

PITTSBURGH GAZETTE

PUBLISHED BY D. W. WHALEY,
PITTSBURGH,
FRIDAY MORNING, DEC. 26, 1856.

TERMS.
"DALE'S" BOSTON PERIODICALS, PARADE IN A STATION,
CHAS. W. COOPER, IN THE FOLLOWING CONDITIONS:
100 COPIES FOR MEMBER, AND 100
FOR CLOTHES AND FURNISHINGS; OR 100
FOR CLOTHES AND FURNISHINGS, IF IT IS REQUIRED
THE PRICE IS DEDUCTED WHEN THE PRICE IS TO BE PAID; UNLESS IT IS REQUIRED

PHILADELPHIA AND STRAWBERRY HILL.—The position we have taken in regard to the proposed lease of this road, we would gladly have avoided, if we could. It affords us no pleasure to differ with those who favor it, because it is right; but there are other alternatives. Having discharged that duty faithfully, we are content to abide the result.

The Comptrollers meet to-night to consider the matter; and we hope that members will not forget the interests of the city, nor only for the present year, but for all future years, are confined to their care. If, in their anxiety to secure the payment of the principal amount of the debt, they do not fully consider the public interest of the city and sacrifice it to those who care nothing for the city's interests, they will be but poor, unfaithful servants. Let them look with a clear eye to what surface consistency is probable under that proposed contract, and not suffer a pending danger to blind them to future ones of more magnitude.

JOHN WOODWELL & CO.—A bill was introduced in the Pittsburgh, read, 4, 5, and carried by Pittsburgh men, for the benefit of Pittsburgh interests; the proposed contract extends from the city the control in its management now possessed, and transfers it to others hands that will not be mindful of us or ours.

The contract proposes to pay, the interest on our bonds for but one year. After that we must pay the principal, and the interest, and while it is thus established, certain that the principal will be paid away from us, that citizens and speculators of other places may reap the profit of it. We are to be saddled with the burden of both principal and interest, but to receive no value in consideration of it.

It is my opinion that the road will be finished. Yet, but let us hope for it. It will become the property of others, to be managed as they please, without regard to us, and we have had experience enough to know that the railroad corporation of which this is the mere tender is extremely difficult of control, even when we have unquestioned power of constraint; how will it be when we have none?

We know it is urged that the Pennsylvania Road has nothing to do with this matter, but why, then, is Edgar Thompson, the President, at the head of the movement? and why, the stringent question that the Pennsylvania road shall have the exclusive right of connecting with it, and the only right of way to ensure that connection?—let me say very sure, that there is not in the nest, tub.

It is also urged that the income of the road, when finished, will be sufficient to pay the interest on our bonds; but why, then, if the contractors have any confidence of such a result do they hint their pledge of the payment of but one year's interest? They will prove abundantly that their own security lies for a year. They take care to point the whole property of the road within their grasp, under several contingencies, but leave us out of view altogether.

We lay it down as an unquestionable principle that Pittsburgh interests imperatively require that even a portion of the roads leading to this city, in which the most important mode could be managed by Pittsburgh, make a due regard to the general welfare of the city. Its position as an interior port of the Republic, instead of the exterior, is of the first importance. Its position for manufactures and the teaming of goods, is of the first importance. The growth of its business, also, will, also be an item of great importance, and the centralization would give birth to a new spirit of enterprise in the highest degree beneficial to us.

We desire to repeat what we have before stated, that we attach no blame to Mr. Thompson for his agency in this matter. He is in the line of his duty when thus looking after the interests of his road and endeavoring to promote those of the city, of which he is a resident. It is the conduct of others, which we object to. Let those who are asked to make it, pass long and ponderously as closely as they will.

Whatever may be said of the stand taken by the Democratic members of the House, in the contest of the election of Speaker, the friends must be commended to them. They have placed themselves boldly under a pro-slavery and anti-Know Nothing platform, and they sprang all cooperation with those who will not come fairly and squarely upon that platform.

The friends of Mr. FULTON, on Saturday, were exceedingly anxious about the demerits of the election of Speaker, and begged and implored them to open the way of admission. They have done this, and the paper written, the editor must have had lying beside him on his table a copy of our paper containing approximate statistics of that trade, for the year just closing. World consolidation cuts this kind of blindness!

OHIO AND PENNSYLVANIA RAILROAD BOARD.—Tuesday last was the time fixed by the Board of Directors of the Ohio and Pennsylvania Railroad for receiving proposals for the superintendence of the Eddystone bridge.

We understand the Board met and received a large number of propositions from some of the best bridge builders in the country; several of which, although for different plans, differed very little in price; and that the work will be done to the city's advantage.

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