PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH,

THURSDAY MORNING, MAY 12, 1853.

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

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

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

DEMOCRATIC WHIG NOMINATIONS.

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

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

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

THE CONNELLSVILLE RAILROAD.—This great work is now awaiting the action of Baltimore. Everything has been done here that is necessary. Everything has been done here that is necessary possible, to advance its interests. If Baltimore performs her part of the work, the road will go ahead. If not, the project must be given up. Pittsburgh cannot, and will not, undertake, single handed, a work of so much importance to Baltimore as to herself, without the assistance and hearty co-operation of the Monumental City. So far, all the work has been done by Pittsburgh—all the labor, expense and exertion must be credited to her. Pittsburgh is still willing to labor, but she must have the hearty co-operation of Baltimore to justify her in proceeding with the work.

We fear the people of Baltimore are not sufficiently awake to the immense value of this work to that city, or they would not treat it with so much indifference. The press of that city—although it has greeted the undertaking with kindness, and some members of it have given to the cause their individual aid, for which they have our warmest thanks,—has not pressed the matter home with the zeal and pertinacity which is calculated to make a deep impression on the public mind. It is not too late yet, and we most earnestly press upon the attention of our cotemporaries there the necessity of giving the project all the aid the press can afford it.

We think the people of Baltimore should be made to understand plainly and unequivocally, that the Pittsburgh and Connellsville Railroad—a work which will connect that city with the great Lakes, the whole North West, and with the immense railroad system centering at Pittsburgh—depends for its existence upon the action of Baltimore. A loan of the credit of that city to the amount of one million of dollars—an operation as perfectly safe as any financial undertaking in the whole country—will secure the construction of the road. If this aid is not rendered, Baltimore will lose all the benefits to be derived from a work as important to her as any she now enjoys, and we believe more important.

Even if Pittsburgh could build the road without the aid of Baltimore, it would not be advisable for her to do it. If Baltimore really does not feel enough interest in it to give it the aid we ask, we could not expect to derive that advantage from it we now confidently look for.

We make these remarks, not because we have any reason for distrusting the action of Baltimore, but because our anxiety for the success of the work will not suffer us to run any risks which can be avoided. The crisis which will settle the question of the future existence of a Pittsburgh and Baltimore railroad has come. The question of life or death turns on the action of Baltimore, and yet we see nothing in the press there to inform and arouse the public mind, and hence our fears. If we are wrong, our friends there must excuse us. They must attribute our fears to our anxiety, and bear with our urgency. We have used plainness of speech, in all sincerity, because we thought the occasion called for it, and that it was better to speak plainly now than when it would be of no avail.

THE NORWALK TRAGEDY.—The engineer on the New Haven railroad, through whose instrumentality the late fearful destruction of life occurred, was examined under oath before the Coroner's Jury, on Saturday last: and strange to say, he answerated most solemnly that *he saw the signal indicating that all was right*, before approaching the bridge, although all the testimony goes to prove that *no such signal was displayed*: on the contrary, the absence of the signal was to indicate that the draw of the bridge was open. We extract from his testimony:

Edward Tucker, sworn—Was engineer of the train; had been on the train about two months; received his instructions from a printed time card, furnished him by Mr. Simons (chief of the engineers); the train was running at the rate of about fifteen miles per hour at the time of the accident; whistled for the brakes to be put on just the other side of the drawbridge; when they first saw the signal, was certain that the ball was in its place; could not be deceived; did not look out the window, but put his head out so as not to be deceived; could see the signal just before getting to the bridge that crosses the highway; after passing that bridge the signal was out of sight; did not think there was anything that could be taken for the signal; was just as certain that he saw the signal up as he was that he was alive at that time; had no direction to look for any other signal to indicate that the draw was up or down; whistled the moment he saw the draw was open, and reversed the engine; did all he could, and then jumped off.

It is worth while to inquire whether it is possible that this accident was the result of visual deception. That a man's eyes may deceive him, especially when laboring under excitement, is, we have no doubt, within the range of possibilities; the experience of the past proves that such things have been, and, if Mr. Tucker is to be believed, his case is only an additional example. On this point we quote the following from the New York Times:

"We hesitate before pronouncing upon this subject. It is well known that to a novice the experience of a ride upon the locomotive is equal to the coldest intoxication. No opium, or opiate, or alcohol, can produce the same maddening effect upon the brain as the novel motion and excitement of the position occupied by the engineer. It is a question, whether the peculiar sensations, and partial alienation of mind, which is experienced at first, ever entirely yields to custom. We must bear in mind that which to the engine-driver was worth more than other lives, or situation or credit, was at stake—his own life. It is quite impossible, that in any normal condition of mind he would have rushed toward the chasm with open eyes, and without the least attempt to retard the speed of the train. As we have said, he solemnly asserts that he plainly saw the signal of safety, when it was not to be seen. The sufferers may have been the victims of a *deceptio visus*. And it will be for the jury to inquire, hereafter, whether Mr. Edward Tucker, an experienced engineer, and previously a safe one, was at the time under the influence of madness produced by excessive rapidity of motion, or of madness produced by excessive use of rum."

In this connection it strikes us that the use of negative signals, or to make the total absence of signals serve as a signal, is objectionable. The eye, expecting to see an accustomed signal, does not readily mark its absence, and the impression of it being upon the mind, might easily be mistaken for an actual sight of it. All signals should be such as are intended to be present to, not absent from, the eye.

IMPORTANT TO RAILROAD CONTRACTORS.—We direct the attention of railroad contractors to the advertisement of Edward Miller, Esq., Chief Engineer of the "Philadelphia, Easton, and Water Gap Railroad." The road is a substantial, safe work to take contracts in, and Mr. Miller is well known in this region as a very pleasant, gentlemanly man to do business with.

A FINE CHANCE FOR MASONS.—Stone masons will see an excellent chance for large contract advertised in our columns to day. The work is on the "Tennessee and Alabama Railroad."

ROCK RIVER BANK.—We give, in another column, an article from a Beloit paper, in vindication of the Rock River bank from attacks made upon it here. The vindication is complete.

A government agent from France is at Cumberland (Md.) purchasing ship timber for the French Navy.

BIRMINGHAM BRIDGE.—Our friends in Birmingham are moving in the matter of a bridge between that flourishing town and our city. The proper steps have been taken to bring the matter before the public, and on the first Monday of June next, books will be opened for the subscription of stock.

This is an enterprise which should long ago have been undertaken. The intercourse between this city and Birmingham—which is in reality a part of the city—demands new modes of access; and we trust that no difficulty will be experienced in procuring the necessary means. We do not well see how a bridge at the point proposed can fail to be profitable; and as that is the main point with capitalists, our over-the-river friends have only got to make that fact certain to the comprehension of monied men, to be certain of success.

But, after all, a great deal will depend upon themselves. They will have to take hold with a will, and subscribe with the utmost liberality. A bridge there, when built, ought to be measurably under their own control; and they have wealth enough among them, we are assured, to secure at least a moiety of the necessary sum.—The success or failure of the enterprise is with themselves.

A CORRECTION.—Some weeks since we published an article, signed "John Linton," in which it was stated that he had lost some valuable hogs, which had been accidentally poisoned. Mr. Linton called upon us yesterday, and denies the authorship of the article. He says he has for some time back been growing the Shaffer breed of hogs and that he lost some of them by poison, but not in the manner indicated. He believes that the hogs were poisoned by an evil-designed person living in the neighborhood.—Whoever sent us the communication, with another man's name forged to it, deserves exposure and punishment, and if we can find him out, we will give him notoriety to his heart's content. If he was the person who poisoned the hogs, and wished to escape notice by this means, he has failed of his object. A person who would forge another man's name to a communication, would not scruple to poison hogs, or do other acts equally reprehensible. The guilty party is suspected, and may have the pleasure of seeing his own name figuring in print, in a position which he will not probably covet.

PENSION AGENT.—The gentleman appointed Pension Agent at this place is John Grayson, Sr., Esq., of Washington, Pa., and not T. W. Grayson, editor of the Washington Examiner, as was before stated. Mr. Grayson was, we believe, a soldier of the war of 1812, and was, at one time, editor of the Examiner—the paper now published by his son—and has held several responsible offices in Washington county. His commission was sent to the Pittsburgh post office, by mistake, and has been lying here since Sunday last. He is represented to us as being a very worthy man.

THE NORWALK CARNAGE.—The facts of the tragedy on the New Haven Railroad are now so clearly established that they may be pronounced upon with justice. It is shown that the grossest and most criminal negligence has prevailed in the management of the road; and that the Company have allowed the draw-bridge to be opened whether trains were due and liable to arrive every instant or not. It is certain that they never have employed watchmen at every crossing, near every bridge and at every other point of possible danger, the curve at the Norwalk depot for example, with signals such as could not be overlooked or neglected, to arrest approaching trains at a sufficient distance to prevent calamity; and it is proved that they are so careless in ascertaining the qualifications of their engineers that they entrust the lives of their passengers to such an idiot or madman as he who on Friday consummated the slaughter of fifty human beings, which he could not have done had not the Company rendered the task easy for him. These are facts which cannot be denied, and they demonstrate beyond question, that the great burden of this guilt rests upon the Company. Yes, Gentlemen Directors, it is upon you above all that it rests!

We know that the outcry of public indignation is mainly directed against the engineer, who is in the hands of justice and who we trust will be punished as he deserves; but we cannot on that account acquit his employers. How could they put such a man in a position where a turn of the hand, a glance of the eye almost, can launch a hundred persons to destruction? How could they allow a drawbridge to be touched when a train was about to come up and might be thrown into the river if it were open? How could they fail to have proper signal men stationed along the line far enough to stop a train long before it should reach the spot? Or how could they permit the bridge to be opened without any sure means of warning a train on a curve behind the depot, where the bridge itself and its signals are invisible? These are points on which the guilt of the Company and its share in this awful massacre become undeniable.

People are wont to boast of the superior cheapness with which our Railroads are managed as contrasted with those of Europe. It is a boast we desire never to think of more. It is blotted out in blood. The economy in money is more than made up by the sanguinary waste of precious lives. On a European railway such wholesale murders as this at Norwalk, or that at Chicago, or such casualties as that of Rancocas Creek,—which lacked but a hair's breadth of becoming as terrible in its slaughter as this of Friday,—could not happen, for the reason that life is religiously cared for and a thorough police stationed the whole length of the line to watch for and announce every indication of peril. In this country we know of but one railway well provided in this respect; we mean that of the Hudson River.

A bill has been introduced in the Legislature of Connecticut to make railroad companies liable to pay ten thousand dollars for every life lost through the carelessness of their employees. We hope it will pass. At that rate it would cost half a million of dollars to repeat the transaction of Friday, and we only wish that half that pecuniary punishment could now be inflicted. But we suggest to the Legislature that this heavy fine is not sufficient to guard the lives of travellers. Stringent regulations should also forbid the opening of draw-bridges within at least half an hour of the time for a train to pass. Wherever a railway crosses a common road, a bridge or a tunnel should carry it either over or under. The whole road should be carefully fenced to exclude both animals and foot passengers. A corps of signal men should be kept all along the line to watch the track and give warning whenever there might be danger. Frequent and thorough examination should prove the car-wheels and axles and the rails to be sound and perfect, and all that would not stand the test should be put out of use. Let regulations like these be adopted, and let railroad companies be less niggardly in expending money for the safety of their passengers, and less greedy of their own profits, and it will be possible to say good-bye to your friends, and take a seat in a car, without feeling as if you were proceeding to execution. But until these reforms have been introduced, we advise every one who is obliged to travel by railroad to make his will, and set his affairs in order, for it is doubtful whether he will ever be brought back alive.—*N. Y. Tribune.*

MEXICAN INTELLIGENCE.—By late private advices from Mexico we learn that none but the most gloomy apprehensions prevail there in regard to the future of that unhappy country. Nothing is really expected from Santa Anna's return by way of removing the existing disorders. Indeed, it is anticipated that treason lurks in the bosom of the very men who have professedly encouraged his return, and that he is more likely to be the speedy victim of assassination than to achieve any new honors in his public career. Being the ablest man of the country, and the richest, outside the Priesthood, he is more feared and hated than any other. It is known that he has harbored the idea of confiscating the landed property of the Church, and using the proceeds to discharge the public debt, to reassure the public credit, and to build a foundation upon which to plant some hopes of the future. He is thus suspected by the only real power in Mexico—that of the Priesthood. The difficulties of his position are so great, let him take what course he will, that no faith is anywhere manifested in his ability to retrieve the fallen fortunes of the nation. The expectations of all are vague, and no hope seems to animate any bosom, but that the country may fall under the dominion of some foreign power.—*N. Y. Tribune.*

CLOSE ON FATHER GAVAZZI'S LECTURES.—The last of the second course of Lectures was delivered on Saturday evening before a very large audience. His theme was "The Present War of Popery against Protestantism." His remarks had particular reference to this country. At the conclusion of the lecture, Mr. De Mott stated that a public meeting would be held at Metropolitan Hall on Friday night next, for the purpose of expressing the public appreciation of these lectures, and to present a testimonial to the lecturer. The announcement was loudly applauded.—*N. Y. Tribune.*

The Jackson (Miss.) Flag of our Union says: "We learn that the late leader of the Secessionists, the Hon. Jeff. Davis, will be, ultimately, the opponent of Gov. Foote for the United States Senate. His organ, the Vicksburg Sentinel, is evidently preparing the way for his re-entrance upon the field of contest."

For the Pittsburgh Gazette.

COUNTRY HOMES.

To the lover of nature, the country presents at this time a scene of surpassing loveliness! How delightful, after being shut up as it were in the "Smoky City," to take a stroll in the country, and there breathe the pure air of Heaven! How charming to wander o'er hill and dale, and drink in the beauties of nature! The scene is truly one which is calculated to "lift our thoughts through Nature up to Nature's God," with feelings of reverential awe.

If we would expand and invigorate our every faculty, and direct our aspirations from the low and grovelling things of earth up to Heaven, let us often visit a secluded spot in some shady dell, and hold sweet converse with Nature! And how much better would it be, too, for many an ambitious youth, whose restless spirit pants for city life, if he would

"Live happy in these scenes, nor seek the glare
Of glittering cities, where the soul is torn,
Like the storm-beaten bark on passion, care,
Until the heart is lost."

Oh, who can describe the beauty and sweet simplicity of a home surrounded with fields of golden grain—of meadows filled with flowers of every hue, and of groves of majestic oaks, whose mighty arms pierce, as it were, the very clouds!

Who would not rather live in the country, then, where nature is dressed "in all the splendor that glids the courts of Heaven," than in the city, where all is turmoil and confusion, and the very air we breathe is adulterated with coal dust?

But why pursue this subject further? There is certainly not a person in whose soul there is one spark of poetry, who is not moved when gazing on the beauty of nature, and we only wonder that those who have the means do not make their homes convenient to the city, where they can bring their families up in the paths of virtue and morality, and not in the crowded city, where vice and immorality hold their sway.

HARRY.

WABASH VALLEY AND ST. LOUIS RAILROAD UNDER CONTRACT!—At a meeting of the directors of this railroad, held at Lafayette, on Friday and Saturday last, the contemplated arrangements with the eastern capitalists were consummated. The capitalists, who are connected with the New York Central Railroad interest subscribed $1,342,000 to the stock of the company—the amount necessary to raise the capital of two millions; Messrs. Boody, Ross & Co. took the entire contract, at the rate of $24,180 per mile, contracting to complete the work from the Ohio State line to the Illinois line, before the 1st of May, 1855, supplying the rails, building all necessary depots, &c., furnishing 20 locomotives, 10 first class passenger cars, 150 freight cars, and 30 gravel cars. The road is to be built in the best style, fully equal to any in the country, and when done it will rank both in construction and equipment as a first class road. The same company have also the contract for the road from Toledo to the Indiana line, and it is confidently expected the whole will be completed long within the two years agreed upon. From Toledo to Fort Wayne will probably be in operation next summer. The line strikes all the principal towns on the Wabash & Erie canal, as far down as Attica, where it will cross the Wabash.

A new board of directors was elected, consisting of Messrs. Whitehouse, Varnum, and Sandford, of New York city; Rathbun, of Albany; Boody of Rochester; Holmes, of Lockport; Patchin, of Buffalo; Allen Hamilton, of Fort Wayne; Col. Hanna, of Wabash; J. W. Wright of Logansport; Waite and Speers of Lafayette; and Ristine, of Covington.

Albert S. White, of Lafayette, remains President Mr. Colton of Lockport, N. Y., is appointed Vice President, and Mr. Coburn, Chief Engineer.

Bonds to the amount of $1,000,000 have already been negotiated for the Company, and every thing gives token that the work is going ahead the right way.

This is truly glorious news for this community.—For some time after starting the project it appeared to languish, and some even began to doubt if it would ever be completed. These doubts are now dispelled, and the most timid now rest assured that but a few months will elapse before we have a railroad worthy the age and the fine country it will pass through running down the rich valleys of the Maumee and Wabash, and to be shortly after extended to St. Louis.—*Fort Wayne Sentinel.*

CENSORSHIP OF THE PRESS IN CANADA.—The Toronto Globe makes the following statement:—A most extraordinary occurrence took place lately at Quebec, to which we have to call the attention of our readers. It shows more plainly than anything we have before observed, the power which is wielded by the Roman Catholic clergy in Lower Canada. The French organ of government in Quebec is *Le Canadien*, a journal which has usually held rather a high character for liberality. It has recently been discussing with Mr. Cauchon, in the Journal, the merits of Dr. Rolph's Marriage Bill. The member for Montmorenci said the bill was socialistic and immoral, destroying the sacrament of marriage, and consequently infamous in the eyes of all true Catholics. *Le Canadien* rejoiced with the usual arguments in favor of the bill, and in defence of its patrons, the Clear Grit Franco confederates. It was then announced by the Journal that the *Canadien* had received a letter from the Archbishop of Quebec, commenting on its course on the marriage bill. The *Canadien* acknowledged the correctness of the statement; and what, do our readers think, was the course of the organ of a liberal government in consequence? It immediately succumbed to the commands of ecclesiastical authority, and ceased to speak of the marriage bill, or to answer the attacks which the Journal still continued to pour out against it. Said this miserable slave, announcing his own want of independence:—

"When we received the letter in question, we became silent: we submitted without a word to the censure to which it implied, although we might have given explanations which would have much diminished the fault with which we are reproached; we did so in doing this we believe we have shown to our Ecclesiastical Supreiors more respect than the Apostolic Journal, which provoked the discussion. * * * It is undoubtedly much against the will of these venerable personages that you provoke us. Otherwise they would have handed you a copy of the letter in question, you so much desire to see made public."

Was ever such a thing heard of out of Italy or Spain? An editor of a liberal journal, an organ of a progressive government, save the mark! giving up the discussion of a great public subject at the bidding of a single individual; submitting, without a word, to censure, and only bent on showing respect to his ecclesiastical superiors—not thinking one moment apparently, of his duty to the public, to his own conscience, to his self-respect, but closing his mouth like a baying hound at the command of his master.—*Cincinnati Times.*

THE INDEPENDENCE.—We were shown to-day a letter written by C. W. Coote to a friend, the day after the survivors from the Independence were taken on the whale ship, Meteor. It details with saddening minuteness his share in the horrible calamity that befel the ill-fated vessel. He will be remembered as the first boat that reached the shore. He threw a plank over for people to get off on it with his little son, whom he placed on it, while he struck out for some other support for himself. His little boy not knowing how to steady the plank, it turned over and over with him, and finally the little fellow sank right before his father's eyes, who was returning to his help.

Deep now well nigh exhausted, Mr. Coote was borne out by the undertow, and reaching a coop he lashed himself to it with his cravat, and in this situation was found and rescued. His recovery was for a time despaired of.

In a note appended after the survivors had reached San Francisco, Mr. Coote says that he has lost everything, instruments, clothes, and even his only child, but yet he and his wife, he says, are young and resolute, and still hopeful.

Mr. C. charges the loss of the Independence to be the result of gross negligence. He says the rocks they struck on were plain to view, and seen by several passengers before she struck, and that she struck at broad daylight. The letter of the Captain is characterised as incorrect and a mere *excuse*.—*St. Louis News.*

SOMEWHAT TOO FAST.—We clip the following curious item from the San Francisco Transcript of April 9th:

"Among the novelties of the day, we notice the formation of a Japan and California Trading Company in this city. If there ever was a doubt touching the fastness of the universal Yankee nation, this sets the matter at rest. The time is calculated when the American squadron should reach the coast of Japan, an estimate is made of the length of passage between California and the Sealed Empire, and forthwith three of our clipper ships and a barque are put up for Jeddo.—The crafts are all to sail about the 1st of June, and San Francisco has no kind of idea of allowing any other port to run off with the first fruits to be reaped from the lucrative trade which it is supposed will promptly spring up between Japan and the world. The company is organized for the benefit of such as wish to embark in the trade with the Japanese. It is stated that the vessels will accommodate about one thousand men. Each passenger will be allowed to take one ton of freight, and the expense of the voyage to Jeddo and back will be $250 on the clipper ships, and $200 on the barque. We understand that the rules and regulations governing the enterprise are to be published in a few days. It is confidently expected that two will not speak at once."

The New Orleans Bulletin suggests for the reflection of the sugar-growers of Louisiana the question, what would be the value of their crop, in case Cuba should be annexed to the United States.

We notice in the Pittsburgh *Post* an unwarranted and outrageous attack upon the Rock River Bank, located in our village, and its agents in Pittsburgh; and we notice, also, in the next day's issue of the same paper, the most unqualified retraction that could have been made, of all the material charges made on the day previous; but nevertheless, that paper and a few others of kindred link in that vicinity seem anxious, if possible, to create a distrust among their people of the solvency of this institution, some of whose currency, it seems, has found its way into their midst.

Now we assume no championship of this bank, and we are frank to confess that we have not inquired into the character and extent of its business; farther than to ascertain that about $25,000 of its paper has been put into circulation; but this we do say: that the banking law of Wisconsin is the best guarded and safest banking law, for the bill-holders, of any in the Union, as we believe any competent man will decide; and that, of our personal knowledge, the issues of this bank are secured, dollar for dollar, by Virginia coupon bonds deposited with the Bank Comptroller, said bonds bearing a current value in market of 111 cts. on the dollar, as any one interested can see for himself by examining the commercial quotations of the day. And we can say to our contemporaries of Pittsburgh, without fear of contradiction, that though they have banks in Pittsburgh of which no man would presume to entertain the slightest suspicion, and though some of the oldest, most successful and most reputable banking institutions in the country exist in Pennsylvania, yet no bank in Pittsburgh, or within the whole Pennsylvania State, is more perfectly and unquestionably reliable as the Rock River Bank of Beloit, or any other bank properly organized under the banking law of this State,—and from a knowledge of the character and disposition of the Bank Comptroller, we are quite sure none will be improperly organized.

But one thing in this connection has offered no little amusement. The Allegheny *Enterprise* has mixed into this debate, and from an article in its columns we extract the following:

"Now we put these plain questions:—what are the business operations of this unknown place, designated Beloit, Wisconsin? Is it a point of commercial importance upon Rock river, and what trade, foreign or domestic, centers at that town? Can any one among us say a word about the population or resources of the place? We want light on these matters to judge of the relative merits of Beloit as a wilderness, so far distant from civilization."

That man, surely, talks as ignorantly and ludiciously as he does flippantly. My dear sir, let us inform you that Beloit is a town upon Rock River, and we, its inhabitants, think it a bright smart chance! of a place. To speak soberly, it contains about 3,000 inhabitants, and has a excellent in Flax and Dysentery. My daughter, at the time your agent was here, was jerkin' my low shoe flux; I gave her a teaspoonful, and in three hours gave the second, and the flux stopped, and she recovered immediately. It is also an extraordinary place for sore and inflamed Eyes, Cuts, Bruises, and Rheumatism, and for the Piles, none have been cured yet! Yours, with respect.

For sale by all the Druggists in Pittsburgh.

feb Paters advertising Patrolgum please copy.]

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

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☞ Proprietors of Dr. M'Lane's Celebrated Vermifuge, Liver Pills, &c. my7

Third Annual Statement

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

Assets of the Company, May 1, 1852.....$210,849 97
Premiums received, year ending May 1, 1853.....15,310 00
Returned premiums, Losses, Re-insurance, Expenses, &c.....8,255 58
Capital actually paid in and secured.....100,000 00
Bonds, Mortgages & Loans, and other available securities.....210,779 24
Cash on Hand, and in hands of Agents.....10,045 18
Total assets liable for losses, May 1, 1853.....$539,815 26

DIRECTORS:

JOHN F. RUTHERFORD, Dauphin county;
P. C. SHOCK, Harrisburg;
SAMUEL JONES, Philadelphia;
A. WILENS, Banker, Pittsburgh;
A. A. CARRIER,
JOHN W. RUTHERFORD, Dauphin county;
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W. L. DUNLAP,
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JOHN F. RUTHERFORD, President.
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Will insure against perils of sea and inland navigation; also, on merchandise in city or country, at lowest rates, consistent with safety. Policies issued on dwelling houses and other property, for a term of years.

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PRINTS—Of all leading styles, Foreign and Domestic;
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LAWNS—DELAINES—BAREGES;
DRESS GOODS—A very large stock;
FRENCH—Of all descriptions;
CASSIMERES—Plain and fancy—a large s ock of newest makes, for town trade;
SATINETS—All colors and qualities;
JEANS—TWEEDS—FANCINETS—And a large variety of less STAPLE DRY GOODS.
COTTON PANTALOONETS—All leading makes, plain and fancy;
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SHEETINGS—Large and handsome assortment;
VESTINGS—Satins, Cassimeres, Velvets, &c.
CHECKS—COTTON TWEEDS—SHIRTING STRIPES, &c.
Every variety of brown and bleached DRILLINGS—Bleached SHEETINGS and SHEETINGS;
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Pittsburgh, April 12, 1853. sp12:3tm

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

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POSTLEY, NELSON & CO.,

MANUFACTURERS OF

HAMMERED AND CAST STEEL SHOVELS AND SPADES,

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 been the sponsor for the sale of Messrs. N. Hazard & Co.'s celebrated DAY AND MANURE FORKS, too, we are prepared to furnish a superior article of Forks at Eastern prices. ap8d3m

JAMES P. TANNER.

WHOLESALE DEALER

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

No. 56 WOOD STREET, PITTSBURGH,

Between Third and Fourth.

☞ My stock embraces every variety and Style of Boots, Shoes, Bonnets, &c., purchased direct from the New England Manufacturers, adapted expressly to the Spring and Summer sales, will be sold at a satisfactory profit, comparing favorably with those of Philadelphia and New York. Purchasers will please call and examine before buying. mh1

Citizen's Insurance Company of Pittsburgh

H. D. KING, PRESIDENT.
SAMUEL L. MASHELL, SECY.

OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.

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

☞ Insures against loss or damage by *Fire, Ships, against the perils of the SEAS, and INLAND NAVIGATION and TRANSPORTATION.*

DIRECTORS:

H. D. King,	Wm. Larimer, Jr.,
Wm. Barclay,	J. H. Shoe,
Samuel Rea,	Wm. Richam,
Robert Dunlap, Jr.,	John S. Dilworth,
F. Darlington,	Francis Sellers,
Edward Heazelton,	J. Schoonmaker,
Walter Bryant,	W. B. Hays,
Isaac M. Pennock.	de22

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

REMOVAL.

LOGAN, WILSON & CO.

IMPORTERS AND WHOLESALE DEALERS IN

FOREIGN AND DOMESTIC

HARDWARE, CUTLERY, &c &c.

Have removed to their new and extensive store, No. 52 Wood street, four doors above the St. Charles Hotel, where their customers, and merchants generally, are invited to an examination of the most complete assortment ever offered in this city. f4:6r

DAGUERREOTYPES

AT THE

NATIONAL GALLERY.

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

Ladies and Gentlemen wishing to obtain lifelike likenesses at moderate prices, will please call at the above establishment, fitted up with very superior Rooms and Dry Lights, arranged with such skill that the operator can take the most accurate resemblance of the human form with all the expression of animated life, in AN HOUR.

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 5 P. M. Entrance to 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 Rooms and Skylights ever constructed for the purpose, with instruments of the most powerful kind, and having adopted the system of Daguerreotyping, as now practised by the celebrated Rooms 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 5 P. M. MESSINGER.

MARRIED.

On Tuesday morning, 10th instant, by the Rev. W. A. Passavant, at the First English Ev. Lutheran Church, Mr. ALEXANDER MITCHELL, to Miss HENRIETTA, youngest daughter of William Keller, Esq., all of this city.

Notice to Railroad Contractors.

PHILADELPHIA, EASTON, AND WATER GAP RAILROAD.—Proposals will be received until noon, MAY 26th, for the GRADUATION AND MASONRY of said Railroad, from a point near Wilmington, about fourteen miles from Philadelphia, to Hellertown a distance of thirty-six miles. Seventeen miles more will be ready for contract in a short time.

The part now offered, includes a TUNNEL 1,850 feet long, and a large amount of EARTH and ROCK WORK and MASONRY. The route occupies a very fertile and healthy country, accessible at all points. The line will be ready for examination, May 10th, and the Profiles and specifications, and terms of payment, may be seen at the Engineer's office, 88 South Fourth street, Philadelphia, after May 15th.

EDWARD MILLER,
Chief Engineer.

Yorks &c.

To Masonry Contractors.

PROPOSALS are requested at the Office of the TENNESSEE AND ALABAMA RAILROAD COMPANY, until the 15th day of JUNE next, for the construction of the abutment of FIVE BRIDGES, containing about fifty cubic yards of masonry in each abutment.

Slate slate are abundant, and several thousand perches more, on the same Road, will be ready for contract in a few weeks.

Plans and Specifications can be seen at the Engineers' Office, in Franklin, Williamson county, Tenn., and any further information obtained by addressing the undersigned.

A. ANDERSON,
Resident Engineer, T. & A. RR.

Franklin, Mar 5, 1853 [my12:6w]

Cottage Sites for Sale.

OFFER FOR SALE a number of LOTS OF GROUND on Coal Hill, varying in extent from one-half to four or five acres. This ground will not be sold in lots particular about one-half acre lots, as they are designed exclusively for Cottages, Gardens, and Orchards. Any one wishing to purchase, can have the choice of the lots by applying at the office of the undersigned, or at the office of the Pittsburgh Gazette.

R. CARSON.

Hydraulic Cement.

☞ The undersigned have constantly on hand a large supply of Isaac'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 endure for ages, and even plastered on clay walls, in successive courses, to the thickness of an inch, becomes, in a few days, as 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, underwater, and exposed structures, for all important buildings, and for fire walls, roofing walls, chimney tops, bridges, aqueducts, canal locks, and every species of brick and stone structure exposed to water, damp, or frost.

BURBRIDGE & INGHRAM,
116 Water street and 150 Front street.

☞ WE believe Nature has provided a remedy for every disease which flesh is heir to. KIEM'S ORTHOPEDIC ANODYNE OIL, pure 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. 16, 1852.

Mr. R. M. Kiem—Sir: I have sold all your Petroleum, or Rock Oil, now for two months past, and have been looking for your agent to get a further supply. I could have sold twice as much more. We have found the Oil very excellent in Flux and Dysentery. My daughter, at the time your agent was here, was jerkin' my low shoe flux; I gave her a teaspoonful, and in three hours gave 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, none have been cured yet! Yours, with respect.

For sale by all the Druggists in Pittsburgh.

feb Papers advertising Petroleum please copy.]

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

JOHN FLEMING.....COCHRAN FLEMING.

Fleming Brothers,

(SUCCESSORS TO J. KIDD & CO.)

WHOLESALE DRUGGISTS,

No. 60 Wood Street, Pittsburgh, Pa.

☞ Proprietors of Dr. M'Lane's Celebrated Vermifuge, Liver Pills, &c. my7

Third Annual Statement

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

Assets of the Company, May 1, 1852.....$210,849 97
Premiums received, year ending May 1, 1853.....15,310 00
Returned premiums, Losses, Re-insurance, Expenses, &c.....8,255 58
Capital actually paid in and secured.....100,000 00
Bonds, Mortgages & Loans, and other available securities.....210,779 24
Cash on Hand, and in hands of Agents.....10,045 18
Total assets liable for losses, May 1, 1853.....$539,815 26

DIRECTORS:

JOHN F. RUTHERFORD, Dauphin county;
P. C. SHOCK, Harrisburg;
SAMUEL JONES, Philadelphia;
A. WILENS, Banker, Pittsburgh;
A. A. CARRIER,
JOHN W. RUTHERFORD, Dauphin county;
A. J. GILLET, Harrisburg;
W. L. DUNLAP,
ROBERT KLOTZ, Carlisle 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 lowest rates, consistent with safety. Policies issued on dwelling houses and other property, for a term of years.

Branch office, corner of Fourth and Smithfield streets.

my4tf A. A. CARRIER, Actuary.

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 RECEN