PITTSBURGH GAZETTE.

PUBLISHED BY D. N. WHITE.

PITTSBURGH:

TUESDAY MORNING, JULY 3, 1855.

Removal.

THE OFFICE of the Pittsburgh Gazette has been removed to the new building on Fifth street, next above Smithfield, and immediately adjoining the Methodist Protestant Church.

☞To Advertisers.—Neither the Editorial Room or 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.

Advance Payments.

—Hereafter no subscriptions will be taken for the Daily or Weekly Gazette, unless payment is made in advance. Whenever the time is up to which the subscription is paid, the paper will be invariably stopped, unless the subscription is renewed by advance payment. All transient advertisements of every description, will be required to be paid in advance. The only exemptions will be where special monthly or yearly contracts are made.

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☞Pittsburgh Weekly Gazette.—The extensive circulation of our Weekly Gazette offers to our business men most desirable medium of making their business known. Our circulation is between four and five thousand, reaching almost every merchant, manufacturer and shop-keeper in Western Pennsylvania, and Eastern Ohio.

☞Mr. H. P. MUSELER, late editor of the *Staats Zeitung* and now connected with the Pittsburgher Courier, is authorized to solicit subscriptions and advertisements for the Pittsburgh Gazette, according to our published terms Pittsburgh March 1, 1855.

Reading Matter on each page of this paper

SALE OF THE MAIN LINE.—The New Yorkers have turned their attention to the chance offered them in the sale of the Main Line of our Public Works. New York has now no direct communication with Pittsburgh, and that Great West of which Pittsburgh is the entrance; and she consequently has no means of competing with Philadelphia except through the Lake Shore roads and their eastern connections. Philadelphia has already tapped one of these connections, at Elmira; and she is now struggling to carry forward her rivalry to a point of more danger to New York, to wit, at Erie, on the Lake Shore, by means of the Sunbury and Erie road. The Lake Shore Roads, therefore, do not now and cannot hereafter secure to New York a monopoly of the north-western trade and travel which they carry, and it behooves her to retaliate upon Philadelphia and compete with her, at Pittsburgh, for the western trade, as Philadelphia is doing with *her*, for the north-western trade, at Elmira and Erie.

The proffered sale of the Main Line affords to New York capitalists an opportunity to do this on easier terms than have heretofore been within reach. The bill for the sale of the Main Line gives to the purchasers of that improvement the right to construct a railroad from Harrisburg to Pittsburgh "by the most eligible route," and this privilege is all that is necessary to give them a direct line of railroad communication from Pittsburgh to New York. From New York to Easton, Pa., on the Delaware, 75 miles, a railroad is already in operation; from Easton to Allentown, 16 miles, a road has just been completed; from Allentown to Port Clinton, 33 miles, a road has been surveyed and can be built in a short time; and from Port Clinton to Dauphin, 57 miles, where the Pennsylvania road crosses the Susquehanna, a road is now in operation. Thus from New York to Dauphin, (which place is but 238 miles from Pittsburgh,) there is a gap of only 86 miles to be filled to make an unbroken route from the Susquehanna to the Hudson; and under the bill for the sale of the Main Line a road "by the most eligible route" may be built from Dauphin to Pittsburgh.

Supposing the gap between Port Clinton and Allentown to be filled, the use of the Pennsylvania road from Pittsburgh to Dauphin would give us a direct communication by rail with New York only 419 miles in length,—40 miles shorter than by way of Philadelphia, and free from the pests and annoyances of the Monopoly route across New Jersey. Such advantages are by no means trifling or to be lightly considered.

Should the Main Line fall into the hands of New York purchasers, the sale of the Columbia road would furnish a very large proportion of the sum needed to build a road from Dauphin to Pittsburgh. If the shortest practicable route between the two points should be deemed "the most eligible," the distance could be made as short, at least, as by the Pennsylvania road; while, if the line of the canal should be deemed the most eligible, but little grading, comparatively, would be required and the road could therefore be the more quickly and cheaply built, although it would be somewhat longer than the present railroad route. The following would be the distance under the first arrangement:

From New York to Easton,	75 miles
" Easton to Allentown,	16 "
" Allentown to Port Clinton,	33 "
" Port Clinton to Dauphin,	57 "
" Dauphin to Pittsburgh, (say)	238 "
	419

Under the second arrangement the distances would stand thus:

From New York to Dauphin,	181 miles
" Dauphin to Hollidaysburg,	123 "
" Hollidaysburg to Johnstown,	42 "
" Johnstown to Allegheny river,	78 "
" Thence to Pittsburgh,	28 "
	447

The first would be 40, and the second 12, miles shorter to New York than the present route. Should the route of the canal be chosen, the Allegheny valley road might be either temporarily or permanently used from Pittsburgh to the point where the canal strikes the Allegheny river—28 miles; and the new Portage Road, from Johnstown to Hollidaysburg, 42 miles, is now nearly finished; so that it would require the building of but 196 miles of road between this and Dauphin, and but 229 miles to complete the direct communication between Pittsburgh and New York.

A correspondent of the New York *Courier and Enquirer* suggests still another route of communication, which seems to have advantages over both the others. He says:

"The new Portage Road without inclined planes, is nearly finished, and it will be completed in about two or three months from this date. The Union Canal is now being enlarged, so as to pass the boats of the Susquehanna and Juniata Divisions, and it is confidently expected will be completed next season; so that from Hollidaysburgh there will then be a direct canal communication to our city. Such boats now come to our city, but by a route not so direct.

"There is now a continuous and direct Railroad communication from Milton on the West Branch of the Susquehanna to our city, with the exception of a short link, I believe, yet to be made. A Charter has been granted by the Pennsylvania Legislature to construct a Railroad from Louisburgh—three or four miles below Milton, and near to which the Cattawissa Road goes—to Spruce Creek or Tyrone on the Pennsylvania Central Road, and also to extend the road on to Hollidaysburg, and to connect with the Allegheny Portage Road. This Road from Louisburgh to Hollidaysburgh would be less than one hundred miles in length, and could be made for a little over two millions of dollars. Now if I understand the interests of our great commercial metropolis, and what those interests *especially demand*, it is a DIRECT RAIL ROAD *communication with the West; and this can be had only through Pennsylvania.* And if you will take up a map of the State, you will find that, making the railroad from Louisburgh to Hollidaysburgh, connecting with the Portage Road, and extending this road to Pittsburgh, New York *would have the shortest possible road to the Ohio.* And if New York would maintain her commercial pre eminence, and compete successfully with Philadelphia for the immense commerce of the West, not only of the Lakes but of the Western rivers, *she must have a railroad by the shortest and most direct route.*

Now cannot a company be formed of New York capitalists and merchants to purchase this "main line?" If they should deem it advisable to sell the Columbia road, it is well understood that they could do so to the Pennsylvania Central Railroad Co., and for at least $4,000,000, leaving them the Portage road, (worth itself two and a half millions,) and the Eastern and Western divisions of the Canal at about two and a half millions; and giving this city, through the Union and Schuylkill Canals, a pretty direct canal communication with Pittsburgh and the Ohio, *and which is open from six to eight weeks earlier in the spring, and about that long later in the fall, than our Erie Canal.*

This aspect of the case itself, it appears to me, should present strong inducements to the purchase. But when it is perceived that by the purchase the company would have the Portage Road, (and it is an excellent road, and with a a grade twenty feet to the mile less, on the eastern side of the mountain, than that of the Pennsylvania Central,) and the right to extend that road on to the Ohio; and making the road from Louisburgh on to the Portage, a distance under one hundred miles, New York would have *the shortest possible Railroad to the West, and be not more than thirty or forty miles more from Pittsburgh and the Ohio, than Philadelphia is.* Can it be necessary to say anything further to our merchants and capitalists?"

We look upon these several projects as things now at stand, rather as possibilities than probabilities, but we see no reason why either of them should not be sufficiently attractive to New-York Capitalists to induce them to take immediate hold.

Our hope has all along been that some Pennsylvania company (other than the Pennsylvania Road) would buy the Main line and use it so as to promote not only the interests of the State but of the two cities of Pittsburgh and Philadelphia; but of this there seems now no prospect. And we are free to say that if we are reduced to the alternative of seeing the Public Improvements pass either into the hands of the Pennsylvania Railroad Co. or a New York Company, we should much prefer the latter. Self preservation is the first law of nature, and we but obey its instincts when we prefer that which would promote our interests to that which would injure them.

PITTSBURGH AND ST. LOUIS.—These two great cities have been for some months connected by Railroads, by way of Chicago. Another and shorter Railroad route is now completed. The Ohio and Mississippi Railroad is finished from St. Louis to Vincennes, and the bridge across the Wabash at the latter place is also finished. The Evansville and Crawfordsville road, between Vincennes and Terre Haute, is completed and in operation. From Pittsburgh to Terre Haute there has been a direct and complete Railroad route in operation for a year back. The completion of the Ohio and Mississippi road from St. Louis to Vincennes gives us therefore a continuous Railroad route from Pittsburgh to St. Louis, 670 miles long, being 115 miles shorter than the route through Chicago. Arrangements have been made for ticketing through. The fare will be $18,80 from Pittsburgh to St. Louis. Trains will leave St. Louis morning and evening, and will arrive in Pittsburgh in about 21 hours.

Some slight changes will be made in the express trains, to suit the exigencies of the case, so that there will be no delay from St. Louis to Philadelphia.

It is rather a singular fact that Pittsburgh will reap the benefits of the Ohio and Mississippi road before Cincinnati, the terminus of the road. The contest for the trade and travel of the St. Louis region between the Pennsylvania and the New York line, will be at Crestline instead of at Chicago and Cleveland, as heretofore. This will give to the nearest and best route through Pennsylvania great advantages. Every railroad improvement in the great west demonstrates the wisdom of the location of the Ohio and Pennsylvania road. It is directly benefited by every road opened in the west; and as a great trunk artery from the east to the west, reaching out to the vast net of Railroads, it draws into its vortex the mighty trade and travel between the Atlantic sea board and the vast regions of the interior.

POLITICAL MOVEMENTS.—The Whigs of Lebanon county recently held a meeting to decide on their future course; but their meeting seems to have fallen under Know Nothing control, and was a mere outward transfer of the party to the Know Nothings, in virtue of the secret trickery which that party is enabled to use.

The Lewistown *Gazette* calls upon the Whigs of Mifflin county to hold a county meeting and organize for the purposes of the approaching campaign, the object doubtless being to blot the party from existence by merging it with the Know Nothings.

In Philadelphia a movement has been started for the re-organization of the Whig party on a basis exclusive of all connection with secret orders. A set of new rules have been framed for the purpose, and the first meeting for the purpose of organization was held in the Seventh Ward, on Thursday evening. G. W. Doane presided. A Whig Association for the ward was formed, and addresses delivered by Charles Gilpin, William S. Price, and others.

Our statement that only two K. N. papers in this State had "repudiated" the National platform has been questioned, because a great many others have expressed a dissent to or disapprove of that platform. What we have said, however, remains true. Repudiation is one thing and disapproval another. It is an easy thing to utter words of dissent; but it requires manliness and nerve to throw off altogether the shackles of party. We give the K. N. papers of the state all the credit they deserve for venturing to disapprove a platform which a majority of them will ultimately occupy; but, as far as we have seen, but two of them out of Pittsburgh have cut themselves loose from the whole concern.

We learn from the Uniontown papers that the President and faculty of Madison College, on Monday of last week tendered their resignation to the trustees, which was accepted. The cause of this event is not fully explained to the public, but it is said that the discord so universal between the Northern and Southern interests, had something to do with it.

We learn from *The London Court Journal* that Mr. Fillmore appeared at the Queen's Drawing Room, not in any fantastic costume, but in plain evening dress. His personal appearance is highly complimented by that journal, which is also somewhat astonished by the absence of lackey-like deference for him on the part of the Americans. We copy a paragraph:

"The presence of an ex-President of the United States at our Court is an event which deserves a passing note. Mr. Fillmore looks even a younger man than Mr. Buchannan, the American Minister; his hair is not so white, nor is there any appearance of baldness. He seems apparently about fifty-eight, is smaller in stature than the Minister, but with as handsome and intellectual a countenance. It is amusing to see the *sang froid* with which the former chief of this powerful Government is treated by the officers of one of his successors. The republican principle in this matter is no fiction; and the ex-President has really and actually become nothing more than an American citizen. Mr. Fillmore has, however, been received with much consideration at Court and with great distinction by the Ministers. At the brilliant assemblies of Viscountess Palmerston and the Countess of Clarendon there is no doubt the ex-President will be the personage of the day. When presented to Her Majesty Mr. Fillmore wore a plain full dress suit."

BEDFORD COUNTY.—The Know Nothings of Bedford County, as we learn from the *Inquirer*, have *unanimously* endorsed the National Platform. The following preamble and resolutions were adopted:

WHEREAS, It is the object of our organization to promote and foster a purely American and National sentiment, and to preserve and perpetuate our glorious Union; and, whereas these objects can only be attained by avoiding all "entangling alliances" with sectional or local questions of policy,—those small minds, as to stand upon the broad and noble platform of the Union and Nationality of the States, as a band of brothers, sworn to protect, preserve and defend the Institutions of our Country:—Therefore,

Resolved, That we deprecate the introduction of the Slavery Question into the deliberations of the National Council lately assembled at Philadelphia; and that we most confidently and sincerely with which it was insisted on by a portion of the Northern delegation, evidencing too much of a sectional and partizan spirit.

Resolved, That as the question was forced upon the National Council and had to be met, we most cordially and emphatically approve of the resolution of the majority on that question, believing that it leaves it where it should be left, under the protecting shield of the Constitution and the Laws of the country, where all can meet and unite, except those whose fanaticism is stronger than their patriotism.

HEMPFIELD RAILROAD.—The cross-ties for five miles of this railway have been delivered at the depot in Wheeling, and the balance have been, or will be delivered along the line. The bottom of the tunnel has been taken out, and the foundation for walling it has been commenced, the timbers to support it being on the ground. The bridge over the creek at Wheeling, all of solid masonry, and comprising five piers, is completed, except placing some stone on the roadway. The Crescent Iron Works have commenced on the contract for making 3500 tons of rails, and it will all be finished by the first of August, when the laying of the rails will be commenced at the depot in Wheeling.

THE HOLY LAND.—Sir Moses Montefiore lately passed through Vienna on his way to Palestine. He goes to the Holy Land to buy a large district in the country, to settle upon it the Jewish paupers of Jerusalem, and eventually all those Jews who feel inclined to return to the country of their ancestors.

THE CROPS IN PENNSYLVANIA.—A correspondent of the Philadelphia Ledger furnishes the following cheering prospect of the crops:

We have passed through an extensive range of country on both branches of the Susquehanna; through Montour, Bald Eagle and Nittany Valleys. It has rained almost constantly for ten days. Never have we seen so great a breadth of land in wheat, rye and oats, and never have our eyes beheld such a cheering prospect of super-abundant crops. The winter grain is filling well. The grass crop cannot be excelled. Potatoes are blooming finely, and corn, though backward, is healthy. The fruit trees are all full laden: apples, pears, plums, cherries. The only injury from the heavy rains is a little lodgment of the grain, here and there. If ever farmers wanted help, they will need it now, which may be welcome news to the unemployed.

DIVISION OF UNION COUNTY.—The contested election case in Union county in relation to the division of said county, was tried at Berlin in the 12th instant. After argument, the Court quashed the petition of the anti-Division men, on account of informality in the specifications, and the division of the Old Union is therefore now a fixed fact, unless the excitement should be continued by an appeal to the Supreme Court. The feeling of the different parties ran so high, that it is said the Lewisburgers brought their own tents and victuals with them, in order to obviate the necessity of patronising the New Berlin landlords!

FRUIT.—The young apples and peaches are so thick upon the trees in many parts of the country that trees will be seriously injured unless due precaution is taken early to strip off one half the number. The New York Tribune says it is foolish to depend upon propping up the limbs of a favorite tree to save overloaded branches. If one-half that set are plucked and thrown away the other half will be worth more than the whole. Farmers should look to this at once.

A HEALTHY TONE.—A day or two since, we recorded the overthrow of Know-Nothingism in Norfolk, Va., where it was successful a month ago by near four hundred majority. By a telegraphic despatch from New Orleans, we learn that at the election for Chief Justice of the Supreme Court, the anti-Know-Nothing was successful by eleven hundred and seventy-eight majority, making a difference against the Know-Nothings of about three thousand votes. And so it will perish all over the country.

SPECIAL NOTICES.

A Certificate from one of our Williamsburgh friends:

NEW YORK, August 30th, 1852.

I have every one, whether adult or child, who may have reason to believe they are troubled with worms, will take Dr. Mc Lane's Celebrated Vermifuge. I daily find it to be one of the greatest worm destroyers of the age—certainly the most extraordinary I know of.

A child of mine, about five years old, has been troubled with worms about six months back; we could get nothing to relieve it until we came across Dr. Mc Lane's Vermifuge, of which we gave but a small quantity. The result, however, was a large number of worms passed over three hundred worms. MR. LENT, Williamsburgh, L. I.

NB. Purchasers will be careful to ask for DR. M'LANE'S CELEBRATED VERMIFUGE, as there are none else, all other Vermifuges, in comparison, are worthless. Dr. M' Lane's Vermifuge, also his celebrated Liver Pills, can now be had at the respectable Drug Stores in the United States and from the sole proprietors.

Also, for sale by the sole proprietors,

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

Dyspepsia, Headache and Indigestion by which all persons more or less affected, can usually be cured by taking moderate doses of Wistars Balsam of Wild Cherry, and a dose of Borhave's Holland Bitters, one hour before each meal.

See advertisement in another column. feb30-1wd&ws

The Sheriffalty.

GEORGE R. RIDDLE, of the City of Allegheny, will be a candidate for the office of Sheriff of Allegheny County, at the ensuing election.

MR. SAMUEL WALKER, of Elisabeth, will be a candidate for Sheriff of Allegheny County, subject to the decision of the qualified electors, Whigs, Democrats and Liberty men of the district.
Elisabeth, May 10, 1855. my20-dlwtfw

Dividend.

OFFICE CITIZENS' INSURANCE COMPANY,
June 15th, 1855.

The President and Directors of this Company, have this day declared a dividend of Five Dollars per share upon the Capital Stock, my Four Dollars payable to the Stockholders or their legal representatives, on and after the 25th inst., and one dollar credited to stock.
jel5-1064 SAMUEL L. MARSHALL, Sec'y.

NEW YORK, June 15th, 1855.

New York and Liverpool Line of Packets.

MR. JOHN THOMPSON, No. 410 Liberty street, Pittsburgh, Pa., is the [only] person in the above city authorized to sell Passage Certificates for my Line of New York and Liverpool Packets.

CORNELIUS GRINNELL,
67 South st., New York.
ja20-6m

OHIO & PENNSYLVANIA RAILROAD.
THE ONLY RAILROAD
RUNNING WEST FROM PITTSBURGH.

On and after MONDAY, March 12th, 1855, the PASSENGER TRAINS will run as follows, until further notice:

FAST TRAIN WILL LEAVE AT 2 A. M.
MAIL TRAIN " " 2 P. M.
EXPRESS TRAIN " " 12 P. M.

These Trains all run through to Crestline, and connect there with the Columbus and Cincinnati, Ohio and Indiana and Fallentstone and Indiana Railroads. At Mansfield, connections are made for Newark, Zanesville, Wooserville, Sandusky, Toledo, Chicago, &c., and at Alliance for Cleveland, &c. No trains run on Sunday

Through tickets are sold to Cincinnati, Louisville, St. Louis, Indianapolis, Chicago, Rock Island, Fort Wayne, Cleveland and the principal towns and cities in the West.

THE NEW BRIGHTON ACCOMMODATION TRAIN will leave Pittsburgh at 10 A. M. and 5 P. M., and New Brighton at 7 A. M. and 2 P. M.

For Tickets and further information, apply to

J. G. CURRY,
At the corner office, under the Monongahela House, Or at the Federal street Station.
GEORGE PARKIN,
Pittsburgh, March 10th, 1855. Ticket Agent.

WELLS, RIDDLE & CO.,
86 Fourth st. near Wood, Pittsburgh, Pa.,
MANUFACTURERS OF
Buggy, Carriage, Riding, Drovers'
AND
DRAY WHIPS:
THONGS AND SWITCHES,

Keep constantly on hand, received direct from their Factory, [N. Y.] a full and varied assortment of Whips, Thongs, Switches, &c., viz: Fancy Whips, Tassel Whips, Drab Whips, Plaister Scourgh and Ready Whips, Carriage Whips, Riding Whips, Stage Stocks and Lashes, &c., &c.

☞ Orders for Whips promptly furnished to order.
☞ Orders from the trade are solicited and promptly shipped per first conveyance.
☞ ALL WORK WARRANTED.☜
jel5-1ydawtf

The Greatest Medical Discovery OF THE AGE.

Mr. Kennedy, of Roxbury, has discovered in one of our common pasture weeds a remedy that cures *every kind of Humor, from the worst Scrofula to a common Pimple.*

He has tried it in over eleven hundred cases, and never failed except in two cases (both thunder humor.) He has now in his possession over two hundred certificates, of its value, all within twenty miles of Boston.

Two bottles are warranted to cure a running sore mouth. Two to three bottles will cure the worst kind of pimples of the face.

Two to three bottles will clear the system of biles.

Two bottles are warranted to cure the worst case of scald head.

Three to five bottles are warranted to cure the worst case of scrofulas.

One to two bottles are warranted to cure all humor in the system.

Two bottles are warranted to cure running of the ears and blotches among the hair.

Four to six bottles are warranted to cure corrupt and running ulcers.

One bottle will cure scaly eruption of the skin.

Two to three bottles are warranted to cure the worst case of ringworm.

Five to eight bottles will cure the worst case of erysipelas.

Three to four bottles are warranted to cure salt rheum.

Five to eight bottles will cure the worst case of scrofula.

A benefit is always experienced from the use of a bottle, and a perfect cure is warranted when the above quantity is taken.

Nothing looks so improbable to those who have in vain tried all the wonderful medicines of the day, as a cure for common weed growing in the pastures, and along old stone walls, should cure every humor in the system; yet so it is; and a trial proves one of the most wonderful remedies ever yet offered to the public. There are no hot words, bums or Jo's about it, but simple roots, barks and herbs, which, when combined in sweet oil, dissolves scrofulous swellings of the neck and under the ears. Price 50 cents. Price of the Medical Discovery $1 per bottle.

DIRECTIONS FOR USE.—Adult, one table-spoonful per day. Children over eight years, dessert spoonful; children from five to eight years, tea-spoonful. As no direction can be made applicable to all constitutions, take enough to operate on the bowels twice a day.

Mr. KENNEDY gives personal attendance in bad cases of scrofula.

Sold, wholesale and retail, at Dr. KENNEDY'S, 120 Wood street, corner of Virgin alley.
jel5-1ydawtf

Old Sores, Ulcers, and all eruptions and diseases arising from an impure or depraved state of the blood. See the extraordinary cure of Wm. G. Harvey, a highly respectable citizen of Richmond, Va., by Carter's Spanish Mixture. He had ulcers and sores of the worst description, and finally got so bad, he was unable to walk except on crutches. A few bottles of Carter's Spanish Mixture, the great blood purifier, cured him, as it has cured hundreds of others who have suffered with rheumatism, bad effects of mercury, and pains and ulcers of the bones and joints. See advertisement. jel2 d&w3

New Daguerrean Gallery.

MR. NELSON would respectfully inform his friends and the public generally, that in order to meet the daily increasing demand for his Daguerreotypes, he has had his Gallery remodeled (over the Post Office, Third street,) one of the most spacious and magnificent in the Union, and has constructed for the purpose, a sky light, calculated to give a perfect light in all kinds of weather, and is now prepared to take Daguerreotypes in every style of the art, in the most perfect manner. Also, Ambrotypes, Photographs, &c., on glass and leather.

Gallery, Third street,