PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

SATURDAY MORNING, JANUARY 7, 1854.

☞ 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 6 o'clock, on Saturday.

FOR MAYOR OF PITTSBURGH,

FERDINAND E. VOLZ.

OFFICE OHIO AND PENNA R. R. CO.
Pittsburgh, January 6th, 1854.

The receipts of the Ohio & Pa R. R. in December 1853, were	$64,680 04
in December 1852 "	33,854 38
Increase,	$30,825 46

The receipts in 1853 have been $668,000, being $68,000 more than the estimate of the Superintendent, and more than double the receipts of the previous year. S. W. ROBERTS,
Chief Eng'r, Sup'r

THE ELECTION ON TUESDAY NEXT.—We are sincerely apprehensive that the Whigs of this city do not appreciate either the importance of the election on Tuesday next, or the danger of defeat which menaces them. The apathy prevailing among them must be got rid of if they expect to accomplish or deserve a successful result.

The importance of the approaching election is great: it cannot, in fact, be overrated. The year upon which we are entering will witness one of the most exciting contests for Governor we have ever had, and our municipal election of next week may be regarded as the opening of the contest. Both parties have made their nominations for Mayor on political grounds, and the result, whatever it may be, will be sought up and heralded as an indication of the way in which the popular tide is setting. It is all-important to the Whig cause and to the success of the Whig candidate for Governor next fall, that the Whigs of this Whig city should give a flattering majority to Mr. Volz. The Democratic candidate is a Bigler man—brought out by the peculiar friends of the Governor; and his election would undoubtedly be claimed as a proof of Bigler's strength. We appeal to the party pride of our Whig friends, and ask them if they are willing to permit, or in any way contribute to, such a result?

The Democrats, of course, have no hopes of success in this city in a proper party struggle. They base their expectations on two grounds; first, the number of Whig votes that Barker, their willing tool in this contest, may be calculated to take off; and second, the presumed apathy or carelessness of the Whigs. With both these instrumentalities they hope to steal a march upon the friends of Mr. Volz.

The notorious Joe Barker has become a candidate for the sole purpose of defeating Mr Volz. He has not the remotest expectation of success; but, for the sake of the reward that he may expect, hopes to divert enough Whig votes to secure Pettigrew's election. For this purpose he has seized hold of the excitement prevailing in the public mind consequent upon the visit of Bedini to this country and the untoward results following in the wake of that papal functionary; and dexterously appeals to the Protestant feeling in the community, in behalf of himself as the Protestant candidate. He falsely represents Mr. Volz as a Catholic, and the friend of Bedini, doling violence alike to decency and truth in his representations. We shall not stoop to have any controversy with such a creature as Barker; but if the Protestants of this city have any discernment they must be able to see that they cannot better injure the cause they have at heart than by supporting him. His election, if that were possible, would be disgraceful to the city, and bring Protestantism into contempt; and the success of his loco-foco ally would not squarely set Catholicism back any. We know nothing of the views of Mr. Pettigrew on this subject, and care nothing; the party which nominated him and supports him is known for its truckling to Catholic influence, and every vote given to Barker but contributes to the success of their candidate.

Much as the Bigler men expect from Barker, they expect more from the inactivity of the Whigs. They are quietly marshaling their forces, and expect to rally a full loco-foco vote on Tuesday; and if they can succeed in quieting the apprehensions of the Whigs, and soothing them into the delusive belief that they are doing nothing, they will walk into possession of the field without trouble. They will especially aim at the election of their Council tickets. In the third, seventh and eighth wards, which are usually closely divided, they anticipate successfully allaying the apprehension of the Whigs, and keeping enough of them at home; while in the first and sixth wards they aim at quietly polling a large vote, in the hope that the Whigs may be tempted into a false reliance on their well-known strength. Last fall the Whig majority in both these wards was nullified in that way; and last Tuesday the Whig candidate for Alderman, in the First Ward, was overslaughed in a similar manner. It is time, therefore, that the gallant Whigs of the First and Sixth Wards, should retrieve their reputation; and we shall look to see them rouse up, and poll the old-fashioned majorities that aforetime were their credit and their boast. The Whigs of the Second, Fourth and Ninth Wards, also, will see to it, we hope, that *their* laurels are not lost; the closely divided wards ought also to be gallantly contested; and the Whigs of the Fifth Ward, although in a minority, owe it to themselves to see that the loco-foco majority is kept down to the lowest possible point. With proper exertions and the prevalence of a proper spirit, we shall achieve such a result on next Tuesday as will infuse new life into our friends throughout the State.

THE CLEVELAND HERALD AND PENNSYLVANIA.—Our Cleveland neighbor devotes a column in reply to an article of this paper defining the position which Pittsburgh holds to the Erie troubles, which have created so much excitement in the West. The first complaint is, that we did not, and that Pittsburgh did not, rebuke severely the violence of Erie, and that, in the absence of such admonitions, "Erie flattered herself, and boasted of the fact that she was upheld by Pittsburgh." Upon Pittsburgh, therefore, the Herald asserts, must rest a portion of the responsibility of the conduct of Erie. We deny the justice of the Herald's inference. Pittsburgh has no direct interest in the quarrel existing between the Railroad Companies and Erie. She is situated on a rival route, and her relations have been such towards Erie for many years, growing out of a diversity of interests, as to render any action by public meeting or otherwise, improper, and liable to gross misinterpretation. Pittsburgh has manifested no sympathy towards Erie, and has given her no aid and comfort in the present quarrel. She has simply minded her own business, and left the constituted authorities to settle the existing difficulties.—The Railroad Companies have been heard before the Courts in this city, and have had prompt justice done them. If the authorities have not been able to enforce the decrees of the Courts, that is not our fault. We have most emphatically counseled Erie to submit to the decrees of the Courts, and to await the final action of those judicial bodies, and numbers of our papers containing this advice, with letters from influential citizens, were transmitted to Erie. The Herald knows that nearly every man, woman and child in Erie, and in Erie county, are united in opposing the Railroad Companies, and that such is the state of public feeling there that attacks from abroad only increase the excitement and the obstinacy of their resolution. Active and violent opposition from Pittsburgh would only have increased the acerbity of feeling already existing, without at all assisting to settle the dispute. It has been difficult, also, for us to understand how far Erie acted in a legal, and how far in an illegal manner. We know one Railroad, the Franklin Canal, has been built by fraud, and that officers of the Railroad Companies were aiding and abetting in that fraud, and that they received more or less countenance from the press and people of Ohio, and we think it probable, also, from the Herald; and we know, also, that Alfred Kelley, the Ohio Railroad King, made some very ungenerous, injudicious and insulting remarks towards Pennsylvania when that fraud was consummated by the completion of that Road to Erie, and we have no recollection of the Herald rebuking him therefor. In view, then, of all the circumstances of the case, we leave it to the candor of the Herald, to say whether it does not make an unreasonable demand of Pittsburgh when it requires her active interference in behalf of a rival Railroad line, connected, to a considerable extent, with an invasion of the dignity and sovereignty of Pennsylvania. We are a law-abiding people. We are opposed to all illegal and violent proceedings, whether of the officers of the so-called Franklin Canal Company, or of the Mayor and people of Erie; but we are not Quixotic, and do not deem our meeting in public council and passing flaming resolution, will hasten a moment the legal settlement of a question which the Courts have already taken possession of.

The Herald says we make an unbecoming boast, in asserting that "Pennsylvania can take care of herself." Whether becoming or not, we most emphatically repeat it. She will maintain her own rights, her own laws, and her own sovereignty and dignity in her own way.—She may move too slow for the impatience of our Cleveland friends, but she will maintain her respect for law and justice, and her own honor in the face of the world. She requires no interference from abroad. So far as the people of Erie have gone astray they will be most surely punished, as soon as the case or cases are adjudicated, and ample justice will be done to the Railroads. One cause of the hesitancy of public opinion in this State, originates from a want of certain knowledge of the legal rights invaded. The people of Ohio and New York, looking only to the inconvenience they suffer, jump to their conclusions without investigation. We in Pennsylvania think there may be wrongs on both sides; and we are the more convinced of this from the injustice we have seen exhibited towards the whole State, by the people of different western cities, as manifested by their resolutions.

The Herald makes one assertion which is as irritating as it is unjust. It asserts, on the authority of the "rail-rippers," that Philadelphia money sustained the Erie rioters. We have not the least hesitancy in pronouncing this insinuation a gross slander. Neither from Philadelphia in her corporate capacity, nor from any municipal or commercial association, or from any corporation, or from any associated action of the merchants or people in any way or form, has Philadelphia contributed money to sustain the Erie rioters. We do not believe one dollar has ever been sent from Philadelphia for such a purpose; but if private individuals have rendered such aid, Philadelphia is no more accountable for it than Cleveland. The same insinuation is made in relation to Pittsburgh, by a Zanesville paper. Nothing could be more unjust and contemptible than such an insinuation.

The Herald denies that attacks have been made upon Pittsburgh and the Ohio and Pennsylvania Railroad, by the Cleveland papers, before these troubles began. The Herald is not the only paper published in Cleveland, and it has read the columns of its cotemporaries to small purpose or it would not have put its denial in such sweeping language. We know what we said to be true, for this is not the first time we have been called upon to resent injustice from that quarter.

We desire peace, comity, and fair dealing between Pittsburgh and Cleveland, and the whole West. No good can arise to any community, by the effort to create an unfriendly feeling by the people in one section towards another.—Pennsylvania has not deserved the unjust and insulting attacks which have been made upon her, and she certainly will not be driven by threats from any quarter. She has witnessed the storm of resolutions and threats which have rained upon her, more in astonishment than with any other feeling, and we earnestly hope no more dangerous feeling will take possession of the public mind. Our Courts will soon settle the Erie difficulties in accordance with law and justice, when we hope to see our friends in Cleveland, and other Western cities, come to the conclusion that their heat and excitement was any thing but dignified and commendable.

GOVERNOR'S MESSAGE.—On looking over this document we find but little to challenge comment. The style is windy and wordy, embellished with strained efforts at fine writing, and, there is a want of directness in its discussion of the main issues, which is anything but creditable. On the question of the sale of the public works, the Governor "wires in and wires out, and wires all around about," but comes out in the end, as near as we can judge, against the sale. The route adopted, however, is a very circuitous one.

The failure of the Portage Railroad is admitted, but the Governor is in difficulty as to what should be done about it. He says "it must be confessed that this branch of the public affairs presents an embarrassing alternative." We do not, however, see the alternative he speaks of. He says "the maintenance of the old road" "is out of the question;" and, that being the case, there is nothing left but to complete the new one. There is no alternative here: it is simply "Hobson's choice"—that or nothing.

The admission of the Governor that the new Portage Road will cost more than twice the original estimates, reflects but little credit upon the Engineer who made them; and his retention in that office is as little creditable to those who have control in such matters.

The remarks of the Governor in favor of general laws, and against "omnibus" legislation are eminently proper, and we hope they will meet with the response they deserve from the legislature.

The Governor commits himself in favor of a break of gauge at Erie. He is evidently as well aware as the people of Erie are, that there is to be an election next Fall, and he hopes to profit by the excitement in that end of the State: but we do not see how he is going to reconcile his present with his past course. There was a break of gauge at Erie prior to last winter, but the legislature repealed the law which secured it, and Gov. Bigler gave the repeal his approval. He now professes to be in favor of that which he destroyed last winter by his own act.

The Governor devotes a few paragraphs, at the close of his message, to glorifying the signers of the declaration, of Independence, and advocating the erection in Philadelphia of a monument to their memory. Immediately following this glorification is the paragraph which concludes the Message, endorsing the Compromise measures, and denouncing all who do not favor them.—There is no congruity in this. There is nothing in common between the Declaration of Independence and the Compromise measures. The best monument to the memory of the signers of the Declaration is to practice what they preached; and this, assuredly, cannot be done through the instrumentality of such measures as the Fugitive Slave Law.

THE ERIE DIFFICULTY IN THE OHIO LEGISLATURE.—The Ohio Legislature met on Monday, and organized by appointing officers *pro tem.*—As soon as the organization of the Senate was effected, Mr. Foote, of Cleveland, introduced a preamble and resolutions in relation to the Erie difficulty, which, after some remarks by the mover, were laid upon the table to be printed for the use of the members. The resolutions are two in number. The first one asserts the duty of the General Government, as well as the State of Pennsylvania, to cause the laws and orders of the Courts to be observed, and to prevent any overt acts by which the Railroad Companies are prevented from using their lines.—The second is as follows:

Resolved, That the State of Pennsylvania, in obedience to that most important provision of the Federal Constitution, which prohibits all restriction upon the freedom of commerce between the several States, a necessity for which provision, perhaps as much as anything else, called that instrument into existence, and to which may be attributed much of the advance of this country in wealth, in power, in happiness, and in all those elements which have advanced us to our present exalted position among nations, as well as for the purpose of meeting the great liberality of this State in allowing the freest and fullest intercourse through her limits, and particularly in her granting to Pennsylvania the right to run her railroads into and through her richest counties, and thereby drawing their wealth into her coffers, and lastly, and not least, for the purpose of cementing their union by the bands of affection and good neighborhood, is bound at once to provide us a legal, free and unobstructed communication for the mails of the country, for its business and travel, where the Lake Shore Railroad now is, as well as through other parts of her State, required by public convenience and necessity.

In supporting his resolutions, Mr. Foote said:

The mass of his constituents felt deeply; that quiet staid men among them, had insisted that the first thing the Legislature should do, must be to repeal the charter of the Pennsylvania and Ohio Railroad. They said the people insisted on it and must be obeyed; and one of the oldest, gravest citizens, added, it must be done, constitution or no constitution, or the people would be down here after us. Others suggested the plan of tearing up just so much of the Pennsylvania and Ohio Railroad as was torn up on the Lake Shore Road. The people were coming to regard the laws as entirely ineffectual to protect their interests and in the language of the resolutions, the existing state of things was inviting and inciting to great er outrage.

He said that the difference between these and the resolutions passed by the several cities affected, was this: These laid down the proposition that it was the duty of the General Government as well as of the State of Pennsylvania to act.

Mr. Foot said he knew he was selfish, and he was willing to have his selfishness controlled by law, and to be obliged, when he was unwilling, to do to his neighbor as he would wish to be done by. Judging others by himself, he found there was the same necessity for law for others as for himself—the same for States as for individuals. That this great want of unselfishness in State policy called for a constitution to compel the acts of comity and good neighborhood which should prevail, but which might otherwise be wanting between the States of this great confederacy. If there was no constitution, when Pennsylvania raised an obstruction to Ohio, we might barricade against Pennsylvania; Indiana again against us; and so a non-intercourse be established between every State. But under our constitution this cannot be done, and if attempted, the power of the General Government can and ought to batter it down and remove it. He believed the constitution was powerful for good; that when it designed to establish a salutary principle, it gave all the power necessary to carry it out, and we were derelict if we neglected to use the power and effect the object.

THE CLAYTON AND BULWER TREATY.—On Tuesday, in Senate of United States a message was received from the President communicating, in response to Mr. Cass' resolution of the 12th of December, certain correspondence relative to the construction placed upon the Clayton and Bulwer Treaty, touching Central American affairs. The message is in three lines, simply communicating the papers. The first paper is the letter of Mr. Marcy to the President, inclosing the papers. The second is a letter from Mr Crampton to Mr. Marcy, dated the 18th of May, inclosing a dispatch from Mr. Clarendon, with a copy of the opinion of the Queen's Advocate on the treaty, which he informs Mr. Marcy are communicated in confidence for the present. The third is the opinion of the Queen's Advocate. The fourth is dated Dec. 15, 1853, Mr. Crampton to Mr Marcy, referring to conversations between them on the subject, and says he sees no good reason for withholding the communications heretofore inclosed in confidence. Fifth, Mr. Clarendon to Mr. Crampton, relating to occurrences at Greytown between the Commander of the Cyane and authorities of San Juan. Sixth, Mr. Marcy to Mr. Ingersoll in reply thereto, dated June 9, 1853. Seventh, Mr. Clarendon to Mr. Crampton, complaining that Mr. Marcy's dispatch is hostile to any further arrangement of the matter.

The Philadelphia North American comments as follows on the correspondence:

The documents furnished by the President in reply to Gen. Cass' resolutions are of a startling character. The bold and undisguised insolence of Lord Clarendon's letter of instruction to Mr. Crampton—the confident tone in which, while professing to uphold its stipulations, he avows the intention of her Majesty's government to violate the plain injunctions of the Clayton and Bulwer treaty—the threat that England will resort to extreme measures to maintain the pretensions of the Mosquito King, and her own right to protect him—would furnish matter for very serious reflection, if it could for a moment be supposed that this remarkable document was meant for anything more than a paper thunder bolt—one of those high sounding, but really harmless, missiles so usual in English diplomacy. If it is designed for sober earnest—if her Majesty's ministers, as Lord Clarendon intimates, do intend to fly in the face of the Treaty, and maintain by force of arms, the protectorate they virtually agreed to abandon, then indeed the question is a very grave one, and may involve important consequences.

The letter of Mr. Beverdy Johnson to Mr. Clayton, ordered to be printed by the Senate, is, as Gen. Cass pronounced it, "an able and powerful document," and its arguments and conclusions, as well as its statement of facts, are irresistable.

☞ The United States District Court very summarily and rightly decided the case of the rebellion against its authority, by the people of Erie, and the Marshal has proceeded to Erie to serve the warrants. We seriously hope the people of Erie will cease their silly opposition to law. They averred, in the first stage of their proceedings, that they were acting legally—That excuse is now gone, and whatever rights they have are weakened by resistance to constituted authority. We trust the Marshal will be permitted to execute his warrants, and that the people will submit their grievances to the decision of the Courts and Legislature. It is worse than folly, it is sheer madness for them to suppose they can resist the constituted authorities of the country.

For the Pittsburgh Gazette.

MR. EDITOR:—In the Daily Gazette of the 29th ultimo, is found a report made to the Councils of Pittsburgh, and adopte i by them, which is worthy the attention, not only of the citizens of "the 31 Townships," but of every tax-payer in the County. If the Councils should obtain the legislation they ask for, no one can tell the amount of damages the County may have to pay for opening streets—as the act they desire to have restored does not limit the amount. It is believed that no other City in the State, has ever obtained, or asked such legislation. Why are the citizens of Pittsburgh so selfish? Why not have the provisions of their law to extend to the City of Allegheny, and to the several Boroughs in the County. Perhaps if the Councils would investigate the expenses of the County a little farther, particularly of the jail and court house, they would find that no injustice has been done the city in the disbursement of the funds of the County. If they think otherwise they had better make application for a divorce from the country. As this has been talked of in some portions of the County already, perhaps there would not be much objection to it. The report does not pay a very high compliment to the Assessors, either of the City or County districts, when it asserts that she former assess property at two thirds of its value, and the latter at one fifth, one-tenth, or one-twentieth, when they are sworn to assess all property at its *full* value. ALLEGHENY.

For the Daily Pittsburgh Gazette.

MR. WHITE:—Through the medium of your columns we desire to direct the attention of the living voters of the 1st Ward, City of Pittsburgh, to the necessity of their attending the polls on next Tuesday, and supporting with such zeal and vigilance the nominations, made unanimously by the party, of the Mayor, Select and Common Council. The Democrats are striving by all undue influence to carry the Ward; endeavoring to incite a bad feeling in reference to the position of some on our Council ticket, which is frivolous, base, and has no merit whatever. If the citizens of the 1st Ward wish for a just and fair discharge of duty, they will attend to their interests, by sustaining the nominees of the Whig party. Mr. Cordell, the candidate for S. Council, has been assailed with a malignity unprecedented, and has to answer for everybody's sins, and that for simply doing his duty, which is, and should always be regarded a fair test of a man's *good* character.

We think the citizens of the Ward have been judiciously represented heretofore by the same gentlemen who are now in nomination, and a change is neither desired nor asked for by the well thinking, prudent and intelligent portion of the community. Whigs, be on the alert and do your duty. FIRST WARD

STEUBENVILLE AND INDIANA RAILROAD.—The Steubenville Union says:

The trains to Unionport and back are crowded daily. During this week the road has been doing a land office business, and we hear but one voice from all who have traveled upon it, and that is unqualified commendation. It is matter of astonishment to every one, that the cars should run as smoothly as they do, considering the newness and comparatively unsettled state of the road. This may be accounted for though, when we take into consideration the firm and substantial manner in which everything has been constructed.

The track layers to day are two miles west of Unionport, and if favored with working weather, will reach the junction in a few days. Mr. Pemberton, Chief Engineer and Superintendent of the road, returned to the city last evening on the train. We understand that he gives it as his opinion that Cadis will be reached within two months.

THE BALTIMORE AMERICAN.—In the notice which the editors of this long established journal, published on the 21 inst., for the purpose of showing the extent and value of the circulation of that paper, they make the following statement, which we subjoin:

Having alluded in the foregoing paragraph to the large and rapidly increasing circulation of the DAILY AMERICAN, it may not be out of place, for the information of our subscribers and the business community generally, to state something in detail the character of this circulation. The paper is to be found in almost every mercantile or trading house in the city—wholesale and retail. It is taken by every Bank, Insurance Company, Agency, Railroad, Steamboat, Packet and Transportation Company—by corporations, business men and capitalists—in fact by all who have money to lay out or invest, or goods, merchandize or property to sell. The enlarged space we have devoted to foreign and domestic news, and miscellaneous reading, and the variety which we have endeavored to give to our columns, have also brought the American in great and increasing favor as a family and household paper, and hence our retail dealers find it a sure and profitable medium of securing the attention of their customers.

THE DAILY AND TRI-WEEKLY AMERICAN, out of the city, numbers among its subscribers almost every merchant, manufacturer, or trader who makes his purchases here, or sends his produce or manufactures to this market—and also all the farmers and millers who have business connections with Baltimore. Advertisements inserted in the daily paper also appear in the tri-weekly; hence they receive a circulation out of the city in Maryland, Pennsylvania, Eastern and Western Virginia, North Carolina, Ohio, Indiana, in the Western and Southern States generally, and in the District of Columbia, among just the class of readers that it is the special desire and advantage of our business men to reach. In the large portion of Virginia which looks to Baltimore for its supplies, as also in the Susquehanna Valley and Western Pennsylvania, the American is extensively taken; and no better evidence can be adduced of the character of this circulation than the fact that a large portion of the subscribers' bills are paid by the merchants in this city, to whom they make their consignments.

The *North British Review*, for November, has been received by Gildenfeny & Co., and Miner & Co. Its table of contents promises a rich treat.

THE GREAT REPUBLIC.—The New York Tribune has the following reference to the present condition of this ship:

"The charred and desolate looking hulk of this once noble looking vessel still lies at her dock near Peekslip. Workmen are busily engaged in removing the cargo, which thus far comes forth in a state of utter wreck. The upper and second decks are nearly destroyed, and so are the sides of the ship, so far down as the latter, excepting forty or fifty feet forward. The ship is well down in the water, and appears to lie aground. A huge canvass has been drawn under her bottom, and a steam pump is at work to relieve her of water. Another will be in operation to day. The cargo is being removed in lighters. It is rumored that the Underwriters have in contemplation to repair her, and, considering her low valuation in the policies (175,000.) we do not see how it is possible to do it, so as to throw the ship into the hands of the assessors. We presume that nothing will be definitely determined on in respect to rebuilding her until she is discharged, and the precise amount of damage ascertained. Meanwhile, the sight is the picture of desolation.

The *Erie Constitution*, of Jan. 4, has the following items, in regard to the existing difficulties:—

We understand that the Erie & North East Railroad Company has been cited to appear before the Supreme Court of this State, on the first Monday of February next, to show cause why their charter should not be forfeited. The complaint was filed by the city of Erie.

We understand that no further attempt to relay the track is designed until the final decision of the Courts. We are glad of this, and hope that all parties will quietly acquiesce therein, let the decision be what it may. We have not and never shall countenance any other course, than that pointed out and sanctioned by the judicial tribunals of our country.

THE NEW ENGLISH REFORM BILL.—It is now quite understood that the London Times articles on the franchise foreshadow the scheme of government, the gist of which appears to be the abolition of all franchise by ancient right or usages, the adoption of a uniform £10 qualification in counties and boroughs, and the suppression of the small corrupt boroughs—transferring the representation to large unrepresented cities, such as Gravesend, Chelsea, Birkenhead, &c. The Ballot Society have resolved to take the field with a subscription of £5000.—*London Dispatch*

ANNUAL MORTALITY IN NEW YORK CITY.—The total mortality in New York city for the year 1853, was 23,296. The largest mortality in any one month was in August, 2639, and the smallest in January, 1406. The principal diseases were: consumption 2577, (in 1852, 2487,) apoplexy 262, (in 1852, 653,) burned or scalded 709, convulsions 1825, croup 617, diarrhœa 627, dysentery 760, infantile remittent fever 264, measles 116, scarlet fever 430, (in 1852, 613,) small pox 567, (in 1852, 497,) whooping cough 149, cancers 8, (in 1852,) cholera morbus 71, (in 1852, 238,) delirium tremens 111, (in 1852, 118,) drowned 163, convulsions 215, (in 1852, 485) erysipelas 128, typhus and typhoid fever 489, (in 1852, 758,) old age 161, killed or murdered 20, (in 1852, 18.) The total number of deaths in 1852 was 21 601.

SPECIAL NOTICES.

O'CONNOR, BROTHER & CO.,
BANKERS AND INSURANCE DEALERS,
No. 15 WOOD STREET,
One door from First street, Pittsburgh,

☞ Buy and sell Par and Current Funds Sight and Time Exchange Coin, Stocks, Eastern and Western Time Bills, and Broker's Notes; allow 6 per cent. on Time Deposits of Par and Current Money; and Insure Fire and Marine Policies for the *Ætna Insurance Company* (cash Capital $170,000) and *Royal Insurance Co* (capital $10,000,000). au10

☞ Oakland Property for Sale—This Property is situated about one half mile from the city limits, fronting Fifth Avenue. It is adorned with Fruit Trees of the choicest kinds, many of them in full bearing. Also an abundance of Grape, Raspberry, Currant, Gooseberry, &c., &c. There is a two story Frame House, together with convenient out houses on it. For ease of access and pleasantness of location, this property cannot be surpassed. It contains a little over 6 acres. I will sell the whole together, or divide it to suit purchasers.
THOS. J. CAMPBELL,
Oct. 5, 1853: dtf No. 119 Water street.

LADIES FANCY FURS.
M'CORD & CO.
Would most respectfully invite the attention of ladies to their large and complete stock of FANCY FURS now opening, comprising in part Sable, Stone Marte Fitch, Lynx, Carmine, Siberian Squirrel, Rock Martin, Genett Coney and Swan's Down; Muffs, Victorines, Pelisses Cuffs, Boas, &c., corner Wood and 5th street.

STATE MUTUAL
FIRE AND MARINE INSURANCE CO.,
OF PENNSYLVANIA.
BRANCH OFFICE cor. 4th & Smithfield sts., Pittsburgh. *Capital, 250,000 Dollars.*
DIRECTORS—John F. Rutherford, Dauphin co.; P. C. Sadzwick, Harrisburg; Saml Jones, Philad.; Wm. Wilkins, Banker, Philad.; Jas. A. Lamberton, Pittsburgh; John R. Rutherford, Dauphin co; Alex. Gilbert, Harrisburg; B. T. Jones, Harrisburg; Robert Kotz, Carlton county.
JOHN RUTHERFORD, President.
A. J. GILLET, Secretary.
A. G. MAHON, Agent.
The above Company will insure against perils of sea and inland navigation and transportation; also, on buildings and merchandize in city or country, on terms as reasonable as consistent with safety. Policies issued on dwelling houses either perpetuity or for a term of years. no 8-3m pd-$1

Girard Fire & Marine Insurance Co.,
OF PHILADELPHIA.
OFFICE OF PITTSBURGH AGENCY corner 4th and Smithfield sts. *Capital, 300,000 Dollars.*
DIRECTORS—Wm. M. Lewis, J. P. Blaiser, H. A. Sheckard, Paul Thurion, B. M. Davis, J. R. Flanigen, Thos. S. Mitchell, Samuel Jones, B. S. Comegys, Thos. Craven, Wm. H. Rowers, F. D. Sherman, A. Hart, Philip F. Rudy, Wm. F. Hacker, Alex. Heron, Jr., Furman Sheppard.
JOHN JONES, First " A. S. GILLET, Sec'y.
Will insure Cotton or Woolen Factories, Vessels, Cargoes, Buildings, Stores, Merchandize and property generally, on the most favorable terms. no28-1m pd-$1

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