PITTSBURGH GAZETTE.

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PITTSBURGH.

SATURDAY MORNING, JUNE 25, 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.*

COUNTY SUBSCRIPTIONS.—The *Journal* is now willing to admit that we have gone far enough in county subscriptions, and that it is now time to close; and yet it does not hesitate in the same article to impugn our motives for the expression of a modest opinion that it was time to stop before the last subscriptions were recommended. Within a day or two the propriety of still another subscription, for another projected work, has been urged upon our attention, and if the *Journal* shall oppose that on the ground of the danger of proceeding farther in this questionable policy, will it not be as justly liable to have its motives impugned, as we had in the late contest? The Pittsburgh press is famous for that contemptible trait of attacking the motives of any who happen to differ in opinion from those whose wishes rule the hour. Will the *Journal* point out what earthly motive could have induced us to oppose the subscription to the Steubenville road, other than what we have stated? When an editor so flippantly assails the motives of another who stands in an equally responsible position to society, he should be able to show some foundation for his statements, some adequate cause for his assaults. It is an unfailing resort of unprincipled men to make personal assaults when they have a bad cause. The friends of the Steubenville Railroad have resorted to it freely. That it will raise it in the estimation of the public can hardly be expected.

The *Journal* asks why we did not dissent when subscriptions were asked for the Ohio and Pennsylvania, the Allegheny Valley, and the Connellsville Railroads? The answer is easy—first, the construction of these roads was necessary to the welfare of the city and county, each giving to us a through and local business which could be obtained in no other way. The necessity of the Steubenville road on the contrary is measurably anticipated by the Ohio and Pennsylvania, and the River road, both of which penetrate into the same regions, and will be in a great measure its rivals. However valuable the Steubenville road may be, we are not without excellent means of access to the country it penetrates. There is then no absolute necessity to justify the risk, as in the cases of the roads named by the *Journal*. Second, we have never had any doubt that the three roads named by the *Journal* would pay, and that they were *safe* investments. They had no difficulties of defect in legislation to encounter, no stupendous rivers to cross, no barriers of nature, almost insurmountable, to gain access to the city. They have besides, a *local* business peculiarly their own, of great extent, and for the control of which they have no rivals. These reasons we consider conclusive.

The contest is now, however, ended. The Commissioners, the *Journal* says, have resolved to make a subscription of $350,000 to the Steubenville road, and of $150,000 to each of the others —the Cleveland and Pittsburg, and the Chartiers road. We trust they will all pay, and that the county will lose nothing by the investment. Our opposition has not been a factious one. It originated with the best of motives; to restrain the Commissioners from involving the county in what we feared would prove a heavy loss. We sincerely hope our fears will not be realized. Every thing possible that we can do, to render the investment a safe one, will be done. If the Steubenville road shall turn out to be a successful and profitable enterprise; and if it is able to secure the county from harm, no one will rejoice more than we shall. We have no pride of opinion to sustain, as we claim no infallibility. We use the right of every citizen to express our opinions freely, when a great question is pending, involving hundreds of thousands of dollars; but as we are governed in our opposition by motives solely of public interest, and as the subscription is made or finally concluded on, here our opposition ceases, and any support we can give the enterprize will be freely bestowed.

We hope, however, no future county or municipal subscription will ever be recommended in this county. Let the dangerous practice stop forever. It has already gone too far; but as the past cannot be helped, let the future be carefully guarded. There is not now a prudent citizen in Ohio who does not rejoice that a clause was inserted in the new constitution of that State forbidding such subscriptions. But for that wise provision, that State would now be on the high road to extravagance and final ruin. We have no constitutional provision, and can only resort to an intelligent public opinion to guard us from the rocks on to which we are in danger of drifting. Let there be no more county and city subscriptions.

☞ The Philadelphians are now agitating a project of some importance to Pittsburgh and the West. It seems that the Schuylkill and Union Canals have been consolidated under one management, and that the Union canal is to be enlarged to an equal capacity with the Schuylkill. The Schuylkill canal extends from a point on the Pennsylvania canal, between Harrisburgh and Columbia, to Reading; and the Union canal from Reading to Philadelphia. It will readily be seen that this affords us an unbroken line of canal transportation from Pittsburgh to Philadelphia. The difficulty heretofore has been that the Union canal was not of sufficient capacity to admit the passage of boats from the Pennsylvania and Schuylkill canals; and hence the connection has been of no service.

Under the new arrangement, the consolidated Company is in the market for a loan of $1,500,000, with which they expect to be able to enlarge the Union Canal to the capacity of the Pennsylvania and Schuylkill Canals; and when this enlargement is completed, there will be no break in canal transportation between this city and Philadelphia, except that of the Allegheny Portage. The results cannot but be beneficial. It will ensure a cheap transportation for many products now kept out of the Philadelphia market for want of such an outlet; and must largely increase the tonnage on our State Works.

We are rejoiced to note this movement as one in the right direction; and as the securities offered for the desired loan are such as to preclude all doubt of its being taken up on good terms, we may look on the proposed enlargement as a certainty.

NEW ENTERPRISE.—Mr. H. Lee, of this city, is going into an entirely new branch of business at Mansfield, five miles out on the Plank Road, at the junction of the Washington with the Noblestown Plank Road. Here he has erected a large building which he designs to be devoted to wool-pulling, an entirely new branch of business. The hides of slaughtered sheep are bought, with wool on, and in a country where so many sheep are slaughtered for the mutton, and the dogs make such havoc among them, occasionally, the business would do very well.

Mansfield is a new village, in a pleasant spot, and is the point of intersection for the Chartiers Valley road with the Steubenville road.

The contemplated mill for the manufacture of railroad iron, at Zanesville, has been abandoned, and the mill will be put up at Ironton, in the Hanging Rock iron region. The reason given for abandoning Zanesville is that some speculators had got hold of the site determined on for the mill, and refused to sell, except at an exorbitant price. Zanesville thus loses the mill, and the speculators lose their chance of extortion.

BALTIMORE AND OHIO RAILROAD.—The Wheeling Times of Tuesday says—

"It is said that two trains of cars will arrive at and depart from this city, daily, on and after the 1st day of July next. One train will leave here at 11 o'clock at night, and the other in the morning; as now, both of which are expected to travel the entire distance between Wheeling and Baltimore in 17 hours."

To this the Baltimore American of Thursday replies:—

"The Times is right in predicting the changes and improvement in the communication between Baltimore and Wheeling to which it refers, but we have the best authority for saying that its statement as to the time they will be put into operation is premature."

We should think also that the time, to be occupied in passing between the two cities is put at rather a low figure. The time now occupied between Baltimore and Wheeling is 28 hours; and it seems to us a little "premature" to announce such a large change as that indicated by the Times.

CENTRAL OHIO RAILROAD.—The Wheeling Gazette of Monday says—

"We learn that the board of Directors of the Central Ohio Railroad have passed an order instructing the location of their road to Bridgeport, opposite this city. This will settle the termination of all our Western lines at the heart of our city, a consummation devoutly to be wished."

The Wheeling Intelligencer of Thursday gives this statement a flat contradiction. No such order has been passed by the Directors of the Ohio Central Road, and the probability is, as we learn, that that road will terminate at McMahon's creek, a few miles below Wheeling.

WASHINGTON, June 22.—Robert J. Walker formally accepted the mission to China to-day, and received his commission. His appointment will be officially announced in the Union to-morrow. Mr. Walker is already making preparations for an early departure. He will take the overland route, via England. The administration has great confidence in Mr. Walker, and gives him a carte blanche with reference not only to Chinese affairs, but the general interests of the United States in the neighboring countries where we have no diplomatic agent. At his request, Commodore Charles Stewart, Old Ironsides, will probably take the command of the squadron in the China seas. Com. Stewart, though quite aged, is still full of life and energy, and is liberal in his sentiments. Mr. Walker expresses great confidence that Com. Stewart will second his own efforts with signal ability and discretion.

Mr. Parker, of Boston, the translator to the American embassy, acts as Secretary of the Legation, and is likely to be retained. Mr. Walker himself has high hopes of being the first to open diplomatic relations direct with the government of China.

The Union of to-morrow has evidently an official article congratulating the country on Mr. Walker's appointment at this time. It refers to intelligence received from China as indicating the probable overthrow of the Tartar dynasty, and the establishment of a new and more liberal government. The article is a clear indication of the settled views of the Administration on this subject. Mr. Walker's views with reference to Chinese and Asiatic commerce, as presented by him in his Treasury report of December, 1848, is republished.

Interesting despatches were received here to-day giving the details of the recent movements of the Turkish and Russian forces. The Administration, in view of its advices, has no fears, however, that the peace of Europe is to be disturbed by the Russian-Turkish Question. Switzerland is deemed a far more delicate point.

The President's health is better—he attended the Cabinet meeting to-day.

E H. Metcalf has been appointed Special Mail Agent for Mississippi and Alabama.

CONCORD, N. H., June 20.—Mr. Burke, who presented certain resolutions in the N. Hampshire Democratic Convention censuring Mr. Pierce for his course in regard to appointments, has addressed a letter to the Democrats of the State, in answer to an article which appeared in the New Hampshire Patriot. Mr. B. says, in reference to the committee reporting the Resolutions that he does not believe a single gentleman composing it, wished or designed to attack the Administration.

He further remarks, "He did not, and presumes others did not, but I candidly acknowledge that I did wish to have the Democracy of New Hampshire present a clear and straightforward record to the world, to stand on the national platform, as the third resolution asserts, 'unchanged,' and that if the true Democracy had been overlooked, and Free-Soilers, Coalitionists and Disunionists had been taken too much into favor, the Democracy of New Hampshire were not responsible for it."

Mr. B. concludes by asserting that he shall not war on the Democratic party—principles, usages or candidates—but he shall upon the contemptible little cabal at the Capital, who, sheltering under the shield of the Democratic party, are willing to hazard its unity and success to gratify a personal dislike to one or more members of the party.

About four columns of to-day's Patriot, which is looked upon as Gen. Pierce's New Hampshire organ, are occupied with a bitter reply to Mr. Burke.

The Patriot charges that the statements of Mr. Burke are malignant falsehoods, and intended as threats against the administration, and accuses him of cowardice, and as being a bully, an assassin, &c., which traits the Patriot thinks he exhibited when he attacked the President through the committee in the Democratic State Convention, and that said body correctly failed to sustain the resolutions he offered. The Patriot also says that Burke's course is owing to his failure to secure a lucrative office.

GEN. LARIMER AND THE CONNELLSVILLE ROAD.—We have been led to admire greatly the unflagging zeal and indomitable energy and spirit with which this gentleman has prosecuted the affairs of the Connellsville Road. For many years after the charter was obtained General Larimer preserved the organization of the Company, and prevented a forfeiture of charter by personal effort and an unsleeping vigilance, and attention to the interests of the Company. He, himself, complied with *the letter of the law*, by going on to the ground, and with a spade excavating earth, thus preventing a forfeiture of the charter, which required the work to be *commenced* in a stipulated time! The novelty of the proceeding, of course, excited the merriment and called forth the pointless jests of his friends. But the wisdom of this precaution is now seen and acknowledged by all. Had not Gen. L. *kept alive* the old charter, the Company would have found infinite difficulty in procuring a new one at this day. No Railroad enterprise in the length and breadth of the country gives larger promises of success than the Connellsville Road. Gen. Larimer has infused life into all connected with it in any way, and its money resources are now ample to make a commencement with abundant assurance of a speedy completion of the work. Equal energy has been shown by few men in the country, and we congratulate the President of the Connellsville Road upon the animating prospects which beckon him on in a career of high public usefulness and eminent honor and personal aggrandizement—which latter objects, valuable and desirable as they no doubt are, are least in all the thoughts of General Larimer.—*Washington Reporter.*

STRIKE ON THE PORTAGE RAILROAD!—Things have come to a pretty pass in the great Commonwealth of Pennsylvania, the glorious 'Keystone' of the Federal Arch, under the management of our Locofoco Governor, Locofoco Legislature, Locofoco Canal Commissioners, Locofoco Auditor General, Locofoco State Treasurer, and Locofoco Railroad and Canal Officers.

On Monday last we had the magnificent spectacle in this place of some one hundred and fifty or two hundred of the laborers employed by the State in various capacities on the Portage Railroad on a strike, not for higher prices, or ten hours, or any thing of that sort, but FOR THEIR WAGES!!

They had toiled day after day, week after week, month after month, and waited and waited still, for their pay, and yet *they could'nt get it, either because the State is too Poor to pay her laborers their hire, or because the Office holders are dishonest scoundrels, and by withholding the pay seek to turn a penny for themselves or their favorites by the check-roll trafic*, or otherwise speculate upon the laborer's money.

At least it seems to us that, stripped of all mystification and narrowed down to the marrow of the matter, one of these two alternatives must be true. And what an alternative! Our proud old Commonwealth so poverty-stricken that she can't pay the day laborer his wages; or her Officers so corrupt that honesty stands abashed at the very thought of their iniquities.

Will the people continue to regard this state of affairs with indifference? Has the time indeed come, when under the name of 'Democracy' dishonest men may outrage right, withhold the laborer's hire and speculate with impunity upon his necessity? Has it, we ask come to this: and let the criminated clear their skirts if they can. If guiltless we wish them a safe and triumphant vindication; but otherwise a shameful and ignominious conviction. Corruption in public places must be rooted out.—*Hollidaysburg Register.*

ANOTHER DECISION UNDER THE $300 LAW.—The Supreme Court, at its present session at Harrisburgh, has decided that a debtor cannot waive his interest under the $300 law in favor of one creditor, in preference to prior lien creditors; and the assignment of his right is an abandonment of it, and that prior just creditors are entitled to the money in the order of their seniority.

Correspondence of the Daily Pittsburgh Gazette.

CUBA, ALLEGHENY COUNTY, N. Y.,
June 21, 1853.

This village is on the New York and Erie Railroad, about 80 miles east of Dunkirk, and 14 northeast of Olean. It is situated in a pretty valley, through which flows a branch of Olean creek, which meets the Allegheny river at the village of Olean. The Rochester and Olean Canal passes through this village. This work—which was commenced more than 25 years ago —is all complete, and in operation to within about 14 miles of this place; and along this portion of the line the greater part of the work is done. For years it has been suffered to lie in this unfinished state; but recently a bill has passed the Legislature, appropriating a sufficient amount of money to finish it. This canal will be of great benefit to both the great valleys through which it passes and which it unites, the Genesee and Allegheny; and when the Allegheny Valley Railroad shall have opened a direct access to the great coal fields of your State, an immense amount of that article (now becoming so indispensable to the people of Western New York) will be carried upon it down the valley of the Genesee.

This village is located on what is believed to be the best route for the Pittsburgh and Rochester Railroad, one of the connecting lines or extensions of the Allegheny Valley road, and is but a short distance south of the summit that divides the valley of the Allegheny from that of the Genesee—a summit that can be overcome, as I am informed, by grades not exceeding twenty feet to the mile.

This village has a population of about two thousand, and has a fresh, thriving appearance. The houses are generally very neat and in good taste, and many new ones are in course of erection. Altogether, it is one of the prettiest places I have seen.

The villages of this State are greatly in advance of those of Pennsylvania, on the score of attractiveness or good taste; and I am glad that the wildnrness barrier that has heretofore separated Western Pennsylvania from Western New York is about to be pierced by the Allegheny Valley road, and that soon the relations of extensive trade and intimate intercourse will be established to the great advantage of both. Nature has done more for you than for them; art and enterprise have done more for them than for you.

Yesterday, on our way from Dunkirk to this place on the New York and Erie road, we ran over twenty miles along the margin of the Allegheny river. It is, at Olean, about as large as the Conemaugh at Blairsville, but is a far more quiet and gentle stream, and flows through a beautiful valley. Large quantities of lumber, ready for market, lined its shores—some was drying to go to New York by railroad, and some was ready to be rafted for the markets down the river.

The people here take a very deep interest in the Allegheny Valley Railroad, and look forward to its completion as the beginning of a new era to them.

J. C.

For the Pittsburgh Gazette.

STEUBENVILLE RAILROAD.

I perceive that none of the organs of this road have replied to the question of your correspondent, W. about the opinions of the Virginia lawyers on subject of making the road through Virginia without a charter.

When I saw the article in your paper I thought your correspondent would wait a good while before seeing any opinion of any Virginia lawyer in favor of such an undertaking. Virginia, it is true, has lost much standing within this century, but she still retains all her pride.

MANCHESTER.

CONNELLSVILLE RAILROAD.—We stated in our last that the first branch of the City Councils of Baltimore has passed an ordinance to guaranty $1,000,000 of the Pittsburgh and Connellsville railroad bonds, and that it was confidently expected that the second branch would act similarly. We now have the gratification of announcing that the second branch of the Council have acted, and the important question is settled. We learn also from the *Pittsburg Gazette* that the borough of McKeesport has subscribed $100,000, and the borough of West Newton $30,000. If this spirit continues in a very short time the entire amount of stock necessary to the completion of the road will have been taken, and the whole line immediately put under contract. In a letter to the senior editor of this paper from the President of the Company, received a few days since, he says: "the only thing that yet remains to be adjusted are the terms of connection with the Baltimore and Ohio Railroad, and no difficulty is apprehended there. *Go ahead with your individual subscriptions; if every man does his duty, the building of the road is an easy task, and it will be speedily completed.*"—The friends of the York and Bear creek route, in this State and in Maryland, are making the most strenuous exertions to induce the survey and the location of the road on their line; and although we feel no doubt of the final selection of the Casselman's river and Wills creek route, it yet behooves our friends to be active and liberal in the matter of subscriptions. Other things being equal, the amount of funds raised on the respective routes may determine the location.

To show with what interest the matter is viewed in Baltimore, we append an extract from a letter written by a large Mercantile firm in that city to a merchant of this county, which has been kindly furnished us for publication:

"Push on that Connellsville Rail Road. Now Baltimore has done all that you asked, let us have the road done at the very earliest possible day. As it will not be a road of easy grades and long curvatures, but some forty to fifty miles shorter than any other to the Ohio, it must necessarily become the great favorite highway to the west. Therefore push it on to completion as fast as possible."—*Somerset Herald.*

The Nassau, Bermuda, Gazette of the 4th inst. details at length the hardships and suffering of the passengers rescued from the ill-fated barque William and Mary, lost on the Isaacs. The editor is very severe in condemnation of the conduct of the Captain (Stimson) in being about the first to forsake the ship, regardless of the fate of others. After criticising the whole statement, as given in the New York papers, the Gazette says:

"The *truth* is, that Captain S. deserted the ship at 7 to 8 A. M., on Wednesday morning, and the ship sank on Friday morning at 9 A. M.; and then only because the passengers ceased pumping when the wrecking vessel came to their assistance. From the affidavits taken here, and verbal statements of the passengers, it appears that the Captain and the crew were chiefly engaged, after the ship struck, on Tuesday night, in preparing the boats, and making preparations to abandon the ship and passengers to their fate. The statement that there was 'ten feet of water in the hold,' is denied by the three seamen who 'abode in the ship,' and the most intelligent of the passengers. She had but five feet, when she was reduced by the passengers after the bars and cowardly desertion of the Captain, mates and crew, to two feet; and had there been hands enough on board to work the ship, she might, with all ease and certainty, have been run ashore. The ship and cargo might have been saved, as it was, after the Captain left her, and the chain had not been slipt, as the wreckers night the place every twenty-four hours, and Capt. Sands stated he could have saved her, after he got on board, if the passengers would have continued at the pumps; but in the excitement, uncertainty, and eagerness to save their lives, (which was all natural and proper) they forsook the pumps altogether."

RAILROAD CROSSING INJUNCTION CASE.—We learn from the Chicago Journal that Judge Morris has delivered an opinion in the injunction case between the Northern Indiana Railroad, and the Central Illinois' Railroad Company, involving the right to the crossing a few miles south of that city, at the place of the late accident. The opinion cites many authorities, and is the result of much study and due consideration. The Judge gives the complainants, the Northern Indiana Company, everything they could ask, *except* an injunction, and while he seems to be clear in the opinion that the Central Company have no right to their present crossing he is unwilling to grant any injunction which will result in inconvenience to the public and prejudice to the road. He required, therefore, a stipulation from the defendants that they would select a Commissioner to act with a Commissioner to be chosen by the complainants, and proceed to have the plan and manner of crossing settled and decided, and in the mean time keep their trains out of the way of the Northern Indiana Company's at the present crossing. In case of neglect to do this, the Judge intimated that he would order an injunction upon proof of such neglect.

RETURNED FROM CALIFORNIA.—Our friend Solomon Alter, Esq., arrived home from California on last Friday evening. He left San Francisco on the 15th of May, and enjoyed good health during the voyage. We congratulate Mr. A. on his safe return home. He has been absent about 16 months, and comes home satisfied with his experience of California life. Mr. Alter did not engage in digging; but was employed in the honorable occupation of newspaper publishing, in Sacramento City, and has the honor of being the publisher of the first book printed in California. The book was issued a few days before he left, and sold readily at $5 a copy. It is entitled "The California Pilgrim," being a series of lectures delivered in Sacramento City, by a Minister, and descriptive of the journey overland, and life and manners in California.—*Monongahela Rep.*

Late advices from Hayti report the condition of that country as being highly prosperous, especially when compared with the misrule and distress of former times. The Government of Soulouque seems to be well established, and gives evidence of a disposition to advance the prosperity of its subjects.—*Boston Journal.*

RUSSIA AND TURKEY.

Correspondence of the N. York Com Advertiser.

LONDON, June 7,

The agitation and uncertainty on the Turkish question continue, but although no pacific intelligence has yet been received, the feeling of apprehension seems upon the whole to have slightly diminished. According to the latest accounts the Russian troops are advancing to occupy the Danubian principalities, and it is quite probable that this event may take place. Such a result, however, would be much better than any movement of the Russian fleet from the Black Sea to Constantinople, which would bring them face to face with the English and French Squadrons and render an outward collision imminent.

The chief fact that has tended to reassure the public mind is the announcement that all the European powers are understood to have arrived at the same conclusion with regard to the conduct of Russia, and that if she now proceeds to extremities she will do so in direct violation of what is universally acknowledged as the public law of Europe. France, England, Austria, and Prussia have all notified their union of sentiment on the matter and their readiness to act in concert.

The Emperor Napoleon, through one of his organs of the press, has stated his decided will to resist the intended aggression if France will be supported by England and Austria, but not if she is to be left to act alone. In this position of affairs the remarkable anomaly is pointed out that we now "see the Emperor Nicholas receiving a lesson in good faith and moderation from a Bonaparte, while the chiefs of revolutionary France are sent to protect the rights and treaties of other nations against the oppressive demands of the Sovereign who has long claimed to be the champion of legal authority and conservative powers."

Besides these demonstrations, other measures have been resorted to which are likely to cause Russia to alter her tone for the moment, by giving her an opportunity of doing so without open humiliation. The Sultan it is said has appointed Ali Pasha, his brother-in-law, to proceed on a special mission to St. Petersburgh, one object of which it is believed will be to announce to the Emperor that the Sultan will be willing to place the Christian population of Turkey under the protection of all the European powers, although he cannot submit to the exclusive demands of Russia. Meanwhile, however, by way of fully maintaining her dignity, Turkey is making all those demonstrations of proposed valor, common of the part of the weak when they know that more powerful agents are at hand to take up their quarrel.

Looking at the entire question at this moment it is impossible to anticipate any other than a quiet conclusion. With all Europe sincerely eager to avert the threatened collision, it is very unlikely that Russia will put herself in the position of an outlaw, merely to precipitate an event that is sooner or later inevitable from natural causes. With regard to the sincerity of the combined powers he can have no doubt, and this is the great point of security. England has always pursued the same policy, and there is no reason, therefore, for distrust in her case. France, apart from numerous other reasons, has every motive to prevent a convulsion that would fall upon her at a moment of unexampled financial excitement, and Austria is in too much dread of any disturbance, that by taking away the power of Russia to protect her, would at once bring on her the struggle with Hungary, Lombardy and Switzerland, not to be eager to bring about a satisfactory and expeditious settlement.

But although the prospects are thus favorable as regards an immediate adjustment and a general return of animation and confidence the moment it is effected, few believe that the thing will be more than a piece of patch-work. Nicholas will merely have to wait till a quarrel or disturbance elsewhere breaks up the united action of the various powers; or, if this should seem too distant, to foment an insurrection in Turkey, and then to protest against any interference. In the latter case, he could help the event by secretly, both with men and money, and when they had driven out the Turkish masters could have them quietly to exercise their right of deciding upon their own government and choosing annexation.

CROP ITEMS.—The farmers of this section, says the Ontario Repository, must look to expecting a bountiful return for their labors of last year.—Wheat and grass could not be well more promising at this season. Unless some very unlooked for evil happens, these crops must be far beyond an average. Other crops appear very late, but still very fine, all the wet weather considered.

THE wheat crop in this county has not, we are glad to learn, been injured to the extent that was apprehended some weeks ago. Notwithstanding the ravages of the fly, we have now no doubt that there will be an average of considerably more than half a crop throughout the country.—*York Gaz.*

Information from different parts of the State convince us that the wheat crop of Michigan the present season is the most abundant one that has blest the labors of our farmers for many years. It is represented to be as superior in quality as it is in quantity. From all we can learn, we believe the quantity of wheat produced in this State, this year will be nearly or quite fifty per cent greater than any previous year, and of even better average quality, high as the character of Michigan wheat and flour already is. —*Det. Tri.*

THE wheat crop in North Carolina, we learn from the Fayetteville Observer, is generally good; but the quantity sowed last fall is stated to have been less than usual. The oat crop, however, is very inferior, owing to long continued droughts.

THE wheat harvest on James River, in Virginia, is now at its height, and the crop heavy.

ANOTHER COAL SALE.—Jos. S. Morrison, Esq., of Pittsburgh, effected a sale a few weeks since of 200 acres of coal land, situated about three-fourths of a mile below this place, and adjoining Jas. Manowa's coal land, on the north bank of the Monongahela. The property belonged to Marcus Black, Esq., and sold at $80 per acre. This is considered good property, and well worth the money. The price of Kanawha cannot compare with the wealth of our immense coal fields, and we rejoice to see public attention drawn to the fact.—*Mon. Rep.*

DIED.—A son of Maj. Thomas Gregg, died on last Friday, from inflamation of the brain, also a son of John F. Mathers, died from the same disease, on the same day. These boys are among the number alluded to last week, as having contracted the disease, by excessive bathing in the river. We think this should be a warning to the boys; yet we hear of some who are almost continually in the river during this warm weather. Parents will allow their children to bathe so much, we fear, to hear of other deaths from the same cause.—*Mon. Rep.*

NEW WHEAT.—The N. York Journal of Commerce of yesterday says—

"The first sample of new wheat appeared on 'Change this morning. It is earlier by several days than we ever remember to have seen it offered at any previous season. The parcel consisted of sixty bags of Georgia, and appeared to be of most excellent quality. We understand it was taken by the Messrs. Heckers, the proprietors of the Croton Mills, who design to produce from it a specimen of their flour, for exhibition at the Crystal Palace in this city."

RAILROAD SURVEY.—The company under the direction of Whipple, have completed the survey of a route for a railroad from Mercer to Enon Valley, via New Castle, and make a very favorable report. The distance is less than the present traveled road; for more than half the way, the grade will not exceed ten feet to the mile, and no part of it will exceed forty feet; and there will be no curve less than 1600 feet of a radius.

From New Lisbon, Ohio, a survey is now in progress to Enon Valley, which will soon be completed, forming a western connection for the Mercer and New Castle road.—*Mercer Freeman.*

STAMPEDE.—On Sunday night ten slaves, belonging to sundry citizens of Newport, effected their escape. How and by what means they crossed the river is unknown. Several free colored persons left in company—one of them a woman whose two children would have been free when they attained the age of twenty-one. The owners of the fugitives represent that their slaves had always been treated with kindness, and they cannot conceive why they left. No steps have been taken to recapture them.—*Cin. Gaz.*

The N. Y. Commercial Advertiser supposes that the charge of admission to the Crystal Palace will be fifty cents during the rush of the first few week's and that it will subsequently be reduced to twenty-five cents. One of the conditions upon which the New York corporation granted the lease of Reservoir square to the association for five years, was that no single entrance fee should exceed fifty cents.

The Secretary of the Treasury has issued a circular confirming the circular instructions of the Treasury Department of, June 18th, 1849, in reference to the liability to tonnage duties of Spanish vessels from the Islands of Cuba and Porto Rico on their arrival in the United States."

The members of the Canadian Legislative Assembly and Council have given to Sergeant Lawson a gold watch and family Bible, for his successful defence of Father Gavezzi against the mob in montreal.

MONTPELIER, (Vt.) June 22.—The Whig Convention to-day nominated Erastus Fairbanks for Governor, Wm. Kittredge for Lieut. Governor, and George Howes for Treasurer.

Silk of a fawn color, with a dash of gold, is now fashionable in Paris, and is known by the name of *curiere.*

Citizens' Insurance Company,

☞ THE President and Directors of the Company, have this day declared a DIVIDEND of THREE DOLLARS per Share, upon the Capital Stock of the Company, payable to the Stockholders or their Legal representatives, forthwith. SAMUEL L. MARSHALL, Sec'y.

PITTSBURGH, June 16, 1853. [jy16:&wlw5]

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," a joining 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. E. M'Gowan. Terms of payment may be required in hand. Inquire of

H. D. KING, Trustee.

☞ WORMS! WORMS!!—A great many learned treatises have been written explaining the origin of and classifying the worms generated in the human system. Scarcely any people of medical science has elicited more acute observation and profound research, and yet physicians are very much divided in opinion on the subject. It must be admitted however, that after all, a mode of expelling these worms and purifying the body from their presence is of more value than the wisest inquisitions as to the origin. The expelling agent has at length been found—Dr. M'LANE'S VERMIFUGE is the much sought after specific, and has already superceded all other worm medicines, its efficacy being universally acknowledged by medical practitioners. Purchasers will please be careful to ask for *Dr. M'Lane's Celebrated Vermifuge*, as worthless. Dr. M'Lane's genuine Vermifuge, also his celebrated Liver Pills, can now be had at all respectable Drug Stores in the United States; also, from the sole proprietors,

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

☞ MR. SOLOMONS:—From infancy I have been afflicted with weak eyes and short-sightedness, and in all my travels I have never been able to get a pair of GLASSES that would help me. I have had several pairs given me which enable me to see more distinctly, but could never keep them on more than one-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 candlelight for more than half an hour at any time before I got these Glasses. Since I received 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 benefited 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 equally pleased. [jy16

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

TARENTUM VALLEY, Ohio, Sept. 15, 1852.

Mr. S. M. KIER—SIR: I have used your Petroleum, or Rock Oil, some two months past, and find it a sovereign for your great cure of a fever sore. My daughter, at the time your agent was here, was living with me while the fever sore was at its worst. She was given over by the doctors, and the case was considered hopeless. I procured a bottle of your Petroleum, and before it was exhausted she was entirely cured. She is now in the enjoyment of good health, and is a living witness of the wonderful cures your Petroleum is capable of performing. Yours, with respect,

ISAAC BIGELOW.

For sale by all the druggists in Pittsburgh and Allegheny. [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 us withstood the ordinary sales, and sold abroad, have been subjected to the SEVEREST TESTS IN ACTUAL CONFLAGRATIONS. The following is another proof of the same incontestable character:—

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

ALBION, ERIE COUNTY, Pa.,
June 6, 1853.

MESSRS. BURKE & BARNES—Dear Sirs: Your two letters were duly received, and answered at the time. I would say, in regard to your Safe, I consider it the best I have ever owned. On the 3rd inst., between the hours of one and two of the morning of the 10th of June, the store of your last fall, on the north side of the Public Square, in this place, was discovered to be on fire. It was built of wood and brick—a large three story building. Mr. Myers was in it at the time of the fire, and fell into the cellar, where there was a large amount of oil. He was burned to death.

My notes and book accounts that were in the Safe, amounted to about Two Thousand Dollars, which was saved. There was not a single paper destroyed, or even injured. I would advise any person who is doing business, to lose not one dollar's good. I can safely recommend your Safes to any one.

Yours, truly,

JOHN CLARKE.

jy23:tf

☞ 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, above Smithfield.

my22tf

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

HOME INSURANCE COMPANY,
NEW YORK.
CASH CAPITAL $500,000!

R. C. LOOMIS, Agent,
No. 59 Wood street, *Pittsburgh.*

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Simeon L. Loomis.....Late of the Clinton, Hartford.
Jas Gwyer Cheesebrough.....Late of Gwyer & Cheesebrough.
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Lucius Hopkins.....Firm of Hopkins, Allen & Co.
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Wm. Sturges.....Firm of Sturges, Bourne & Co.
Durfurd N. Barney.....Firm of Wells, Fargo & Co.
Elmer Hotchkiss.....
George Peckham.....Firm of George Peckham & Co.

CHAS. J. MARTIN, SIMEON L. LOOMIS, President.
Secretary.

R. C. LOOMIS,
(Of the late firm of M'Clurg & Loomis,)
WHOLESALE DEALER IN
BOOTS AND SHOES,
59 Wood street, Pittsburgh.

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Citizen's Insurance Company of Pittsburgh

R. D. KING, PRESIDENT.
SAMUEL