PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

MONDAY MORNING, DECEMBER 12, 1853.

☞ PITTSBURGH WEEKLY GAZETTE.—The extensive circulation of our Weekly Gazette offers to our business friends 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.

Whig State Committee.

The Whig State Committee will meet at the American Hotel, CHESTNUT Street, Philadelphia, on TUESDAY the 13th of December at 3 o'clock, P. M.

CHARLES THOMSON JONES, Chairman.
HENRY S. EVANS, Secretary.

THE CITY IMPROVEMENT TAX.—We publish with pleasure the communication of the Chairman of the Street Committee, as it corrects an important omission made by the Committee of Councils to devise means to liquidate the city debt. We inferred from that report, that the debt now charged against the Improvement Fund, had been created since the Improvement Tax has been established. Mr. Wilson states that the largest part of it was incurred before the Fund was created. The report of the Committee on this subject, says:

"The estimated cost of grading and paving the streets, petitioned for in 1852, is $70,000. "Estimated net receipts" of Improvement Tax $25,212,62; amount of work contracted for and warrants issued $25,471,81; amount paid upon them $14,677,54, leaving "*outstanding* improvement warrants" for 1852, $10,796,77.

The "outstanding improvement warrants," or in plainer terms, warrants unpaid for want of funds in 1850, were $17,353,64, ditto in 1851, $8,073,64, ditto in 1852, $10,796,77. These excesses may be traced to improvident legislation, repairs and inefficiency of the laws in relation to collecting taxes, or of the collectors themselves; and are expected to be met and paid out of the uncollected improvement tax of one year collected in the succeeding year. To overcome these excesses of "improvement warrants" it would be necessary to cease for a year, at least, to order the expenditure of a single dollar for further improvements. We find the amount paid by the Treasurer, from January 1st, 1853, to 14th November, 1853, upon "outstanding improvement warrants" of 1850, 1851 and 1852, $8,386,65.

It does not make much difference to citizens how this debt was contracted, as it has to be paid, and the Improvement Fund cannot pay it without stopping all improvements whatsoever for some time to come. It is but just to Mr. Wilson, however, for the public to know that he was not a party to over drafts on the Treasury, and that he is in favor of a better way of improving the streets, and relieving the City from its heavy burdens. The following is his Communication:

TO THE EDITOR OF THE GAZETTE:

Dear Sir.—In your paper of the 10th inst. speaking of the bill now before the Councils, for the liquidation of the City Debt, you mention as a matter of fact that the Improvement Fund is now in debt some thirty thousand dollars—and next your remarks on this subject should be so conducted as to lead some to suppose that this debt (if indeed there exists such an one) has been mainly brought about through mismanagement or extravagance, on the part of the Committee having charge of that particular fund. I wish to call your attention to the fact, that most, if not all, of the debt afore mentioned, was contracted prior to the act of 1850—establishing the present law. At the time the present law went into operation, there was a large amount of warrants outstanding, and which, of course had to be met; and as they were generally for work done on the streets, they were charged to the Improvement Fund; and, again, there were many contracts out, and bills of work already done, all of which the Committee felt themselves bound to pay; for the reason that there were no other funds available for this purpose. The Committee on Streets have, in fact, at times over-drawn a few hundred dollars, but in such cases it has either been from absolute necessity, or by the express direction of Councils; and in no case has this amounted to enough on which to ground a reasonable complaint. I do not wish to be understood as an advocate of the present law. I am satisfied, from several years experience, that it will not answer the purpose for which it was created. It is subject to great abuse, and is, moreover, unequal, in all its bearings. It is inadequate to the wants of the city. It will do little more than keep the streets in repair; much less for grade and pave them. My object, however, in this communication is simply to remove any erroneous impression which may be entertained in regard to the manner in which this debt has been contracted.

GEO. WILSON, *Chm'n of St. Com.*

THE PACIFIC RAILROAD.—The *New York National Democrat*, publishes a communication from a "Country Director" denying the statement of the *Albany Evening Journal*, that the Pacific Railroad Company were buying up editors and members of Congress. The writer says:

Nothing could be more unfounded or unjust. So far from looking to Congress for any other aid than may be embraced in general legislation upon this subject, open to full and fair, public competition—and which, it is believed, not a member of either branch of Congress will be disposed to withhold—this company have unanimously passed a resolution, introduced by Mr. Walker himself, at the first opportunity after its organization, on the 7th of November, instant, *not to apply to Congress for any grant of land or money.* Does this look like bribing members of Congress? Is it not rather the strongest proof of confidence in the intrinsic merits of the route, and of the Company's reliance upon the power of private enterprise and the general distribution of their stock in small allotments?

How then, it may be inquired, can the road be built? I answer, simply by demonstrating that the route selected is the most practicable one—that it is demanded by the interests of the Country—that it unites the North with the South, and both with the Atlantic and Pacific, being thus indispensable to preserve the Union—that it can be built cheaper and more expeditiously than any other route, by a shorter line, free from snows, mountains, or tunnels; and when built will be a good and safe investment. These points being established, as I have no doubt they can be in reference to the Southern route, and the stock generally distributed in small amounts throughout the country, the States through which the road passes will, undoubtedly, for their own prosperity and interests, upon proper guarantees, make such liberal grants of land upon the line of the road as may reasonably be required.

After the work shall be so far advanced by private enterprise as to secure its completion, Congress, if it please, can extend to it a fostering hand by a liberal contract for the transportation of the mails, munitions of war, etc; and as such contracts, when made in *advance*, have generally been found *hard bargains* for the contractors, the course which this company has adopted would seem to be a wise one, in declining to make any application of this character; waiting until their road shall have reached a point where progress as to decide for themselves whether they will accept such terms as may be offered by a general law for the performance of any public service that may be required of them; and then only in full and fair public competition with any rival route or interest.

The *New York Tribune* in reply to this writer, says that it is intended to run this road well down into Texas and New Mexico, and to make its Pacific terminus at San Diego. "Terms even most of the land that is good for anything on the proposed route, and Texas Legislators are expected to do the handsome thing, so far as land donations are concerned." The Tribune thinks, that if the Company does not want lands or money outright from Congress, it would not object to a small sized bargain with Uncle Sam to carry his troops and India mails for the trifle of fifty years or so, at a fixed compensation of anywhere from three to five millions." The Tribune says that if the company will dissociate the enterprise in every way from all sorts of Government aid, and "virtually declare it will go ahead and make the Railroad on its own book, it would say nothing more in disparagement of the enterprise." We would go further than this, and say, that if the stockholders will pay in a *bona fide* instalment in cash, to the amount of ten per cent. on the one hundred millions subscribed, amounting to ten millions, we would argue that Congress should devote lands to the amount of an equal sum, and when that is expended, and ten per cent. more paid in cash, we would be willing to give the company ten millions more in lands. We would not complain very much if Congress would give the company lands to half the amount of the expense, located along the line of the Road, when assured that an equal amount in cash was paid in. But to build a Railroad on Uncle Sam's credit, by a company of stockholders who have taken stock from ten millions down to one hundred thousand dollars, without paying in, or expecting to pay in more than one-tenth of one per cent., we cannot consent. The people of this whole country are exceedingly anxious to have a Pacific Railroad built. In this anxiety we most sincerely partake, but we have no great faith in any concern having so much "moonshine" on its face.

CITY FINANCES.—In the report of the Committee of Councils, appointed to "devise ways and means to liquidate the City Debt," the following statement is made:

"Until the revenues are able to meet promptly the expenditures, our specific funds, such as Aqueduct and Sinking Funds, in the face of the legal protection that surrounds them, will be encroached upon to make up deficiencies. In fact the truth need not be concealed, that of the $18,000 00 Aqueduct Fund, (for the payment of the interest and cost of its construction and repairs,) and $18,688 67 Sinking Fund, not a dollar is in the treasury. They have been forced out by suits, brought or threatened upon "Outstanding Warrants," when it became a matter of positive necessity, to prevent the accumulation of costs and interest, to pay them over."

This is a most extraordinary confession, and very discreditable to the management of the city finances. These funds are sacred deposits, set apart for a certain and specific purpose, and ought never to be encroached upon.

In order to prevent any thing of the kind in future, we would recommend the establishment of a Board of Commissioners, to whose custody all such funds should be confided, who should be required to invest all the funds in their hands in safe securities, until such time as they are wanted for the purposes to which they are sacredly set apart. They should be beyond the reach of Councils, or of the city creditors, and be rigidly appropriated to the specific purposes for which they are raised. In no other way can the credit of the city be preserved, or the debt paid off. When money is lying idle in the Treasury, and the wants of the city are pressing, the temptation to use the funds, with the intention of returning them, is too great to be resisted.—Let the temptation be removed. The city should live on its current means. The tendency to extravagance can only be restrained in this way.

FROM WASHINGTON.

Correspondence of the Pittsburgh Gazette:

WASHINGTON, Dec. 7.

We have now had time to read, ponder and inwardly digest the Message. It has one great merit—It is short. It is a decidedly inferior paper to the inaugural address. It is commended for what it omits to say. Thus the sober, reflecting and most respectable part of the community are delighted and surprised that Gen. Pierce does not recommend the seizure of the Islands of Cuba and Porto Rico in the West Indies, nor of half a dozen provinces in Mexico or Central America; that he does not explode in Fourth of July eloquence over the universal diffusion of Democracy, and that he wages no crusade on the expansion of our principle of government over other countries and people. The President has taken an exemplary stand relative to the Fillibusters and the turbulent and seditious spirit which their operations evoke. He says that if they attempt to revive their projects under his administration, they will be punished as violators of the law. This declaration will bring down upon him in great force the presses and spouters in the Buccaneer interests, but as he will be sustained by the general voice of the country he can endure their opposition.

The most cruel disappointment has been reserved for the Internal improvement Democrats, those hopeful disciples of large faith, who took Gen. Pierce on trust without pledges, in the fond confidence that as they gave him their hearts and votes, he would not be so cruel as to cut up their interests by the roots. The Message shows how baseless were all such pleasant self-deceptions. The President seems anxious to leave no doubt upon this point. He will labor with all the powers of his office to arrest works that have been commenced, and to prohibit the commencement of new ones. I apprehend, also, that he will take care that a comparatively small part of the appropriations made by the late Congress for works of this character shall be applied according to the law. The policy is cut up root and branch. It will be difficult for the Improvement party in Congress to nullify the effect of executive vetoes, although probably two-thirds of both Houses are favorable to a moderate system which shall cover all work of first rate importance and necessity. The power and influence of the Presidential office is stronger than two-thirds of Congress, on almost every question.

The Hards were finally extinguished to-day, so far as regards an efficient organization in Congress. Robert Armstrong, of the Union, blower and striker on all occasions for the President and Cabinet, was chosen by 126 votes against 70 votes for Beverly Tucker, of the Sentinel, an ardent "young Virginian," who has lately turned his attention from private claims before Congress, to regulating the policy of the nation. Beverly is much esteemed in social life, but Armstrong had the inside track on the printing question. This is the crowning disaster which has fallen upon the devoted heads of the Hards since the gathering of the clans at Washington. The loss of, or the failure to secure the spoils from this work, is fatal to the existence of their organ.—It cannot be supported by the seal and subscriptions of its friends a month, and when the money furnished from the capacious wallet of George Law shall have been exhausted, the Sentinel will cease to pace its weary rounds, and the country will be allowed to go to perdition under the auspices of the Softs. The Union will improve somewhat. Having the endorsement of the party in the White House and the Capitol, it can afford hereafter to speak boldly, where hitherto it has but whispered. The Union is now placed out of harm's way, and may luxuriate in the largest slice of the spoils which any single individual has managed to monopolise.

The annual Treasury Report furnishes a full view of the financial policy of the administration. The tariff is to be so modified as to reduce the receipts from customs, from fifty-eight to a little over forty-six millions of dollars. The redemption of the national debt is going on at the rate of twenty millions a year, and nothing is to be allowed to interfere with the great object of paying it off as fast as it can be bought up. But it is passing strange that with all the vehement denunciations of Whig extravagance and prodigality, which the special organs and spokesmen of the administration have indulged in since it came into power, and the innumerable promises of reforming their practices altogether, the expenditures are not only kept up, but are increasing. We have already estimates of fifty-one millions for the service of next year, and according to a precedent which has never failed for many years past, these will be swelled to $54,000,000, by a deficiency bill next session. Several hundred articles are to be added to the *free* list. The revenue produced from these articles is upwards of eleven million of dollars; among them are salt, linens, sheet, bar and cast steel, copper in all its forms, sheet and block tin, raw silk, flax and tow, wines, all dye-stuffs and dye-woods, coarse wool costing under ten cents per pound, and generally all crude products or raw materials required for use in our manufactories, which do not come into competition with articles of the same of class products at home.

There never was such a shameless huckstering and traffic in the public documents as this year. Copies of the President's message were surreptitiously obtained from the Union office and sold to New York papers. An abstract taken from the printed document appeared in the New York Times on Monday morning, showing that the theft was committed as early as Sunday last, to two days before Congress received a copy. The reports of the Secretary of the Navy and of the Interior were sold with tolerable impartiality at twenty, twenty-five and fifty dollars apiece.—There were, however, at the latter institution somewhat more of lying and corruption than were necessary. This was probably owing to the fact that not only copies of Secretary McClelland's report had been sold to the N. Y. Herald, but that the copy right had been sold to the same press. So that it was only after the delivery of the message that other papers could purchase on any terms, when the market became brisk and the prices good. How far Mr. McClelland knew of and permitted this disgraceful conduct remains to be discovered. It will be investigated and exposed.

The election of Chaplain to the House was made a farce of to-day. Mike Walsh voted for the "Rev. Antoinette L. Brown," a strong-minded woman, and another member voted for Mike himself. Mr. Milburne, a blind Methodist preacher, was at length chosen—a blind leader of the blind. The Senate chose Rev. Henry Slicer, also a Methodist, who is a rabid Democratic politician, and generally considered a very "Hard" case. JUNIUS.

THE RAILROAD WAR.—The Erie Gazette of the 8th, gives the following account of the demolition of the railroad track in that city:

"The work is done—" the Rubicon is passed"—the people of Erie have fearlessly and strictly carried out their determined purpose in regard to the long-threatened alteration of gauge. Definite intelligence having been received on Wednesday morning that a band of men, by order of the President and Directors of the Erie and North-East Railroad, had commenced to change the track at the State Line, our citizens immediately assembled in a large body, and under the lead of Mayor King marched to the Railroad, where, headed by High Constable Deemer, they at once proceeded to tear down the bridges over French street and the Waterford Plank Road, and from thence to taking up the rails crossing State and French Streets—thus confining themselves strictly to the direction of our Municipal authorities. The work was soon done—and done effectually, and without any disposition to lawlessness or violence. The places indicated are now perfectly impassable to Railroad cars, and will probably so remain some time. But, with the President's Message on our hands at a late hour, we can offer no comment, beyond the remark that the Railroad interests, as well as the whole public, have had tangible proof that Erie is in earnest in this matter. The PEOPLE, arrayed against a powerful monied combination, are for the present triumphant. May they ever be.

The "*eriels*" came rather sooner than we anticipated, in consequence of which several articles prepared upon the subject, are superfluous, and therefore omitted.

The same paper says:

Messrs. Babbitt & Taylor have given a Legal Opinion sustaining the right of the Road Commissioners of Harborcreek township to tear up the track of the Erie and North-East Railroad where it crosses their public highway. A meeting was called at the Greenwood School-House last night to consider the question, and probably before the present number of the Gazette reaches the hands of subscribers, definite steps will have been taken in the direction indicated by this Opinion. Stirring times, these.

The following despatches from the seat of war we take from the Cleveland Herald:

ERIE, Dec. 8.—Last night the citizens of Harbor Creek held a meeting and resolved to remove the track of the Erie and Northeast running across the public highways, of which the township occupies about a mile and a half. The track is to be taken up at two o'clock. Reliable information has been received from the Attorney-General of this State, stating that he has signed the petition of the citizens of Erie, asking for an injunction against the Cleveland & Erie Railroad, and the Supreme Court, at this place, will issue the writ on Monday next, when the cars will be stopped from running between the Ohio State Line and Erie.

ERIE, Dec. 8.—The people of Harbor Creek were prevented from tearing up the track by the Railroad hands. The Algerines have sent express to Erie for cannon and say they will use it.

OUR BOOK TABLE.

"*The Memoirs of Richard Williams*, Surgeon: Catechist to the Patagonian Missionary Society in Terre Del Fuego." By James Hamilton, D. D., author of various works. New York; Robert Carter & Brothers. This is a book of deep interest to the Christian philanthropist, as well as those who are inquisitive into facts of geography, and the manners, and morals, and customs of the various members of the human family. For sale by J. S. Davison, 65 Market street.

"MECHANICS; Their Principles and Practical Applications. Edited by Oliver Byrne, Civil, Military and Mechanical Engineer, author of the "Pocket Companion for Engineers and Machinists," *etc.* New York; Dewitt and Davenport. This is a book just adapted to this utilitarian age. It will enable any person of a common education to acquire the Principles of Mechanics, and how to adapt them to practical purposes. Sold by B. T. O. Morgan, Wood street.

THE PARLOR MAGAZINE, edited and published by Jethro Jackson, Cincinnati, bringing to a close the first volume, has come to hand, and is quite acceptable. The editor informs us that the experiment has proved successful, and the work may be regarded as permanently established.

THE RENTON IRON COMPANY.—We beg leave to direct the attention of those interested, to the advertisement of the Renton Iron Company.

BOSTON OPINIONS OF THE MESSAGE.—Gen. Pierce comes from New Hampshire, and our readers may desire to know how his message is received in the East. The *Boston Courier* says:

"This document is the poorest that ever proceeded from a President of the United States when his duty called upon him to look Congress in the face. And that nobody may mistake our meaning, when we pronounce it emphatically poor, we proceed to say that it appears to us totally deficient in courage, manly spirit, decision, self-respect, sincerity, straightforwardness and that honest resolution to follow the path of duty at all hazards, which ought to characterize both the language and the actions of him who occupies the elevated station of President of the United States."

The *Boston Post* says:

"It is able, lucid, comprehensive, worthy of the intelligence of its distinguished author and of the patriotic devotion of the first citizen of our republic to its honor and prosperity. Its principles it follows the early fathers of republicanism. True to the AMERICAN UNION, it justly looks to the integrity of State Sovereignties as the solid pillars of its support and permanency."

The *Boston Journal* says:—

"We feel confident that those who bestow attention upon it will arise from its perusal with a feeling of disappointment. It is, instead of a bold, manly avowel of the policy and doctrines of the administration, we have vague generalities, bare statements of facts which have been made known to the public through the columns of the press weeks and months ago; and a grouping together of words, apparently with the design to lead the reader astray as to the broad ground in regard to the views of the administration, on the matter of which they treat, as he was before he read them."

A MURDER IN CLEVELAND.—We learn from the Cleveland Herald, that on Wednesday afternoon last, an Englishman, named Richard West, a blacksmith residing upon Orange street, in that city, shot Joseph Thompson, a young man in the employment of Dr. T. T. Seelye, of the Water Cure. West had shot a turkey said to belong to the establishment, and when Thompson, Barker and Hughes met him and insisted upon payment he refused, threatening to shoot the man who approached him, cocked both barrels of his gun, and finally shot Thompson in the groin, so injuring him that he died soon after.—West was secured and is in jail.

For the Gazette.

D. N. WHITE, Esq: As a citizen of Pittsburgh, and in common with every tax-payer in it, I am deeply interested in the success of the proposition now before Councils to liquidate our indebtedness, remove as much as possible the weight of taxation that now oppresses us, and terminate the corruption that has been bred and sustained by our present system of improvements. The proposition adopted on Thursday evening by the Select Council, commends itself to the community, not only by its equitable character, but from its potency to accomplish the purposes intended. It uproots the present plan of improvements, repeals the improvement tax of two mills, and levies in its stead a tax of one mill for sinking fund purposes, enables each one to make his own improvements, and have the cost equitably assessed on the property abutting on the street or alley, and exempts such as have had no improvements, from the sinking fund tax for ten years.

Without some such law, when may we expect to get the city out of debt, and ourselves out of the mud? And when we consider the estimated cost of the grading, paving and repairs that must be done, and the means to accompish it, viz: a two mill improvement tax, yielding about $1,900,000 a year, the latter would seem hopeless. It is now reduced to one or the other of these propositions—to adopt the plan accepted by the Select Council, or double the improvement tax. I have understood from an undoubted source, that such an outrage as this last was attempted, and a resolution recommending it offered to one of the members of the Street Committee to present to Councils, which he properly refused to do. This reform is now in the hands of men who are urging it upon Councils, with an earnestness that shows they are determined to succumb no longer to the rapacity of a few unscrupulous Councilmen and hungry contractors.

"THIRD WARD."

EXCOMMUNICATION IN GERMANY.—The Archbishop of Friburg has excommunicated the members of the Catholic Ecclesiastical Council appointed by the Government, and also the Government Commissioner. The Regent has forbidden the clergy to pronounce the act of excommunication, and threatens the Archbishop with pains and penalties.

CLEVELAND AND PITTSBURGH RAILROAD.—The receipts of the Cleveland and Pittsburgh Railroad for November, 1853, are as follow:

Passengers,	$18,253 51
Freight, mail, &c.,	22,297 35
	$40,553 86

Receipts for November, 1852:

Passengers,	$15,254 29
Freight, mail, &c.,	14,008 70
	$29,362 99
Increase,	$11,187 87
Receipts for 11 months of '53, were	$384,490 60
" 11 " '52, "	282,901 50
Increase in 11 months of 1853	$101,589 10

The business of the road is rapidly increasing. Few roads in the West exhibit a more uniform and constantly increasing traffic. The prospects of the road are rendered extremely flattering by the fact that this great increase is attributable mainly to the growth of its local business, which cannot be effected by competition.—*Cleveland Democrat.*

CHARTIERS RAIL ROAD.—Public expectation is on the *qui vive* in reference to this Road, which continues steadily to grow in popularity with our people. This work, at one time in bad odor here, has risen rapidly in the good opinions of our people. It will be aided now in every practicable way, even by men who lately held it in great disfavor. We hope the Managers will call a meeting soon and adopt some measures to put the road under contract. Now that the Western Division of the Hempfield is sure to be finished to this place, by the close of the incoming year, it becomes of the first importance that the Chartiers be also finished in time to afford a connection with the Central Road at Pittsburgh. Let us go to work on the Chartiers at once—the additional means can be had in some quarter, surely. So important a connection cannot certainly fall through for want of one *hundred thousand dollars* or twice that amount. There could be found ten men abundantly able to supply that sum, in their individual capacity, on the line of the road or at the two termini.—Once at work, the means will be forthcoming. Surely Washington County will not suffer this great enterprise to languish and fall through for want of that aid which it is the interest and policy as well as the duty of our people to supply. We have faith in the ultimate outcome of our county. Our people will do their part in good time. Put the Road under contract and all will be well.—*Wash. Reporter.*

THE WRECK OF THE STEAMSHIP HUMBOLDT.—It appears that the accident to the Humboldt, off Halifax, occurred on the morning of the 16th, in a fog, while in charge of a pilot. She at first struck on a rock off Sambro Light, but was got off, and proceeded towards the city, but was found to be so much damaged, that, to prevent her sinking in deep water, she was run ashore, about ten miles below Halifax, in a place called Portuguese Cove, where she lay at last advices, in about 18 feet water, and with six feet water in her hold. She had to take Newcastle coal at Cowes, which proved bad, and had come on slowly most of the passage, experiencing westerly winds.

The Humboldt had 90 passengers all of whom are safe. A list of them, however, has not yet come to hand. Her cargo amounted to 150 tons of merchandise, all of which is said to be covered by insurance in New York, Paris and London. The insurance on the cargo in New York is about $160,000.

The vessel was built by Messrs. Westervelt & Mackay, of New York, and was launched on the 5th October, 1850, since which she has been running between N. York city and Havre via Southampton, in connection with the steamer Franklin, now under repair. She is 2,700 tons burthen, and her cost when first ready for sea was full $550,000. She was recently rated at $450,000, a very little of which is understood to be insured. Mr. Mayo Westervelt, of New York, owned one quarter of the hull, valued at $40,000, not insured. The only insurance on the vessel is $40,000 in a Boston office.

Among the owners are Capt. Wm. Skiddy, Mortimer Livingston, Esq., and the New York and Bremen Company, (owners of the Washington and Hermann,) the latter to the extent of $160,000.

LARGE ARRESTS OF COUNTERFEITERS.—We learn from the Ohio *Patriot* that an extensive gang of counterfeiters, residing in Columbiana county, has just been detected and broken up.—Some months ago the Sheriff suspecting the movements of certain questionable characters in Salem, of that county, employed an agent to watch them. This the agent did, reporting from time to time to the Sheriff.

That officer having become fully satisfied that his plans were such as to justify him in making arrests, proceeded on Friday the 25th ult., to carry out his designs. With the aid of his deputies he succeeded in arresting J. C. Walton, of Salem; Dr. Parmer, of East Lowiston, Mahoning county; Samuel Clark, of Mahoning county, and David McMullen, of Salem township.

Parmar and Clark were required to give bail in $5,000 for their appearance at the next term of court, and in default thereof were sent to jail. Clark was subsequently released on bail before the Probate Court and his bail reduced to $3,000, as he produced. McMullen turned State's evidence, and by consent of the parties concerned, was released. Through him much important information as to the operations of the gang has been obtained Walton and Parmar are ringleaders of the gang, whose operations extend through the counties of Columbiana, Mahoning, Stark, and into the western part of Pennsylvania. Individuals, who carry a high heads in Columbiana and the other counties, are said to be implicated.

Their operations are principally confined, so fast as yet known, to the Empire State Bank, New York, the City Bank, New York, and the Unadilla Bank, New York.

MAIL BURNED!—*Great Loss of Baggage!*—About six o'clock on Wednesday morning, a car containing mails and baggage, coming West, on the M. S. R. R., a few miles from Ainsworth station, was discovered to be on fire. The train was moving at the rate of 40 miles per hour, and within 8 or 10 miles of Chicago, on the Southern Michigan Road. The alarm bell rung and the train was immediately stopped and every available means used to extinguish the flames. The greatest exertions, however, succeeded in rescuing but a small portion of the contents of the car, so thoroughly on fire had it become before the alarm was given.

The wind was blowing a strong breeze and rendered the salvation of mails and baggage impossible. The mail was contained in five sacks of canvass and leather bags, the latter suffering most severely. The car contained some 30 or 40 trunks, most of which were consumed, or so badly damaged as to be nearly valueless.

The Agent of the Company at Chicago promptly paid every man who claimed damages for the loss of baggage.

The origin of the fire is a mystery, though there is reason to believe it was caused by some combustibles improperly contained in the passengers baggage.—*Cleveland Democrat.*

BANK NOTE PLATES SECURED.—We were shown yesterday by Geo. W. Williams, of Cincinnati, one of Messrs. Michael Gallagher, of this city, three plates for printing bank notes, which had been in the possession of a gang of counterfeiting scoundrels, and which they had secured. The first was the genuine copper plate of the $100 bills on the Bank of Utica, which was stolen about five months since. The other two were counterfeit plates of $5 and $10 bills of the Bank of Ohio, the same upon which were printed the large amount of counterfeit bills recently found upon the premises of Baxter, at Franklin Mills. The plates had been taken from Franklin Mills to Mercer County, Pa. and again returned, before the officers secured them.—*Cleveland Herald.*

REJECTION OF THE RAILROAD ENDORSEMENT.—We learn that the Board of Directors of the Baltimore and Ohio Railroad Company yesterday declined to accept the ordinance providing for the endorsement by the City of their bonds to the amount of $5,000,000, on account of the objectionable provisions that accompany it. The provision with regard to through freight and passengers is, we learn, viewed by the Board as ruinous to the interests of the Road, and calculated to throw all the through business on the Pennsylvania Road, and to cut off all connection with other roads except for exclusive Baltimore business and travel.—*Balt. Amer.*

The first locomotive on the Panhandle Railroad was launched on Monday last the 5th inst. It is called the "Jesse Edgington" most appropriately, that gentleman having been of all others most instrumental in bringing the road to its present state of forwardness. It is an honor that is well merited for certainly Mr. Edgington has shown a determination to succeed that is not often evinced, and has surmounted opposition and obstacles that might well have deterred men of less resolute zeal. All that is now necessary to a clear track is legislation. This we are strongly inclined to think will be granted this winter, if it is not we are well satisfied that no valid obstacle will be thrown in the way by the Legislature. The ill success of the injunction, is a guarantee of that.—*Wellsburg Herald.*

The Cincinnati Commercial of Wednesday last, says: Another stampede among the slaves has taken place in Covington. On night before last, nine of them took the underground road and started for the Provinces of her British Majesty. When last heard of, they were making good time through the little town of Cumminsville, in this county.

FAILURE IN CONNECTICUT.—The Norwich (Ct.) Courier says that Mr. Abner V. Pierce, who carries on a car manufactory and foundry establishment in that city, and a car manufactory on the eastern terminus of the Erie railroad, has been compelled to suspend payment. Liabilities unknown, but supposed to be heavy.

—From the National Democrat.

TREACHERY TO THE PRESS.

HOW the wind blows"—says the proverb, and the freesoil inclinations of the Cabinet peep out from every rag of their patchwork duplicity. While a crowd of messengers from all the respectable newspaper offices in this city were waiting on the Post-master for the delivery of the President's Message, the news-boys rushed down the street with the President's Message in full, printed in the Times and Tribune, the freesoil organs of Machiavel—Marcy, Guthrie, Cushing & Co. The Message was cried in the streets ABOUT HALF-PAST ONE; the telegraphic permission to distribute the copies for the press did not arrive UNTIL TWO! How did the freesoil printe obtain it in advance? What shall President Pierce say to the conduct of his subordinates? We shall say more upon this point to-morrow. One other feature in this business—the Reports of the Secretaries have hitherto accompanied the Message; in this case they did not, and yesterday the Report of the Secretary of the Navy was for sale in Washington—price only twenty dollars! If the immortal "patch" cost only 50 cents, why should a few sheets of print be sold for forty times the sum? To-morrow we shall have full particulars, and speak at large.

MAYORALTY.

WILLIAM L. ADAMS will be a candidate for Mayor of Pittsburgh, subject to the decision of the Whig and Anti-Masonic Convention. no2-dtc

We are authorized to announce MR. FERDINAND M. VOLZ as a candidate for Mayor of Pittsburgh, subject to the decision of the Whig Convention. de8-tc

ROBERT W. PARK will be a candidate for re-election to the Mayoralty of Allegheny City, at the ensuing election, subject to the decision of the Whig Convention. de8tr

MANY CITIZENS.

The name of B. C. SAWYER will be offered as a candidate for the nomination of the Whig and Anti-Masonic Convention for Mayor. de8-tc

SPECIAL NOTICES.

☞ Five Hundred Worms Expelled—Read the following statement from respectable Druggists on the surprising effects of B. A. Fahnestock's unequalled Vermifuge:

ODDENSBURGH, N. Y., Jan. 13, 1853.

Messrs. B. A. Fahnestock & Co.

Gentlemen—Matthew Clark, a man of undoubted veracity of the town of Lisbon, St. Lawrence co., N. Y., says that he has a little girl, 4 years old, to whom he gave 3 doses of B. Fahnestock's Vermifuge, in 3 successive hours. In the afternoon of the same day she passed over one hundred SEVENTEEN, and at another, NINETEEN LARGE, ROUND worms; the following night, she passed of the incredible number of FIVE HUNDRED & TWENTY-ONE, making in all, 587, in less than 12 hours' time. He said that they were perfectly satisfied at such a mass of worms from a child of her size, and that he counted them accurately. Very respectfully,

JENNER & RANDALL, Druggists.

Prepared and sold by B. A. FAHNESTOCK & CO., cor. Wood and 1st sts., Pittsburgh. no21

R. C. LOOMIS,

(Of the late firm of M'Cordy & Loomis,)

WHOLESALE DEALER IN

BOOTS AND SHOES,

89 Wood street, Pittsburgh.

JOHN T. LOGAN.....ROBT. 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. 52 Wood street, four doors above the St. Charles Hotel, where their customers and merchants generally, are invited to an examination of the most complete assortment ever offered in this city. ja15-tf

NELSON'S FIRST PREMIUM DAGUERREOTYPES.

POST OFFICE BUILDING, THIRD STREET.

CITIZENS and strangers who wish to obtain a correct, artistic and life like likeness, at a very moderate price, will find it to their interest to call at this well known establishment, where entire satisfaction is guaranteed, or no charge. Having one of the largest and best arranged Side and Skylights ever constructed for the purpose, with instruments of the most powerful kind, and having adopted the system of Instantaneous Pictures, we are prepared to take Likenesses of Children in any weather, as well as Adults. Persons who are desirous of having Likenesses taken of sick and deceased persons can be accommodated. Rooms open, and operating from 8 A. M. until 5 P. M. Entrance in the Diamond. de13-tf

DAGUERREOTYPES, AT THE NATIONAL GALLERY.

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

Ladies and Gentlemen visiting this establishment, at moderate prices, will please call at the above establishment, fitted up with very superior Side and Sky Lights, (where it has only been their aim to obtain the most accurate likenesses of the human form with all the perfection of artistical skill, in all weathers.

Likenesses, Paintings, &c., accurately copied, and duplicates taken of original likenesses.

N. B. Persons not convenient to call, can have a picture, upon a perfect likeness.

Likenesses taken of sick and deceased persons in any part of the city and vicinity.

Rooms open from 8 A. M. until 5 P. M.

Entrance in the Diamond. ja20-1y

☞ BURKE & BARNES' SAFES—Here I 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 trade, and several of my people are affected with indigestion and costiveness, and myself, my wife, and two children are troubled with the same complaint. I commenced taking your PETROLEUM OR ROCK OIL. We took several bottles—two or three each—about a year and a half ago, and from the first dose we enjoyed as much health as we have since that time. I had not taken a single bottle before I found that fulness of the stomach, which distresses the dyspeptic was relieved, and I have felt nothing of it since. My wife and children are also relieved from a chronic disease of the liver, which had been of several years standing, by the use of your Petroleum.

Yours, &c., H. M. KICK, Canal Basin, GEO. H. KEYSER, 109 Wood street, and Druggists and Medicine Dealers everywhere. oct26

☞ Parents advertising Petroleum will copy.

☞ Life, Health, Vigor Secured.—Dr. Morse's Invigorating Elixir or Cordial is creating health hopes and joy among the sick, the weak, and the ailing in every section of the Union. Strange that a herb cannabis, or hemp, should be found on the Equator, where civilization is unknown, should be destined to work a complete revolution in Medical Science. The faculty are puzzled. Where all other medicines fail, and the patient is now going down, stage by stage, to the weakness of utter helplessness, this preparation arrests the progress of debilitation at once. The trembling, nervous invalid, the victim of head-ache, neuralgia, dyspepsia, billious disease, general debility, mental depression, or any other disorder of the organs of stomach, digestion, motion, sensation or excretion, feels immediate benefit from its use, and by preserving it, fully recovers the health and the energies which belong to the best conditions of the physical and mental organization. The facts are vouched by the highest testimony; they are patent to the observation of *every* human being who has given the Cordial a trial.

This Cordial is put up, highly concentrated, in pint bottles. Price $3.00 per bottle, two for $5.00, six for $12.

C. H. RING, Proprietor,
192 Broadway, New York.

Sold by Druggists throughout the United States, Canada and the West Indies.

General Agents in Pittsburgh—Geo. H. Keyser, corner Wood street and Virgin alley, and Fleming Bros., corner Wood and 4th sts. de8-lwT

NOTICE.—The undersigned, Frederick Lorenz, of the firm of Lorenz, Sterling & Co., and Thomas H. Sterling, of the late firm of Sterling, Lloyd & Co., have this day formed a co partnership, under the name and style of LORENZ, STERLING & CO., for the purpose of manufacturing Iron and Nails, and have taken the Factory formerly occupied by Foster, Berry and Shortsleeves, where they have on hand an assortment of the various kinds of Iron and Nails, which they offer for sale on accommodating terms. They respectfully solicit the patronage of the public.

FREDERICK LORENZ.
THOS. H. STERLING.

☞ SECURE YOUR SHADOW!—Be wise, follow the good advice and go straightway to CARTER'S NEW GALLERY, No. 74, Fourth street, and "save yourself as others see you." Style and price to suit all. Strangers and citizens are invited to call and examine specimens. no23

☞ See Helvetia and Lafayette Gold Mining Company, New York coupon. oct8-3m

☞ Du Pont Powder.—Every variety Rifle, Mining and Blasting Powder, in all size packages always on hand and for sale from Magazine, in lots to suit purchasers, on favorable terms. Also, Safety Fuse.

D. W. C. BIDWELL,
Manufacturing Agent,
no9-dly 71 Penn street, Pittsburgh.

☞ Lyon's Kathairon.—The Kathairon neutralises the effects of Disease, Climate and old age, to Preserving and restoring the human Hair even after a Baldness of many years; cleanses the scalp from Dandruff and its natural impurities; will cure the Nervous Headache and all Eruptive Diseases of the Skin, and is the most desirable article for Curling and imparting gloss to the hair in the world. It happily unites the ... and the choicest Pomades to the best French Extracts, and ex... Price only 25 cts., in large bottles. Sold by all dealers, everywhere.

D. S. BARNES, Proprietor, 161 Broadway, N. Y.

Sold in Pitt