PITTSBURGH GAZETTE.

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PITTSBURGH.

WEDNESDAY MORNING, MAY 18, 1853.

☞ *LEADING 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 6 o'clock, on Saturday evening.

DEMOCRATIC WHIG NOMINATIONS.

FOR CANAL COMMISSIONER,

MOSES POWNALL, *Of Lancaster County.*

FOR AUDITOR GENERAL,

ALEX. K. McCLURE, *Of Franklin County.*

FOR SURVEYOR GENERAL,

CHRISTIAN MEYERS, *Of Clarion County.*

A long Letter from Bishop O'Connor, on the School Question has been received, and will appear in our next.

OHIO AND PENNSYLVANIA RAILROAD.

PITTSBURGH AND CINCINNATI.

Monday last being the day appointed for the commencement of the through trains on the Ohio and Pennsylvania Railroad, and for a regular Railroad connection with Cincinnati, we took our seat in the Express train at 6 o'clock, A. M., the hour appointed for leaving Pittsburgh.—Promptly at the hour, the whistle sounded the signal, and the train was off, and in a few minutes we were flying along the banks of the beautiful Ohio at a speed calculated to stir one's blood, and give zest to the ride.

Our company was not very large, this being the first trip; and the Pennsylvania Railroad consequently not having yet made the connection. There were, however, several passengers for Cincinnati, who, fortunately for themselves, happened on this pioneer trip. Gen. Robinson and S. W. Roberts, Esq., the Chief Officers of the Company, were on the train.

The morning was a beautiful one. Nature was luxuriating in a soft, balmy breeze, and vegetation, in its virgin freshness, presented a scene of quiet loveliness ever varied and ever delightful, as we passed rapidly along.

At 40 minutes from Pittsburgh, we made our first stop, at Rochester, 25 miles. At 50 minutes, stopped at Brighton, and took in wood and water. In two hours and a half, we stopped at Salem, and at 3 o'clock, we arrived at Alliance, 82 miles, in precisely three hours from Pittsburgh, having stopped 5 times.

Here we took breakfast at Sourbeck's most excellent hotel, with appetites sufficiently sharpened to do justice to the good things set before us, which came smoking hot upon the table, showing that punctuality is the life and soul of all arrangements depending upon different parties.

At half past 8, the whistle sounded our departure, and in that comfortable mood which one feels on such a glorious morning, after a good breakfast, we sought the smoking-car, and were most agreeably surprised to find a room fitted up in the most comfortable manner imaginable, containing 24 luxurious, patent leather cushioned seats, and in every respect equal to a first class passenger car. This smoking room is in use and of a second class car, built at the Company's shop in Allegheny, and does great credit to our mechanics, and shows that we need not go abroad for cars. In one of these luxurious seats, in most agreeable company, we puffed our Havanas, and were whirled away past the beautiful towns of Canton, Massillon, Wooster, and Mansfield, to Crestline, where we arrived at 10 o'clock, having made the trip in precisely 8 hours from Pittsburgh; the distance 187 miles.

A shower fell while we were at Alliance, and laid the dust, which added much to the comfort of the trip. Dark clouds were flying about all day, with occasional showers, but no heavy rain where we happened to be.

At Crestline we found the Cincinnati train had just passed for Cleveland, and had left quite a number of passengers. The train from Cleveland had not arrived.

We found dinner waiting for us in a large hotel, just opened, the obliging landlord giving his first dinner. About eighty travelers sat down to a well filled board, served up in a genteel style; the only deficiency we observed was in the number of waiters. This we could excuse in a new house, in a place which was but a short time ago a wilderness.

There is quite a village already at Crestline, and it will, without doubt, soon grow up to be a place of considerable importance. The Ohio and Pennsylvania company are erecting spacious depots here, and the Ohio and Indiana company will also build largely. At present there is sufficient accommodation for the comfort and entertainment of travelers.

It was quite an interesting event, to sit down at the table for dinner, at one o'clock, with ladies and gentlemen from Cincinnati and from Pittsburgh, who had respectively left their homes that morning. It was the first time, and an event worth the mention. What a progressive age!

But time and Railroad cars wait for no man. At half past one the inexorable whistle announced that the Express train was ready for Pittsburgh. The baggage was checked, our Cincinnati passengers, ladies and gentlemen, took their seats, and away we went for home. At 6 o'clock arrived at Alliance for supper, and at half past 9 arrived at the Federal street station, having traveled 374 miles on the Ohio and Pennsylvania Railroad in one day, to Crestline and back.—Passengers who left Cincinnati in the morning, were brought to Pittsburgh at early bed time in the evening, or if they chose to do it, in time to take the cars, at half past 10, for Philadelphia. The time from Cincinnati to Pittsburgh was made in precisely 10 hours, and passengers can safely calculate on this time in future.

This practicability on the Ohio and Pennsylvania Railroad is worthy of all praise. It makes every thing else convenient, and adds greatly to the safety of the road. At all the stopping places for eating, such is the reliance placed on the punctuality of the train, that passengers always find the meals ready and smoking hot.

The Ohio and Pennsylvania Railroad may now be said to be finished, so far as the public is concerned, and has commenced a career, which we have no doubt will be one of great prosperity. Every day will add to the usefulness, to the business and the receipts of the road; and it will most fully vindicate itself against the aspersions of its enemies, if any persons are left who are willing to take the responsibility of arraigning themselves against it.

A good deal of work remains to be done on the west end of the road, in the way of ballasting and justifying the track, and the time is consequently longer on that portion than on the eastern end. When the track is placed in complete order over the whole line, the time can be shortened to fourteen hours, from Pittsburgh to Cincinnati.

HAIL STORM.—Returning, on Monday, from Crestline, we found, in the region between Wooster and Canton, that a very heavy rain had fallen during our brief absence. The ground was completely saturated, and all the small streams were full of roaring, muddy water. On arriving at Massillon we learned that a very severe hail-storm had passed over that place, doing very considerable damage to the windows. Hail-stones as large as hen eggs fell. This storm took place about two o'clock. On arriving at home we found a heavy rain, attended by some hail, had fallen here, about five o'clock, no signs of which were visible to us, on the road or at Alliance. Express trains travel as fast as clouds, and thus sometimes escape rains which deluge the country.

A VIGILANT GUARD.—The New York Tribune mentions a switch tender on a railroad leading from that city, who was so poorly paid that he had to neglect his duty and carry the passengers' baggage to earn a living. Hence, for several months, accidents occurred on the road every week, until at last another man, with better pay, was employed.

THE SCRIP FRAUDS.—We publish, to-day, from the *Dispatch*, such portions of the report of the Auditors, in relation to the scrip defalcation, as they have furnished that paper for publication.

It may seem to our readers rather singular, that an old Whig paper should have to resort to second-hand to procure information from professedly Whig officers. But we are fallen on strange times. Either party ties have become too loose to have any effect, or Whig officers in this county think that Whig papers have no duties to perform but to support the nominees of the party for office. They are very cordial and friendly when they want the aid of the Whig press to secure their election, but no sooner are they clothed with a little brief authority than they forget the means by which they effected their election. A proper regard to decency would have required the Auditors to have permitted the Whig papers to publish their report at least as soon as the Dispatch.

As to the report itself, we withhold any extended comment at present, until the pamphlet which the Auditors promise shall be forthcoming, when we shall most likely have something to say, both on the manner of presenting this information to the public, and on the information itself. What is already given, meagre and unsatisfactory as it is, presents a most painful and disgraceful picture of peculation and fraud, as well as of the mode of transacting business in the Commissioner's office, in relation to the scrip. If other matters are transacted in the loose way in which this scrip issue was, no wonder the county is burdened with debt, and is groaning under a heavy load of taxation.

P. S. Since the above was in type, Mr. Filson, one of the Auditors, called upon us at our office, and disclaimed having furnished the report to the *Dispatch*. He was surprised to see it in the *Dispatch*, and still more surprised and chagrined to find that it had been mutilated, erasures having been made implicating two ex-officers with receiving extra pay in this scrip matter. He says the erasure were not made with the consent of the Auditors, and that they were made after they had signed the report.

We learn from those who are engaged in publishing the pamphlet, that the report vouched by the Dispatch was surreptitiously obtained, and appeared greatly to the chagrin and vexation of those engaged in printing it.

With this information we recall the remarks above in regard to the Auditors, and acquit them of all blame in the matter. We let our remarks stand, however, as originally written, as affording the best history of the whole matter, and as showing why the Dispatch was able to out-strip all its colemporaries, of which it takes care to boast.

RAILROAD ARCHITECTURE.—Although Railroads have not founded a new order of architecture, yet they have availed themselves of the principles of the art with a boldness and vigor which is quite refreshing, and which we trust will herald a new era in the civil architecture of this country.

The Ohio and Pennsylvania Railroad Company deserves much credit for the tasteful and appropriate architecture of the most of their station houses. Instead of putting up bald and barn-like looking buildings, they have imparted a character to their stations, which render them picturesque and pleasing objects, and we are gratified to see that the ever imitative yankee nation has caught the idea thus presented, and houses are springing up along the line partaking more or less of the architectural character of the stations.

Theodore H. Sprochl, Esq., is the designer and architect of the company, and he has exhibited great skill and taste in the performance of his duties. The general character of the station houses is a semi-gothic; having steep roofs, numerous gables, mullioned windows, verge boards, and the gothic hood label. The station house and hotel at Alliance, is a very beautiful and picturesque building. It contains a central octagonal building, with two wings, forming an obtuse angle with each other, and with a central watch tower, the whole together making one of the most attractive stations we have ever seen, while the utility of the arrangements are admirable.

Messrs. Boyd & Murdock, of Allegheny, the builders of the Company, have ably seconded Mr. Sprochl's labors, and have executed his designs with great fidelity. The buildings are generally of wood, but with proper care, protected as they are with overhanging roofs, they will last a great many years, and will answer all the purposes of more elaborate and expensive buildings, while at the same time, they will infuse a better taste into the rural architecture of the country.

THE SCRIP PAMPHLET.

Late last evening, a copy of the forthcoming pamphlet, on the Scrip Defalcation, was placed in our hands. It is entitled as follows:

"The Scrip-Deficiency, embracing the Reports, Statements, Evidence, &c., used by the Auditors of Allegheny County in their late Investigation of the Scrip Issues. Pittsburgh: published by authority of the Auditors. 1853."

This curious document will be widely circulated, and no doubt every body will buy it and read it. It is for sale at Callow's, Third street; price 15 cents. We shall probably make some use of it at our leisure, but at present have room only for the testimony of that celebrated individual, *Joseph Barker*, under oath, which we request all who voted for him last fall to compare with his speeches and slanders upon Mr. Magill. How completely is this dastardly creature made to eat his own words, and to vindicate Mr. Magill from his own vile aspersions. Hear him:

"Joseph Barker, sworn.—Last winter a year, just before the Mayor's election, Mr. James Mackerel, talking with me about political matters, told me that Mr. Magill was going to bring out some matter about the Scrip, that would create a good deal of fuss and trouble. He stated that this apprehended trouble about the Scrip had caused Magill to resign his office as Commissioner. I asked Mackerel if Magill knew about this Scrip being removed from the Commissioners' Office at the time it was done, for if he did, he could not have my vote. It passed off, and I went to Allegheny, addressed a public meeting, and spoke about this same matter; made strong allusions to it; while doing so, a gentleman, whose name, I think, was Smith, handed me a letter; I read the letter to the audience, which was of the following purport: (That Mr. Magill had informed his (Magill's) brother-in-law that Barker's speeches were true; that he knew it long ago, but dare not mention it until after the election; and then I will let the cat out of the bag.' Magill's brother-in-law was in the audience when I read the letter, and he stepped out and said 'That is not so.' I told the audience to keep quiet, and I would read the letter again, which was done, and he then said it was true. He first understood that the letter charged Magill with taking the money, but on second reading he found that it did not so charge Magill, and then said the letter was true. Afterwards Mr. Boyles, County Commissioner, handed me a piece of paper containing the list of names of persons who had taken Scrip from the County, and the amounts each had taken, as follows: John M'Dowell, $1776,00; John Forsyth, $600,00; Joseph T. Marks, $544,00; Jas. Cunningham, $600,00; Alexander Carnahan, $146,00. When I got hold of this I put it to them a little stronger. When adverting to this scrip matter, I alluded to Mr. Gormly, who was Clerk for the Commissioners, knowing all this, and he did not make the matter public. Mr. Gormly met me near the Court House, and walked with, and told me how this matter was. I asked him why he did not put this matter of Scrip on the books. He said he was a hired clerk by the County Commissioners. I asked him again why he did not tell of this; he said, who will I tell it to? to the County Commissioners! they were the men who took it, and it would be no use to tell them. He said that he did not know, or believe, that Mr. Magill took any. He told me that he had written letters, over and over again, to those men who had taken the scrip, to return it again before the people would find it out. I asked him who he had first communicated the fact to, that the scrip had been taken. He said that he first told Mr. Benson. That as there was a change in the Board, he made the fact known. Was Mr. Benson the first man you told it to? he said yes. I asked why he did not tell it to Magill; don't recollect the answer he made, but left the impression on my mind that Magill knew of it. He told me that Mr. Benson and one of the Commissioners had gone to Joseph Marks while he was lying sick, to get this matter fixed. He then said that the Commissioners had sent to Indiana for Mallow. Commissioners had sent to Indiana for Mallow. all to fix his scrip matter, and that M'Dowell fell sick there, sent for his wife, and soon after died. John Curran sent for me a note of counterfeit scrip, and other persons would occasionally send me a note of counterfeit scrip; never saw Magill's children playing with blank county scrip.

JOS. BARKER."

THE SCRIP DEFICIENCY.

REPORT OF THE AUDITORS OF ALLEGHENY COUNTY,

Of their late Investigations of the Scrip Issues.

The Auditors would further report, that in the account of the present County Treasurer, there was a credit claimed for $763 of county scrip redeemed by him up to December 31, 1852, which was genuine. There had been previously more scrip redeemed than was ever passed to the credit of the county; it was thus manifest that there was something wrong. Your Auditors, as a duty which they owe to the public, and which was incumbent on them to perform as a part of their official duty, proceeded to examine as fully into the matter as was possible.

The result is herewith submitted. It appears by the testimony of James Gormly, who has been the Clerk of the Commissioners from October, 1839, to the present time, that the Commissioners keep a minute book of all their proceedings, in which they would be entered all the resolutions of the Board, &c.

On the 9th of June, 1841, the Commissioners were William Lea, John Patterson, and John Morrison, and S. R. Johnston, Treasurer; and at this date is the following entry, being the first entry as to county scrip:

"WEDNESDAY, June 9, 1841.—Commenced the issue of county scrip on the 8th inst., of the denomination of $1, $2 and $3, receivable by the Treasurer of Allegheny County for taxes or other debts due the County, signed by the Commissioners and attested by the Clerk. Whole amount intended to be issued for the time being is $28,000; which, by a resolution of the Board, was considered expedient, under the present depressed state of monetary affairs, to meet the pressing large demands on the County, created in consequence of the erection of the new Court House."

The debt of the county in 1841 appears, by the Auditor's Report of that year, to have been, after deducting the cash in the treasury, $120,551. This appears to have been as near as they could arrive at the true state of affairs for new jail, court-house, and all other liabilities, including the $28,000 of county scrip which had then been issued. To meet this indebtedness, the county had outstanding claims due her of $60,622,46. These appears to have been no other scrip issued till 1844.

The next entry about scrip is June 27, 1844, (the Commissioners being John Johnston, John Forsyth and James Cunningham,) when the Commissioners resolved to issue $21,000 of county scrip, the blanks for which they had ordered from the engravers, to pay temporary loans and redeem mutilated scrip; and from the minutes it appears that in July, August and September of 1844, they were engaged in signing scrip.

There are the only resolutions on the minutes authorizing the issuing of scrip; yet the minutes show that during the years 1846 and 1847, the Commissioners and Clerk were engaged in signing scrip.

On the 19th April, 1849, the brokers having refused to take this scrip, the Commissioners resolved to pay, from April 10, 1848, six per cent. interest on all outstanding scrip, and to enable them to redeem the same, to increase the tax to 5 mills. This is the last entry on the minute book relative to scrip, and so far as the records of the Commissioners' office show, this is all the scrip ever issued, or any amount of scrip issued, Mr. Gormly proves:

"There is no other book or record kept by the Commissioners, which has any entry or entries therein relating to scrip, except the two minute books from which the foregoing entries have been taken. The Commissioners never issued the scrip printed in Fist and Dyer's, but a portion of the scrip issued by them than is contained in the foregoing entries. The Commissioners kept no account of the amount of scrip issued, or any account of the amount received or redeemed."

This presents a singular state of affairs in an office where the records show receipts for every scrap issued, even down to the small premium for a single fee scalp.

As the records, of the office where everything should have been set forth about the scrip, gave no information, the Auditors procured from the engravers a certificate, showing the amount of scrip printed and forwarded to the Commissioners for which $228,000. This scrip appears to have been all used, except as the evidence proves, about one full package, $7,000, and about half a package which was burnt at the time the scrip went down, about $10,600. This would leave, as used in some way, about $217,500. The issue in favor of the county by the Commissioners, to James Blair, $500—due bill taken for the same. This is now in suit—the county of Allegheny vs. James Cunningham. John McDowell received $1,001 scrip, and left a memorandum for the same with the clerk. He also got $200 and $125; also $75, making in all, $1,501. Col. Jas. Carnahan got $125 or $138, which the Commissioners informed him was what he was entitled, for his services in signing the scrip, he being in office but a short time in the place of William Magill, resigned. This has been refunded. John Forsyth received $600 of the scrip, which he claims has since been settled. Joseph Marks received $584 of this scrip. James Gormly received, as extra compensation, of this scrip, $600

These items were all paid out of the scrip from the Commissioners' office, and were not drawn in the regular course of business from the Treasury. The scrip was signed in different places, and soon. It is alleged was stolen from the Supreme Court room. The whole amount of scrip that passed through the county Treasury appears to have been $191,685.

The account herewith exhibited, made up from the different Auditors' reports, shows that there has been 20,451 redeemed more than ever passed through the treasury to the credit of the county. There have been many irregularities in the issue and redemption of this scrip. There is still scrip out and scrip warrants of which no entry is in any book—how much, cannot be certainly ascertained.

The public will judge for themselves of the whole matter, your Auditors having made arrangements for the publication of the whole evidence in pamphlet form, without cost to the county.

STATEMENT OF THE ISSUE AND REDEMPTION OF COUNTY SCRIP.

Year.	*Issued.*	*Redeemed.*	*Increase.*	*Outst'g.*
1842	$28,000	$ 820		$ 27,180
1844	22,500	1,569	$20,931	48,111
"	14,500	3,993	11,407	59,518
1845	51,848	5,065	45,673	105,196
1846	33,021	6,009	26,912	132,108
1847	41,559	6,793	34,766	166,874
1848		67,654		99,220
1849		90,012		9,208
1851		29,650		
	$191,128	$211,674		
	Deduct	191,128		

Balance $20,451—amount redeemed more than was credited to the county.

—All which is respectfully submitted.

WM. FILSON,
JOHN ERRICK,
FRS. I. GARDNER,
Auditors of Allegheny County.

On the Hudson River Railroad trains travel with greater speed and with greater safety than on any other road in this country, and perhaps in the world. An average speed of fifty miles an hour is required by the time table of the daily express train over the road from New York to Albany. This high speed is maintained with safety by means of an admirable system for the prevention of disasters, which is thus sketched by the New York Tribune:

"A complete corps of signal-men maintain a perpetual watch at all necessary points from one end of the road to the other. At every bridge, every crossing, every cutting, and every place where there is not a clear view of the track, or where it is liable to be obstructed, these sentinels have their stations, and the signal of danger is passed along almost with the speed of the telegraph. In this way any sudden peril on the rails is immediately announced at a sufficient distance to insure the safety of an approaching train. At each draw-bridge two tenders are constantly posted. No draw is allowed to be opened when a train is due, until twenty minutes have passed after the time for it to arrive; and then the signal must be shown at least a mile from the bridge, and a torpedo laid on the rails to explode under the advancing engine, to warn the driver, if he should fail to see the signal.—Every switch has its tender, who is required to be stationed on his post at the passage of each train, and to see that all is in order both before and after. If any obstruction arises, it is promptly signalized at least a mile off. After the passage of a train it is the duty of the signal men immediately to examine the entire track and see that it is safe. In case of any trifling disarrangement, such as the loss of a spike or the want of a few shovel-fulls of gravel, they have the utensils to repair the deficiency. By this means, and by great care in running within the appointed time, every high degree of speed is gained with safety."

The New York Journal of Commerce says that the Anniversaries of the great religious and benevolent institutions, held in that city, were closed on Friday. It adds:

"Fifteen of our most important religious and benevolent institutions have held public meetings, and have drawn together large audiences, of which from one-third to one-half were from the country. The attendance, on the whole, has probably been as numerous as on any previous occasion of this character.—According to the reports presented, there have been received and disbursed in the course of the year, by those institutions, at least $1,500,000. In almost every instance their receipts have increased, and there has been a corresponding enlargement of the scale of operations. Accounts of the usefulness of these various enterprises are generally favorable."

For the Pittsburgh Gazette.

A REJOINDER.

The Presbyterian Advocate of May 18th, has a reply to my comments on its editor's notice of Mrs. Stowe's "Key." The reply is in good temper, and I feel no disposition to exhibit any harshness in my rejoinder.

That editor says that he did not mean that all Mrs. Stowe's "horribles" were taken from abolition prints. What he said was, as he repeats it, that the Key "was a collection of *many* of the horribles of slavery that had appeared in abolition prints," &c. This certainly appears to my mind as if he had said, "it was a collection that *of all*, but) of *many* of the horribles," &c. Just as if, in speaking of a crowd of men, I should say, "it was a collection of many of the emigrants from Ireland." This would not imply that *all* the emigrants from Irsland were in the crowd; but it certainly would imply that all those in the crowd were emigrants from Ireland. Or if I were to say, "that a certain book was a collection of *many* fables from Æsop." This would not be saying that the book contained *all* the fables of Æsop; but it certainly would mean that the book contained nothing but fables from Æsop.

The editor of the Advocate quotes a paragraph from the Charleston Mercury, in which it is confessed that the "peculiar institution' is being gradually removed from the pale of sympathy and social intimacy with the rest of the world."

Now it so happens that this very paragraph has attracted the joyful attention of the anti-slavery men in the country. It is a most cheering assurance that the labors of Giddings and Hale and Sumner, and perhaps above all, of Mrs. Stowe, are at length being met by encouraging results. As I said before, public opinion is omnipotent here; even the most hardened of slaveholders will at length quail before it; and I have no doubt that the time will come, and that within ten years, when no respectable man will have the hardihood to acknowledge himself to be a slaveholder, in Europe or any of the free States. But Christianity and humanity will owe no thanks to the pro-slavery religious papers for this result. They have uniformly afforded to the slaveholders all the aid, comfort and encouragement in their power. Had those papers been honest and faithful and true to the cause of religion and justice, the slaveholders would, ten years ago, or perhaps twenty, have felt as they now begin to feel. And had they not been supported and in reiterating annually the resolutions against slavery which its General Assembly unanimously passed in 1818, the anti-slavery cause would now be much farther advanced. On the other hand, had all the clergy and such persons as Giddings and Hale, and Sumner and Stowe, and many others, insulted the slaveholders as they have the religious papers in acting the part of "dumb dogs" or faithless watchmen, slaveholders would now be as haughty and defiant as they were twenty years ago.

To those men who profess to believe that slavery is right, I have nothing to say at this time. But to the editor of the Advocate, and the majority of his readers, I have a few words to say. They think slavery wrong, a sin; excusable, perhaps, in some special cases, but unjust in itself, and immoral in its tendencies. Why, then, do they not bear their testimony against it as they do against gambling, intemperance, or dancing? The reply in substance is, that such a course would be bad policy. It would create division in the Church; policy and expediency require that, on this subject, they should be dumb.

Henry IVth, of France, was a Protestant, but he thought it wise policy to be a Catholic. Certainly there were many plausible arguments in favor of that course. Sir James Stephen, in his admirable lectures on the History of France, in noticing his conversion, says: "His moral responsibility is that of having acted on the belief that, by disavowing his faith, he would best promote the interests of his people, of his descendants, and of himself. His error was that of tolerating the human above the Divine prescience, and of claiming for the foresight of man a higher authority than for the immutable laws of God."

Again, that same lecturer says, "What the future history of France would have been, if Henry had clung to his integrity, is known only to the Omniscient; but with the annals of France in our hands, we have no difficulty in perceiving that the duty of his impious, because pretended conversion was among the *dies nefasti* of his country." "It rescued France from a disputed succession, but consigned her to two centuries of despotism and misgovernment. It transmitted the crown, indeed, to seven in succession of the posterity of Henry, but of them one died on the scaffold, three were deposed by insurrections of their subjects, one has left a name pursued by unmitigated and undying infamy, and another lived and died in a monastic melancholy, the feeble slave of his own minister." The lecturer then says of the remaining one of the "successors of Henry IV., Louis XIV.) "by the licentiousness of his personal habits, by his arbitrary system of government, by his iniquitous wars and by his remorseless persecutions, paved the downward path to the ruin of his family of his dynasty and of his race." The lecturer closes his remarks on that subject in the following words: "Providence will follow the apostate with public and private compensations, and the apostate's self-condemned heart will be his severest punishment."

Such public voice could have disclosed to Henry the events really depending on his purchase of his crown by apostasy, would that purchase have been made? If he had sought for giddance in the sacred book which was the corner stone of the faith he abandoned, would it not have reminded him, that "the lips of truth shall be established forever, but that a lying tongue is but for a moment?"

Slavery is doomed to a termination at some period not very remote; then it will no longer have defenders or apologists, and then the conduct of our religious bodies will be bitterly and scornfully remembered.

Is there not a strong probability, nay, almost certainty, that the spirit of Sir James Stephens' remarks upon the apostacy of Henry may be well applied to the majority of the present clergy? By their silence upon the subject of a great evil—by their apostacy from the doctrine avowed in 1818 they have secured present peace. But that event seems to be crowned with success equal to that of Henry 4th, but is there not a very strong probability that it will inflict a lasting stain upon the name of the churches? That it has weakened the influence of those churches, detracted from the public respect for the clergy and fostered the opinion that the teachers of religion are as selfish and mercenary as other men, I have no doubt. C.

All the indications point directly to the railroad between the Atlantic and Pacific coasts of the United States as a fixed fact. A Washington correspondent of the New York Courier says:

"Four expeditions have been organized under the appropriation of one hundred and fifty thousand dollars, for the survey of a practical route for the Pacific Railroad. The first, under Gov. Stevens, late of the corps of Engineers, will explore from St. Paul's, Minnesota, and move west, across the upper branches of the Missouri, through the South Pass, thence to the Columbia river. The second, under Lieut. Whipple, of the Topographical Corps, is instructed to survey the route from Memphis or Vicksburg, by way of Fort Smith, Arkansas, and Albuquerque, to Fort Yuma, thence to the frontier of California. Lieut. Williamson is directed to leave San Diego with a surveying party, and meet Lieut. Whipple at Walker's Pass, in the Sierra Nevada. Capt. Gunnison is ordered from Millawukie to Washington, to take charge of the fourth party, which will rendezvous near Council Bluffs, and attempt to explore the central route—that taken by Col. Fremont in his last expedition, which failed so disastrously. This party is organized under the recommendation of Mr. Benton. Mr. Kerr, one of Col. Fremont's men, will accompany this last party. Each party will be escorted by 35 troops, mounted men or infantry."

MRS. HOWARD.—The lady who has figured before the public so largely in connexion with the Emperor of the French, is Mrs. Kate Howard, the actress at the Adelphi Theatre. She never was in the United States, but was the daughter of a baker and pastry-cook in Drury Lane, London, and when quite young was married to an attorney's clerk, named Gurley, from whom she separated in a few months. Louis Napoleon saw her on the stage and became enamored of her, hence the connexion between them.

The young lady to whom the false paragraph going the rounds in the American papers attaches so much scandal, was the daughter of an honorable and respected Canadian gentleman holding an official appointment in the United States, and married to an American lady connected with three of the most illustrious of the British nobility. The daughter now deceased, was married to the son of a noble duke, and every slur upon her character, and every word relating to her except that she had separated from her husband, is entirely false. She died pure in name and reputation, scarcely turned seventeen years—young enough to have been Mrs. Howard's daughter.—*Kingston (Canada) News.*

EXPLORATION OF AFRICA.—It is known that Captain Lynch, of the U. S. Navy, was sent to the West Coast of Africa, some time since with a view to determine preliminaries connected with an exploring trip into the interior of Africa. A letter from President Roberts, of Monrovia, under date of 14th March, says—

I have seen Captain Lynch and made a short excursion with him up the St. Paul river. He is equally pleased with the country, and I think has made up his mind to strike out into the interior from Millsburg. He is now on his way to the United States, via England, to make arrangements, I believe, to return to the coast in a few months to commence his explorations.

CALIFORNIA SLAVE LAW.—The Legislature of California have extended for another year the operation of the fugitive slave law, passed at the last session of the Legislature.

Connellsville Railroad.

☞ AT A MEETING of Citizens of Elizabeth Township, and Borough, held on the 10th instant, the undersigned were appointed as a Committee to call a GENERAL MEETING of the friends of the above named improvement, to be held in the BOROUGH OF ELIZABETH, on TUESDAY, the 24th of MAY, instant. A large attendance is expected, and the Officers and Stockholders of the Company are hereby respectfully requested to favor us with a Meeting with their presence on the occasion. The Meeting will convene at 11 o'clock A. M.

SAMUEL FENW,
SAMUEL WALKER,
J. B. SHAFFER,
R. FERGUSON.

Elizabeth, May 14, 1853. my17:d

☞ H. WILLIAMS has removed his Select School to that very eligible room of Mr. Bell's, at the corner of Ferry and Liberty streets—entrance on Ferry street. It will be the constant aim while imparting a knowledge of the branches studied, to cultivate the heart and instil correct principles. We have long known Mr. Williams as a faithful, efficient and successful teacher.

Richard Bard, H. P. Dalin, R. S. Johnson, George F. Hilmore, Misses F. Eaton, A. H. English & Co., John L. Russell, A. L. Russell, William Larimer Jr., David Hunt, John Mecaskey, John F. Loy, Alexander Laughlin, John H. Wardle, William C. Warden, R. G. Stockton, Francis G. Bailey, John Herron, David Elliott, George Albree, ... wrieddiw

☞ ANOTHER CASE OF FEVER AND AGUE CURED.—A few days ago we recorded an astonishing cure of Fever and Ague by the use of Dr. M'Lane's Liver Pills. We have now another to mention, viz: that of James Sharpe, of Madisonburg, who states that he had labored under a very severe attack of Ague and Fever, and was soon restored by the use of these Pills. Mr. Sharpe also expresses an opinion, founded on observation, that the Liver Pills are the best for billious complaints ever offered in this section of country.

Although long known as a sovereign remedy for chronic cases of Hepatic derangement, or diseases of the Liver, the proprietors of Dr. M'Lane's Pills were not prepared for the frequent but gratifying evidences of its general utility and curative capacity. In this respect, this invaluable medicine has exceeded their most sanguine expectations, and induced them to hope that it will be introduced into every family in the United States.

It may be had, at all times, from most druggists and merchants, in town and country, and wholesale and retail from the proprietors.

FLEMING BROTHERS,
Successors to J. Kidd & Co., 60 Wood street.

☞ BURKE & BARNES' SAFES.—Here is the kind of testimony as to the value of our SAFES, upon which we can confidently 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!

ALLENTOWN, BUCKS CO., Pa.
November 12, 1852.

MESSRS. BURKE & BARNES—Dear Sirs: Your two letters were duly received. I was absent at the time, and could only respond in regard to your Safe. I consider it perfectly WATER PROOF. I enter into one hundred barrels of flour in it on the morning of the 10th of June last—my store building being burned to ashes. It was built of wood and brick, and was but a two story building. My safe was in the front 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 Two Thousand Dollars, which was saved, and not a single paper charred; and further, I would advise any person who is doing business to buy no other, but buy a Safe to keep their papers in, as I consider it the best one that is good. I can safely recommend your Safes to the public.

Yours, truly, JOHN CLARKE.

☞ We believe Naturo 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 Seneca Oil Springs, Venango county, Pa., 400 feet below the surface of the earth, is, without doubt, one of the greatest of these remedies. Read the following testimony, given by a grateful parent:

PLEASANT VALLEY, Ohio, Sept. 13, 1851.

Mr. S. M. KIER—SIR: I have sold all your Petroleum or Rock Oil, some two years, and have been looking for you, for your interest to get a further supply. I could have sold some dozen more. We have found it very excellent in Fits and Dysentery. My daughter, at the time your agent was here, was lying very low with the Fits. I gave her a teaspoonful, and in 15 minutes after the second, and the 6th stopped, and she recovered from that day. I have since administered it to my own and neighbors' sons, Cuts, Bruises, and Rheumatism, and for the latter some have been cured in a few days.

Yours, truly, ISAAC BURSON.

For sale by all the Druggists in Pittsburgh.
my9 [PARKE'S Advertising Pamphlet, page 107.]

☞ CARD.—Doctor MYERS having been relieved from his official duties as Surgeon and Physician of the U. S. Marine Hospital, will in future give his undivided attention to his Profession. Office and residence No. 149 Third street, a few doors from Smithfield. my7:d3m

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

Third Annual Statement

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

Assets of the Company, May 1, 1852 ..... $ 97,111 17
Premiums rec'd. year ending May 1, 1853 ..... 139,671 17
Returned premiums, Losses, Reinsurance, &c., paces. &c. $7,206 58

Capital stock paid in and secured 100,000 00
Bonds, Mortgages, Loans, and other available securities 140,779 28
Cash on hands, and in hands of Agents 12,045 18

Total assets liable for losses, May 1, 1853 ..... $252,824 46

DIRECTORS:

JOHN F. RUTHERFORD, Dauphin county;
F. C. SEDGWICK, Harrisburg;
SAMUEL JUNIER, Philadelphia;
A. WILKINS, Banker, Pittsburgh;
A. A. HAMMITT, "
JOHN S. RUTHERFORD, Dauphin county;
J. GILLET, Harrisburg;
S. T. JONES, "
ROBERT KLINE, Lycoming county.

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

Will insure against all perils of inland navigation; also, on merchandize in city or country, at lowest rates of premium; with security to the assured equal to any other corporation, or for a term of years.

Office, corner of Fourth and Smithfield streets.
my7:tf A. CARRIER, Actuary.

Citizen's Insurance Company of Pittsburgh

OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.

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

☞ Desires to negotiate loss or damage by FIRE. Also, against the perils of the SEA and INLAND NAVIGATION and TRANSPORTATION.

DIRECTORS:

R. D. King, | Wm. Larimer, Jr.
Wm. Bingham, | S. M. Kier,
Samuel Jaskson, | John Bissell,
Robert Dunlap, Jr., | John R. Bilgewin,
S. Harbaugh, | Francis Semple,
Edward Heazelton, | J. Schoonmaker,
Walter Draper, | Wm. H. Hays,
Isaac M. Farmest. | 4cc2

JOHN FLEMING. DOUGLAS FLEMING

Fleming Brothers,

(SUCCESSORS TO J. KIDD & CO.)

WHOLESALE DRUGGISTS,

No. 60 Wood Street, Pittsburgh, Pa.

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

CHARLES R. LOOMIS,

STOCK AND BILL BROKER.

Notes, Bonds, Mortgages &c., Negotiated.

PARTICULAR ATTENTION GIVEN TO THE PURCHASE AND SALE OF STOCKS.

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

A. H. HOLMES & BRO.,

MANUFACTURERS OF

SOLID BOX VICES, SLEDGES, PICKS, HATTOCKS, CROWBARS, &c.,

PITTSBURGH.

Office 25 Wood st., between 1st and 2nd. ☞ All work warranted equal to any manufactured. ☞ my12:d

JOHN T. LOGAN, SORT. T. KENNEDY
PHILIP WILSON, EDWARD GREGG.

REMOVAL.

LOGAN, WILSON & CO.

IMPORTERS AND WHOLESALE DEALERS IN

FOREIGN AND DOMESTIC

HARDWARE, CUTLERY, &c. &c.

Have removed to their new and extensive store, No. 23 Wood street, four doors above the St. Char