PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.:

PITTSBURGH.

FRIDAY MORNING, JUNE 17, 1858.

☞ *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. jy5

☞ 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.*

WILL THE PITTSBURGH AND STEUBENVILLE ROAD PAY?

The estimated gross receipts of the Pittsburgh and Steubenville road are set down by its engineers at $224,250: one-half being allowed for running expenses, leaves $112,125 for net receipts, and this, we have shown, will not pay over 5 per cent. on the probable cost of the road.

But of this total of $224,250, the sum of $30,000 is estimated as receipts from the transportation of *coal*. The engineers estimate that 4,000,000 bushels will annually pass over the road, at a cost of ¾ cents per bushel, and that it can be profitably afforded for sale at Pittsburgh at 3¾ cents per bushel. The Little Saw-Mill Run Railroad Company say *they* can deliver coal at the mouth of Saw-Mill Run, one mile below the city, at 2½ cents per bushel, or one cent per bushel less than it can be delivered by the Pittsburgh and Steubenville road. So long as this is the case, it is not at all probable that coal will be brought in on the Steubenville road, from 10 to 20 miles, to compete with a company that can furnish it at such low rates. The estimated receipts from that source, therefore, are not likely to be realized for many years to come.

The *local* busines of the road between Steubenville and Pittsburgh, is estimated at $89,000 annually, or over $2,000 per mile. This is greater than the amount earned by any western road, from that source, that we know of; and when it is considered that the Steubenville road passes through no town of any note, on its route, and will be dependent alone on a farming population for its local traffic, we think that we will be borne out in saying that the estimate is much too high.

The through freight of the road, derived from the Steubenville and Indiana Railroad, is estimated at 190,000 tons annually, yielding an annual revenue to the road of $68,250. This amount of freight is made up from the estimated amount of the agricultural products of Franklin, Licking, Muskingum, Coshocton, Tuscarawas, Harrison, and Jefferson counties,—the counties which are traversed by the Steubenville and Indiana road. The whole agricultural product of those counties is taken as a basis, and it is estimated that they will yield an annual surplus of 3,444,449 bushels of Wheat, 2,000,000 bushels of Corn, 1,500,000 lbs Wool, 16,000 Horses, 25,000 Cattle, 100,000 Hogs, and 50,000 Sheep, all of which surplus, it is calculated, will find its way to Pittsburgh over the Steubenville road, and will make up the revenue above mentioned of $68,250 per annum. Now, it would not be a difficult task to demonstrate that nothing like this amount of produce can ever come over that road from those counties, in the regular course of trade. *Of all the counties named there is not one that is not traversed by rival lines of improvement.* Franklin county is the centre of a net work of railroads, which offer to her a choice of half a dozen different ways of reaching the eastern market with her produce. Licking county is traversed by the Ohio Canal, the Mansfield road, and the Ohio Central road, (a rival to the Steubenville and Indiana road,) while Muskingum county has the Ohio Central road and the Muskingum river improvement as outlets to her produce; Coshocton, Tuscarawas and Harrison counties are traversed by the Ohio Canal, and by the Bayard branch of the Cleveland and Pittsburgh railroad, which gives those counties an outlet to the lake as well as to Pittsburgh, for their produce, and Jefferson will have the Circumbendibus passing through its entire length. All these various lines of improvements will, as a matter of course, each carry off a share of the agricultural produce of those counties, and most, if not all of them, tend to the Lake, the direction followed, hitherto, by much of the surplus agricultural productions of that section. It follows that it is idle to talk of this surplus all passing over the Pittsburgh and Steubenville road, and that the estimate to which we have alluded must be very materially modified.

From these premises the conclusion is irresistible that the estimated revenue of the road has been overrated; and as, even taking that estimate as the basis, the road could only pay 5 per cent. on its probable cost, it follows that the county, by subscribing half a million to its stock, would have to look forward with certainty to taxation for payment of a part of the interest on its bonds.

We commend these facts to sober consideration. This *expose* has been forced upon us in self-defence. We have never had any hostility to the Steubenville road, *per se*, and regard with an favorable eye every improvement that brings traffic to Pittsburgh; but when it is proposed to involve the tax-payers of the county in an enterprise with such prospects before it, and we are attacked furiously for expressing a simple dissent from its propriety, it behooves us to give the facts on which our conclusions are based.

THE RIGHT OF WAY.—The friends of the Steubenville road affect to believe, now, that the "right of way" for that road across Virginia territory is a matter of no importance whatever. Last winter they seemed to think differently.—*Then* the Secretary of the company was despatched to Richmond with a full purse, where he remained all winter, and feed the leading men of Virginia to assist him in getting the right of way through the legislature. We will not stop now to inquire as to the probable cost of this course, although an item of expense not included in the estimated cost of the road, but we may presume that so much time and money would not have been spent at Richmond if the right of way had not been deemed of the utmost importance. *We*, now, entertain the same opinion of the importance of that "right of way" which the Pittsburgh and Steubenville company entertained last winter, and it forms one of the main items of our objection to a county subscription to that road. Will some of the gentlemen who are now so lavish of their abuse of us explain how a thing which was of so much importance last winter has come to be of no importance now?

HARLEM SPRINGS.—An advertisement of this watering place will be found in our columns today. A friend who is well acquainted with the locality assures us that it is all it is represented to be, and we commend the proprietor to the attention of those seeking summer resorts. Harlem Springs is in Carroll county, Ohio, and only a short distance from railroad accommodations.

COPPER MINES IN GEORGIA.—The copper mania speculation is raging in Georgia, and the last Dalton Times says:

In Murray county they have gone perfectly wild. The farmers, many of them at least, have left their farms to search for mines. The Cohutta Mountains are almost alive with them.—Lots in Murray and Whitfield counties that have always been dull sale at $5, (being mountain lots,) cannot now be bought for scarcely any price, owing to the copper mania.

Operations are about to be commenced on a mine two miles from Dalton, and it is said there is no doubt that copper, silver and lead abound in that vicinity.

THE CROPS.—The Richmond (Ky.) Measenger says:—"The prospect for an abundance of every description of fruits in this part of Kentucky was never better than at this time. The wheat, oats and corn all look well and are doing finely. The prospect for a plentiful harvest is as good as ever known."

The *Journal*, with the facility generally possessed by those who find themselves in the wrong, endeavors to explain away its position on the GAVAZZI question.

It claims, now, that GAVAZZI's mission is unnecessary, all that he can do against Rome having been done more ably by others who have gone before him. It says:

"Doctor McGILL and Professor JACOBUS, in the best exercise of "free discussion" dissect the creed the aims and the practices, of the "Romish Church," without restraint, and to the abundant edification of the heartiest haters of Catholicity. Every Protestant pulpit in our midst rings to the echo with denunciation of Rome, free to all comers. And with these testimonies that free speech, free discussion, and especially free denunciation of Rome, are established and secured rights among us, where is the void Father GAVAZZI comes to fill? He cannot be a greater blackguard than we have always at hand to deal with Popery. He cannot be a more sincere and earnest enemy of Rome than poor KIRKLAND.—He cannot be a more scholarly and able disputant of the pretensions of Rome, than Doctor McGILL. He is not qualified by personal obscuration of the blight Catholicity has spread over Rome and all Italy, which Professor JACOBUS has not already brought to aid his assaults upon Romanism.

Where, then, is the vocation of GAVAZZI?—It is plain we do not need him."

Passing over the utter unmanliness of the attempt to class the talented GAVAZZI, who never offends against decency in his lectures, with Barker and Kirkland, and the untenable argument that the occupation of a particular field by one laborer precludes a necessity for another, we take issue with the *Journal*, and deny that he has been anticipated by any one in the position he occupies as a Lecturer against Catholicism. He may not have more scholarship or force in disputation than McGILL, JACOBUS and MURRAY; but he possesses an experience and knowledge of Catholicism which none of them can possess. He is a man who has been educated in the Catholic church, who has served as a priest in its ministrations, and has an acquaintance with the details of its organization, its purposes, and its practical workings which no Protestant preacher, however learned or able, can ever acquire. Prof. Jacobus, it is true, traveled in Europe, and was an eye-witness of the "blight Catholicity has spread over Rome and all Italy;" but he was only a witness of general results, traceable to general causes, while GAVAZZI was intimate with all the secret and peculiar workings of the system which has thus blighted "Rome and all Italy." With his large knowledge and experience of Romanism, he comes here to tell us what he knows, and warns us of the nature of the dangers to which we are subject from the growth of that power among us which has blighted his native land.

But, aside from this, GAVAZZI has large experience as one of that noble band of patriots who struggled for Italian Liberty, and Independence in 1848. A part of his mission here is to promote the redemption of Rome and Italy from "the blight" which Catholicity has thrown over them, and he cannot better challenge our sympathy for the cause of that noble country than by an exposure, from the stores of his knowledge, of the despotism which is grinding it to dust.

From these facts it is not hard to determine "the void which GAVAZZI comes to fill." His "vocation" is one which no one else now in the field can follow. Even upon the hypothesis of the *Journal*, it is plain that we *do* need him.

It may happen with those whose hearts were too cold to afford sympathy for struggling Hungary, and who have stealthily given all the aid and comfort they dared to the oppressors of Europe, that GAVAZZI's efforts to promote the redemption of Italy may seem proper subjects of mockery. They can talk glibly about "the blight" which has fallen upon that fair land, but that does not hinder them from hunting down the patriots who are striving to remove it. The Pope invokes French bayonets to exile GAVAZZI from Italy; and his coadjutors here invoke mobs to put him down in America.

But the *Journal* wholly blinks one item of its attack upon GAVAZZI, to which we directed its attention. It denounced him as a "bully" a "mobocrat orator," and "a blackguard of the meanest stamp," and asserted that he had incited the mob, and was more reprehensible than the rioters who undertook to take his life. Having thus held him up to public scorn, and justified the mob, it will not do now to turn round and say that it only meant to affirm that we did not need him because we had Dr. McGill and Dr. Jacobus. Are these able gentlemen in Quebec and Montreal, and have they ever lectured there? Because we in this region are well off for able defenders of Protestantism, is that any reason why GAVAZZI had no mission to fulfil in Canada?

The *Journal* must take back its scurrilous assault upon this noble Italian patriot, and its tacit approval of the Canadian mobs, before we can admit, as the editor asserts, that the only difference between us is, that he has ventured to declare his opinion of the inutility of Father GAVAZZI's lectures. Had that been all the difference between us, we should not have troubled ourselves with any remark. It was the ungenerous, uncalled for assault upon GAVAZZI and the apology made for the Canadian mobs which called forth our strictures, and these offences the Journal has not explained or apologized for. Until this is done, all other excuses go for nothing.

MEXICO.—We have received files of papers from the city of Mexico to the 24th of May.—SANTA ANNA is continuing the work of organizing the Government. He has issued various decrees of a stringent character. One of them centralizes the revenues of the States, which are hereafter to be collected by the Supreme Government. Another decree provides for the distribution and classification of the business to be performed by the several departments. A third relates to the army, which is divided into two classes—the permanent and active. Every citizen is required to bear arms in defence of the Republic; the national guard is to be incorporated in the second class, with certain exceptions. The permanent army is to be composed of 15,816 infantry, 8,945 cavalry, 1,264 engineers, 6,525 artillery, and 200 medical staff—total 26,553. The active militia consists of 51,968 infantry, 12,286 cavalry, and 692 artillery—total 64,946. The decree specifies at great length the functions of the corps of engineers, of the military college, of the various regiments and battalions of the artillery, &c. Enlistment is to be either by conscription or by volunteering. The papers are literally filled with edicts and decrees, all tending to centralize the power of the Government, and to give it strength and security against popular ferments.

Affrays are of frequent occurrence between the soldiers of the garrison, the agents of the police, and the citizens. One of the police was found dead in an obscure street in the capital, his body pierced with numerous wounds. On the night of the 15th the corpses of three soldiers were discovered. The soldiers are constantly quarrelling with the police, and fatal collisions have repeatedly taken place.

On the 14th of April the frontier colony of Sonora was attacked by 400 Apache Indians.—They were gallantly resisted, and after several hours' fighting were forced to retreat, carrying with them eight yoke of oxen. The Indians lost eight of their number killed and many wounded. Only two or three Mexicans were wounded, and none killed. In Coahuila it is said that the Indians are swarming, keeping the wretched inhabitants in constant terror, and compelling them, night and day, to take up arms in their defence.—*New Orleans Bee.*

FROM TEXAS.—The Galveston papers of the 3d instant mention the arrival of Gen. Pendleton F. Smith, who had proceeded Westward to take command of that military department.

Gen. Campbell, the Boundary Commissioner, was in San Antonio on the 26th ultimo, in good health.

Messrs. O. Clarke, of New York, Ex Governor Paine, of Vermont, P. Greeley, of Boston, and D. W. C. Clarke, of Vermont, composing the exploring party sent out by the Pacific Railroad Company of New York to examine the country for a line of road through Texas, arrived at Austin on the 26th ultimo, and left several days afterwards for Fort Graham, where they expected to meet Hon. Thomas J. Rusk, with whom they will explore the country west of El Paso.

There is no encouragement for gold miners in Texas. No gold worth the seeking has yet been discovered. The Houston Telegraph of the 30th ultimo says:

"Several companies of gold hunters have recently arrived on the steamers from New Orleans. We regret that these adventurers have been induced to come to Texas on a fool's errand. Those who have not means to return to their homes east of the Sabine may find profitable employment upon the railroads, or in the corn and cotton fields in the interior."

The Alton (Ill.) Telegraph says that slaves are escaping from Missouri in droves. It states several instances of recent escapes, and suggests that it would be of great advantage to Missouri if all her slaves would escape, as that is the greatest drawback to her prosperity.

For the Pittsburgh Gazette.

COUNTY SUBSCRIPTIONS TO RAILROADS.

A correspondent of the *Commercial Journal*, over the signature of "Allegheny," in yesterday's paper, attacks the Cleveland and Pittsburgh Railroad, its officers and friends.

The friends of both roads have applied to the present Grand Jury of Allegheny County for aid. The Pittsburgh and Steubenville road have obtained a recommendation for the subscription to their road, by Allegheny county, of $500,000, while the application by the Cleveland and Pittsburgh Company has been refused—and on what grounds?

Was it because the subscription to the Pittsburgh and Cleveland road was deemed unsafe? The Board of Directors authorized its President, Mr. Prentiss, to pledge to Allegheny county their whole work, which has cost $3,000,000, for the payment of the interest on $200,000, the amount asked from this County. They have over one hundred and six miles of road completed, upon which the cars are now running, and have been for more than a year past. This has earned for its stockholders twelve per cent on their investment. The business for the first five months of the year 1858 yielded, in cash, $84,751,73, while the first five months of 1858 have yielded the sum of $149,987,20, being an increase over a like period in 1852, of $65,235,47. This is over *seventy-five per cent.* increase.

In the face of all these facts "Allegheny" has the hardihood to assert that the subscription of $200,000, asked for by the friends of this road, would be *unsafe*. But this is only one of the many reckless and false statements which the friends of the Steubenville Company have published against one of the most important public improvements of the day.

What security can they give Allegheny county that their road will ever be permitted to cross the State of Virginia? That they will even be permitted by the States of Virginia and Ohio to erect a bridge over the Ohio river, without both which they never can reach the city of Steubenville? Notwithstanding the recommendation of the Grand Jury, procured by a system of boring and "outside pressure," the Commissioners of Allegheny county would prove themselves utterly regardless of their duty, if they should make such subscription until both those rights were first obtained.

They have exerted all their influence in Richmond and failed. They have since appealed to the people of Virginia, and a Senator is elected opposed to them, although the right of way for their road was made the test question.

But "Allegheny" says the Cleveland and Pittsburgh Company and its friends are opposed to the interests of Pittsburgh. Are such men as compose two-thirds of our business community, to be slandered in this manner with impunity?

While the application of the Cleveland road was pending before the Grand Jury and supposed to be in some danger of defeat, the citizens of Pittsburgh presented a petition to the Jury signed by two-thirds of all the business men of the city, urging in the strongest terms, the favorable action of the jury. This was done without any knowledge or agency of the officers of the Cleveland Company, but as a voluntary undertaking of our business men who appreciate the importance of the work. This was presented by a Committee of citizens as a measure of their own Will he again charge that our own citizens are opposed to their own interests?

The *Journal's* correspondent says, the Cleveland and Pittsburgh Railroad extends to Bridgeport opposite Wheeling. So it does, and there it enters a common depot with the Ohio and Central Railroad and the Marietta and Cincinnati Railroad. The passengers from there roads going east have but to step from one car to another, and be transported by this road to Pittsburgh and the eastern cities, instead of crossing the river to Wheeling and thence by the Baltimore and Ohio road to Baltimore. Is this of no interest to Pittsburgh? Shall all this trade and travel be sent by the Baltimore and Ohio Railroad, or the Hempfield, because Pittsburgh and Allegheny County will not assist to make the connecting link between Wellsville and Beaver? The Marietta and Cincinnati road connects at Cincinnati with the Ohio and Mississippi road extending to St. Louis, and this travel shall not come to Pittsburgh because the friends of the Steubenville road oppose the extension of the *circumbendibus* to Beaver. The friends of the Steubenville road could not have struck a blow to the injury of Pittsburgh trade and travel more effectually than the defeat of the county subscription. Their motives are understood and appreciated.

"Allegheny" attempts to cast a slur upon Mr. Prentiss and his associates. Let me tell him that a board of directors composed of such men as Cyrus Prentiss, Zaimon Fitch, and Jas. Farmer, whose character as men of great intelligence, ability, energy and integrity has been well known in this city for the last quarter of a century, cannot now be impaired by his puny attempts at detraction. They are infinitely beyond his reach.

Look at their capacity for the business they are now engaged in. Three millions of money have been entrusted to their charge, and so expended as to realize twelve per cent. Yet "Allegheny,"—this champion of the Pan-handle—says it is unsafe to entrust a county subscription of $200,000 to such men.

We have no opposition to make to the Pan-handle Railroad, but when their friends are making determined efforts to break down the success of our only sure means of preventing a large share of the injury the Baltimore and Ohio and Hempfield roads are calculated to do this city, they must not expect the friends of the Circumbendibus to quietly submit to their outrageous attacks. We have forborne until forbearance is no longer a virtue.

They say through their correspondent "Allegheny" that the hostility of the *Cleveland road* and *officers* to the interests of "Allegheny county was most strikingly manifested at Richmond last winter." "To their efforts in a great measure is to be attributed the defeat of the right of way to the Steubenville road." That the Cleveland road either by its directors, officers or authorized agents, exerted, or even desired to exert, any influence in Richmond last winter, either against the right of way for the Steubenville road, or against the interests of Allegheny county is wholly and *entirely false*.

Wheeling has done all in her power to prevent the Cleveland road from being built to Beaver where it could connect with the road to this city. She has now an ally in some friends of the Steubenville road who have been playing into her hands in preventing the subscription by this county.

Wheeling knows if this road be built her trade from Ohio is gone. Pittsburgh, whose interest lies in the extension of road over a favorable route remains to be built. Allegheny county and Pittsburgh have it now in their power to decide whether it shall be done.

PITTSBURGH.

For the Pittsburgh Gazette.

PENNSYLVANIA ENTERPRISE FOR LIBERIA.

The undersigned whose names are annexed to this preamble, deeply feeling the depressed position they occupy in this country, and seeing no plausible hope in the future of the amelioration of their condition as denizens whilst remaining in this country, have resolved themselves into a company to remove to the republic of Liberia, where the rights and immunities of enfranchised citizens are guaranteed to them, with access to all business capacities. These advantages being in a measure withheld from them in this country, they feel their inability of carrying out their designs which they have in contemplation successfully without the aid of the friends who are favorable to the promotion of Liberia enterprise. They purpose, if successful in raising the requisite funds of engaging in the iron and lumber business. Iron ore of Liberia is of the purest quality, yielding about 90 per cent., and would successfully compete with Europe in the cheapness of manufacturing, and the various kinds of wood are of the most salable qualities. Therefore they have resolved to ask the aid of the *Citizens of Pennsylvania*, either by subscribing stock in the company, or by voluntary contributions. They agree to refund all money in two years to such as do not wish to engage permanently in the enterprise. Their object is not to make their enterprise a matter solely of self interest, but they hope to advance the interests of Liberia and improve the condition of the natives of the country by opening to them a means of honorable employment and instructing them in the modes and sciences of civilized life. We earnestly hope that the friends will favor our scheme and we shall ever pray, &c.

CHARLES DEPUTY, of Hollidaysburg.
SAML. WILLIAMS, of Johnstown.
THOMAS LILLISON, of Blairsville.
JOHN H. M. HARRIS, Greensburg.

P. S. Any information desired upon the subject, will be communicated by addressing, *John Harris*, postage paid.

HARRISBURG, Pa., June 15, 1858.

EMBARKATION OF EMIGRANTS TO LIBERIA.—The bark Adeline received on board last evening one hundred and thirty-four emigrants for Liberia. Ninety-six of these people are from Tennessee, and the remainder from this State—twenty-seven belonging to respectable colored families well known in Savannah. We learn that two benevolent Ministers of the Gospel, the Rev. Mr. Dyke, a Presbyterian, and the Rev. Mr. Smith, a Methodist, came with the emigrants from Tennessee, remained with them during the tedious ten days of their encampment near the city, shared their humble accommodations and fare, and stood by them at their embarkation as their last act, distributing among them the Bibles generously given by the Bible Society.—*Sav. Georgian.*

LETTERS from the coast of Africa state that seventy-five persons sold out of the colony of Sierra Leone as slaves to the neighboring tribes have been delivered up to the authorities. Fifteen of the buyers and sellers had been convicted. A notorious slave dealer, Don Crispo, was in prison, waiting passage to the Canaries for trial. For several years the ships of war have been trying to secure this well known character.

TRAINER CASE—LAW TRIUMPHANT.—Judge BARCULO, yesterday morning, at the City Hall in Brooklyn, gave his decision in this long contested case. A very large and intensely interested audience was in attendance.

He accompanied his decision with a written opinion, which our readers will perceive, by reference to it, was replete with sound law, noble and healthy sentiment.

He took the child from Rose Porter and awarded it to the father.

His decision seemed to give universal satisfaction. It had been arranged as part of the programme, got up by those opposing the claim of Trainer, that the child should take on most sadly at being delivered over to the friends of her father, especially as she had been told they were going to shut her up and starve her. She played the part very well while under the eye of her mistress, but as soon as her father took her in his arms and passed out, she was tranquil as a lamb, and seemed happy in her restoration.

Thus ends this "*Negro Baby*" case; a case which, had not the subject of it been *black* and claimed by a *white* mistress, would have been disposed of in one hour from the time of the service of the first writ.

We are happy to learn that the case was decided on high and independent grounds, unaided by the Union Safety Committee, unenlightened by the Empire Club, and unaffected by any fear of a dissolution of the Union. We believe a vast majority of the clear heads and honest hearts in the State will respond to the law, the sentiments and the decision of Judge Barculo. It will teach rowdies, harlots and demagogues that, even in New York City, a colored man's child cannot be withheld from him with impunity.

Trainer appears to be a respectable colored man, and has unexceptionable credentials from the Mayor of Mobile. His wife, a virtuous, respectable, Christian woman, is a slave in that city. Such are the laws of Alabama that Trainer and his rescued child would be exposed to the loss of their freedom should they return thither. He is therefore making an appeal for aid to buy his enslaved wife and bring her to this State.—Who will aid the poor fellow in such an undertaking.—*N. Y. Tribune.*

RAILROAD FROM SALEM TO BAYARD.—We are glad to learn that active measures are being adopted for the construction of a Railroad from the Salem to Bayard's Station, on the Cleveland and Pittsburgh Railroad. At a meeting held in this place, on the 9th inst., arrangements were made for effecting a survey of the route, with the least possible delay; and doubtless we shall have a report of the practicability and probable expense of the Road.

Of the advantages to be derived from such a road, as well to our County as the Public, there can be no doubt. The distance, which lies wholly within Columbiana county, is but 16 miles; and those acquainted with the ground, assure us that it is the most favorable route for a road, of sixteen miles, is all that is lacking to complete by far the shortest and most direct line of Railroad between Pittsburgh and Cincinnati.

That a branch connecting some point on the Pennsylvania & O. R. R. with Bayard's Station, will be made, there is no doubt,—and that Salem is the point from which such branch can be most easily, cheaply and directly constructed, we think is beyond question. We trust then, that our citizens, and those living along the line of the proposed Road, will lose no time in arranging preliminaries and preparing for the undertaking. We hope a general meeting of all persons interested in the undertaking, will be called by those who have charge of the matter, as soon as they are prepared to make a definite statement relative to the practicability and cost of the proposed Road.

The citizens of Georgetown, and other neighborhoods along the line, are earnestly engaged in the work, and a considerable amount of stock has been already subscribed. None can be more interested in the undertaking than the citizens of Salem; let us then, see that none are before us in the work of carrying it forward to a speedy completion.—*Salem Journal.*

We have recently passed over a portion of the Pennsylvania Railroad in this vicinity, and feel gratified in observing the rapidity with which the work on the second track is prosecuted.

The principal object in the way of its rapid completion, is the inability of the Company to obtain iron for the whole double track.

Great credit is due to those having control of the road, for the untiring energy displayed in urging it forward to completion. To the Engineer Corps in charge of the western division we take much pleasure in according the highest praise for the skill and promptness exhibited in the management of the road.

The construction of the double track from Latrobe to Pittsburgh, a distance of 30 miles, is under the general superintendance of Mr. W. H. Barnes—a gentleman of worth, and highly esteemed—assisted by Mr. Caleb Copland and Henry Pleasants. The portion of the work between Leechburg and Manor Station is in charge of Mr. Cope, and the remaining part, from the Manor to Pittsburgh, is under the care of Mr. Pleasants. These gentlemen, though young in years, have responsible and arduous duties assigned them, all of which they have discharged in a manner highly satisfactory to the Company, and eminently creditable to themselves. They all entered the corps in the lowest rank, but by virtue of their talent, which is always progressive, they have risen to their present available positions.—*Greensburgh Intel.*

JUDGE LIVINGSTON, of the Fifth District Court, New Orleans, recently made a decision of great interest to steamboats navigating the western rivers. Action was brought by HERNSHEIM & Co., against CHEACH, owner; and master of the steamer *Bulletin No. 2*, to recover the value of a quantity of merchandize shipped to New Orleans, and thence on the *Bulletin No. 2*, to Napoleon, Arkansas. The goods were landed on the wharfboat at the place of delivery, and freight paid for them. The steamer left, and soon after the wharf-boat and the goods were entirely destroyed by fire. Suit was brought by plaintiffs, who reside in Philadelphia, to recover $538 31, the value thereof, alleging that no delivery had been made. It was shown by the testimony, that the custom on the Mississippi river was for deliver goods to the master of such wharf-boat, and the Court held that this was sufficient to discharge the defendants. "The moment the freight is deposited in safety at the place of destination on the river, that moment the carrier's liability is terminated, and that of the warehouse man commences, provided the place is well known and a usual place of deposit. His duty is to carry safely, which duty is performed by delivery at the place of destination." Judgment was rendered for the defendants.

A PENNY PAPER IN SAN FRANCISCO.—California, with its extravagant prices, would be apparently the last place for a penny paper, but we have received a copy of the first one issued, called the "Sun," started in San Francisco. It is rather larger than a five dollar bank bill, and is well filled with business advertising. Its leading article contains just twenty-five lines. Among other interesting matters it contains, in the bill of fare of one of the eating-houses in San Francisco, which shows the prices of food at that establishment. We make the following extract from it:

Baked pork and beans, 25 cents; Porter-House steak, 37; beef steak, 25; pork steak, 37; mutton chop, 37; veal cutlet, 25; fried or broiled liver, 25; fresh eggs, each, 25; Boston eggs, 25; tea or coffee, 37; bowl of bread and milk, 37; mush and milk, 37; strawberries and cream, 75; fresh peaches, 75; ice cream, 75; soda water, from the fountain, 25; Aunt Sally's pudding, with sauce, 12; Cousin Jane's pudding, with sauce, 12.

SAUT SHIP CANAL.—We learn, by the correspondent of the Detroit Advertiser, that the work on the Saut Ship Canal has been commenced, and that Mr. Harvey, the Agent of the Company, is indefatigable in his efforts to hurry forward the important enterprise. The old Indian Agency building has been rented for the accommodation of the gentlemen connected with the work. Two buildings have been put up at the head of the portage for the laborers. Capt. Canfield, the Engineer, is at his post and hard at work. The old Saut town begins to look up under the new order of things.

COPPER SMELTING.—The increasing yields of the Lake Superior Copper Mines are giving fresh impetus to copper smelting. The Detroit works of the Detroit and Waterbury Company have doubled their capacity for business, and besides the new furnace, a range of buildings are going up for the purpose of extracting the copper that is known to remain in the slag or refuse taken out of the smelting furnaces.

THE MAINE LAW IN MICHIGAN.—On the 20th inst., the people of Michigan are to vote upon the question of adopting or rejecting a law for the repression of the liquor traffic in that State. If the vote be in favor of sustaining the law, the act takes effect on the first of December next; and if the negative prevails, the law is to go into operation on the first of January, 1870. The latter vote would be considered, we presume, "an indefinite postponement."

ESCOR BEED has escaped! Convicted last February by the United States Circuit Court, in this city, of having rescued a fugitive slave from the Marshal, he was awaiting the punishment prescribed by law—a fine of $1000 and a year's imprisonment. But day before yesterday he died.

Perhaps at that higher Tribunal to which he is summoned, it may not be deemed so gross a crime in him to have remembered that he was neighbor to "one that fell among thieves."—*Alb. Eve. Jour.*

We had the pleasure of offering a chair this morning to our distinguished friend, Gov. Wood, who has just returned from Washington.

The Governor has, after much hesitancy, concluded to accept the office tendered him by the Administration, and expects to sail in the steamer Illinois of July 20th, taking the Isthmus route.—*Cleve Herald.*

CARS FOR THE WEST.—Messrs. Kimball & Garton, car builders, at the corner of Hamilton and Schuylkill and Second streets, Bush Hill, have just finished a number of very elegant and superior passenger cars for the Springfield, Mount Vernon and Pittsburgh Railroad, to which enterprise, it will be remembered, the Pennsylvania Railroad Company have made a handsome subscription of stock. The cars will do credit to Philadelphia.—*Phil. N. Amer.*

Last week a man was arrested in this town, upon suspicion of being the murderer of a man in Mercer county, Pa. A description of the person of the murderer received here, is thought to agree with the appearance of the man arrested. Some persons are expected from the place of the murder who may be able to identify him.—*Prairie Democrat, Freeport, Ill.*

STILL ON THE CARPET.—Rugs and carpets, the designs of which represent episodes in Uncle Tom, are offered for sale by the upholsterers of Paris. The French had expressed much sympathy for the sufferings of the slave; but it seems that they mean to help the rest of the world in treading him under foot.

THE county courts of Harrison, Barbour and Upshur counties, Va., have refused to grant licences to retail liquor. In the Kanawha county court there was found a majority of one in favor of granting licenses.

THE WOOL TRADE.—We learn that the Wool growers of the Eastern end of the County, have mostly disposed of their wool, at prices ranging from 60 to 60 cents. There is yet considerable wool on hand in other sections of the County.—*Wash. Com.*

FROM what we have seen ourselves, and are credibly informed by others, the prospect for the present wheat crop has never been better.—*Portage Co., (O.) Sentinel.*

LEAD FROM LAKE SUPERIOR.—The Ulster Company on Lake Superior has just shipped to New York 400 pigs of lead, worth $2,000, and will hereafter ship weekly from 400 to 600 pigs. The expenses of the mine are said to be less than $2,000 per month.

LAND WARRANTS LOCATED.—It appears from the Pension Office report that land warrants have been issued to the amount of nine millions nine hundred and thirty-five thousand three hundred and twenty acres.

The Whigs of Wisconsin have nominated Gov. Farwell for re-election. Mr. Holton is the Free-Soil candidate.

Five Thousand Dollars Wanted.

☞ A PARTNER, active or silent, with a cash capital of from $3,000 to $5,000 to invest in a most respectable and lucrative business, in successful operation in the Southern and Eastern cities. Address "R. D." Pittsburgh Post Office, stating where an interview may be had. Je17d3t

Lots For Sale.

☞ Fine locations for Summer Residences at private sale, until the 30th instant at 4 o'clock P. M., and all unsold at that time will be offered at auction, on the ground, in what is known as the "Scotch Bottom," adjoining lands of the late James Rose, and lying between the Braddock's Field Plank Road and the Monongahela river, now laid out in Lots of two, two and a half, and three acres, by R. R. M'Murran. Terms of payment made easy, as but a small amount of the purchase money will be required in hand. Inquire of

Je15d2t30 H. D. KING, Trustee.

☞ LIVER COMPLAINT.—The only remedy ever offered to the public that has never failed to cure, when directions are followed, is M'LANE'S LIVER PILL. It has been several years before the public, and has been introduced in all practice with the same success. Its merits speak for itself, and it only needs to see more distinctly, but could never keep them in a darkened shop half hour from the fact that they caused such great pain.

I happened to see your advertisement, by which I saw you had just imported some, and as it has been my constant aim to get a pair that would benefit me, I thought I would try yours.

You must not think me flattering when I say they more than answer my expectations. I have not been able to read by candle-light for more than half an hour at a time since I got these Glasses. Since I got these, I read one Sunday all day, and until ten o'clock, without experiencing the least pain, which is a thing I have not done before for years.

I say this much as I think it deserving your enterprise, and hoping others may be benefitted by it.

You are at liberty to make use of my name at any time for reference. I am, sir, truly yours,

HENRY EARL, Wharf Master, Pittsburgh.

P. S. I forget to mention that my wife is greatly benefitted by the pair she got, and usually places them on. Je16

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

PLEASANT VALLEY, Ohio, Sept. 15, 1857.

Mr. S. M. Kider—Sir: I have sold your Petroleum, or Rock Oil, some two months past, and have been looking for your agent to get a further supply. I could have sold a score dozen more. We have found the oil very excellent in Rheumatism and Dysentery. My daughter, at the time your agent was here, was laying ill with a fever sore throat. I gave her a teaspoonful, and in three hours my wife came to me for a few doses for her sick child, and she recovered immediately. It is also extremely efficacious in sore and inflamed Eyes, Cuts, Bruises, and Rheumatism, and for the Piles, some have been cured by simply sweating. Yours, with respect, ISAAC DOBLOW.

Sold by all the druggists in Pittsburgh.

Je9 [Papers advertising Petroleum please copy.]

☞ 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 withstood the ORDEAL SEVEREST TESTS IN ACTUAL CONFLAGRATIONS, and preserved their contents totally free from damage. The following is another proof of the same incontestable character:

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

ALBION, KERR COUNTY, Pa.,
November 12, 1857.

MESSRS. BURKE & BARNES—Dear Sirs: Your two letters are duly received. I was absent at the time. I would say, in reply to your fifth, December 18, 1856, that the Safe you sent me, I received safe and in good order, and being burned to ashes. It was built of wood and brick—I lost a large three story building. My safe was in it at the time of the fire, and fell into the cellar, where there was a large amount of ashes. It was a very hot fire.

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

JOHN CLARKE.

☞ 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. 120 Third street, above Smithfield. my24dtf

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

Third Annual Statement

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

HARRISBURG, PA., APL. 4, 1858.

Assets of the Company, May 1, '57 ..... $229 016 81
Premiums rec'd to May 1, 1858 ..... 135,250 56
Interest rec'd on Loans 916 19
Stationery and Office Furniture ..... 1,000 00 — $366,182 25

Premiums cancelled ..... $ 2,799 94
Do. terminated 7,161 81
Losses, Expenses, Commissions Reinsurance, Returned Premiums, Stationery, Printing, &c. ..... 17,901 81 — $ 27,864 56

Capital Stock paid in and secured $258,318 70
..... 100,000 00
Amount of resources liable for losses $358,318 70

ASSETS:

Premium Notes $206,612 60
Bonds and Mortgages, stocks, and other securities 132,855 29
Cash on hand, or in hands of agents secured by bonds 17,820 81
Office Furniture and Stationery ..... 1,000 00 — $358,318 70

Amount of adjusted claims against the Company not yet due ..... $ 5,000 00

DIRECTORS:

JOHN P. RUTHERFORD, Dauphin county;