PITTSBURGH GAZETTE.

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PITTSBURGH:

TUESDAY MORNING, JANUARY 17, 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 9 o'clock, on Saturday.

COUNTY MEETING.—The Whigs and Anti-Masons of the several Wards, Boroughs and Townships in the County, will meet at their respective places of holding elections, on SATURDAY, the 28th day of January, inst., between the hours of 1 and 5 o'clock, P. M., and elect two delegates in each district to attend a County Convention, on WEDNESDAY, the 1st day of February, 1854, at 10 o'clock, A. M., for the purpose of electing delegates to the State Convention at Harrisburgh, on the 15th day of March, 1854. By order of the Committee of Correspondence.

THOS. J. BIGHAM, Chm'n.

THE REPEAL OF THE CHARTER OF THE FRANKLIN CANAL COMPANY.—Below we insert the copy of a Bill, read in place in the Senate by Mr. DARSIE, last Saturday, for the purpose of repealing the charter of the Franklin Canal Company. Our advices are that the Bill will pass both Houses with very little delay. The preamble to the Bill is an irrefragable argument in defence of the extreme measure which the Act contemplates. Whatever may be said of the conduct of the people of Erie, or of the policy of Pennsylvania in regard to granting the right of way to foreign roads, no honest man can deny that the Railroad built by the Franklin Canal Company is a gross fraud upon the rights, immunities and sovereignty of this Commonwealth, and that the punishment proposed to be inflicted by the Legislature, is eminently just, and absolutely necessary to assert the power and dignity of the State.

We have no doubt, if this outrageous fraud had not been attempted, that the right of way, on fair terms, would have been granted by the State long ago, and whatever sympathy the people of the State may have extended to the people of Erie, during the late troubles has grown out of this shameful attempt to ride over the sovereignty of the State rough shod. The people know that the State has been lawlessly invaded, and they are unable to discriminate, among the conflicting statements, how far the people of Erie are right or wrong.

We hope the Legislature will pass the repeal bill without delay, and after having thus vindicated the honor of the State, that it will then pass a general Railroad Law, giving to the Railroads of all the surrounding States the power to pass through our territory on terms just and reasonable. We go for the largest liberty in this respect. As far as trade, travel and commerce are concerned, there should be no State bounds, but the utmost liberty should be granted for unrestricted commerce and intercourse.

The following is the Act referred to:

An Act to Annul the Charter of the Franklin Canal Company.

WHEREAS, it is provided by the act entitled An Act regulating railroad companies, passed on the ninteenth day of February, Anno Domini one thousand eight hundred and forty-nine, that if any company incorporated by special act of Assembly thereafter to be passed, shall at any time misuse or abuse the privileges granted by the said act, or by its own special act of incorporation, the Legislature may revoke all and singular the rights and privileges so granted to such company; *And whereas*, It has been judicially ascertained that the Franklin Canal company, a body corporate authorized by the laws of this Commonwealth, for the purpose of re-constructing, or repairing, the Franklin Division of the Pennsylvania canal, with the privilege of constructing a railroad, and using the graded line or towing-path of the said canal as the bed thereof, and of extending from the north end thereof to Lake Erie, and from the south end thereof to Pittsburgh, and made by its charter expressly subject to all the provisions and restrictions of the first section above recited act; hath, under color of the authority and privileges thus conferred, and without re-constructing or repairing the said Franklin Division, or constructing a railroad thereon or along the same, and on the pretence of an extension of a work not either completed or commenced, laid down and constructed another and independent road, along and nearly parallel with the lake shore, from the depot of the Erie and North-East railroad to the western boundary of this State, at the eastern terminus of a certain railroad within the territory of Ohio, and which was to form a continous line with the said last mentioned road, and to constitute, as declared and represented by themselves, a part or section of another and distinct road, designated by them as the Erie and Cleveland railroad, the same being a road not known to or sanctioned by the laws of this Commonwealth, and being intended exclusively to facilitate travel and transportation between places in and from the cities of Cleveland and New York, over and through the territory of this State;

And whereas, It hath also been satisfactorily ascertained that in the pursuit and consummation of the said illegal object and purpose, the means constituting the alleged capital stock of the said company have been almost exclusively furnished by the said Ohio company, upon a contract which limited the application thereof to the said illegal purpose, and whereby the said Franklin canal company hath abdicated and transferred a large part of its corporate powers and duties to the said Ohio company; and hath moreover placed itself under a voluntary disability, for an indefinite period, to carry out the great ends and purposes of its creation;

And whereas, It hath been further ascertained, that in the construction of the said unauthorized and illegal road, the said Franklin canal company hath in addition to the disability aforesaid, exhausted its whole alleged and authorized capital stock and other resources, and incurred a considerable debt over and beyond the amount thereof, without having performed any of the obligations imposed upon it by law, and hath thereby also stripped itself of all its legitimate and available means for the accomplishment of the great primary and substantial object of its incorporation;

And whereas, Also, the said Franklin canal company hath by its conduct in the premises, by seeking shelter from the consequences thereof under the authority of the federal government, and in derogation of the sovereignty of this State, and to the obvious disturbance of its harmonious relations with said government, by furnishing occasion for, and inviting a controversy therewith, upon a question of territorial jurisdiction, and of political and supervisory power over her own corporations;

And whereas, It is the solemn judgment of this Legislature, that the said Franklin Canal Company, by the said several acts and omissions herein before first recited and described, hath proceeded in bad faith, and in fraud of the law and purposes of its creation, and hath been guilty of a wilful and premeditated perversion, abuse, and misuse, of the rights, authorities, and privileges conferred upon it, so gross and palpable as to call imperatively for the exercise of the summary power of revocation reserved, as aforesaid, in the original incorporation thereof;

Now, therefore, in consideration of the premises,

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same:* That all and singular, the rights and privileges heretofore granted to the Franklin Canal Company, by the act of Assembly authorizing the Governor to incorporate the same, passed on the twenty-seventh day of April, Anno Domini one thousand eight hundred and forty-four, and by the act amendatory thereof, passed on the ninth day of April, Anno Domini one thousand eight hundred and forty-nine, or by any other act or acts of Assembly supplementary thereto, be, and the same are, hereby rescinded, revoked, utterly and forever annulled.

SECTION 2. That the Governor of this Commonwealth be, and he is hereby authorized, to take such measures as may be deemed necessary for the enforcing and carrying into effect the provisions of the foregoing section, together with all such incidents or consequences as may legally attach to the revocation aforesaid, and to appoint a suitable person or persons to superintend the operations of the said road, until the same shall be further disposed of according to law.

THE OMNIBUS CASES.—The Supreme Court last week announced its decision in the Omnibus cases taken up from this city, and we find the opinions of the majority and minority of the Court in the *Philadelphia Bulletin* of Saturday last. They occupy seven closely printed columns of that paper.

Judge WOODWARD delivered the opinion of the majority of the Court, affirming the opinion of Alderman M'Masters, which was against the Omnibus Company, and Judges Black and Lewis read dissenting opinions. It will be remembered that when we mentioned, some time since, that the Court was divided, three to two, in favor of affirming the decision, and that Judges Black and Lewis were the two dissenting Judges, our statement was not only questioned, but denied by one of our cotemporaries. It is now confirmed by the Court itself.

The following paragraph contains the substance of the opinion delivered by the majority of the Court:

Omnibuses are great conveniences in large towns and populous districts, and the driving of them may, in many circumstances which it were easy to imagine, be both a necessity and a charity, and as such perfectly lawful on Sunday; but we are not now dealing with special cases, or extraordinary occasions, but with an ordinary every-day employment. The defendant's 4th plea contains no suggestion of circumstances which might have rendered his act necessary. The justifying fact alleged is, that he was hired by the month, and was fulfilling his contract. But if the work was unlawful, his contract was void as far as regarded the Sunday labor; for it is well settled by the authorities, that if any act is forbidden under a penalty, a contract to do it is void. [Kepner vs. Keefer, 6 W., 233, and the cases there cited.] In general, a contract of hiring by the month does not bind the laborer to work on Sunday; yet, as the statute does not forbid every species of labor, but expressly licenses such as are mentioned in the proviso, it is obvious that a person hired by the month to perform any of *those labors* may be required to perform them on Sunday. The defendant, however, is not within that category. He was not hired to execute an employment that is exempted from the penalties of the statute, or which, *per se* is a work of charity and necessity. Not a circumstance is suggested on the record to distinguish his work on Sunday from what it was on any other day of the week. As it is not pretended to have been a work of charity or necessity on other days, it could not have been on Sunday. Running omnibusses is a mere secular employment, established and maintained for private gain, ministering, and intended to minister, not to the *absolute* wants of our common nature, but to the *convenience of the public for a price*. No reason can be assigned in favor of such an employment on Sunday which might not be urged in behalf of every other form of productive industry. If, on a day set apart by divine command and human legislation, as a day of rest, proprietors and drivers of omnibuses may prosecute their business, why may not farmers and mechanics pursue their equally useful, though less lucrative callings? These employments, like most other occupations, contribute, more or less directly, to the public convenience, and are followed on the same motive precisely, which establishes and maintains omnibusses.—If we construe the statute so as to license the one employment, we must, for consistency's sake, pronounce that it does not forbid the others, and throw open the tavern, the store, the workshop and the market house, on Sunday.—If we decide that *necessity* and *charity* mean *convenience*, (and this is the essence of the demand,) we emasculate the statute, and sweep away the guards which the Legislature threw around, not only the morals of society, but the physical health and well being of both men and beasts.—If Sunday be thus surrendered to the fierce rivalry of efforts for promoting the *convenience* of the public, it might as well be blotted from the calendar of days. But we have no *right* to give up this institution. It has come down to us with the most solemn sanctions both of God and man, and if we do not appreciate it as we ought, we are, at the least, bound to secure it to others, by refusing to have no power to repeal the act of '94, nor to make its exemption of works of charity and necessity include works of mere convenience. Our duty requires us to construe the statute as to accomplish its purpose, which was to enforce an *observance* of Sunday, instead of *obliterating* it.—We therefore hold that driving an omnibus as an ordinary public conveyance, is a work, neither of necessity or charity within the meaning of the statute and consequently, that the defendant was properly convicted.

The Opinion of Judge Black, dissenting, is not very respectful towards the majority of the Court, nor very powerful in its reasoning. He is opposed to all legislative enactments for promoting the observance of the Sabbath, and clearly thinks the Act of 1794 a humbug. The Opinion abounds in the sophistry which characterizes the general reasoning of the Judge.

Judge Lewis' opinion we have not had the patience to read. It is doubtless a very fine specimen of writing—in the opinion of its author; but it is not destined, we apprehend, to a long-lived remembrance.

DR. SHOENBERGER.—We are pained to hear that this gentleman is lying very ill at Philadelphia, and that his physicians have abandoned all hopes of his recovery.

☞ The famous New York circular announcing the resolution of the signers, not to ship through Pennsylvania, but by way of Baltimore, on account of the Erie trouble, has been published, and the number of names amounts to thirty-five, all told. A small affair, in more ways than one.

FROM WASHINGTON.

Correspondence of the Pittsburgh Gazette.

WASHINGTON, Jan. 18, 1854.

Mr. Clayton will continue his excoriation of Gen. Cass on Monday. The great Democratic leader broke down after floundering upon the sea of diplomacy for half an hour, yesterday, and Mr. Clayton several times kindly recalled him to the state of the question before the Senate. But no practical good will be accomplished by this debate. That treaty has never been and never will be enforced. The present administration is disposed to leave the whole matter to the decision of events, and in the present situation of affairs in Europe I think that is the wisest course. The statesmen of England will hardly be driving plans for the acquisition, by force or fraud, of petty colonies in Central America, when at their wits' ends for the means of defending their magnificent Indian empire from the hands of invaders. With Mexico we are, on the contrary likely to have another war, brought on by precisely the same means and for the same object as the last one; originating in the Texas insurrection and ending with the conquest of California. Almonte will be ordered home by his own and his country's master, unless President Pierce intervenes for the protection of their northwest provinces from the attacks of the Fillibusters.—Gadsden will virtually leave the Mexican capital soon after. He is said not to be a very able or adroit man, and so far, has not shown himself equal to the necessities of his position.

But if the administration has little reason to congratulate itself upon the success of its diplomacy abroad, it certainly may take some comfort from the issue of its efforts to crush all independence of sentiment within its party at home. In the House, to-day, the bill from the Senate for bringing Peter G. Washington, Assistant Secretary of the Treasury, before that body, in order that he may be made an example of, was pretty well riddled, and finally laid on the table. Readers of this correspondence need not be told that I have no sympathy with nor respect for the Hard-Shells, either as regards their motives, proceedings, or objects. I understand that they have fallen out with Pierce and his cabinet, as they pretend, because he has not proscribed the Free Soil wing of the party, and because he has shown himself not so servile an instrument of slavery as they think he ought to be. Now I know this is mainly a pretence, because most of these Administration factionists care no more for slavery than the Free Soilers themselves. But so far as it has any foundation at all it is a passport to the contempt of every citizen of a free State; for if there ever was an administration more devoted to slavery than this I could not point it out. But in fact the motives which influence these Hard Shell rebels is far baser than a fanatical adhesion to any principle, however unsound, could be. They have raised the standard of revolt because they did not get all the offices, and because they cannot induce Pierce to throw overboard Marcy and his friends in favor of Dickinson and his band of patriots. There is also another class of motives operating upon the conduct of these persons. A great many of them have direct pecuniary interests dependent upon the action of the government, and they have been unable to bend the administration to compliance with their schemes. George Law, the great mustect, rail road, steamship, and contract speculator is the head and front of them. His patriotic rage is excited to a red heat in contemplation of the wrongs inflicted upon the South by the appointment of Sam Johnson to the post office of Frankstown near the Canada frontier. An individual less interested in and devoted to the preservation of the Union than himself might not perceive the enormity of this outrage upon the constitution. But his strong, practical judgment, aided by the acuteness of Ned Crosswell, shows him at once the extent of the danger, and he loses no time in coming out for the Union and the Constitution and against the Pierce administration. So, too, with Collins and his partners in the Liverpool steamships, who have eight hundred and fifty-eight thousand reasons per annum for loving the constitution; so with Howland & Aspinwall; so with the Castle Garden Safety Committee. Peter G. Washington is not a favorite with these gentlemen. He stands between them and the money bags—closely allied with the projects of such gentry on certain expenditures of the Senate, which, stripped of all disguises, would appear in the simple form of robbers of the treasury. Peter G. will not pass those things. It is desirable to get him out. To that end this Senate bill has been introduced; and because these things were pretty well understood, the House has put the bill to sleep by about thirty majority. The motion to except Washington from its operation was carried by only about twenty majority—which indicated about the preponderancy of the "Soft" Democracy over the Whigs and Hards combined. The final motion to lay the bill on the table was carried by 107 to 70.

Belonging to the same order of Senatorial pretensions was the bill for making Secretary Dickens the irresponsible dispenser of the contingent and all other funds belonging to the Senate.—This bill as it came to the House would have given a committee of the Senate full control in connection with Mr. Dickens, of nearly half a million of dollars a year. The House amended the bill so as to keep the fund so under the supervision of the treasury officers, that the accounts would be settled under the ordinary rules of the treasury department, devised to assure a just responsibility for the use of the public money.—The accounts of the House funds are kept in the same way, and no complaint has ever been made that the mode pursued occasions any inconvenience or trouble. The Senate will of course reject the amendment, and it is plain that a contest has begun, between the Houses, that will not soon terminate. I fear, however, the superior firmness of the Senate will prevail.

The authentic details of the seafight at Sinope more than confirm the very worst accounts heretofore received. The report of the commander of the British frigate sent to investigate this dreadful affair, can of course be relied upon. It shows the battle to have been unmitigated and almost irreparably disastrous to the Turks, and proves a degree of recklessness and imbecility on their part, which would be altogether incredible if not so well attested. This calamity proves to my mind that in any even handed contest with the Russians they would be annihilated as a nation in a single regular campaign. It seems that the Turks had the most abundant warning of the intention of the Russians to attack them, but with an apathy which we should call insanity, lay at their anchorage in a nearly open road until the enemy came down at their leisure and destroyed them. So dreadful was the slaughter that but three or four hundred escaped of more than five thousand men, and but one small steamer of a fleet of fifteen vessels and 434 guns. Nor was the preponderancy of the Russians in ships and metal so very great as to have precluded all possibility of a more favorable result for the Turks. The Russians had but 600 guns. American and English sailors have gained victories over greater odds. There is no confirmation of the statement that the Russians suffered any considerable loss.

The fact that after this terrible calamity the western powers are still cringing at the skirts of Russian diplomacy, appears to me almost conclusive of the event of this war. Constantinople in Europe may be suffered to stand a few years longer the "shadow of a name," but Asia Minor must become like Wallachia and Moldavia, a Russian province, and a high road will be opened from St. Petersburgh to Calcutta. JUNIUS.

HENRY A. MUHLENBERG,—Below we copy the remarks of Mr. DAWSON, of this State, in the House of Representatives at Washington, on the occasion of the death of the lamented Henry A. Muhlenberg. The remarks are brief, eloquent, and direct to the purpose:

Mr. Speaker: it is, sir, with feelings of no ordinary emotion that I rise to notice the melancholy event which has just been announced. An association with the deceased in the representation on this floor of the people of Pennsylvania, and standing to him in the relation of personal and intimate friendship, I feel that I am but discharging the last painful duty.

HENRY A. MUHLENBERG, as has been well remarked, could boast an ancestry of eminent distinction. The brother of his grandfather, Frederick Augustus Muhlenberg, was the first speaker chosen to preside over the House of Representatives of the United States under the present Constitution. Joseph Heister, his maternal grand-father was among the early Governors of Pennsylvania. His father, Henry A. Muhlenberg, long a distinguished member of this body, was afterwards chosen by General Jackson the representative of his Government to the court of Vienna; and after discharging with high credit to his reputation the duties of that responsible position, he was, shortly after his return to Pennsylvania, nominated to the highest office known to her constitution.

It will be fresh, sir, in the memory of many who now hear me, how, with the prospect of being carried triumphantly to the chief magistracy of that honored Commonwealth, the father was struck down by the hand of the inexorable enemy which now, on the threshold of a public career, and in the bright morning of life, has prostrated the son.

The deceased, sir, was a man of high character, of inflexible integrity, of polished education and manners, and with a mind richly stored with solid and practical information. It was conceded by all who knew him that he would have been a most invaluable member of this body. True, he had represented his native county—the ancient county of Berks—in the Senate of Pennsylvania, and had shown an ability which promised much for the future. Although comparatively a stranger in this body his death will cast a gloom over every portion of his native Commonwealth.

As a husband and a father his happiness was complete, and it is with feelings of sympathy, the most fearfelt, that we recur to the images of the devoted wife, and little boy—an only child—watching anxiously, and hopefully, by the bed of the stricken sufferer, soothing by their presence his dying moments; and rendering the last sad tribute of affection.

Sir, it is a solemn thing to die. When we close our eyes, for the last time, upon the objects of our affections, and the bright light of the morning—to feel, to know that when the portals of the tomb close upon all that pertains to this perishing mortality, the spirit has taken its flight to "that undiscovered country from whose bourn no traveler returns!" The column and the marble may perhaps may serve to perpetuate by its inscription the memory of his virtues, but the desolation of his own home nothing can supply.

When we contemplate, Mr. Speaker, the domestic woe, as well as the public loss, which an event so sudden and overwhelming occasions, we cannot but feel, with a painful sense of its impotency, the uncertainty of our tenure of existence. But yesterday, and I saw him within these marble columns, full of life and spirits, participating in the organization of this House, wearing modestly the honors of his trust; and today, numbered with the dead! It is in the providence of God to create and to destroy. The honored and the lowly crumble alike before his power. In a few short years, the new national representation now seated around me will follow in the path of our departed friend, and the grave become a common receptacle.

The attention of our readers is directed to the advertisement of Messers. Cushman & Co., in another column, referring to the celebrated Professor James McClintock, of Philadelphia, who has recently resigned his post among the faculty of the Philadelphia College of Medicine, for the purpose of bringing out, in a popular form, some of his great discoveries in the healing art as a series of 'family medicines,' designed to substitute good remedies, scientifically prepared, for the common nostrums which have heretofore flooded the country. It is a great movement for the good of the people, and should be sustained.

THE MINERS' STRIKE.—We are informed that the regular strike among the working miners in the Cumberland coal regions will cause the suspension of all shipments of coal thence for some time to come. The rate has been 35 cents until lately, when the Cumberland Coal Company refused to give over 28 cents. The workingmen in consequence, combined, and insist upon 40 cents. It is stated that at 28 cents they can earn two dollars per day, and that 40 cents would give them three dollars. The additional charge of 50 cents per ton for coal transportation, made by the Baltimore and Ohio Railroad Company, and the present rates of freight by sea from Baltimore, which is four dollars per ton, it is also stated, precludes the possibility of the company's giving way in price. The men, however, as stated by a correspondent from the mining region, in the Sun, a few days since, were content at the 35 cents until the attempted reduction to 28 cents was made.—*Balt. Sun.*

EXPORTS AND IMPORTS.—The total value of foreign exports for the week ending on Thursday, was $411,228. The export of breadstuffs for the week, comprise 29,614 barrels of flour, 1,170 barrels of corn meal, 29,636 bushels of corn, and 11,601 bushels of wheat. Of tobacco, 1,300 hogsheads, and of coal 515 tons went to foreign ports. This presents a gratifying opening opening of the year's business, and we indulge the hope that so auspicious a commencement may be indicative of a permanent expansion of the foreign trade of our port.—*Balt. American.*

WRECK OF THE SAN FRANCISCO.—The wreck of the steamer San Francisco, the account of which reached us yesterday, presents one of the most remarkable cases of disaster at sea that we remember to have ever recorded. The melancholy details of the shipwreck will be found in another column. The striking fact in this case is this: Here was a ship of the best construction, extraordinarily well fitted and provided for a long and tempestuous voyage, on the second day out, within one hour from the commencement of the first gale she encountered, in difficulty, and within *two hours* disabled and lying helpless in the trough of a heavy sea. According to the account which is furnished by an officer of the lost ship, the wind at 6 o'clock on the evening of the disaster had died away. At 9 P. M. it sprung up, and at 10 P. M. the ship *broached to*—that is, fell into the trough of the sea. By the aid of sails and additional steam she was relieved from this peril and got before the wind; but in less than an hour more, at 11 P. M., she broached to again, and all efforts to regain control of the vessel and extricate her from her dangerous position were unavailing. The seas rolled in upon her on the one hand and on the other, opening her beams, starting her planks and sweeping her decks, till at the end of two hours more she was in a sinking condition; and notwithstanding steam and pumps were in full operation, and the troops were organized into bailing gangs, the water continued steadily to gain upon them through the night. The great loss of life occurred on the following morning at about 9 o'clock, when a heavy sea struck the steamer amidships, swept the decks and washed overboard more than 150 persons. It is perfectly apparent that the gale which wrecked the San Francisco and occasioned this lamentable loss of life was no more severe than every sloop that goes around Cape Cod is often called to encounter, and a pilot-boat or an every day West Indiaman that would not have weathered it in safety would have been unfit for her business. What is to be explained, therefore, in the case of the San Francisco is this *broaching to*, which was the primary and sole cause of the disaster. It is plain that it arose from one of two causes. Either the ship was badly modeled or badly trimmed. *She would not steer in a gale of wind?* This is the great fact to which this calamity is to be attributed. Who is to blame for this, or whether any one is especially culpable, we have now no means of knowing, for we are in possession of no facts or intimations beyond those disclosed in the record. But it is a most remarkable circumstance, if no suspicions were excited, and no predictions of disaster hazarded, based upon the construction or trim of this ship when she proceeded to sea. If there were none, it will very much lessen our respect for the opinion of mariners and nautical men in regard to the conditions requisite to insure the safety of a ship at sea. We wait for further explanation and development, confidently anticipating that there is a story yet to be told in regard to this ill-fated steamer to which, as yet, we have no clue.

We regard with admiration the gallant conduct of Capt. Watkins, of the lost vessel, who stood faithfully at his post on board the sinking ship for fifteen weary days and nights, availing himself of the assistance that chanced to come in his way, endeavoring to get the vast number of persons under his charge on board one vessel and another, under every embarrassment and at every hazard, amid freezing, piercing gales, and cruel waves, hourly threatening to engulf him, himself remaining on board the ship whatever the alarms or the threatenings of the hour and being the very last man to leave her. It may be said that he did no more than his duty. But it was a most severe duty, nobly, manfully and heroically done.

Neither can too much praise be awarded to Capt. Creighton, of the Three Bells, who landed 230 of the sufferers at this port yesterday. For six days he lay by the crippled and waterlogged vessel, with patience and silence upon his lips, and faithful to the impulses of a manly heart, remained steadfast in his purpose of mercy, till all were succored. Some emphatic testimonial is due to such a brave, true and gallant mariner.—*N. Y. Tribune.*

From the Wellsburgh (Va.) Herald.

THE PITTSBURGH AND STEUBENVILLE RAILROAD.—During the latter part of last week we indulged in a ride along the line of the Panhandle Railroad. The amount of work that has been done on it is enormous, and considering the shortness of time since it was actually commenced can hardly be appreciated. The face of the landscape is entirely altered, and he who has not been along the romantic valley of Harmon's Creek, for the last six months, can scarcely realize the localities. The road starts at the water's edge, and by an easy grade reaches the elevation of high water mark, and thence turning up the right side of the creek, continues on about level as far as can be seen over embankments twenty feet high and of indefinable length, and through cuts, one of which at least rivals in depth and difficulty, if not in length, those on the far famed route of the Baltimore and Ohio road, over the Alleghenies. This is a short distance below Rylands's Mill, and is the contract of Messrs. Gaston & Doe. It is big large job on the road. The railroad first approaches the county road at the point where the county bridge crosses the creek. It does not actually cross the road then, but is carried lengthwise over it for a short distance, on tressel work sufficiently high to accommodate the travel underneath—the rails being about on a level with the eaves of the bridge. This is the only point where it materially interferes, and owing to the configuration of the ground, interference could not well have been avoided. To this point the locomotive was brought on Saturday last, and running at the time we were there, and we enjoyed in company with our friends, a ride for the first time over the Panhandle Railroad. The rails were being rapidly laid further up the line, and we were informed by the contractors that the entire work will be finished within two weeks of good weather. Our first ride was signalized by an accident, the front wheels of the locomotive having left the track and ran bumping along over the ties for a short distance, fortunately nothing was broken, and nobody dangerously frightened. The run off was occasioned by the sinking of the ties in the soft earth of a fill, and was rather anticipated than otherwise. The engine was quickly on the track again, and continued her journey backward and forward during the day. Conductor, Mr. Livingston, of the S. & I. Railroad.

The point of divergence for the Wellsburg extension is at the tressel work, the main road commencing there to ascend the hill so as to gain the altitude necessary for the contemplated bridge, the point nearly opposite Jno. Paper and Messr. Hanna's in Steubenville. The ascending grade has not yet been commenced. The part that is finished belongs to the Wellsburg branch, and is to be used for the main road until legislation can be had for the bridge and during its construction. At the high water point on this portion, near the river, working men are engaged in building a large brick house for a hotel. This is the *bona fide* "Wellsburg extension."

There is an intense feeling existing among the people in that vicinity and a determination to use every means not unlawful to exercise their rights; but we heard no opinion expressed even by the most unguarded, in favor of anything that was not strictly lawful. This feeling is unanimous throughout the two counties of Brooke and Hancock, and particularly intense among the farmers. If any one at a distance imagines that this is a project in which but a few concerned individuals take an interest, he is mightily mistaken. The yeomanry of the land are heart and soul for it, and though they would violate no law, yet if emergency required it, we verily believe they would be shoulder to shoulder, not so much for the railroad itself, as in defence of the principle involved. With the Virginia Bill of Rights in their hands, they would make their appeal to the citizens of the commonwealth, and if that failed, to those of the Union; and there would then come up from the bosom of the people from Maine to Florida, from Ocean to Ocean, one mighty mutter against the mother of abortions, that would cause the cheeks of her chivalry to burn with shame. There is indeed a deep principle involved in this question, and though the Panhandle is numerically weak, there is a mightiness in a just cause. Our Legislators should consider, that no community is entirely secure, however well backed by numbers, but that bad precedents, unjust acts, like avengers, may come again to plague them and their houselolds.

SPECIAL NOTICES.

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

ASHTON, ERIE CO., PA., November 12, 1852.

Messrs. Burke & Barnes—Dear Sirs—Your two letters were duly received. I was absent at the time. I would say, in regard to your safe, I consider it perfectly FIRE PROOF. I tested the one I bought of you last fall, on the morning of the 10th of June last—my store building being burned to ashes. It was built of wood and brick—a large three story building. My safe was in it at the time of the fire, and fell into the cellar, where there was a large amount of oil. It was a very hot fire.

My notes and book accounts that were in the safe amounted to about Ten Thousand Dollars, which was saved. There was not a single paper injured; and further, I would advise any person who is doing business, to lose no time, but buy a Safe to keep their papers, &c., in—and get one that is good. I can safely recommend your Safe to any one. Yours, Truly, JOHN CLARKE.

JOHN T. LOGAN.....ROBT. M. KENNEDY
PHILIP WILSON.....EDWARD GREGG

REMOVAL

LOGAN, WILSON & CO.,

Importers and Wholesale Dealers in

FOREIGN AND DOMESTIC HARDWARE, CUTLERY, &c.

Have removed to their new and fireproof 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. feb7-y

STATE MUTUAL

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☞ We have sold our Furnaces, Patterns, &c., to Messrs. ARNOLD & WILLIAMS, whom we cordially recommend to the patronage of the public.

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oct2-4mdtw&w.

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FORWARDING AND

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CHEESE, BUTTER, SEEDS, FISH,

And Produce Generally,

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171 PEARL STREET,

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MANUFACTURERS AND DEALERS

In every Description of

STRAW GOODS,

Comprising part of

PANAMA, LEGHORN, SEWED, BRAID, CANTON, AND PALM LEAF HATS,

English, Italian, Swiss and Silk Bonnets,

ARTIFICIAL FLOWERS,

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By the Case.

Comprising one of the largest Stocks in the City, to which the attention of Time and Cash Buyers is respectfully solicited.

N. B.—HATTERS are particularly invited to call and examine our Stock, which is suited expressly to their Trade, embracing all the new and fashionable styles of Goods. oct12-4md

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Of the late firm of M'Curdy & Loomis,

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(SUCCESSORS TO J. KIDD & CO.)

WHOLESALE DRUGGISTS,

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PITTSBURGH, PA.

Proprietors of Dr. M'Lane's Celebrated Vermifuge, Liver Pills, &c.

Indigestion and Liver Complaint Cured

BY RIEM'S PETROLEUM.—Read the following letter from Rev. O. Dickerson, a Missionary in Oregon:

WM. S. M. RIEM—Dear Sir—Myself and wife having been greatly benefitted by the use of your Petroleum, I wish to have you send me a box of two or three dozen bottles; I am the Congregational Minister in this place, and several of my people are affected with indigestion and derangement of the liver, the cause of myself and wife, before taking your PETROLEUM, was the same as theirs, we spent several hours—two or three each—about a year and a half ago, and we have never enjoyed so good health for years as we have since that time. I had not taken a single bottle before that fullness of the stomach which so distresses the dyspeptic came to a close; I was sitting in the office of a state that time. My wife was also relieved from a chronic disease of the liver, which had been of several years standing, by the use of your Petroleum.

Sold by S. M. RIEM, Canal Basin, Gen. Agent, KEYSER, 140 Wood st., and druggists and Medicine Dealers everywhere. [Papers advertising Petroleum copy.] oct28

Five Hundred Worms Expelled.—Read the following statement from respectable Druggists of the surprising effects of R. A. Fahnestock's unequaled Vermifuge.

OGDENSBURGH, N. Y., Jan. 13, 1853.

Messrs. R. A. Fahnestock & Co.—Gentlemen—Matthew Clark, a man of undoubted veracity, of the town of Oswegatchie, St. Lawrence County, New York, says that he has a little girl four years old, to whom he had given three doses of R. A. Fahnestock's Vermifuge, in three successive hours in the afternoon of the same day, she passed of the same night SEVEN TEEN, and at another, NINETEEN Worms. About two weeks after the Schoolmaster called, she passed the incredible number of FIVE HUNDRED AND SIXTY, which, I have seen, in all, 501, in less than twelve hours time. He said they were perfectly healthy, active children, except the health of the child of her age, and that he counted them accurately. Very respectfully, &c., &c. ROBERT ADAMS, M. D.

Prepared and sold by R. A. FAHNESTOCK & CO., corner Wood and First streets, Pittsburgh. jm21

DAGUERREOTYPES

NATIONAL GALLERY.

JACKSON'S National Daguerrean Gallery, Second story over Market street, opposite Fleming's Drug store, Pittsburgh.

Ladies and Gentlemen wishing to obtain life-like likenesses, at moderate prices, are invited to call at the above establishment, fitted up with very superior slide and Skylights, arranged with such skill that it was actually counted the most accurate for similes of the human form with all the accession of animated life and nature.

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

Persons not required to have a picture, unless a perfect resemblance.

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

Rooms open, and operating from 8 A. M., to 6 P. M.

Entrance in the Diamond. ja28-3t&w1y:T

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BANKERS AND INSURANCE DEALERS, No. 115, Wood street, one door from First street, Pittsburgh—Buy and sell Par and Current Funds, Sight and Time Exchange, Gold Stocks, Eastern and Western Time Bills, and Exchange on Philadelphia, Baltimore, New Orleans, Louisville and Cincinnati. Collections promptly made and Proceeds of Par and Current Money; and Insure Fire and Marine Policies for the ETNA INSURANCE COMPANY, (cash Capital, $175,000,) and ROYAL INSURANCE COMPANY, (Capital $100,000.) ja16

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 Sables, Stone Martin, Fitch, Lynx, Carmine, Siberian Squirrel, Rock Martin, Genett, Coney and Swan's Down; Muffs, Victorines, Polaisair Cuffs, Boas, &c., corner Wood and Fifth streets.

Successors to J. Kidd & Co., 60 Wood st.

A. H. HOLMES & BRO.,

MANUFACTURERS OF

SOLID BOX BRIDGES, PICKS, MATTOCKS, CROWBARS, &C.,

Timber Screw, Bridge Bolts, Car Bolts, WASHERS, COTTON, TOBACCO, AND HEMP SCREWS.

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Office, 23 Wood street, Pittsburgh, Pa. Works at Sharon, All kinds of Blacksmith Work for Bridges, &c., done at the lowest notice, and at the lowest price.

☞ All work warranted equal to any manufactured. ja8

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Theodore Macy Navarro.....Firm of Bowen & McNamee.
Richard Bigelow.....Firm of Bigel