PITTSBURGH GAZETTE.

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PITTSBURGH.

WEDNESDAY MORNING, JANUARY 11, 1854.

☞ 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 8 o'clock on Saturday.

THE MAYOR'S ELECTION.

GLORIOUS WHIG VICTORY!

Below we give the returns of the Mayor's election in this city, which took place yesterday. MR. VOXE, the Whig candidate is elected by the handsome majority of ONE THOUSAND AND THIRTY FIVE votes, over Mr. Pettigrew, the Democratic candidate. We congratulate our Whig friends on the auspicious result, which we trust is the prelude to future victories.

The vote of Joe Barker has dwindled down into a contemptible handful—the last we trust of this folly.

Mr. Craig has gained nothing by the issue he attempted to raise, either for himself, for Anti-Masonry, or Free Soilism. We should be sorry to suppose that his vote represented all the genuine Anti-Masons of this city—in fact, we believe very few such voted for him. They would not consent to damage a good cause in such a way. If his object was to defeat the Whig party, which is a natural inference from his course, he has made a mistake not very flattering to his political sagacity.

Upon the whole, we are much pleased with the result. The Whigs have gained a brilliant victory on a fair issue, and Barkerism is defunct forever. We hope the future of the party will show that this success was deserved.

The result is an auspicious opening of the campaign of 1854. In 1849 the Whigs elected their candidate for Mayor in this city by 700 majority, and that victory inaugurated the brilliant Whig triumphs which followed throughout that year. The majority of Mr. Voxe is the largest ever given to a Whig candidate in this city, and is a fair token, we trust, of the victory which will follow in the Gubernatorial contest, under the lead of Gen. Larimer, should he be our nominee.

The triumph on the Council tickets is equally gratifying. The Whigs elect all the Select Councilmen but one, and all the Common Council but five in the Fifth Ward, and one in the Seventh.

WARDS.	Adams.	Bigham.	Sawyer.	Waldron.
First,	237	230	51	J. C. Pettigrew. (Dem.)
Second,	238	120	35	J. J. O'Neil. (F. S.)
Third,	483	228	12	19
Fourth,	218	105	31	14
Fifth,	238	244	18	115
Sixth,	321	181	28	20
Seventh,	127	89	4	16
Eighth,	203	85	7	15
Ninth,	101	85	1	51
	2166	1131	154	310

Joe Barker (Ind.) 2

Voxe's majority 1035.

ALLEGHENY CITY—MAYOR'S ELECTION.—The following is the result of the election for Mayor in Allegheny:

WARDS.	Adams.	Bigham.	Sawyer.	Waldron.
1st	81	230	99	89
2d	89	186	55	47
3d	397	171	37	81
4th	296	176	108	106
	863	763	299	273

There was no Whig nomination. Mr. Adams, the Mayor elect, is a Whig, but ran as an independent candidate. He was formerly High Constable of the city, and a most efficient officer. We doubt not he will make a good Mayor.

Mr. Benney belongs to the Freesoil party, but was run as the Temperance candidate, and his vote was taken mainly from the Whig ranks. He is a most estimable man, and we should have been pleased to see him Mayor. The vote he received is a flattering personal compliment.

Mr. Sawyer was the regularly nominated Democratic candidate, and his vote shows but a slight party adhesion in that old Whig Gibralter.

Mr. Wadlow was also an independent candidate.

PACIFIC RAILROAD—NORTHERN ROUTE.—It seems to be only a recently ascertained fact that there exists a pass through the Rocky Mountains, between the head waters of the Missouri and those of the Clark's Fork of the Columbia river, at least 2000 feet lower than the celebrated "South Pass," through which nearly all the immigration to Oregon and California has passed. This summit is called Badot's Pass, and is near, or perhaps, identical with Lewis' Pass. It is perhaps 150 miles to the north of the South Pass, and is the one through which Gov. Stevens, of Washington Territory, and his party carried their exploration of a route for a railroad to the Pacific. A recent communication from Gov. Stevens says: "Lieut. Saxton reports Badot's Pass to be some 250 feet lower than the South Pass." Col. Fremont measured the latter twice, and his second measurement, which he deems the most accurate, made it 7490 feet above the level of the sea. Lieut. Saxton's measurement, makes Badot's Pass 4990 feet above the same level. In fact, it is stated on the authority of Gov. Stevens and his associates, that for many miles in that region, the mountains cease to be a chain, but are broken off, and exist only in isolated and scattered peaks.

A railroad, therefore, can be carried up the valley of the Missouri, almost to its extreme head waters, across this pass, and down Clark's Branch of the Columbia, to the side water of the Pacific. Edwin F. Johnson, Esq., Civil Engineer, in a series of communications, through the columns of the *Railroad Journal*, has given the result of Gov. Stevens' Survey, and discussed with great ability the relative merits of the several proposed routes from the Mississippi to the Pacific. From his statement it appears that the distance from Chicago to Puget's Sound, (about 100 miles north of the mouth of the Columbia river, and one of the best and most extensive harbors in the world,) is in a straight line, 1752 miles, and to connect these two points by railroad it is estimated would require a line of 1960 miles, as follows:

In Illinois,	70	miles.
In Wisconsin,	290	"
In Minnesota,	620	"
In Missouri Territory,	420	"
In Washington do. (form's Oregon)	560	"
	1960	"

That part in Illinois will be completed in July next; that in Wisconsin is commenced and in progress; and of the whole, 990 miles are already under acts of incorporation. The route runs north-westwardly from Chicago, via St. Pauls and the Falls of St. Anthony. Above the Falls it continues up the valley of the Mississippi 60 to 70 miles; thence westward crossing the broad and fertile valley of the Red River of the North, which flows north into Lake Winipeg, until it reaches the Missouri at the great bend, near old Fort Manden, some 100 miles below the mouth of the Yellow Stone. It follows the north bank of the Missouri all the way from that point to the mountains. Along that river extensive flats were found, and the ground is represented as being very fertile, and well adapted to a railroad. From the head waters of the Missouri to those of the Columbia, the distance is short, and no difficulties or high grades are encountered. Thence to the Pacific, an estimated distance of 550 miles, the line follows Clark's Branch of the Columbia, on which the line is represented as very favorable. Should a good pass be found across the Cascade mountain, north of the Columbia, then the road will leave that river, and continue due west, through that pass to Puget's Sound. But should not such pass be found, then the road will continue down the river until that mountain is passed, when it will probably reach tide water by two branches—one down the river, the other north-west to Puget's Sound.

This is certainly a favorable route, and one that will better accommodate the business of *Europe, America and Asia* than any other that has been proposed. Puget's Sound is nearer to Asia than any other port we have on the Pacific, and Chicago is nearer to the great Atlantic cities than any other point proposed for the terminus of that road at this end. But there are several important advantages in addition to this. A branch from some point not far from St. Pauls to the Western shore of Lake Superior is proposed as a part of the enterprise. This branch is 225 miles long. A company to construct it is incorporated. This will bring the great Lakes and the Pacific within 1760 miles of each other by railroad, or 70 hours travel at 25 miles an hour! Another advantage it has is, that it passes through a well-watered and generally well-wooded country; the greater part being fertile and well adapted to settlement. Another is that it connects with several great navigable rivers—the Mississippi, the Red River of the North, the Upper Missouri, (including the Yellow Stone,) and the Columbia. And, greater than all, this route is the only one that can bring Great Britain tributary to it as the great thoroughfare between her eastern and Western possessions on this continent. For almost its entire distance it runs near to the British line; and at its western termination it will be only the width of the Straits of San Juan de Fuca from Vancouver's Island, a British possession of incalculable importance. It is a very pleasant thing to have the means of bringing that greatest and proudest of nations under tribute in this friendly way, as we have already brought her under tribute in a small way by giving Canada an outlet by railroad through New York, Boston and Portland. Vancouver's Island and British Oregon must necessarily soon become important both as colonies and in their relation to the commerce of the Pacific; and by this route these possessions can be reached from London in one fourth the time that they can be by any other possible route. The valley of the Sascatchawan, a river only second to the Missouri in size, which rises on the eastern slope of the Rocky Mountains, near the line of the United States, and flows eastwardly to Lake Winnepeg, can be reached by a short branch road from this line. In fact its proximity to the British possessions is one of its most valuable features.

In many ways Nature seems to have indicated the shore of Puget's Sound as the place where we may, in anticipation, locate the metropolitan city of the Pacific side of the Republic. In geographical position, in climate, in natural resources—coal, iron, timber, agricultural products, &c.—as well as in respect to the facility with which it can be reached by a railroad from this side, it has advantages over any other point on the Pacific coast.

It is a pleasing reflection that this road will not only be the channel of emigration to Oregon, Washington and California, and of their trade with the Atlantic States, and the Mississippi valley, and of a large portion of the trade between Europe and Asia; but that through it will flow to the populous nations of the East the blessings of Christian civilization. It will give to the United States a central and most commanding position among the great nations of the earth—Europe on one side and Asia on the other, yet separated by great waters from both; in close and intimate moral, social and commercial relations with both, and shedding upon them mighty influences; yet far removed from direct contract with their degraded millions, and their baneful institutions.

A hundred years ago, a profound philosopher and poet exclaimed,

"Westward the Star of Empire takes its way!"

That star is now rising on the shores of the Pacific, and very soon its rays will reach to the heavy regions of old Asia, where, thousands of years ago, it began its progress. And could we realize the great fact that we possess the most commanding point of commercial influence that is to be found on the globe, no time would be lost in pushing to completion a railroad across the remaining wilderness between the Atlantic and Pacific. The opening of that road will be the beginning of a new era in the command of the world, and give to this country the very best position and the first rank amongst the nations of the earth; and the city that will spring rapidly into existence at the western termination of the road, will at once become a beacon of light, a tower of strength, a source of intelligence, and a fountain of living waters to the hundreds of millions of human beings who crowd the Asiatic shores of the islands of that great ocean.

"EARLY ENGAGEMENTS."—We know not if any of our booksellers have obtained this work from the Cincinnati publishers, but we do know that many persons are impatiently waiting for an opportunity to purchase it. We have not had time to peruse it, but a judicious and intelligent friend in whose hands we placed it, speaks of it as a very creditable production of the "Vicar of Wakefield" style, and of excellent moral tendencies.

Since our previous notice of the work we have received the following note from the fair author, which, although not intended for publication, is so creditable to her head and heart, that we give it entire. It exhibits a conscientiousness and a modesty shrinking from public criticisms, rather rare in this age:

MR. WHITE—*Sir*—I received the paper containing your announcement of the publication of "Early Engagements," and hasten to undeceive you in regard to an error into which Mr. —— innocently led you. The story is far, very *far* from being literally a true one. He had heard me say once that all the characters were not fictitious, nor all the incidents untrue—hence the occurrence of the mistake.

The pretentions which the book makes to truth "hath this extent, no more." Among my classmates at Edgeworth there was a young lady, who, a year previous to her coming thither, had entered into a marriage engagement, which subsequently she had learned bitterly to regret. She came for the ostensible purpose of *completing her education*, (as common parlance hath it) but far more from a hope that long separation might cause the affection unworthily bestowed on her to be transferred to another. Frequent change of location since my leaving Sewickly has caused me to lose sight of all my school friends; but accidentally, some four years since, in traveling, I met a lady who had had an acquaintance with the young person spoken of above, and from her I learned of her marriage to her early *affiances*, and that the marriage had proven a most unhappy one. Now the way this occurrence was made to "point a moral, and adorn a tale," was this. In the part of the country in which I was raised, sixteen is the average age at which girls marry. The result of these premature marriages is a great amount of unhappiness to all the parties concerned. Among these victims of rashness and imprudence are some who are most dear to me. This led me often to reflect on the evils of early engagements and marriages, and during a period of great prostration and feebleness, when confined some months to the house, I was induced, in order, somewhat, to relieve the monotony and weariness of those invalid hours, to write the story, whose basis I have just given you. In it, also, I have attempted to shadow forth the character of my beloved "Mother Olver," under that of Mrs. Ormond, and the young lady *dramatis personæ* are representations of classmates as they appeared to me

Again you are in error in regard to my having obtained an education at Edgeworth. It is a source of deep and lasting sorrow to me that I was denied that happy privilege. I went there in October, and remained but a single session, and was never, to my recollection, four times beyond the Seminary enclosure.

Pardon my again troubling you on this subject, but I would be acquitted of an intention to deceive. If you think it necessary, obligingly correct the error

The book, I may say in conclusion, was never printed with my sanction. Written during a period of lassitude and ill health, I feared much its title to a favorable reception, besides a temperament peculiarly sensitive, made me shrink with terror from a situation which would expose me to the "adder stings" of keen, merciless, malicious criticism. My friends, however, saw proper to disregard my scruples, and the book was published. Accept my grateful thanks for your efforts to bring it before the Pittsburgh public. Respectfully yours.

MISS LUCY STONE lectures to night. Wherever she has gone she has drawn immense houses. Pittsburgh will not be an exception to the rule, of that we feel assured. In Louisville and St Louis she drew full houses night after night, and the interest she created continued to the close of her course. This shows remarkable powers; curiosity alone could not have sustained the excitement.

☞ Joseph Abel & Co., is the style of the firm on the corner of Smithfield and Fourth sts., lately L. Wilcox, & Co. This popular Drug and Prescription store will lose none of its good credit in the hands of its new and enterprising proprietors.

CHINESE SLAVERY IN THE CHINCHA ISLANDS.—A correspondent of the New York Times, writing from the spot, gives the following description of the frauds practised upon the poor Chinese coolies, who are decoyed from home by false representations, to drag out their lives digging guano:

The guano is dug by Chinese coolies or laborers, who are brought here by English ships from the free ports of their native coasts. The poor fellows are made to believe they are going to do well, by engaging to serve as laborers for five years at a "real" (York shilling) a day, and a county allowance of rice. They fancy, it is said, they are coming to labor in the mines of California. However this may, be, it is certain that they are shipped here in English vessels, and transferred or assigned, (or whatever the word for such a transaction should be,) to the Peruvian Government. I have known Englishmen who spoke of having been engaged in the traffic. The Government place them on these islands, avowedly under their original contract, to labor for five years; but who is to know how far this contract, if such it can be called, is adhered to? The truth is, the poor Chinaman are sold into absolute slavery—*sold by Englishmen into slavery*—the worst and most cruel perhaps in the world. Here are about 800 of the unfortunate creatures at work on these islands at a time;—as fast as death thins them out the number is increased by new importations.

The labor is severe—much more so than that of the negroes on our Southern plantations.—They are kept at hard work in the hot sun throughout the day. On the middle island they are "tentered," each one, strong and weak alike, to dig from the hill and wheel to the *manguera* five tons of guano each per diem. The guano is compact, like hard, clay-like loam, and as dusty, when dug, as ashes. On the north island, it has to be plaited for the steam paddies. It has to be wheeled from a hundred yards to a quarter of a mile—the nature of the labor may be conceived. The Chinese work almost naked, under a tropical sun where it never rains. They are slender figures, and do not look strong. *Negro drivers—the most ugly looking blacks I ever saw—are stationed among them, with heavy thongs, which I have often seen them use.* The poor coolies have no hope of reward—no days of rest. The smoke of their torment goes up on Sundays as well as on week days. It blows away in a yellow cloud miles to leeward, and I never see it without thinking what a hell on earth these islands must be. That I do not exaggerate in this account, any one who has been here will readily bear witness. The fact that some of the Chinese almost every week commit suicide, to escape their fate, shows the true state of their case. A south (a Hungarian, who calls himself after the celebrated chief of that name,) told me that more than sixty had killed themselves during the year, since he has been stationed here, chiefly by throwing themselves from the cliffs. They are buried, as they live, like so many dogs I saw one who had been drowned, and it was not known whether accidentally or not—lying on the guano, when I first went ashore. All the morning the dead body lay in the sun; in the afternoon they had covered it a few inches, and there it lies, along with many similar heads, within a few yards of where they are digging.

On the north island, the Chinese carry heavy water casks, slung on poles between two, up the steep hill; they can, in this way, at ship in barrows, take weights altogether disproportionate to their slender forms. They look unhappy, as well they may. We know that the Chinese are strongly attached to their native soil.—Wretched and half barbarious as they may be, deaf as they may be their souls, they still have human feelings, and I am not so constituted that I can witness the injustice of their treatment and their suffering without compassion—without indignation. It ought to be made known whether English law prevails, that these poor creatures are deceived and sold into a servitude from which they almost daily seek escape through death—by *Englishmen*. It is not domestic slavery in which they are placed; they were not born slaves; they are not protected by any laws; there are no women with them; their condition is worse than that of any criminals, exiles or prisoners in any civilized nation. It ought to be everywhere known. Americans, who have to bear the reproaches of the English for institutions entailed upon them, and which they could have abolished, have a right to reply that the *worst slavery that exists among the civilized nations of the earth is maintained by the British subjects, who transport coolies to the Chincha Islands.* It is not the fault of the English that the same system is not carried on in Australia. The coolies brought there, however, have not turned out a good speculation. But the taking and selling free men to such taskmasters as these Peruvians, who are little better than the Chinese, is an outrage to humanity, and a reproach to British rule. Let the next slaver the English cruisers capture be some one of their own ships, with a cargo of coolies for this market.

FURNACE FOR SALE.—We direct attention to the advertisement of a Furnace for sale, by Ross Forward, Esq., of Somerset county.

THE ASTOR LIBRARY.—This magnificent collection of books was thrown open to the public of New York on Monday last. Dr. Cogswell, the Librarian, in an article in the Home Journal, gives a detailed description of the building and Library, the following synopsis of which we find in the New York Times:

The building is plain and elegant in its style, though far smaller and less pretending in its general appearance than many of the publications concerning it may have led readers to expect; but it is well arranged and admirably adapted to the object for which it was designed.—The comparative number of books has also been very greatly exaggerated; although the collection is large for this country, and for the brief time during which it has been brought together, it is small compared with the great libraries of Europe. The shelving of the Astor Library is about 11,000 feet, or *two* miles long, and would reach, if placed in a continuous line, from the Park to Union place. That of the British Museum is only four miles long, and would reach from the Battery to Kingsbridge. The number of volumes in the Astor Lib ary is about 80,000; and the following statement shows the number of works in each of the departments into which it is divided:

Theology,	8 752
Jurisprudence,	3,107
Medicine,	1,751
Natural Sciences,	4 240
Chemistry and Physics,	5 000
Metaphysics and Ethics,	1,500
Mathematics,	5,000
Fine Arts,	2 500
Works on Language,	2,100
Greek and Latin Literature,	8 100
Spanish and Portuguese,	1,500
Italian,	1,731
French,	2,100
German,	1,400
Scandinavian, Sclavonic,	1,000
English Literature,	3,400
Historical Works,	20,350
Biography,	4 600
Miscellaneous,	6,000
Parliamentary Journals,	2,000
Total,	75,843

Judging from the description given by the Librarian, the collection seems to have been made with the design of rendering each department as complete and reliable as possible to students in that branch of Science and Literature. The Library is clearly intended not so much for country readers, or for mere entertainment, as for the use of professional men and students, in the various branches of human knowledge. This course will commend itself to the judicious, though it will doubtless incur the censure of those who supposed that Mr. Astor intended to provide simply a very large popular circulating library for indiscriminate readers

The books are arranged in alcoves, in each of which is placed a table for the accommodation of visitors. The books will be handed down by assistant librarians, and are not to be taken from the building. Arrangements are made, we believe, for the accommodation of ladies.

The completion of this magnificent Library will render our City more than ever a desirable residence for students, authors, and literary persons generally.

FRENCH ITEMS.—The Archbishop of Paris considering the severity of the season, has authorised the faithful to eat meat on Friday, till Lent. He deems that the body is better able to bear the cold, if well fortified within. Regularity, too, in diet is the best preventive of the cholera, which may as well be brought on by a sudden abstention from food as by an inordinately copious dinner.

Six millions of francs have been spent upon the Louvre this year. The works are to be forwarded this year to the amount of eight millions more, in order that the palace may present a respectable appearance to the visitors to the Exhibition of 1855.

The construction of a new Hotel Dieu has been determined on. The site is to be very near that of the present Hospital. The land covers 25,000 square feet. The purchase money of this lot and the buildings upon it is calculated at ten millions, and the expense of the hospital at six millions.

The butchers of Bordeaux have decided to give no new year's presents this year, to the servants of their customers, but have deposited an equal amount—80,000 francs—with the municipal council, to be used in benevolence during the Winter.

The bakers of Marseilles have decided to bake none of their usual supply of cakes offered to their patrons, during the holidays,—and have promised the municipality 20,000 pounds of bread instead, for the poor.

The bakers of the little town of Boulogne, in the outskirts of Paris, have decided upon a similar measure, to the amount of 4,000 pounds of wood, to be distributed during the Christmas tide.

Special correspondence of the N. American and U. S. Gazette.

WASHINGTON, Jan. 8

The following are the Treasury purchases of Stock last week—Loans of 1842, $12,500; do 1843, $1,900; do. 1846, $44,300; do. 1847, $8,000; do. 1848, $17,000; Texas Indemnity, $10,000—total, $113,700.

The President and Cabinet positively deny that any treaty whatever has been received from Mexico. The story of a secret agent being sent to Mexico to watch Gadsden, doubtless arises from the fact that an agent has been sent to collect the laws of Mexico affecting California land titles, to be used before the Supreme Court, in the argument of the great land cases of Cruz Covvalies and Major Reading, as I wrote several days since. Mr. Clayton is quite ill to day, but not seriously. Mr Muhlenberg, of Pennsylvania, is not expected to live until morning, congestion of the lungs having supervened.

A despatch received from Mr. Aspinwall today states that he had seen the mate of the "Napoleon," which vessel spoke the San Francisco. His story is consistent and intelligent. He states that he passed within thirty yards of the San Francisco Capt Watkins had plenty of provisions, and had lightened his ship. No men were at the pumps and the steam pumps seemed working. He saw twenty male passengers come from the upper after cabin. The hurricane deck forward of the wheels, was standing. The damages were mainly in the upper works amidships. The wheel houses were gone, but the wheels were entire, and both guards in good order. The rudder was all right. The foremast was gone above deck, but the mizzenmast was standing. The smoke stacks were gone. The hull looked in good order. The gale was heavy from the northwest at night.

As this was on the 25th, and the steamer was seen again on the next day, safe, with drag out forward and head to the wind, the damages occurring on the 24th there is strong reason to hope the ship is still safe

The Alabama, that sailed in search of the San Francisco, has a fortnight's supply of coal, ample stores, fresh provisions for passengers, cables, life boats, and smoke pipe

TERRIFIC EXPLOSION.—On Saturday night about half-past nine o'clock, one of the large tanks, consisting of an iron boiler about ten feet long and five feet in diameter, used for rendering lard at the pork establishment of Messrs MICHAEL HERR & Co., in East Wheeling, exploded with tremendous force, blowing out the lard, tearing both tanks from their places, scattering the fragments in all directions and blowing the melted lard with which the tank was filled, all over the premises and the adjoining fields and creek, for a distance of more than 300 yards! The fields are completely white with the shower of lard which fell upon them, presenting one of the rarest spectacles we have ever seen. But throw women were engaged in the establishment at the time, and made a miraculous escape by having retired for a moment before into the main building, which was not destroyed. The loss is estimated at from $2,000 to $2,500.

The cause of the explosion is clear. The tank is heated by steam conveyed into it by a pipe from a boiler. Being filled with lard and the rendering process completed, it was undergoing the cooling process when the man who managed it suddenly let on a full current of steam, producing instantaneous explosion—*Wheeling Intelligencer.*

ERIE, Jan. 7.—The arrest of the Kirkpatricks and the other prominent actors in the recent occurrences, has alarmed others concerned, who are absenting themselves from the scene of action. The United States Marshal is determined to enforce the law, and protect the Railroad Company in their rights. The present condition of affairs proves that determination and spirit alone are required to quell any new disturbance

The following despatch from Governor Bigler has been received

Harrisburg, Jan 6th,—To Alfred King, Mayor, and T. B. Vincent, Sheriff of Erie—I, William Bigler, Governor of the Commonwealth of Pennsylvania, for the purpose of enjoining obedience to the laws, and in order to see them faithfully executed, hereby authorise and require the said Alfred King and T. B. Vincent to call upon all good citizens, and, if necessary, the military, to aid you in suppressing riots, if any should occur, and to preserve the public peace; and also to secure obedience to the laws and orders and decrees of the Supreme Court of Pennsylvania, against the destruction of the property of the Franklin Company. And further, that you advise me of your acts in the premises.

WILLIAM BIGLER.

DISASTERS ON THE LAKES DURING THE PAST YEAR.—The Buffalo Express occupies two columns with a list of disasters on the lakes during the past year, made up by Mr. Rounds, agent for the North Western Insurance Company. During the year there have been two hundred and sixty six disasters, of these nineteen occurred in April, thirty in May, seventeen in June, eleven in July, twenty eight in August, thirty in September, thirty-nine in October, eighty in November, twelve in December. Six steamers, two propellers and thirty sail vessels have gone out of existence entirely The number of accidents exceeds those of last year by 27, while the loss of property is less by $118,586 The great decrease in loss of life and property by collision and explosion shows very gratifying result of the first years operation of the new law, relating to vessels propelled by steam—and the improved system of lights. With but one exception—that of the Ocean Wave on lake Ontario—no lives have been lost on any of the regular passage steamers by an accident whatever. The loss by collision in 1852 was $261,950—and loss of life 296, while that of 1853—is of life 81 and of property by collision only $55,828

WATER GAS.—The idea of making gas from water is not given up in France, as will appear from the following extract from a late Paris letter:

The water gas discovery would appear to be genuine, though I fear it will prove to be an illusion, like that of Mr. Paloe, in America. The inventor has proved his ability in Paris, to extract a thousand cubic quarts of hydrogen from twelve quarts of water. The hydrogen needs purifying, but the expence is little or nothing.—The machine by which the operation is effected is an electro magnetic battery. Sea water is preferable to fresh water. A gas company in this city is in treaty with the inventor, for the privilege of lighting the capital; and a Southern company of capitalists has made overtures for the application of the invention upon the Mediterranean, as fast upon ten acres of steamers. There is no doubt about the facts as I have given them; but whether the inventor, the speculators and the capitalists are not the victims of a delusion, is another matter.

PENNSYLVANIA SENATE.—The following standing Committees were announced on Saturday:

Finance—Messrs. Buckalew, Darsie, Hamlin Crabb and McFarland.

Judiciary.—Messrs. Heister, Knokel, Quiggle, Price and Pratt.

Accounts.—Messrs. Evans, Sayer, Barner, Wherry and Frick.

Estates and Escheats—Messrs. Hamlin, Hendricks, Crosswell, Price and Faulkrod.

Pensions—Messrs. Barnes, Fry, Hamilton, Hogs and Ferguson.

Corporations—Messrs. Garvin, Darlington, Haldeman, McClintock and Mellinger.

Library—Messrs. Jamison, Crosswell and Kinsey.

Public Buildings—Messrs Platt, Skinner and McFarland

Banks—Messrs. Haldeman, Crabb, Buckalew and Hendricks.

Railroads and Canals—Messrs. Quiggle, Slifer, Goodwin and McClintock.

Retrenchment and Reform—Messrs Crosswell, Mellinger, E. W Hamlin, Kinzer and Sager.

Public Printing—Messrs Darlington, Evans, B. D. Hamlin, Mellinger and Foulkrod

The receipts for the Erie Railroad for the month of Dec., 1853, were $415,402 75
August December, 1852, 352,138 33
Increase, $63,264 42

Of the Senators in Congress who were members at the December session of 1845 only the following named gentlemen have seats at present:

Mr. ATCHISON, of Missouri.
Mr. BRIGHT, of Indiana.
Mr. CASS, of Michigan.
Mr. CLAYTON, of Delaware.
Mr. PEARCE, of Maryland.
Mr. PHELPS, of Vermont.

And but five of the present body were in service as Senators at any time previous to the above date.

SPECIAL NOTICES.

DAGUERREOTYPES AT THE NATIONAL GALLERY.

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

Ladies and Gentlemen wishing to obtain likenesses of themselves or friends, will please call at the above establishment, fitted up with very superior Side and Sky Lights, arranged with such skill that the operator can take the most accurate fac similes of the human form with all the expression of animated life, IN ALL WEATHERS.

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☞ Persons not required to take a picture, unless a perfect resemblance.

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

☞ Rooms open, and operation from 8 A. M. until 6 P. M. Entrance to the Diamond. [apl8-1w]

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