PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

TUESDAY MORNING, MAY 10, 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.

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

DEMOCRATIC WHIG NOMINATIONS.

FOR CANAL COMMISSIONER,
MOSES POWNALL, *Of Lancaster County.*

FOR AUDITOR GENERAL,
ALEX. K. McCLURE, *Of Franklin County.*

FOR SURVEYOR GENERAL,
CHRISTIAN MEYERS, *Of Clarion County.*

RAILROADS AND OTHER IMPROVEMENTS.

The people of Morgan county, Ohio, are moving earnestly in behalf of the Maysville and Pittsburgh Railroad, which passes through their midst, and connects with the Steubenville road. The early letting of the road through that county depends on the subscription of a certain amount of stock, within a given time; and the indications are that the necessary amount will be subscribed. This railroad will be, when built, of the utmost value to Pittsburgh; and we are glad to see the people along the line taking hold in earnest.

The last *Mercer Freeman* has a long article in reference to the Pittsburgh and Erie Railroad, which is not very complimentary to that concern; and leaves little ground for the hopes lately aroused in its behalf. According to the Free man, the building of the road has been *twice* contracted for, previous to the late lettings, the contracts in both cases amounting to nothing; and the late contract, made with the Messrs. Chamberlain, does not seem to be more promising than those which preceded it. But little stock has been subscribed to build the road: and, of what has been subscribed, Lawrence county has withdrawn her share, and Mercer county threatens to do the same. The Messrs. Chamberlain, it is stated, if they build the road, will do it on their own responsibility, and take the road for payment; but they have not yet determined to do so, having sixty days within which to make a decision.

We learn from the Buffalo *Commercial* that a satisfactory examination of the coal fields on the line of the Buffalo and Pittsburgh road has been made. Professor Hall, with other scientific gentlemen, has within a few weeks made an examination of the field, from which specimens were taken. It embraces an extent of 6,000 acres, 4,600 of which are covered, or filled, with coal ten feet in depth or thickness. Professor H. estimates that there are at least 58,000,000 tons of coal in this field alone.

The bill to authorize the city of Buffalo to subscribe $400,000 to the capital stock of the road became a law near the close of the session of the Legislature. The people of the city are to vote within four months of the passage of the law upon the question of authorizing the loan.

The Indiana Canal Company, chartered by the State of Indiana for the purpose of constructing a Canal around the Falls of the Ohio, adapted to the present and prospective wants of the commerce of the Ohio, after laying in vain waited for several years the action of the general government, have at a recent meeting determined to make a vigorous effort to accomplish the object by the aid of private capital. Mr. JAMES O. HALL, of Cincinnati, is President of the Company, and the prospects of success for the enterprise are flattering.

A committee of the citizens of Morgantown has been appointed to visit this city, to solicit the aid of our capitalists in extending the Slack Water improvement of the Monongahela from Brownsville to Morgantown, Va. This is a matter to which we have before alluded; and we trust the committee will not be permitted to return without the assistance they seek for. On this subject the Morgantown Mirror says:

"If Pittsburghers have any wish to retain the large and rapidly increasing trade of the Monongahela Valley, *now is their time.* WHERELNO is wide awake to the facilities afforded by the B. and O. Railroad, for drawing off our trade from its accustomed channel, and turning it up instead of down the river. We hear of arrangements in embryo by our Merchants to procure their supplies of Iron, Glass, Groceries, &c., from Wheeling, on account of the difficulty of intercourse with Pittsburgh during the greater part of the year."

The Grave Creek (Va.) Advocate is pressing a scheme that most people would deem wild and chimerical. During the late session of the Pennsylvania Legislature, a bill passed both Houses, incorporating a company to construct a Railroad from any point on the Pennsylvania Central railroad between the towns of Greensburg and Latrobe, in Westmoreland county, by way of Uniontown, to Waynesburgh, and thence to the west end of Greene county to the State line between Virginia and Pennsylvania. This charter, by a special provision, is open to the acceptance of any railroad company in the State which may avail themselves of its benefits. From the State line to Grave Creek is but a short distance, but the "right of way" for that distance has not been obtained. *When* it is obtained, there will be a charter for a direct road from Grave Creek—the point where the Baltimore and Ohio road strikes the Ohio river—to Greensburg, where a connection with the Pennsylvania Central Road is offered. The route of this projected road lies through one of the roughest countries in the world, as any one who has traversed Greene co. can testify; and those who are disposed to embark in its construction would do well to count the cost, faithfully, beforehand.

The people of Bedford county have had an immense meeting to forward the interests of the Chambersburg and Pittsburgh Railroad. The *Inquirer* speaks of the meeting as enthusiastic, and of the prospects for the road as good.

The *Lewisburg Chronicle*, of a late date comes to us with the following intelligence:

Col. Joseph Paxton, with the Chief Engineer of the Catawissa Railroad, and some capitalists from New York city, were here this week, to look after the prospects of the contemplated railway from Lewisburg through Center county to Spruce creek, on the Juniata.

Aside from its local trade, the principal value of this road lies in the fact that when completed, it will form a highly important, and indeed indispensable link, in a direct communication, by railroad, between New York city and Pittsburgh, via Cattawissa and Easton. The hold which the former city will thus have upon the trade of the North West as well as of the South West is demonstrated by the single remarkable fact, that the distance from Cleveland, Ohio, to New York city by way of Pittsburgh, Spruce Creek, Lewisburg, Cattawissa and Easton is *sixty two miles less* than by way of the New York and Erie Railroad—and some calculations make the difference in our favor, over ninety miles. The route from New York by this road to Pittsburgh, is also more *direct* and *feasible* than any other practicable line that can be found.

To show the character and capabilities of the route in other respects, we may here add that the grade from Lewisburg to Spruce Creek, 70 miles, is understood to be highly favorable; and from Lewisburg to the Summit, on the Cattawissa road, there is no grade higher than 33 feet to the mile. From the Summit there is 110 miles of level or descending grade, via Tamaqua and the Reading railroad to Philadelphia. From the same Summit, there are 60 miles of level or descending grade to Easton; and thence to New York there is no grade higher than 33 feet to the mile. At or near the Summit any amount of coal tonnage is at all times at hand, and freight trains from the west could add from 50 to 100 per cent to their loading without any increase of motive power.

The distance by this route from Lewisburg to New York is about 29 miles further than to Philadelphia; but to Elizabethtown Point—which is at all times open to New York, and from which is at all times open to New York, and from the cramped and confined business limits of that city is likely to become one of its principal shipping points for western produce—the distance would be reduced by some ten or twelve miles.

The Chronicle adds that a corps of Engineers will be put upon the route at once for the purposes of a preliminary survey.

We are under obligations to our friend *Benson* of the Penna. R. R. Co. for late Philadelphia Papers.

FROM WASHINGTON.

Correspondence of the Daily Pittsburgh Gazette.

WASHINGTON, May 5, 1853.

The headman has had a very busy week since the 1st of the month. That is moving day in the economy of domestic life, and it was reasonable to expect that the executioners would pursue "their dreadful trade" with more than wonted activity. I suppose that taking all the departments together, there have been seventy-five removals, a very large number even in these sanguinary days. The third Auditor, Francis Burr of S. C., benignly assured his subordinates, on taking office, last week, that he would proscribe no man for opinion's sake. This was thought at the time rather a broad and cruel joke, inasmuch as every man who heard him, knew that he had just been appointed over John S. Gallagher, because he was a Whig, and he, Burr, was a Democrat, and for no other reason nor pretence.—Well, to-day, fifteen or twenty of the eighty clerks of that office received the little three cornered billet declaring their services were no longer needed, a polite way of saying, Sir, your bread and butter are needed for another person. Most of the ejected were Whigs, but there were some Democrats.

I learn that Mr. Anderson will probably be appointed Postmaster of Pittsburgh, and Mr. Hastings, Collector. Of course I need not say anything to inform your readers upon the character of these men. I am told they are undoubted Democrats, and respectable citizens, the latter of which is a most important matter under any Administration. Mr. Sloane, of the Erie Observer, will be appointed Postmaster of that place.

A very large number of Delegates from both factions have been urging candidates upon the President and Secretary of State, relative to N. Y. appointments. Their faithful watch was rewarded last night by decisions in most cases of interest and importance within the State. About thirty Post Masters, and half a dozen Collectors, whose salaries were over a thousand dollars, were agreed upon. By the morning's train there was a general conchalogical exodus. The variety of shells arranged along the car seats reminded one of a lapidary's cabinet. Hard shells and soft shells, rough shells and tough shells, white shells and black shells, and finally no shells at all, appeared beautifully relieving and setting off the oddities of each other.

Gov. Bigler has been staying at Willard's for a short time, probably to see that the Keystone gets her share of the undistributed honors.

Judge Constable, of Md., was to-day appointed Solicitor of the Treasury, in place of Le Grand, who declines, expecting that Chief Justice Taney will die, and that he may step into his place. None too modest, that. JUNIUS.

We give on our outside page the sickening details of the late wholesale massacre on the New Haven railroad. It will not do to call this an "accident;" even "catastrophe" is a word which does not convey the full idea needed; it was a murder, and nothing else; and not until public opinion comes to regard these things *as* murders, will it be able to exercise the restraint needed in such cases.

It seems almost useless to reiterate the oft-uttered counsel, to the ministers of the law, about "bringing the offenders to justice," and making them feel the "majesty of the law."—Taking the past as an indication of the future, there will be a judicial investigation, and a vast amount of newspaper indignation; but presently the excitement will die out, nobody will be punished, and the affair will be forgotten, until some similar, perhaps greater, atrocity occurs and brings it to mind.

From the facts elicited, it appears that Tucker, the Engineer, was not the regular Engineer, but a substitute, who had been discharged a year or so since in consequence of a collision which occurred when he was on duty; and the report that the Conductor told him to "drive like h—ll through Norwalk," if true, places as much blame upon him as on the Engineer. Both appear, without regard to these facts, to have been totally unmindful of their duty. To discharge them from their posts is not the punishment they deserve; the ends of justice will not be subserved by any thing short of the highest judicial punishment awarded to such offences.

The frequent recurrence of these awful accidents, one treading upon the heels of another, demands the application of some remedy. I cannot be that human life is to become the sport of careless, reckless, and unprincipled officials on public conveyances.

GRAHAM'S MAGAZINE, for June, is really a beautiful number. Besides its usual number of wood cut illustrations, it is ornamented with a splendid steel engraving, representing the ascension of the Savior. Its table of contents presents a very interesting variety.

HUNT'S MERCHANTS' MAGAZINE, for May, contains its usual amount of instructive commercial matter. An article on the history of English Railways, and one on the Trade and Growth of Chicago in 1852, are especially interesting.

THE DEAD OF YESTERDAY.—The heart sickens at the record of yesterday's dreadful event. The express train of the New Haven Railroad, consisting of four passenger cars well filled, which left here at 8 o'clock in the morning, made its regular stop at Norwalk, and then proceeded upon its way. Just beyond that place the road crosses a little inlet of the Sound by means of a draw-bridge. As the train approached—it was running about fifteen miles an hour, not having gained its full speed—the draw stood open, having just been raised to allow the steamboat Pacific to pass through. The usuals signal to warn the coming train were displayed, and were seen by many of the passengers. But they were not seen by the engineer, who recklessly drove forward into the gaping abyss, hurling to ruin the train and its freight of precious lives. From the track to the surface of the river was fifteen feet, and the tide was such that the water was twelve feet deep at the time. Two passenger cars took the fearful leap entire, and the third was broken in two upon the brink. They were broken in pieces by the fall, and of their occupants most were either killed by drowning or contusion, or severely wounded, the few that escaped seeming to have been favored by a miracle. When our Reporters left the scene of death at 9 o'clock last evening, 46 dead bodies had been recovered, 3 of the wounded had died, and 24 more were in a precarious condition.

Who, but those whose own hearts are rent by such a calamity, can appreciate all there is of shocking and revolting in this sudden and merciless destruction? Who, but those whose tears fall over the mutilated remains of a friend, a husband, a wife, a child, while the last pressure of their farewell is still fresh upon the hand, can know how awful, how bitter it is thus to find them in such a wreck of inevitable and all-devouring death? We see our friends exposed to other modes of danger with something of preparation; we bid a brother farewell as he goes to serve his country in battle, with the consciousness that he may never return. We hear with tranquil sorrow that men who have risked life in some perilous expedition have fallen victims to their heroism; but when in an instant, with the rapidness rush of a steam-engine, at our very doors, without a previous thought or indication of danger, a whole multitude of human beings confidently journeying on errands of affection or business, are dragged into the deadly abyss, and crushed or drowned in the wreck of cars and machinery, it is inexpressibly dreadful. No other spectacle can surpass the horrors of such a scene. No other event carries desolation and mourning into so many homes.

For remoter calamities we have had words of indignant denunciation, demands of justice upon the guilty so that safety for the future might be secured. But this is so near, so overwhelming that we have no heart to inquire who must be pronounced its cause. Wherever he may be, God help him! Of all who to day bear the anguish of this disaster there is none so deeply to be pitied as the man with such a burden upon his conscience. Better far to be the victim than the author of such a crime.—*New York Tribune*

THE LIGHTNING TRAIN.—We understand that the lightning train on the Cincinnati, Columbus and Cleveland Railway will commence running on Monday, the 16th inst., the up train leaving this city at 6 A. M., and the down train arriving in Cincinnati at 5:40 P. M. The time through, we understand, will be about seven hours.—*Cin. Gaz.*

The Kanawha Republican says of the plan of employing girls in setting type:

We once tried the plan of employing girls in setting type. It succeeded well. They learned rapidly and made good compositors—but we could not keep them—they would get married—and all, we believe, got good husbands.

RHODE ISLAND.—The Concord Democrat says that the two Democratic Representatives to Congress just elected in Rhode Island are both opposed to the Fugitive Slave law, and to the Baltimore Platform.

For the Gazette.

BISHOP O'CONNOR AND THE PUBLIC SCHOOLS.

In the Bishop's answer to my last communication, he complains of the abuse heaped upon him, for his expression of opinion with regard to the Public Schools. If truth be abuse—even when spoken with a moderation and calmness which he and his compeers are not in the habit of using, when discussing this question, there may be some ground for the charge. The aggressive character of the School movement originated entirely with the Romish prelates. Witness the lectures delivered in various places, the newspaper paragraphs, the addresses at cathedrals, chapels, &c., and the Bishop's own letters to Governor Bigler, and declamations on this subject in Hollidaysburgh and Baltimore. Are the friends of education to be accused of employing "*abuse,*" because they wish to defend a system which is hallowed by the labors and exertions of public-spirited philanthropists—now no more—against the anathemas of a priesthood of aliens and foreigners?

But the Bishop says, "there are some things which I cannot let pass. I cannot, and will not attempt to satisfy those who admire our school System for the very reason for which we condemn it, viz: because it is calculated to wean away our children from the faith. These persons are the successors and representatives here of the men who *robbed and persecuted our fathers* in the name of liberty of conscience." A little further on he continues; "We cannot expect them to see quietly our claims submitted, in a department where oppression will accomplish great evil, where all the desires of the bigot can thus be so fully satisfied." "Successors and representatives of the men who robbed and persecuted our fathers"—"bigots"—hard names, certainly. But why applied to us? Because the Bishop cannot overturn the laws, and have his own way in the matter. The Papacy, denounces that the policy of its church has been eminently one of persecution, accuses others of a similar spirit. If this allegation be denied, let the following statement attest its truth:

"Look to the Irish massacre of 1641, planned by the priests in Multifarnham Abbey, in which 60,000 Protestants perished, amidst their murderers' exulting yells. Witness the rebellion in 1790, which, at first wearing a political aspect soon became, in many parts, little else than a butchery of Protestants, under the direction of the priesthood. Or look to other lands; and is there a country in Europe whose soil has not been fattened with the blood, whose air has not been rent with the groans of Rome's victims? Pope Julius caused, in seven years, the slaughter of 200,000 Christians; 100,000 fell in the Bartholomew massacre; 100,000 in the butcheries of the Waldenses and Albigenses; 1,500 Jews and 3,000,000 Moors were slaughtered in Spain; 15,000,000 in South America and Cuba; while the cold-blooded butcheries of the Dutch, by the Duke of Alva, of the English, by bloody Mary, and of the Spanish and Italians, by the "Holy Inquisition," are familiar to all our readers. The inquisitorial tribunal has destroyed in Spain alone, 2,000,000 of lives; this Rome is calculated to have shed, in all, the blood of 60,000,000 of the human race"—("*Ireland's Miseries, by Dr. Dill.*") "Those who live in glass houses," says the proverb, "should not throw stones;" and it ill becomes the Bishop to speak of bigotry and oppression, because others cannot yield to his innovations of our free institutions.

The Bishop attempts to prove a discrepancy in my statements with respect to Lawrenceville, and the Third Ward of Pittsburgh. "Your correspondent states that among those there are 54 taxpayers, and he represents them as paying $225 school tax, yet in the Third Ward where he himself gives us 450 Catholic tax payers, and where we know that there are not less than 3000 Catholic inhabitants, he tells us that the amount of tax paid by them is just the same as that in Lawrenceville, viz: $225!!" This apparent discrepancy is easily explained, and if the Bishop had been at all anxious for the truth, he might have as affectionately calls that institution which he is laboring to subvert, he would not have found the difficulty hard to solve. The fact is, that the Catholics in the Third Ward, who are tenants of the leased property belonging to the "Hara estate, pay little or no tax. Scarcely any of this laboring population pay Poor or School tax, even when the pittance of State or County tax required by the law to entitle them to a vote, may be advanced by those who are anxious to gain their suffrage on the eve of an election. The Catholics in Lawrenceville, on the other hand, are mostly freeholders, and report a large amount of real estate; it is from them the number of persons paying tax which swells the amount, but the quantity of property that is possessed. I deny the insinuation of the Bishop, that I desire to hold up the Catholics as a body, in the attitude of paupers, subsisting on the charity of their fellow citizens. The question was, whether the Catholics have a just and equitable claim, to a division of the school fund? But the Bishop resorts to the plea that the indirect taxation of Catholics—though unknown to the tax list—is a quid pro quo for all the benefits they enjoy from the community. I cannot see that it can be in the condition of the Catholics, which places them in a different position in this respect from other citizens; for if the argument be worth any thing, it applies equally to all. The Bishop *actually admits* the general accuracy of my statements—though he denies some of the items—by proceeding to show, that the taxes actually paid by those who are on the assessed property. His argument is plausible, but not sound, as applied to "municipal taxes;" the rent of houses is not governed by taxes, but by the general principles of supply and demand, and will not rise with increased taxation. As to hats and shoes, even the Bishop's ingenuity could scarcely be able to prove, that more of them are worn by the poor than by the rich; and at least as large a portion of them goes to reward the labor of those who make them—and build the houses in which they are made and sold—as to pay the taxes of the seller. Nor does the illustration taken from imposts, apply to the case in hand; the Bishop says, that there is an actual pecuniary outlay on the part of his church which in all honor should be accounted in the settlement of the School question: but how any analogy drawn from the Custom House can be relevant on this point, is more than ordinary sagacity can discover. It is the employer who pays the indirect tax to the employed in the state of his wages—not the employed to the employer. How can this assertion made by the Bishop, of this fanciful chimera of Catholic undue participation in the "public burden," be reduced to a tangible shape? His issue is inadmissible, and his sophistical quibbles are no answer to my facts and figures. A discerning public will rightly estimate these flimsy pretensions, and at once discover their fallacy.

But the Bishop refers to the oppression which the British government has exercised, relative to the education of the Irish, as the cause of their poverty, &c., &c. One would suppose that the Papacy had the most fiery zeal for the promotion of education, if one judged by the glowing illustrations and pathetic appeals of its dignitary. "To teach reading and writing," he says, "was a felony, if a Catholic dared to undertake it" The period at which this law was enacted he does not give; this much is certain, that James II. protected the papists; and if these penal statutes prohibited Catholics from teaching their children in the South of Ireland, the same law would be in force in the North: yet we know that the Romanists from the latter part of the island are more enlightened than those in the former, being not so entirely under the control of the priests, and having more opportunities of information.

For many years, however, no restrictions of this kind have existed in Ireland, and the priests were compelled to have schools through the pressure from without, not because they desired to encourage education. By the effort of the London Evangelical Society, and other kindred institutions, schools were established in that country, which led even the Catholics, in many places, to wish for them also; hence the Priests were compelled to yield the point. If the Papacy be the peculiar guardian of education, how is it that three fourths of the population of Sardinia cannot read, though the island swarms with priests? In the question of education both in Ireland and this country, the Romish hierarchy have presented a system of agitating, in hopes to gain something by it.—When the Catholic Emancipation Bill had passed in the British Parliament, Roman Catholics in Ireland, were heard to ask, "What shall we have, now, to agitate about?" Let the priests have all they ask at present in this country—about schools or any other question—would they be satisfied? Far from it; they will get up something else to disturb the community. It is power they want; Protestantism trouble them.

As to the poverty of the Catholics in this country, it would seem as if the policy of the Romish Church, is to leave the relief of their poor to the community at large, instead of endeavoring to sustains them out of their ecclesiastical funds.

To erect imposing edifices, at the expense of higher obligations, is purchasing distinction at too high a rate, especially when "a cup of cold water given to a disciple in the name of a disciple," will be of more account in the Judgment day, than all the pomp of massive Cathedrals, or statue-crowned pinnacles. The manner in which the poor are treated, is a reproach to the Ecclesiastics of the Papacy. The exactions of their system, whether in money or in time,—in attending to their numerous holy-days and saints' festivals—are a grievous burden to the people. I take the following extract from an article in a Boston paper, headed, "The Romish Priesthood in their relations to the poor." "We have known instances in which money given by a Protestant minister at large, for the necessary expenses of a fatal sickness, has been extorted to the last cent, for clerical services; nay, in which a husband or father, has been sent out to beg the means of procuring extreme unction, for his dying wife or child. It is no uncommon thing for a poor man, or a friendless woman, when bidden to apply to the Priest, to intimate that advice and sympathy alone can be procured in that quarter, while substantial aid is to be expected from Protestants."

The Bishop refers to my remarks on the cost to the county of the outbreaks on the railroads; but does not allude to the riots on the Sabbath, which cost $503 62. Perhaps he thought that on that subject, the least said was the soonest mended. The Bishop denounces vengeance while he speaks of the oppression of disregarding his plans about the school law; that they shall have a share of the public school fund, according to their numbers, or be exonerated from their contributions, or allowed to designate the schools which they shall support. With one of these he says he will be satisfied. The 21st section of the School Law, Acts of Assembly, is as follows: "When a free school of the common grade in any district shall be maintained under the care and direction of *any religious society*, it shall be lawful for the Directors of such districts to cause to be paid to the proper person or persons, for the support of such school, any portion of the school funds of the district *which they may deem just and reasonable*, not exceeding the ratable share of the inhabitants whose children, wards, or apprentices, shall be taught in such school. Provided, That such Directors shall be satisfied that such payment is not injurious to the common schools of such district, and that such free schools shall be opened to the visits of the Directors, and conducted in conformity with the common school system"

Will the Bishop show us the oppression of this enactment? Is it because the school is under the supervision of the Directors, instead of his own?

But this Prelate talks much about liberty in his communication. What liberty is enjoyed in countries governed by the religion and policy of Rome? Let Italy, bleeding as she is at every pore, from the despotism of papal usurpation, and Austria—with every other nation where Papacy is to be found predominant—testify to the world that her rule is tyranny, and her tender mercies are dungeons and death.

This movement about the Schools on the part of Rome is not made because she desires to promote the cause of education, but to uproot a system which is hostile to that state of ignorance and vassalage which she loves to perpetuate.

In conclusion, let me warn my fellow Protestants not to be deceived by the honied words of my Right Reverend antagonist. Many years ago, when I was in Ireland, a gentleman of high consideration and benevolence, gave it as his opinion, that the Priesthood at that period, were determined to pull down every thing; though an overruling Providence had prevented such and results. Had they the power here, we should find out, *that Rome never concedes an iota of prerogatives that she can, carry out.*

It is a happy circumstance for us Protestants, that the Romish Hierarchy of this country, have of late, in a few instances, departed from their usual hidden tortuous policy, and showed their real feelings for the peculiar and glorious institutions under which we dwell. The late simultaneous movement against the Public Schools, the intemperate justification of persecution by the Shepherd of the Vatican, and other similar productions, abundantly prove this. "For if they do these things in a green tree, what shall be done in the dry?" If in this hospitable land, which opens wide her arms to receive the unfortunate of all nations, we have at one time to defend our School system from an aggression—at another are threatened with a renewal of the Old-World priestly despotism, if Rome—which may God forbid!—should get the ascendancy; what would be the doom of this last asylum of civil and religious freedom, if those who have been warmed and fed at our hearts, and made partakers of the immunities which our fathers bought with their blood, should despoil us of our rich inheritance, and either compel us to acquiescence, or kindle again the fires of Smithfield, and re-enact the dragonnades of France?

A. D. C.

FROM NEW YORK.

Correspondence of the Daily Pittsburgh Gazette

NEW YORK, May 7, 1853.

The horrid accident upon the New York and New Haven railroad has completely driven out of mind all lesser topics and the railroad station and telegraphic offices are thronged to get the particulars. Thus far the deaths are known to be near fifty, and the details yet to come. It has been well ascertained that the disaster was the result of unmitigated carelessness and that the engineer saw the fatal drawbridge open when it was too late to check the train and useless to give the signal to apply the brakes. The company will be made to smart for this wilful neglect; it should they not clear with paying as small a sum as the first thousand dollars a life they may be deemed fortunate.

A cargo of guano only seventy days from the Chincha Islands has just arrived in famous order, and the scramble for it by farmers is as eager as the rush of speculators in fancy shares for a new stock. The hold of the vessel is quite as fragrant and overpowering as a bottle of ammonia, and if vegetation receives as smart a shock as one's nose the corn must grow impelled by guano. Frequently in the guano, Salts of Ammonia are found in masses of several pounds in size and white as can be had from the chemist.

Public notice has been given that upon the 18th inst. the Crystal Palace will be opened for the reception of contributions, which had accumulated largely in this city. Already the building has assumed an imposing form, and a few days more will put it completed except in the details of painting and minor arrangements. The Palace will yet be completed a fortnight sooner than the Crystal Palace here, was lying very low with the first; it gave her a "taproom," and in three hours gave the second, and the flux stopped, and she was at once immediately. It is also an extraordinary remedy for sore and inflamed Eyes, Bruises, Burns, and Sprains, and for the bites of mad dogs, it has been cured of long standing. Sold by all the Druggists in Pittsburgh.

☞ [Paper advertising Petroleum please copy.]

☞ WE DIRECT the attention of our readers to the advertisement of "MORSE'S INVIGORATING COMPOUND" to be found upon the fourth page.

A. H. HOLMES & BRO.,

MANUFACTURERS OF
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&c. &c. &c.

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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.

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

DIRECTORS:

H. D. King, Wm. Larimer, Jr.,
Wm. Barnsley, S. M. Kier,
Samuel Rea, Wm. Graham,
Robert Dunlap, Jr., John S. Dilworth,
S. Harbaugh, Francis Sellers,
Edward Heazelton, J. Schoonmaker,
Walter Bryant, Jos. S. Hays,
Isaac M. Pennock. d422

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

REMOVAL.

LOGAN, WILSON & CO.

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

Have removed to their new and extensive store, No. 82 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. feb19

DAGUERREOTYPES
AT THE
NATIONAL GALLERY.

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

Ladies and Gentlemen wishing lockets likeness likenesses at moderate prices, will please call at the above establishment, fitted up with very superior Side and Sky lights, arranged with such skill that the operator can take the most accurate fac similes of the human form with all the expression of animated life, in its WARMTH.

☞ 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.

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 instruments of the most powerful kind, and having adopted the system of Daguerreotyping, as now practiced, by the celebrated Moore, of Philadelphia and New York, Mr. N. flatters himself to be able to offer to the patrons of the Art, a style of Daguerreotypes, 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.

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—BRILLIANTS—BAREGES.
DRESS GOODS—A very large stock.
CLOTHS—Of all descriptions.
CASSIMERES—Plain and fancy—a large stock of newest make, for town trade.
SATTINETS—All colors and qualities.
JEANS—TWEEDS—KENTUCKS—And a large variety of fine SUMMER WEARS.
COTTON PANTALOONERY—All leading makes, plain and fancy.
LINEN SHEETING DRILLS—BLAY LINENS—TABLE LINENS—and many new styles Irish Damasks, cut down importations.
RIBBONS—Large and handsome assortment.
VESTINGS—LININGS—CAMBRICS—SILKS—CHECKS—COTTON TWEEDS—SHIRTING STRIPES, &c.
Every variety of brown SHEETINGS, DRILLINGS—Bleached SHEETINGS and SHEETINGS.
HANDKERCHIEFS—CRAVATS—All descriptions of FANCY GOODS, &c. &c.

Pittsburgh, April 12, 1853. [ap]3ddm

Third Annual Statement

OF THE STATE MUTUAL FIRE AND MARINE INSURANCE COMPANY, of Harrisburg.

Assets of the Company, May 1, 1852.....$220,849 07
Premiums recd. year ending May 1, 1853.....124,471 17
Interest received, premium, losses, Reinsurance, Expenses, &c.....$3,235 58
Capital stock paid in and secured.....100,000 00
Bonds, Mortgages, Loans, and other available securities.....240,770 38
Cash on hands, and in hands of Agents.....19,645 18
Total assets liable for losses, May 1, 1853.....$328,819 56

DIRECTORS:

JOHN P. RUTHERFORD, Dauphin county.
F. C. SEDGWICK, Harrisburg.
SAMUEL HORSE, Philadelphia.
A. WILKINS, Banker, Pittsburgh.
A. S. CARNEGIE.
JOHN B. RUTHERFORD, Dauphin county.
A. J. GILLET, Harrisburg.
R. T. JONES.
ROBERT KLOTZ, Carbon county.

JOHN F. RUTHERFORD, President.
A. J. GILLET, Secretary.

Will insure against perils of sea and inland navigation; also, on merchandise in city or country, at lower rates consistent with safety. Policies issued on dwellinghouses either perpetually or for a term of years.

A. A. CARNEGIE, Agent,
Branch Office, corner of Fourth and Smithfield streets. m9d&f

CHARLES E. 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. ja15

FOR SALE—A lot of ground on South Canal street, Allegheny city, fronting 22 feet and running back 114 feet to Carpenter's alley; on which is a large two-story Brick House, No. 1 contains 7 rooms, finished in good style, with hall and stone foundation; rents for per year. No. 2 contains 5 rooms, all finished and complete; rents for $7.25 per month. Will be sold for $2,400—one-third in hand, balance in annual payments. Apply to B. McALIS, No. 21 Fifth street.

WANTED—By a Market Street Jobbing House, PHILADELPHIA, on the 1st of July or August next, a Salesman able to influence a Western and Ohio trade. He will not be expected to take any disreputable means to secure business, but must be thoroughly competent and of unexceptionable character. Address, "Jesup," at this office, stating terms. my10d3t*

GROCERY STORE FOR SALE—Doing the best retail business in the city. The store, fixtures and good will of the store bought and attended to will insure the buyer a fortune, as it has made its present owner well off, but whose health will not permit his continuing it. THOMAS WOODS, Commercial Broker, 46 Market st.

GROCERIES.

200 bbls. New Orleans Molasses;
40 hhds. N. O. Sugar;
10 bbls. crushed do;
100 boxes prime Cofee;
75 half chests V. H. Imperial and G. P. Tea;
10 half chests Penchong, Oolong and Chulan do;
100 boxes Honey Rose;
100 do. Sperm and Mould Candles;
200 dozen Corn Brooms;
50 reams W. Glass, assorted sizes;
500 kegs Nails, 6 do 40 do;
25 barrels fresh Herrings;
50 boxes Pearl Starch;
80 do. Raisins, with a general assortment of Groceries. For sale by
R. ROBISON & CO.,
No. 225 Liberty street.

FISH—

15 half bbls. No. 3 Mackerel;
5 half do. No. 1 do;
5 bbls. No. 3 do;
5 qrs. and 10 kits No. 1 do;
5 bbls. Lake Salmon;
17 do. Baltimore Herring;
20 do. Eastern do. For sale by
R. ROBISON & CO.

BACON—

80,000 lbs. Hams, Sides and Shoulders;
3,000 do. Prime Beef;
40 bbls. Mess Pork;
10 do Mess Beef;
10 do Rump Pork;
10 tierces Unsweet S. C. Hams. For sale by
R. ROBISON & CO.

OIL—

5 bbls. Linseed Oil;
5 bbls. No. 1 Lard Oil;
5 do. No. 2 Lard Oil;
70 do. Winter Sperm do. For sale by
R. ROBISON & CO.

FLOUR—200 bbls. Superfine and Extra, in store and for sale by
R. ROBISON & CO.

SUNDRIES—

25 bushels Flaxseed;
100 bushels Dried Apples;
190 lbs. prime Feathers;
5 sacks Liverpool Salt;
2 bbls. small White Beans; For sale by
R. ROBISON & CO.

GOLD AND VELVET PAPER FOR PARLORS—The most beautiful and costly article of Paper ever brought to Pittsburgh from the metropolitan manufactory in France, and sold exclusively by
THOMAS PALMER, No. 65 Market st.

DELECOURT & CO.'S FRENCH PAPER—A large assortment of Flowered, Gold Velvet and Gold Wall Paper, with Rainbow Gold Velvet and Gold Borders, from the celebrated manufacturer; just received and for sale by
THOMAS PALMER.

CHEAP WALL PAPER, from 5 to 37 1-2 cents per roll—a large assortment on hand, and receiving frequent additions from the East, for sale at the Wall Paper Warehouse, No. 65 Market street, Sixth and Fourth streets, by THOMAS PALMER.

BACON—50,000 lbs. Hog Round, in store and for sale by
J. T. & J. J. KOANE,
Liberty st.

BUTTER—15 bbls. Roll, in store and for sale by
J. T. & J. J. KOANE,
225 Liberty st.

DRY APPLES—300 bushels Dry Apples, in store and for sale to close consignment, by
J. T. & J. J. KOANE,
225 Liberty st.

NEW B