PITTSBURGH GAZETTE

PUBLISHED BY WHITE & CO.

PITTSBURGH.

WEDNESDAY MORNING, APRIL 20, 1853.

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

☞ THE 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 open 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.*

FORT WAYNE AND CHICAGO RAILROAD.—We had the pleasure, yesterday, of a call from Judge Hanna, of Fort Wayne, President of the Fort Wayne and Chicago Railroad Company. He is on a visit to this city and Philadelphia, for the purpose of advancing the interests of the Company over which he presides, and which has been successful, so far, beyond the most sanguine anticipations of its projectors. The people on the line have taken hold of it in good earnest, and have subscribed liberally. The right of way has been obtained, the route located, and the work is to be let to contractors in May. Judge Hanna thinks he has now a right, and we think so too, to call upon the companies and cities which will most benefitted by the work, to help it along.

The Ohio and Pennsylvania Company have agreed, on securing the consent of the stockholders, to subscribe at least $100,000. We hope they will make it two hundred thousand, as the investment will be an excellent one for the Company. The Pennsylvania Railroad Company agreed, by their delegates at the Warsaw Convention, to furnish all the funds necessary to finish the work, provided the company was organized, and the people on the line took hold of it in good earnest. These conditions have been complied with, and Judge Hanna now goes to Philadelphia to claim the fulfilment of the stipulation. Mr. Thompson and his Board of Directors will no doubt cheerfully and promptly fulfil the agreement to the strict letter of a fair interpretation.

This road is of immense importance to Pittsburgh and Philadelphia. At Chicago, its western terminus, it will be fed by more than one thousand miles of Railroad, branching in every direction, and pouring into that city the rich fruits of the fairest lands upon earth. It will be the shortest and most direct route between Chicago and the Atlantic Tide-Water, either to Philadelphia or New York. It is the favorite project in Chicago, where it has been taken hold of with great energy; and it is peculiarly a Pittsburgh and Philadelphia line, and will immensely benefit those cities, and their great Railroads—the Pennsylvania, and Ohio and Pennsylvania.

There is peculiar fitness, then, in Judge Hanna looking to Pennsylvania for aid; and there is a manifest propriety in that aid being generously afforded.

Of the ultimate value of the stock there can be no question. The stock of the Southern Michigan road is now at 182. This will be a superior line; it will cost but little in comparison to Eastern Railroads, it will have for its feeders the resources of a country scarcely begun to be developed, and which will need a dozen Railroads to convey its travel and produce to market.—Who can doubt but the stock will be a splendid investment?

OHIO AND PENNSYLVANIA RAILROAD—CHANGE OF HOURS.—A new time table, for temporary use, has been published on the Ohio and Pennsylvania Railroad. None of these changes affect the arrival and leaving of trains at Pittsburgh, except that the mail train will hereafter arrive at five o'clock, P. M., and the Accomodation train will leave at a quarter to five, half an hour later than previously. The mail train will leave at 8, and the express train at half past 12, as heretofore. The principal changes are on the western end of the line, where the time is considerably shortened. These changes are only temporary. It is expected that some time early in May, the summer time table of all the Ohio roads will be arranged, which will probably make important changes in the Ohio and Pennsylvania road.

This morning the mail train will commence to run through to Crestline, for the first time—a mixed train having previously run in connection with it from Wooster. It will leave Pittsburgh at 8, A. M., and arrive at Crestline at 6, P. M. Leave Crestline at 7, A. M., and arrive at 5, P. M.—making the trips each way in ten hours. When the express trains are put on they will make the time in 8 hours.

SLANDER OF GOV. RAMSEY.—The *Post* of yesterday published a letter from Washington, signed "L. B." (Lyndall Elliott,) containing the grossest slanders upon Gov. Ramsey, of Minnesota, formerly of this State. The writer charges that Gov. Ramsey has speculated in the public funds, confided to him for paying the Indians, to an enormous amount, and with cheating the Indians out of their just dues. If the tenth part of what this letter writer asserts is true, the present administration can do no less than bring him to a strict account. But we are informed by a friend of Gov. Ramsey, that the whole statement is false—a tissue of the vilest misrepresentation. Gov. Ramsey is a highly respectable gentleman, and is no doubt entirely innocent of the charges preferred against him with such recklessness, or wanton malignity. Some men seem to think that the character of public officers are convenient foot-balls, to be tossed about at the pleasure of every person who aspires to the dignity of writing for the press. Such men have missed their vocation, and are a disgrace to an honorable profession.

PITTSBURGH AND STEUBENVILLE RAILROAD.—We understand an act has passed the legislature of this State, authorising the city of Philadelphia to subscribe to the stock of the Pittsburgh and Steubenville Railroad Company. Here is an opportunity to test the feelings of Philadelphia, towards Pittsburgh. The Steubenville Railroad is a work of far more importance to Philadelphia than the Hempfield, to which Philadelphia has subscribed half a million. Pittsburgh is struggling to build it. Is it not right that Philadelphia should aid in a work which will be so much to her advantage? Will she? We shall see. We hope and trust she will, as it will greatly tend to destroy that exasperation of feeling which has arisen between the two cities.

PITTSBURGH AND WASHINGTON RAILROAD.—An election of Directors for the Charleroi Valley Railroad Company, took place yesterday, in this city, and the following persons were chosen, to wit:

Messrs. J. K. Moorhead, Jacob Painter, Geo. W. Jackson, and David T. Morgan, of Pittsburgh; Wm. S. Calahan and David Houston, of Cannonsburgh; and John H. Ewing, of Washington.

After the election the Directors met, and unanimously elected Gen. J. K. Moorhead President.

This is a strong Board of Directors, and the selection for President is a good one. If we have not mistaken the men, they will have the cars moving from Pittsburgh to Washington within twelve months from the present time. They can do it if they will it, and we think they will determine so to do. We want to visit our Washington neighbors, and have a good laugh with them about their Hempfield excitement, at the coaches are altogether too slow a mode of conveyance; we must wait until the Railroad is finished.

☞ J. Davis has been appointed Post-master at [illegible], Pa., in room of Luke B. Davison, [illegible] will take charge of the office the [illegible] day next.

PITTSBURGH AND CONNELLSVILLE RAILROAD.

Below we publish the law passed by the Legislature of Maryland, incorporating the Pittsburgh and Connellsville Railroad Company in the State of Maryland. The act is a very favorable one—all that the company could ask.

We have also the pleasure of announcing that additional legislation has been obtained from the Legislature of Pennsylvania, which gives to the Connellsville Railroad the free right of way to the Maryland line any where in Somerset or Bedford counties—leaving the Company the option of the Wills Creek or any other route.—This Bill has received the signature of the Governor, and is now a law.

By these acts the legislation of the Pittsburgh and Connellsville Railroad, both as regards Pennsylvania and Maryland, is perfected, and is all that the Company could desire. There is now nothing in the way but to raise the money and build the road.

With regard to ways and means everything is working favorably in this region. Baltimore, we regret to say, delays action. On that city now depends the success or failure of the enterprise. She has herself spent millions of money in making a road from Cumberland to Wheeling, for the sake of securing a share of the trade of the great West. We now offer to her a route which will place her in direct Railroad connexion with this city, and with the whole west and north-west, on a line of easy gradients and easy curvatures, and only ask from her the small subscription of one million of dollars. Surely she will not hesitate, and turn this offer away, or treat it with neglect, when the stock promises to be among the best paying investments in the country, and when the great advantages to the trade of that city are considered. The long delay of Baltimore to respond to the generous proposition of Pittsburgh has been a cause of regret with our people, who expected she would hasten to embrace the opportunity offered so greatly to benefit herself. Any further delay would greatly embarrass the operations of the Company, and we therefore hope that our friends there will press the matter to an immediate decision.

The following is the Maryland act, referred to above:

WHEREAS, An act has passed the Legislature of the State of Pennsylvania, entitled, "An act to incorporate the Pittsburgh and Connellsville Railroad Company," under which said company has been organized, and is now in existence in the State of Pennsylvania; and whereas it is desirable that the said Pittsburgh and Connellsville Railroad should be incorporated in this State—Therefore,

Section 1st. Be it enacted by the General Assembly of Maryland, That the Pittsburgh and Connellsville Railroad Company be, and it is hereby declared incorporated as a body corporate in the State of Maryland, by the name and style of the Pittsburgh and Connellsville Railroad Company, and by that name shall be capable in law of purchasing, holding, leasing selling and conveying estates, real, personal and mixed, so far as shall be necessary for the purposes hereinafter mentioned, and shall have perpetual succession, and by said corporate name may sue and be sued, and may have and use a common seal, which they shall have power to alter and renew at pleasure, and shall have and enjoy, and may exercise all the rights, powers and privileges which other corporate bodies may lawfully do, for the purposes of this act.

Sec. 2d. And be it enacted, That the President and Directors of said company shall, and they are hereby invested with all the rights and powers necessary to the construction and repair of a railroad, from the Baltimore and Ohio Railroad, and the Chesapeake and Ohio Canal, at the Town of Cumberland, to such a point on the dividing line between the States of Maryland and Pennsylvania, to be by them determined, to join and connect with any railroad that shall be constructed in the State of Pennsylvania, from the city of Pittsburgh to said dividing line, and for the construction and repair of a railroad for any part of said route, not exceeding sixty-six feet wide, with as many setts of tracks as said Company may deem necessary, and the said company may cause to be made, or contract with others for making any part of the same, and they, their agents, and those with whom they may contract for making any part of the same, or their agents, may enter upon, and use and excavate all lands that may be wanted for the site of said road, or the erection of ware houses or other works necessary to said road, or for any other purposes necessary or useful in the construction or repair of said road or its works, and that they may build bridges, fix scales and weights, lay rails, take and use any earth, timber, gravel, stone or other materials which may be wanted for the construction or repair of any part of said road, or any of its works, and may make and construct all works whatsoever, which may be necessary and expedient in order to the proper completion of said road.

Sec 3d. And be it enacted, That the President and Directors of said Company, or a majority of them, or any person or persons authorized by a majority of them, may agree with the owner or owners of any land, earth, timber, gravel, stone, or any other materials, or any improvements which may be wanted for the construction or repair of any of said roads, or any of their works, for the purchase and use or occupation of the same, and if they cannot agree, or if the owner or owners, or any of them be a *feme covert*, under age, *non compos mentis*, or out of the county in which the property wanted may lie, when such land or materials shall be wanted, application may be made to any Justice of the Peace of such county, who shall thereupon issue his warrant, under hand and seal, directed to the Sheriff of said county, requiring him to summon a jury of twenty inhabitants of said county, not related, nor in any wise interested, to meet on the land, or at the property or materials to be valued, on a day named in said warrant, not less than ten, nor more than twenty days after issuing the same, and if, at said time and place, any of said jurors summoned do not attend, the said Sheriff shall immediately summon as many jurors as may be necessary, with those in attendance, to furnish a panel of twenty jurors in attendance, and from them, each party, or his, her or their agents, if either be not present in person or by agents, the Sheriff for him, her, it or them, may strike off four jurors, and the remaining twelve shall act as the jury of inquest of damages, and before they act as such, the said Sheriff shall administer to each an oath or affirmation, as the case may be, that he will justly and impartially value the damages which the owner or owners will sustain by the use or occupation of the same, required by the Company, and the said jurors shall render their inquisition to writing, and shall sign and seal the same, and it shall then be returned by the said Sheriff to the Clerk of his county, and the said Clerk filed in his Court, and shall be confirmed by the said Court at its next session, if no sufficient cause to the contrary be shown, and when confirmed, shall be recorded by said Clerk at the expense of said company, but if set aside, the said Court may direct another inquisition to be taken in the manner above prescribed, and such inquisition shall describe the property taken, or the bounds of the land condemned, and the quantity or duration of the interest in the same, valued for the company; and such valuation, when paid or tendered to the owner or owners of said property, or his, her or their legal representatives, shall vest in said company the estate and interest in the same thus valued, as fully as if it had been conveyed by the owner or owners of the same, and the valuation, if not received when tendered, may, at any time thereafter, be received from the company without costs, by the owner or owners, or his, her, or their legal representative or representatives.

Sec. 4th And be it enacted, That whenever, in the construction of said road or roads, it shall be necessary to erect or intersect any established road or way, it shall be the duty of the President and Directors of said Company so to construct said road across such established road or way as not to impede the passage or transportation of persons or property along the same, or where it shall be necessary to pass through the land of any individual, it shall be their duty to provide for such individual proper wagon ways across said road or roads, from one part of his land to the other.

Sec. 5th. And be it enacted, That the said President and Directors, or a majority of them, shall have power to purchase, with the funds of said company, and place on any railroad constructed by said company, or by the Myers Mill Plank Road Company, or by both of them, within the State of Maryland, or Pennsylvania, all machines, wagons, vehicles or carriages of any description whatsoever, which they may deem proper for the purposes of transportation on said road, and they shall have power to charge for tolls upon and the transportation of persons, goods, produce, merchandise, or property of any kind whatsoever, transported by them along said railroad, any sum not exceeding the following rates: on all goods, produce, merchandise, or property of any description whatsoever transported by them, not exceeding two cents per ton, of 2240 pounds, per mile for tolls, and two cents per ton, of 2240 pounds, per mile for transportation, and not exceeding three cents per mile for each passenger; and it shall not be lawful for any other company, or any other person or persons whatsoever, to travel upon or over any of the roads of said company, or to transport persons, merchandise, produce, or property of any description whatsoever, along said roads, or any of them, without the license or permission of said President and Directors of said company, and that the said road or roads, with all their works, improvements and profits, and all the machinery of transportation used on said road, are hereby vested in the Pittsburgh and Connellsville Railroad Company, and their successors forever, and the shares of the capital stock of said company shall be deemed and considered personal estate.

Sec. 6th. And be it enacted, That the President and Directors of the Pittsburgh and Connellsville Railroad Company, as soon as this act shall have been passed by the Legislature of Maryland, may open books and receive subscriptions in the State of Maryland, and shall have the right and power to use and apply the subscriptions so made to the construction of any part of a railroad which may be constructed, leading from the city of Pittsburgh to the town of Cumberland.

Sec. 7th. And be it enacted, That full right and privilege is hereby reserved to the citizens of this State, or any company now or hereafter to be incorporated under the authority of this State, to connect with the railroad hereby provided for, any other railroad leading from the main route to any part of Allegheny county in this State; provided, that in forming such connection, it shall be made in a manner that shall do no injury to the works of the company hereby incorporated.

Sec. 8th. And be it enacted, That all the workshops and manufactories, built by said Company in this State, for the construction and repairs of cars, locomotives and other machinery, shall be located at or within three miles of the city of Cumberland.

Sec. 9th. And be it enacted, That the said Company are only authorized to charge and recover, for the transportation of passengers and freight along any portion of the line of said road, whether in this State or Pennsylvania, one uniform rate of toll and transportation; and no discrimination shall be made in favor of or against individuals or incorporated companies. And the said company are hereby authorized to receive subscriptions for stock of any incorporated company; and all incorporated companies of this State are hereby authorized to subscribe and hold stock as stockholders in said company, and dispose of the same at pleasure.

Sec. 10th. And be it enacted, That the said President and Directors shall have the power and authority to borrow money for the objects and purposes of said company, and to make and execute bonds and certificates of indebtedness under the seal of said company, for such sum or sums, and payable at such time or times, and to sell and dispose of the same on such terms as the said President and Directors may deem proper, and to pledge the property and income of said company to secure the payment thereof; provided that nothing herein contained shall be taken to authorize the said company to issue any thing in the nature of a bank note, or other paper to be used for circulation as a currency.

Sec. 11th. And be it enacted, That the said company shall be authorised and empowered to use and expend, in constructing its road, or any of its works or appurtenances, or in purchasing any engines, cars, vehicles, or carriages, to be used on any part of its road, any money or funds which may be subscribed in the State of Pennsylvania, or elsewhere, as fully as if the same had been subscribed in the State of Maryland.

Sec. 12th. And be it enacted, That upon every subscription that shall be made to the capital stock of said company, as herein before provided, there shall be paid, at the time of subscribing, to the President and Directors of said Company, or to their agents, appointed to receive such subscriptions, the sum of two dollars and fifty cents on every share subscribed, and the residue thereof shall be paid in such installments, and at such times as may be required by the President and Directors of said company; provided that no payment shall be demanded until at least sixty days public notice of such demand shall have been given by said President and Directors, in one newspaper published in Pittsburgh, Baltimore and Cumberland, and if any subscriber shall fail or neglect to pay any instalment or any part of said subscription thus demanded, for the space of sixty days next after the time the same shall be due and payable, the stock on which the same is demanded shall be forfeited to the company, and may be sold by the President and Directors for the benefit of the company; but the President and Directors may remit any such forfeiture on such terms as they shall deem proper.

Sec. 13th. And be it enacted, That the President and Directors of said company shall be, and they are hereby invested with full power and authority to make contracts and arrangements to connect with any existing railroad leading from the Town of Cumberland, and to construct a railroad from the place of such connection to the Pennsylvania line, or to purchase any such railroad, or any part thereof, and the lands, franchises and appurtenances held for the purposes of the same, with power to construct and build a railroad from any part of any railroad so purchased to the Pennsylvania line.

Sec. 14th. And be it enacted, That said Company shall keep in the county of Allegheny, in this State, a director, officer, or other agent of said Company, and if any legal proceeding shall be commenced against said Company, in Allegheny county, or in the United States Courts of this State, legal process in such proceeding, may be served on such director, officer, or agent, and such service shall be a good and sufficient service on said company for all purposes whatsoever.

Sec. 15th. And be it enacted, That this act shall go into force from its passage, and that right and power is hereby reserved to the Legislature of this State, to alter, change, modify, or repeal this act at its pleasure.

OUR BOOK TABLE.

"RURAL ESSAYS. By A. J. DOWNING. Edited, with a Memoir of the author, by George William Curtis; and a letter to his friends, by Frederika Bremer. New York. Geo. P. Putnam & Co."

The numerous admirers of the lamented Downing, will be delighted to see the announcement of this book, which comprises, with one or two exceptions, all his editorial papers in the "Horticulturist;" and which thus completes a series of works than which few have been more useful. The papers are grouped into classes, and comprise the following subjects:—Horticulture; Landscape Gardening; Rural Architecture; Trees; Agriculture; Fruit, and Letters from England. The whole are comprised in a handsome octavo, of 550 pages, brought out in the handsome style of the Putnams. No real lover of rural life, and who has any ground to cultivate and adorn, will do without it.

"EVERY DAY SCRIPTURE READINGS; with Brief Reviews and Practical Observations. For the use of Families and Schools. By Rev. John L. Blake, D. D.," author of various devotional and religious works. This is a selection of Scriptural lessons, commencing at the creation, and ending with the Acts of the Apostles, comprising all the most interesting historical facts, the psalms, and selections from the prophets. It seems to be well designed for its purpose, to read in schools and families.

"THE CAMEL HUNT: a narration of Personal Adventure. By J. W. Fabens, author of "Life on the Isthmus." This is a new edition of a very amusing book.

The above works are all published by George P. Putnam & Co., and are for sale by H.-S. Bosworth & Co., 82 Market street.

"KEY TO UNCLE TOM'S CABIN."—We are indebted to Messrs. Jewett, Proctor & Worthington, of Cleveland, per hands of Davison & Agnew, 65 Market street, for a copy of this new and eagerly sought for work, which is for sale by the Booksellers generally.

FEMALE COMPOSITORS.—The New York papers are rejoicing at the success of the girls in that city as compositors. As the journeymen have attempted to limit the number of apprentices the "bosses" shall take, it is proposed to open schools for teaching boys and girls to set type, otherwise printers would become scarce in this country, except by emigration. The New York Times, in an article on the subject, is glad that a new opening is found for the working girls in the printing offices, and rejoices that the Day Book has made a practical beginning in the matter. The editor adds:

"We see no reason why type-setting should not be made accessible to them, (the girls,) in many of its departments. They cannot, of course do the hard and heavy work of newspapers, and especially of morning journals.—But upon weekly papers and book work the labor of girls, so far as type-setting is concerned, may be made at least as available as that of boys. In Boston, they are already employed in this way to a very great extent; and we hope the system will be introduced, encouraged and extended here."

THE EXODUS TO THE FAR WEST.—There is a vast emigration to Oregon and California (principally to the latter State) the present season, from the Northwestern States. The Illinois State Register says it is sure that Ohio, Indiana, and Illinois will send as many beyond the mountains this year as in any previous year, and no fear of no falling off in any other quarters. The Register says:

"A new feature in this movement westward is seen this season. Hundreds of men who have made fortunes in California and returned here during last fall and summer are among those going out, most of them taking fine trains of wagons, cows, mules, and horses in droves, nearly all purchased by money obtained at the mines. Thus we see that our people who sell these products are sharing in the profits of field digging."

REV. N. E CORNWALL.—This gentlemen commenced his ministerial labors, with great acceptability, on last Sabbath, in St. Andrew's Church, in this city. The following correspondence and proceedings will show our readers the high position Mr. Cornwall held in his late parish, and the reluctance with which he released to take another field of labor—a reluctance honorable to both people and pastor:

At a special meeting of the parishioners of Trinity Church, Fairfield, duly appointed and convened on the 14th of March, 1853, the following communication from the Rev. N. E. Cornwall, Rector of the parish, was received and read by the Clerk:

To the Members of the Parish of Trinity Church, Fairfield, Conn :—

BELOVED BRETHREN—You are already aware that a serious consideration of the subject of my communication to you at the late annual meeting of the Parish, has led to my acceptance of the very earnest call to another field of labor to which my attention was then directed. I take the earliest opportunity, afforded by the appointment of the Special Meeting, this day to tender you my resignation of the pastoral care of this parish, from the close of the present quarter, on the 10th of April ensuing.

I need not say that in the prospect of such a change of the interesting relation in which we have been so long and happily united, there is much that is adapted to excite the most tender sympathies of our hearts. Commending you to God and to the Word of His grace, which is able to build you up, imploring for you all spiritual blessings in Christ Jesus, and desiring your best wishes and prayers for my own usefulness, I am, with best wishes for each of you,

Affectionately,
Yours in Christ,
N. E. CORNWALL.

Fairfield, March 14th, 1853

Whereupon, it was unanimously resolved that the resignation of the Rev. Mr. Cornwall be not accepted; and that Moses Bulkley, Abel Beers and Jonathan Godfrey, Esqs., be a committee to inform Mr. C. of this action of the meeting.

After conference with the Committee, Mr. Cornwall made a statement to the meeting, shewing the urgency of his call to a new field of labor, and on motion the former resolution was reconsidered, and the same Committee appointed to prepare and present for adoption at this meeting, a reply to the letter of resignation; and also to publish said letter and reply, with the proceedings upon the same as herewith reported, in the Church Calendar.

The following reply was then presented and unanimously adopted:

SOUTHPORT, CONN., March 14, 1853

REV. N. E. CORNWALL—DEAR SIR: It is with feelings of sadness and sorrow that we have received your communication tendering your resignation as Rector of Trinity Parish, Fairfield, Conn., for another and distant field of labor.—With unfeigned regret we are constrained to accept such an expression of your sense of duty.

And now, Rev. Sir, after a residence amongst us so long and so useful, it seems fitting that we let not this occasion pass without testifying to you our high regard for your character as a Christian Pastor. Ever faithful in the discharge of your various and arduous duties, oftentimes under disheartening and adverse circumstances, yet teaching a lesson by your unwavering fidelity and uniform kindness, which we trust will make a lasting impression on our hearts. And, Sir, as the time approaches which brakes the tender ties of pastor and people, we invoke the blessings of God on all your endeavors for every good work, wherever an over-ruling Providence may cast your lot. Allow us, Rev. Sir, in connection herewith, to express with gratitude the many obligations for your uniform kindness and attention ever, and to subscribe ourselves,

Yours most affectionately.

MOSES BUCKLEY, } Committee on
ABEL BEERS, } behalf of
JONATHAN GODFREY, } Trinity Parish.

MR. SOULE ON THE PURCHASE OF CUBA.—The New York Times regards it as silly to suppose that Soule has been appointed Minister to Spain to facilitate the purchase of Cuba, as Mr. S. is opposed to such a purchase. To prove this, the Times quotes from Mr. Soule's speech, of January last, as follows:

"Sir, I am against purchasing Cuba. Whoever knows anything of Castilian pride must be aware that Spaniards can never be brought to sell Cuba to us. And it seems to me strange that we should persist in seeking to purchase Cuba when Spain says she is unwilling to sell it—when her own Ministers have declared in the most solemn manner that they would sooner see that beautiful possession sunk into the bottom of the ocean than to see it go to any other power. Now tender of purchase, therefore, can effect nothing. No, sir, I have still another objection against purchasing Cuba. There is something there that speaks aloud for those suffering Cubanos who call upon us for assistance. They are proud and would not consent to this purchase. I am unwilling to move their susceptibilities; and thus, as far as a wish of mine can have any bearing upon any policy which might now or hereafter be pursued, the idea of purchasing Cuba has become an obsolete one and must be abandoned."

JENNY LIND GOLDSCHMIDT.—In a letter written by Jenny Lind, from Dresden, 10th February, to Mr. Zachrisson, the Swedish consul in New York, (a letter of business, and having no direct bearing upon domestic affairs) there occurs the following passage, which puts to rest the story that she and her husband Otto Goldschmidt, did not live together peaceably:

"We are, God be thanked! quite well. Otto is very good and kind. He labors always, is at home always, is kind always, is the same faithful friend always, thinks only of my welfare and my happiness, and maintains a calm, still courage in all circumstances."

CONNECTION RAILROAD.—Being in Carrolltown week, we accepted an invitation to take a run up the new Conduction Valley Railroad through the County of Steuben, by Painted Post, Bath, &c., to Liberty, (20 miles,) whence it is already constructed to Canesus, Livingston County, and is thence being built by Leroy and Batavia, Genesee, County, to Buffalo and is to be finished in the course of the ensuing summer.

The Conduction from the N. Y. & W. unites with the Tioga, from the B. B. W. at Painted Post to form the Chemung, one of the chief affluents of the Susquehanna, (North branch.)

Corning, a new and rapidly growing village, is situated amid the beautiful intervale of the Chemung, two miles below its formation by the junction of the Tioga and Conhocton as aforesaid. It is at entire valley from Corning to Liberty, is as level as a floor, with a scarcely perceptible inclination, and nothing like rock cutting or filling is any where required. Thus far, the road has been built for about $10,000 per mile, land and iron included, and is so straight and level that it may be ordinarily run by express trains at the rate of thirty miles per hour. Corning resident of the route is somewhat less even, but the Road will be very cheaply constructed over it, the highest grade being only forty feet to the mile, with very little curvature, and the only extensive bridge (that over the Genesee) will cost but $6,000. Here the road intersects the Rochester and Pittsburgh road, which will be in operation hence to Rochester within a year, and to Pittsburgh within three years.

We were gratified by assurances from officers of the Road that so much of it as has been completed and running for the past six months is already paying its expenses, including the interest on the bonds. When completed, the Directors expect to run from Buffalo to Corning in three hours, forming (in connection with the Erie) the quickest route from Lake Erie to our City. As this work has only been driven through by extraordinary efforts and at great risk on the part of its friends, we rejoice in the knowledge that their warmest anticipations have thus far been and are likely to be realized.—*N. Y. Tribune.*

Hydraulic Cement.

☞ The undersigned have constantly on hand a large supply of Beach's HYDRAULIC CEMENT, of warranted quality. This article is the best and cheapest material for Cisterns—a single four inch course of brick, laid in and plastered with this Cement, will secure for ages, and even plastered on clay walls, in succession courses, to the thickness of an inch, becomes, in a few days, so solid as to resist any ordinary degree of outside pressure, nor is the water in the least affected. This Cement should be used for all underground, subterranean, and exposed structures, for all important buildings, and for fire walls, coping walls, chimney tops, bridges, aqueducts, canal locks, and every species of brick and stone structure exposed to water, damp, or frost.

SUBRIDGE & INGHRAM,
apl6dlm 116 Water street and 160 Front street.

☞ BURKE & BARNES' SAFES—Here is the kind of testimony as to the value of our SAFES, upon which we can confidently rest the reputation of our work. We have already published several certificates, proving that Safes made for our regular and ordinary sales, and sold abroad, have been subjected to the SEVEREST TESTS IN ACTUAL CONFLAGRATIONS, and preserved their contents totally free from damage. The following is another proof of the same incontestable character:—

$10,000 WORTH OF BOOKS AND PAPERS SAVED WITH A $40 SAFE!

ALBION, Erie County, Pa.,
November 12, 1852.

MESSRS. BURKE & BARNES—Dear Sirs: Your two letters were duly received. I was absent at the time. I would say, in regard to your Safe, I consider it perfectly FIRE PROOF. I tested the one I bought of you last fall on the morning of the 10th of June last—my store building being burned to ashes. It was built of wood and brick, a large three story building. My safe was in at the time of the fire, and fell into the cellar, where there was a large amount of oil. It was a very hot fire.

My notes and book accounts that were in the Safe, amounted to about Ten Thousand Dollars, which was saved. There was *not a single paper burned*; and further, I would advise any person who is doing business, to lose no time, but buy a Safe to keep their papers in, and get one that is good. I can safely recommend your Safes to any one.

Yours, truly,
JOHN CLARKE.

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

PLEASANT VALLEY, Ohio, Sept. 15, 1851.

Mr. S. M. Kier—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: I gave her a teaspoonful, and in three hours got the second, and the flux stopped, and she recovered immediately. It is also an extraordinary remedy for sore and inflamed Eyes, Cuts, Bruises, and Rheumatism, and for the Piles; some have been cured of long standing.

Yours, with respect.
ISAAC BIGELOW.

For sale by all the Druggists in Pittsburgh.
[Papers advertising Petroleum please copy.]

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

GEO. P. SMITH & CO.,

No. 54 WOOD STREET,

Invite the attention of buyers in this market to the very large stock of

SPRING AND SUMMER DRY GOODS,

OF RECENT PURCHASE AND DIRECT IMPORTATION, which they offer for sale

AT A SMALL ADVANCE FOR CASH OR SHORT CREDIT.

PRINTS—Of all leading styles, Foreign and Domestic:
GINGHAMS—French, Scotch, and American:
LAWNS—DELAINES—BAREGES;
DRESS GOODS—A very large stock:
GLOVES—Of all descriptions:
CASSIMERES—Plain and fancy—a large stock of newest makes, for town trade;
SATINETTS—Of all styles and qualities;
JEANS—TWEEDS—KENTUCKS—And a large variety of fine RUSSIA SHEETING;
COTTON PANTALOONERY—All leading makes, plain and fancy;
LINENS—LINEN DRILLS—BLAY LINENS—TABLE LINENS—And many new styles Irish Goods, our own importation;
RIBBANDS—Large and handsome assortment;
VESTINGS—LININGS—CAMBRICS—SILESIAS—CHECKS
—COTTON TWEEDS—SHIRTING STRIPES, &c.
Every variety of brown and bleached SHEETINGS and SHEETINGS;
HANDKERCHIEFS—CRAVATS—All descriptions of FANCY GOODS, &c. &c.

Pittsburgh, April 12, 1853. [ap13:2im

CHARLES R. LOOMIS,

STOCK AND BILL BROKER.

Notes, Bonds, Mortgages &c., Negotiated.

PARTICULAR ATTENTION GIVEN TO THE PURCHASE AND SALE OF STOCKS.

☞ Office over S. Jones & Co., corner Wood and Fourth streets. ja18

REMOVAL.

POSTLEY, NELSON & CO.,

MANUFACTURERS OF

HAMMERED AND CAST STEEL SHOVELS AND SPADES, GUN BARRELS,
SOLID BOX VICES, PICKS,
SLEDGES, MATTOCKS,
&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 increased our facilities very materially, we feel determined TRY AND MANUFACTURE FORKS to suit. We are prepared to furnish a superior article of Forks for Farmers purposes. [ap20:3m

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 Goods, now being purchased direct from the New England Manufactures, adapted expressly to the Spring and Summer sales; and to which I invite the attention of Jobbers, Invariably with those of Philadelphia and New York. Purchasers will please call and examine before buying. mh9

A. H. HOLMES & BRO.,

MANUFACTURERS OF
SOLID BOX VICES, SLEDGES, PICKS,
MATTOCKS, GROWBARS, &c.,
PITTSBURGH.

Office 25 Wood st., between 1st and 2nd. ☞ All work warranted equal to any manufactured. ☞ ap24

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.

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

DIRECTORS:

H. D. King,	Wm. Lorimer, Jr.,
Wm. Forsyth,	C. M. Ellis,
Samuel Eaton,	Wm. Jones,
Robert Dunlap, Jr.,	Wm. R. Dilworth,
S. Harbaugh,	Francis Seibert,
Edward Heazleton,	Sebastian Schantz,
Walter Bryant,	Wm. B. Hays.

Isaac M. Pennock. dec22

JOHN T. LOGAN, ROBT. T. KENNEDY
PHILIP WILSON, RICHARD 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. 42 Wood street, four doors above the St. Charles Hotel, where their customers and the trade generally are invited to an examination of the most complete assortment ever offered in this city. feb5ly

DAGUERREOTYPES AT THE NATIONAL GALLERY.

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

Ladies and Gentlemen wishing to obtain likenesses of a superior order, will please call at the above establishment, where they will receive every attention. Side and Sky Lights, arranged with such skill that the operator can take the most accurate likeness in any weather. Also, constantly on hand, a variety of materials for all the various branches of the art.

Engravings, Paintings, &c., accurately copied, and daguerreotype likenesses of all kinds taken.

☞ 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 operations from 8 A. M., until 5 P. M. Entrance to be Diamond.

ap20:dlw12w

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 perfect satisfaction is guaranteed, or no charge made. Having one of the best rooms for light and skill, and Daguerreotype apparatus constructed for the purpose, with instruments of the most powerful kind, and having adopted the very latest improvements, as now practiced by the celebrated Daguerreotypists, and over Ten Years' experience in the art, I am able to offer to the patrons of the Art, a style of Daguerreotypes, either simply or in groups, which has never been excelled.

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

DIED,

At his residence, in Zelienople, Butler county, Pa., on the 15th instant PHILIP LOUIS PASSAVANT, Esq., in the 76th year of his age. Mr. Passavant was a native of Switzerland, and came to this country early in life, and was universally beloved and venerated for his pure and philanthropic character.

HEALTH OFFICE.

Interments in the City of Pittsburgh

FROM APRIL 10, TO APRIL 16, 1853.

Diseases.	Adults.	Children.
Anemi.....	0	1
Consumption.....	4	3
Convulsions.....	0	3
Croup.....	0	2
Dysentery.....	0	1
Hydrocephalus.....	0	1
Inflammation of Lungs.....	1	0
Mantua Pote.....	0	1
Scarlet Fever.....	0	1
Scrofula.....	0	1
Unborn Born Tuneal.....	1	0
Wounds in the Abdomen.....	1	0

Males 11—Females 4—White 15—Colored 0—Total 15

OF THE ABOVE THERE WERE:

Under 1 year.....	3
From 1 to 2.....	1
" 2 to 5.....	1
" 10 to 15.....	1
" 20 to 30.....	3
" 30