PITTSBURGH GAZETTE

PUBLISHED BY S. RIDDLE & CO.

D. L. EATON, BUERRILL KIRKITT, } Editors.

PITTSBURGH:

WEDNESDAY MORNING, MARCH, 11, 1857.

Two columns of interesting reading matter may be found on our first page.

THE NEAPOLITAN AND BRITISH GOVERNMENTS.—By a recent arrival from Europe we have the correspondence in full between the government of Great Britain and that of Naples, touching the policy of the latter towards its own citizens. It is highly interesting but so long that we can give but an abstract of it. It began on the 19th of May and extended to the 16th of November. In the advice of Lord Clarendon to the King of Naples the French Government concurred, invoking "in a true spirit of friendship," his high Mightiness to enter upon a new course of internal policy, to endeavor by general amnesty to rally round the throne those who have been alienated from it by systematic distrust, and to inspire all persons, irrespective of their political opinions, with confidence that justice will be duly administered, and that their personal liberty and their property will be respected.

The King of Naples does not relish this friendly interference and answers that his Majesty the King has given innumerable proofs of his clemency, and it is greatly to be deplored that those very persons towards whom it had been exercised, have constantly shown themselves incorrigible, and always ready to throw the country into disorder and consternation.

"The English government must be convinced that the government of the Two Sicilies, scrupulous in respecting the independence of others, does not admit in any other a right of interference in the internal administration of the Royal States and still less that of censuring the acts and the system of Justice."

The following is the conclusion of his answer:

It is very much against his inclination that the King our Sovereign, in the present circumstances of Italy, where revolutionists, recently encouraged by foolish hopes, are in agitation, cannot manifest the effects of his accustomed sovereign clemency to the obstinate breed of the enemies of public peace; and he cannot have recourse to it until the welfare of his States and his own dignity indicate the occasion and the propriety of the same to his royal mind.

I am persuaded that the English Government is well informed of the perfect tranquility enjoyed by this kingdom, and therefore I do not think it necessary, in order to prove it, to add arguments which could never be more persuasive than the facts.

On the reception of this, under date of Oct. 10, Lord Clarendon writes to Mr. Petre, the British Minister to the Court of Naples, instructing him to prepare to quit that kingdom with the members of his legation, and adding that the French Minister will receive similar instructions. Since that time these orders have been obeyed. We add here a communication of Mr Petre to Lord Clarendon respecting the treatment of one of the prisoners in the dungeons of King Bomba:

Mr. Petre to the Earl of Clarendon.—(Received November 1.)

NAPLES, Monday, Oct. 27, 1856.

MY LORD: I regret unfeignedly in this, one of my last despatches to your lordship, to have to record the physical sufferings of CARLO PONZIO.

For some time past he has been suffering from a tumor on the spine, arising in great measure, I believe, from long confinement and low unhealthy diet, and aggravated by the friction of his chain. An operation was performed very recently upon him, and he is now, I am told, in a more satisfactory state of health. But, if my information is correct, and I have no reason to doubt, however revolting to humanity the fact, neither before, nor during, nor after the operation, was PONZIO's chain removed.

One can find no parallel to such cruelty outside one of our own slave-pens.

COTTON TRADE.—In a paper recently read by a gentleman named Dennison, on the Cotton Trade, before the British Association for the Advancement of Science many interesting statistics were collated. A copy of the paper was obtained through Mr. Dallas, our Minister at the British Court, and we find it published in the New Orleans *Delta*. The increase in the Cotton Trade is shown by the following extract:

In the three years of 1824, 1825, and 1826, Great Britain imported an average of 183,595,000 pounds, and this quantity was obtained from the following sources, the imports of the three years being reduced to a similar average for each country:

United States of America	121,318,000
Brazil	22,600,000
East Indies	17,184,000
Turkey and Egypt	12,229,000
West Indies	9,408,000
All other countries	10,000,000

In the three years of 1853, 1854, and 1855, the total quantity imported into Great Britain reached an average of 891,454,000 pounds, obtained from the following sources:

The United States	687,410,000
Brazil	22,824,000
The Mediterranean	28,252,000
East Indies	148,954,000
West Indies	409,000
Other countries	3,602,000

Thus, in 1787, the British imported no cotton whatever from the United States, while in 1824, 1825, and 1826 they imported 64 per cent. of their wool from this country, and in 1853, 1854, and 1855 they imported 77 per cent. It is therefore inferred that the United States possess advantages in the culture and exportation of this article which place them in this respect far ahead of all competitors. In relation to the manufacture of cotton, Great Britain occupies the first ground.

A YANKEE ENTERPRISE.—Mr. John E. Gowen, of Boston, has taken the contract to raise the Russian fleet sunk in the harbor of Sebastopol. There were no less than 13 competitors for the job and among them the Company known as the *Credit Mobilier* of Paris. The list of vessels sunk is as follows:

15 line-of-battle ships.	1 boom-ship.
7 frigates.	1 10 gun yacht.
5 corvettes.	23 transports.
10 brigs of war.	15 steamers of war.
5 schooners of war.	19 merchants ships.
	5 tenders.

The machinery of the steamers of war, before being sunk, was carefully covered with a preparation of tallow to prevent injury from the water. They were out fitted by boring three inch augur holes near the water line, and all this was done before the English and French appeared before the place, for the Russians did not entertain the idea of defending it, and one division of the army had advanced nine miles on the Perekop Road, when word was brought that the English and French, instead of entering the city, had halted outside, and were fortifying their position. It was then that the Russian army returned, built the earth redoubts, and made that long and stubborn defence which has rendered the name of Sebastopol so famous.

THE transfer of Judge Black from the Supreme Court of this State to the Cabinet of Mr. Buchanan, leaves a vacancy for the Governor to fill, until an election by the people of a successor. In this connection we have heard the name of Hon. THOMAS WILLIAMS, of this city, mentioned, and we can truly say that that would be an appointment eminently fit to be made. Mr. Williams is a man of ripe age, high legal and scholastic attainments, and excellently well fitted for such a station. His long experience at the bar, combined with his extensive practice, have thoroughly qualified him for this high position.

THE people of Pennsylvania showed their disposition to take into view, *separately*, the Presidential question and the negro question, by choosing Mr. Buchanan as a manifestation of their sentiments in respect to the first, and by electing Mr. Cameron to the United States Senate, to indicate their decision in regard to the second. Mr. Cameron was as clearly understood to be wholly opposed to adding to the existing number of Negro States as Mr. Buchanan was known to be wholly in favor of his own election to the Presidency.

COOLIES TRADE.—A leading Commercial House at Boston has avowedly had several ships engaged in transporting Coolies from China to Peru and Brazil. The Board of Trade of that city, neither recommend nor discountenance this policy, but lay the subject on the shelf.

NEW HAMPSHIRE ELECTION.—Yesterday, New Hampshire held her annual State election. We shall know probably of the result in the course of this day. William Haile, of Hinsdale was the Republican candidate for Governor, and the present able and faithful representatives in Congress, James Pike, Mason W. Tappan, and Aaron H. Cragin, were all candidates for re-election. We hope to chronicle their success and a general verdict in favor of those principles so nobly sustained last November by "The old Granite State."

FOUR thousand miles of telegraph wire are now set up in India and in constant use. In the construction of this immense line of wire, 70 large rivers were crossed. In one case too cable over a river measures 16,840 feet, and in another over two miles in length.

AFTER considerable correspondence on the subject, the Registrar-General of England has intimated that as Dissenting Ministers are, in his opinion, not the most eligible persons to act as registrars of marriage. It is not his intention to appoint them to that office.

USURY.—The Legislature of Massachusetts has thus far rejected all applications for modification of the Usury Laws—although the penalties imposed by the Commonwealth for violation of the Statute are very light [*forfeiture of three times the interest taken*].

For the Pittsburgh Gazette.

The Three-Mill Tax.

Messrs. Editors: "No man capable of an intelligent opinion * * * can or will defend the Tonnage Tax." "It finds no defence in common sense and common thrift." "They (this community, that is,) have common sense enough to know that he was a fool who killed the goose," &c., and therefore to "vote that only a *blockhead* will defend the economy of the Tonnage Tax, 'and only a *fool* would sustain it,'" &c. These unjust and positive assertions (in a daily paper which costs me $5 per annum,) on the subject of opinions which are held by every business man of my acquaintance, led me to search the columns of the Commercial Journal for the powerful arguments which were to aid my escape from the reproach of being a "fool," and a "blockhead." I have read, but alas! am not yet enlightened, or "capable of an intelligent opinion."

In January, a full column of the Journal gives the origin of the Tonnage Tax; it originated, quoth the writer, because Western Pennsylvania was opposed to Eastern Pennsylvania! This was contradicted by some "blockhead," and on the 26th of January a column and a quarter was given to re-assert and convince that the tax was the result of a "bitter feud between Pittsburgh and Philadelphia," passing by the surprising fact that Pittsburgh once possessed such wonderful influence in the Legislature as to defeat Philadelphia and all the rest of the State in a fair vote. The two columns and a quarter of editorial was of itself a very heavy argument, and was just on the point of weighing down my personal knowledge of the facts in the case, when another column turned up. It contained, with commendation, a long extract from the United States Gazette giving a different version of the affair. The Tonnage Tax was imposed to protect the State works, or compensate for the trade expected to be taken from them by the railroad! As the article in the Gazette advocated the repeal of the tax, it was endorsed by the Journal. This settled the origin-question, and the previous columns went for naught.

The next strong argument is briefly that the Tax drives trade from this State to competing lines in other states. Strong *if true*, but the writer upsets himself a little further on by asserting that the Penna. Railroad "at three points," (of competition with other roads) "finds itself compelled to ascertain what rate will carry away the barrel of flour to N. York or Baltimore" (he is careful not to mention Philadelphia) *and carry it*, trusting to local trade to make up the inevitable ten cents per barrel." If this last is true, the first goes for nothing, for how can the tax drive away a trade which does not pay any part of it?

The fact that the local trade and domestic industry of Pennsylvania are most injuriously taxed by the Penna. Railroad is not to be denied. That this injury and injustice is caused by the tonnage tax, except so far as it is the pretext for a mode of oppression by which the company expect to compel a repeal—is not clear. It is a mere assertion *not even having the authority* of the company. The only effect of its repeal would in all human probability be an increase in the dividends of the company enhancing its credit, enabling it the more readily to borrow money for present construction on the "Hempfield," the "Northwestern" and other branches.

The Journal says the "directors would be fools" if they did not thus burthen the local trade. But some people of a less brilliant understanding, think the road would exhibit more wisdom if they had oppressed the people at home less, and allowed the burthen of the tax to come off the $800,000 net profit they made last year. This argument of the Journal suggests a proper and just mode by which the farmers and merchants along the line of the railroad may be relieved, that is, by the simple process of a law