*Pitts. Gaz.*

Good for Pennsylvania! She has at last got her eyes open to the truth, that 'a liberal policy is always the wisest.' Our excellent neighbor of the Gazette also makes "a virtue of necessity," and is glad "to see Pennsylvania exhibiting so good an example to sister States." The repealing Act passed the House by a decided vote of 67 to 18, although remonstrances were made against the passage of the law, and Philadelphia and Pittsburgh influences were exercised to their utmost strength to defeat it. Our now rejoicing neighbor, we understand, was in Harrisburgh with others to defeat the repeal bill; and if we recollect rightly, when a similar proposition to repeal all gauge laws was defeated in the Senate, the Gazette was glad thereat.—*Clev. Herald.*

Our friends of the Cleveland Herald will permit us to correct several errors into which they have fallen. In the first place we did not make a "virtue of necessity" in applauding the repeal of the gauge law, as we opposed the passage of the law originally, and have favored the repeal. In the second place, we were not in Harrisburg "with others to defeat the repeal bill." We passed through Harrisburg, on our way home from Baltimore and Annapolis, and while there the subject was mentioned to us by one or two of our members, as one of great importance; when we informed them that we were opposed to all such restrictions as unwise and injurious to the interests of the State. Several of them voted for the repeal bill, but whether our opinions had any influence upon them we cannot say. In the third place we do not believe that a single Pittsburgher visited Harrisburg to oppose the repeal, and we know that a strong influence went from here in its favor, and as far as we have learned the repeal gives satisfaction. As regards the gauge law in Erie county, we have thought and said, and say so still, that as there must of necessity be a break in the gauge somewhere, either at Dunkirk, Erie, or Cleveland, that Erie had as good a claim to this advantage as any other place, and we have never blamed her for her efforts to obtain this advantage.

Our neighbors of the Herald must have derived their erroneous impressions, in regard to our position, from our opposition to that outrage upon the dignity of this Commonwealth, the "Franklin Canal Railroad." We have always opposed, and shall continue to oppose that gross fraud upon the people and laws of this State—not because it connects New York and Ohio by a Railroad, for that we have favored by the *legal* means offered by the Pittsburgh and Erie Railroad Charter; but because the coveted privilege has been fraudulently seized in defiance of the constitution and laws of the State, and it is important to every citizen of the State that the honor and authority of the Commonwealth should be vindicated. Will our friends of the Herald set us right before their readers

FROM WASHINGTON.

Correspondence of the Daily Pittsburgh Gazette.

WASHINGTON, April 3, 1853.

I think you will get to the end of your "Own Correspondent's" yarn for 1853, about the close of this week. There is a prospect, more lovely than any depicted by the mellow and glorious pencil of Claude Lorraine, that the Senate will finally adjourn on Thursday next; that is, they will adjourn over from that day to the following Monday, with the intention of then dispersing to the four winds. Grace go with them, and joy attend their steps.

It is said that before Dix's nomination could be carried, on Friday, some of his friends had to vouch for his fidelity to the Fugitive Law, and his belief in its constitutionality, expediency and so on. I can attest, from personal knowledge, that two years ago, whatever he now thinks of its constitutionality, he considered it an inhuman and disgraceful enactment, and though he could not sanction violent resistance to it by white people, upon whom it was not meant, ostensibly, to operate, he did approve the course of those colored men who, from time to time, have defended themselves against its attempted enforcement.

The importance of the decision in Dix's case makes it in our politics as significant as the "rule in Shelley's case" is law. Before it come, many nominations to important offices, objected to on the same ground, had been either laid out flat upon the table, or had been smothered in committee, or been hung up to dry without action of any sort. Among these were Dr. Pettit, Director of the Philadelphia Mint, Mr Gray, Postmaster at Cleveland, Mr. Fowler, P. M. at N. York, and many other men of mark. I am not sure but that your editorial brother, of the Post, would have been enrolled in the same illustrious army of martyrs, if he had had the good luck to be nominated; for I think I remember that in times gone by his press has given forth, at long intervals, angel's whispers of remonstrance at some more than usually audacious aggression upon the spirit of freedom, and those principles of the Constitution which declare liberty national and its opposite sectional. I am told it was a slight refreshing to a thirsty soul to see how gaily these smaller vessels sailed through the straits after the frigate went through which had drawn the enemy's fire. Every pending nomination was passed without a squall of dissent.

To morrow an immense number of nominations will be submitted, but whether any of great importance is not certain. I am informed that the Secretary of State prefers to reserve the proposed diplomatic changes, until a period of greater leisure. But we shall see.

The report, which I repeated as well as others, that Hon. Ex-Senator Sturgeon had been appointed U. S. Treasurer, turns out to be erroneous. A Kentuckian by the name of Casey bags that partridge. The new Register of the Treasury is not Ex-Governor Bigger of Indiana, who is, I believe, a Whig, but a namesake and probably a relative. Mr. Nathan Sargent, who retires, may have been at some very innocent bonnuse early period of his life, a nice sort of a person, but no body regrets his disappearance from the stage of official action. I see it stated that his dismissal excites some surprise, as during the late canvass he occupied the position of a boiling Webster Whig. Had the right side turned up in the right place, I doubt not that Nathan would have turned out a very ardent and decided Scott Whig

The San Juan difficulties were greatly magnified by first reports. It seems that the Captain of the Cyane only stationed a guard of marines for the protection of the property of the transit company against the contemplated violence of the town council and a part of the people. Seeing that, the Mayor and Council proceeded to surrender the Government and inhabitants, together with their goods and chattels, their "property and their sacred honor" at the commander of the Cyane. But it seems he was not so green as to take the place, its authorities, or citizens on these terms. The chief managing agent of the company has arrived here. He represents the affair as not at all serious. What is more important, he says that the British are sincerely anxious to get rid of their nominal protectorate over, and all connection with, the few thousand treacherous savages, called Mosquitoe Indians; and that we shall soon hear the last of any difference between Americans and British in that quarter. For one, I shall be happy to see the realization of these views. From all accounts it seems not unlikely that we may have nearly the same difficulties with the petty States of Central America as Great Britain has had. JUNIUS.

WASHINGTON, April 4, 1853.

It is said that Mr. Marcy has opened again that terrible subject of the north-eastern fisheries. I expected something of this kind with the return of the shad. The simple fact is, that Mr. Everett left this thing in a dangerous position, for the want of time to act, and now our annual fleets of smacks are about to sally forth in quest of their scaly treasure. If a truculent John Bull, in command of a little two gun schooner, should come across a bevy of these hardy little skimmers of the seas, and presume upon his authority, they would almost certainly turn upon him and give him a sounder drubbing than his skin could comfortably hold. This would bring about a general row. It is a laudable ambition as well as a truly patriotic impulse, which influences Mr. Marcy to provide against these dangers to the peace of the country. He has urged Mr. Crampton, the British Minister, to consent to the issue of instructions which will prevent the recurrence of the scenes of last year. The arrangement now in course of negotiation is only preliminary to others designed to lead to the conclusion of a treaty, which will embrace the whole subject.

The Senate had a long executive session today, wherein a large amount of miscellaneous business was transacted. A treaty with the Central American state of San Salvador was confirmed; another with Uruguay, in South America, was passed forward to the next session. A resolution affirming that the President had a right to remove territorial Judges was further debated, and adopted, 25 to 9. Old Dr. Sturgeon, of Pennsylvania, was confirmed not to be Treasurer of the U. States at Washington, but Treasurer of the Mint at Philadelphia. A long list of less important appointments were confirmed.

It is believed that Gen. Dix was confirmed after a certainty of his declination was made known to the Senate. It is officially announced that he cannot deprive his Hunker fellow-citizens of a chance of so good an office, and prefers the shades of private life. Dickinson is coming to Washington to take counsel with the President and Mr. Marcy, as to his duty in the premises.

Col. Black has gone home, very much dissatisfied with the course of the President. It is reported that Col. B. considered the nomination of Col Gorman to be Governor of Minnesota, as bad faith; and that on taking leave of the President, he could not forbear a mild expression of his feelings. The *on dit* is, that in parting, the President blandly asked the Colonel if there was *any thing* he could do for him; to which Col B. replied, "Gen. Pierce, you have done all you could in conferring upon another man an honorable appointment that had been promised to me." The President is reported to have rejoined, that he did not understand the allusion; and when told by Col. B. that he meant the Governorship of Minnesota, Gen. Pierce stated to him that he did not even know that he was an applicant for the place. If this bit of personal history be correct, the question will arise, will the Pennsylvania Democracy allow Colonel Black to be sacrificed, and to be turned away from the Executive chamber a victim of official duplicity, and his own unobtrusive good nature? I say that question will arise. And how shall it be answered? What will soothe the Colonel's feelings? When an old stager in politics and war, like him,

"Stoops to fall,
And finds too late that men betray,
What charm can soothe his malady?
What balm can wine his tears away?"

My impression is that Col. B. ought to be made Governor with as much dispatch as your Constitution will admit of. I make the suggestion with diffidence, but it is plain that something must be done, or Pennsylvania is gone.

By the way, Pierce and his advisers are contemplating cutting up another shine that will produce a sensation. Hon. Alfred Gilmore, of the 20th District, was recommended by the whole delegation in Congress, by the Democratic members of the State Legislature, and other powerful party influences, for the Consulship to Valparaiso. Now that place has been entered on the slate that hangs over Mr Marcy's desk, opposite the name of J. Glancy Jones, who is backed by Mr. Buchanan. What is to be done here, again? But of course I cannot prescribe for every desperate case.

It is said that Robert G. Scott of Richmond, Va., who wrote the circular letter to the Presidential Candidates, by way of a Stethescope applied to their political chests to test their soundness on the Compromise, Fugitive Law &c., and which said Scott brought down all said candidates who answered him, yea or nay, laying them out stone dead,—it is said, I say, that this Scott has drawn the prize of the Consulship to Rio, worth from 6000 to 15,000 per annum. What a remarkable shot he is. This martyrizes Gov. Hubbard, of Maine, worse than Gorman victimizes Col. Black. I extend to them both, the assurances of my profound commiseration. It is the worse for Hubbard, because he can't hide his chagrin in the Governorship, the Maintiers having passed upon his case last year at two trials and rejected him.

Otherwise we have nothing new. JUNIUS.

☞ Our friend of the Pittsburgh Gazette is informed that the Clinton Line Railroad, as surveyed, strikes the Pennsylvania State Line in the township of Kinsman, Trumbull county.—*Cleveland Herald.*

Well, what is it to meet there? Is there any other Railroad in Pennsylvania to meet it at that point? These are natural questions. Before men put their money into Railroads, they should have all their arrangements perfectly made to insure at least a fair prospect of success. We greatly fear that there are some Railroads now projected and building, which will long stand as monuments of the shortsightedness of man. Whatever people may say to the contrary, the thing can be over-done, and there is now a pretty certain period arriving when this will be admitted by many sorrowing parties.

ALLEGHENY BRIDGE CASE.—We notice by the reports in the Philadelphia papers of the decisions of the Supreme Court of this State, that the writ of error in the Allegheny Bridge Case has been quashed, at the cost of the relator This, as we understand it, sustains Judge McClure's decision in that case.

☞ BURKE & BARNES' SAFES.—Here is the kind of testimony as to the value of our SAFES, upon which we can confidently recommend them to the public. 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 SUBSEQUENT 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 letters were duly received. I was absent at the time. I would say, in regard to your Safe, it could not be better tried. FRIDAY, I taste, for the 3 hours of the hottest fire in the morning of the 10th of June last—my store building with my stock of goods, and a large quantity of wool and other property, in a large three story building. My safe was in it at the time of the fire, and fell into the cellar. It was a very hot fire. My books and book accounts had been in the Safe, amounting to about Twenty Thousand Dollars, which was saved. There was not a *single paper injured*; and the book accounts would scarcely have required a single day's time, but they had a Safe to keep their papers, &c., in—and it was found that it could be easily recommenced and put into shape. Yours, truly,
JOHN CLARKE.

☞ We believe Naturo has provided a remedy for every disease which flesh is heir to. The PETROLEUM or ROCK OIL, just 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:

MERCANTILE VALLEY, Ohio, Sept. 15, 1852.

MR S. M. KIER—dir: I have sold the Rock Oil from our Rock Oil, some two months past, and have been looking for your agent to get a further supply. I could have sold a hundred times more than I have. I sold the last I received to Flux and Dysentery. My daughter, at the time, was so far gone that I had given her up. I could not find Rock Oil anywhere in Pittsburgh, and in three hours gave the second and last bottle. It was manufactured by Mr. Lowry. It is also an extraordinary remedy for sores and inflamed Eyes. Cuts, Bruises, Rheumatism, and for the relief of any pain. It has been tried for long standing. Yours, with respect,
ISAAC LOCKEY.

For sale by all the Druggists in Pittsburgh.
☞ [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 Mr. Jacob Weaver's, at the Wine Store of
JACOB WEAVER, Jr.,
Market and Front streets.

☞ 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, small Brown Windsor, Bitter Almond Shaving Soaps. It is conceded by all, that Cleaver's Soaps are the finest in the world. wh1

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

REMOVAL.

POSTLEY, NELSON & CO.,

MANUFACTURERS OF
HAMMERED AND CAST STEEL SHOVELS AND SPADES,
SOLID BOX VICES, PICKS, MATTOCKS,
SLEDGES,
&c. &c. &c.

Have removed to No. 17 Market street, where their customers, and merchants generally, are invited to examine our stock before purchasing elsewhere. Having taken the agency for the sale of Messrs N. Harper & Co's celebrated HAY AND MANURE FORKS, we are now prepared to furnish a superior article of Forks at Eastern prices.

JAMES P. TANNER,

WHOLESALE DEALER
IN BOOTS, SHOES, BONNETS, HATS, &C.,
NO. 55 WOOD STREET, PITTSBURGH,
Between Third and Fourth.

☞ My stock embraces every variety and style of Boots, Shoes, Bonnets, &c., purchased direct from the New England Manufacturers, and adapted exclusively to the Spring and Summer sales, and will be sold at satisfactory prices. A house containing the value of Fifty thousand dollars and New York. Purchasers will please call and examine before buying. m25

Spring and Summer Bonnets.
JAMES P. TANNER, No. 55 Wood street, would call the attention of Milliners and others, who buy to sell again, to his large assortment of BONNETS, the newest styles for the coming seasons. Also, Fine Flowers, &c. mh2

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

Citizen's Insurance company of Pittsburgh

H. D. KING, President.
SAMUEL L. MARSHALL, Sec'y.

OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.

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

☞ Prompt to equitable loss or damage by FIRE. Also against the perils of the SEA and INLAND NAVIGATION and TRANSPORTATION.

DIRECTORS:

King,	Wm. Larimer, Jr.
D. Lefevre,	R. M. Riddle,
Samuel Rea,	Wm. Stephen,
Robert Dunlap, Jr.,	John B. Dilworth,
S. Harbaugh,	Francis Sellers,
Edward Heazelton,	P. Schwartz,
Walter Bryson,	Wm. S. Hays,
	Isaac M. Pennock. d22

JOHN T. LOGAN, ROBT. KENNEDY
PHILIP WILSON, EDWARD WILSON.

REMOVAL.

LOGAN, WILSON & CO.

IMPORTERS AND WHOLESALE DEALERS IN
FOREIGN AND DOMESTIC
HARDWARE, CUTLERY, &c &c.

Have removed to their new and extensive store, No. 62 Wood street, four doors above the St. Charles Hotel, where their customers, and merchants generally, are invited to an examination of the most complete assortment ever offered in this city. feb7

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 Skylight rooms constructed for the purpose, with instruments of the most approved kind, and having adopted the system of Daguerreotyping, as now practised by the celebrated Rosis of Philadelphia and New York, Mr. N. flatters himself to be able to offer to the patrons of the Art, a style of Daguerreotype, either singly or in groups, which has never been surpassed.

☞ Rooms open and operating, in all weathers, from 8 o'clock A. M. to 6 P. M. mh24ly

DAGUERREOTYPES AT THE NATIONAL GALLERY.

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

Ladies and Gentlemen wishing to obtain Life like likenesses at moderate prices, will please call at the above establishment, fitted up with very superior Side and Sky Lights, and furnished with such stuff that the operator can take the most accurate delineation of the human form with all the expression of animated life, IS ALL WRITTEN.

☞ Engravings, Paintings, &c., accurately copied, and duplicates taken of original likenesses.

☞ Persons not 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 6 P. M.

☞ Entrance in the Diamond.

☞ H. WILLIAMS' SELECT SCHOOL will open again on MONDAY the 4th instant, in the Room below the Lecture Room of the First Presbyterian Church, Pittsburgh; and on Monday the 11th, will be removed to that spacious, airy, and well lighted Room above Mr. John B. Bell's store, corner of Ferry and Liberty streets. Entrance on Ferry. (ap2)3tw

☞ For the Pittsburgh Daily Gazette.

BISHOP O'CONNOR'S LECTURE.

MR. EDITOR:—This distinguished prelate having very kindly consented to address the "Library Association," the public may expect a rich treat. His well known reputation here and elsewhere, as a good and successful lecturer, has been fully established. On several occasions he has appeared before this community in that relation, at which times he has been greeted with large audiences. The subject selected is one calculated to exhibit the learning of the eminent divine, and cannot fail to be an interesting theme.

The Institution at *this time* is greatly in want of funds to extend its operations. The number of members being few, the receipts will barely cover expenses. If the Lectures are well attended, the revenue is increased, thus enabling the Association to make additions to the Library in the purchase of more books. At this time, an effort is now making to add many volumes to the Library, and in order to do so, it is fondly hoped that the community will patronize the lectures more extensively.

In many of the cities of our Union, where similar Institutions are established, large donations are given by wealthy men, and others *will* large legacies for their benefit. Have we not similar large-souled men? It should be remembered that such organizations as this are mighty in their influence, being one of the most successful means of averting *evil* associations of all kinds. The young man *can* be attracted to the reading room, to seek knowledge in books and periodicals and such like, instead of the Theatre, gaming table or dram shop; the Institution thus accomplishes a mighty work. In order that this class of persons may be continually lured to this place of improvement, the community should foster the institute in every way they can.

Dear reader! don't forget to come and hear the Bishop in Masonic Hall *this evening.*

A MEMBER.

☞ 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.*" Doors open at 7 o'clock—lecture to commence at 8 o'clock. 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 S. HOLMES,
W. H. KINCAID, J. M. KIRKPATRICK,
mh31td Lecture Committee.

☞ WORMS! WORMS!!—A great many learned treatises have been written, explaining the origin of, and classifying, the Worms generated in the human system. Scarcely any topic of Medical science has elicited more acute observation and profound research, than philosophers have very much divided in opinion on the subject. It must be admitted, however, that after all, a mode of expelling these Worms, and purifying the body from their presence, is of more value than the mere discussion as to the origin. The expelling agent has at length been found.—Dr. M'Lane's Vermifuge is the much sought after specific, and has already superseded all other Worm Medicines, its efficacy being universally acknowledged by medical practitioners.

For sale by all druggists and merchants in town and country, and wholesale and retail by the agent, JOHN D. KIDD & CO., 60 Wood street.

☞ BURKE & BARNES' SAFES—Here is the kind of testimony as to the value of our SAFES, upon which we can confidently recommend them to the public. 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 SUBSEQUENT 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 letters were duly received. I was absent at the time. I would say, in regard to your Safe, it could not be better tried. FRIDAY, I taste, for the 3 hours of the hottest fire in the morning of the 10th of June last—my store building with my stock of goods, and a large quantity of wool and other property, in a large three story building. My safe was in it at the time of the fire, and fell into the cellar. It was a very hot fire. My books and book accounts had been in the Safe, amounting to about Twenty Thousand Dollars, which was saved. There was not a *single paper injured*; and the book accounts would scarcely have required a single day's time, but they had a Safe to keep their papers, &c., in—and it was found that it could be easily recommenced and put into shape. Yours, truly,
JOHN CLARKE.

☞ REMOVAL.

HENRY H. COLLINS,

WHOLESALE PRODUCE, COMMISSION AND FORWARDING MERCHANT,
AND DEALER IN CHEESE, BUTTER, FISH, &c.
(LATE KENNEDY'S)
No. 25 WOOD STREET,
Twelve doors above Water street,
PITTSBURGH.

mh31dawlm

DIED,

On Tuesday night, ORMSBY, second son of William McKnight.

The funeral will take place on Thursday morning, at 10