Pittsburgh Gazette.

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EDITORS and PROPRIETORS.

PITTSBURGH:

THURSDAY MORNING, JUNE 17, 1858

REPUBLICAN COUNTY TICKET.

FOR CONGRESS—21st DISTRICT.
GEN. JAMES K. MOORHEAD, Pittsburgh.
CONGRESS—22D DISTRICT.
ROBERT M'KNIGHT, Allegheny City
SENATOR,
JOHN P PENNEY, Pittsburgh
ASSEMBLY,
J. HEBON FOSTER, Pittsburgh
ELIAS H. IRISH, do
DAVID F. BAYARD, Peebles
JULIUS F. ZOLLER, McKeesport
ROBERT P. McDOWELL, Allegheny
SHERIFF,
JAMES L. GRAHAM, Allegheny
PROTHONOTARY,
DANIEL ARMSTRONG, Pittsburgh.
COMMISSIONER,
ZACHEUS PATTERSON, Indiana
AUDITOR,
JOHN M. LARIMER, Chartiers
CORONER,
CHAUNCEY B. BOSTWICK, Lawrenceville
DIRECTOR OF POOR,
ROBERT H. DAVIS, Ohio

THE NATIONAL FINANCES.—The President, as his late message proves, has opened his eyes to the financial condition of the country; he has at length discovered the point to which the nation, under his guidance, is drifting. His mind has lately been so much taken up with forcing certain obnoxious measures on the people that he had no time to attend to other and more important matters What with buying up votes in Congress, and rewarding partizans outside of that body, he had little care to bestow on that department of the government which our greatest Statesmen and best Presidents in former times deemed worthy of their undivided attention. The extent, however, of the great draft on the National Treasury has at last become so apparent that even the wilfully blind must see it in the effects of a single year's bad administration of the public affairs. Since the Lecompton Swindle no longer calls for drafts on the public funds, to reward traitors and bolster up weak friends, we may hope to see some efforts made towards retrenchment and economy. The *North American*, in commenting on the late message of the President, remarks:

"Adversity teaches useful lessons to nations as well as to individuals,' the President has just informed us. Indeed it does. We have learned the folly of trusting the national purse to those whose only care is to feed a vast patronage. We have been taught the error of handing the government over to the sutler service, and to the business of buying and selling lands as well as influence. Adversity has taught us that no constant flourish under the repressive policy which knocks our industry to pieces when a shock of financial disorder comes. What adversity is greater than that which spends so recklessly while it provides for and protects nothing? The President says that extravagance is inevitable where no responsibility is felt as to providing the means of payment, yet there was never a time in which this sense of responsibility was so little apparent as now. Not only did Mr. Cobb and Mr. Jones neglect any such cares, but Mr. Buchanan also. To borrow is not to provide resources. The forty millions already borrowed provide nothing but debt; not a dollar of means of payment is furnished; yet where have these men watched the expenditures, and held them under that rigid surveillance which prevents waste On the contrary, the War Department and the Post Office, at least, vie with each other in the profusion with which they throw out contracts and patronage in jobs. Mr. Brown is determined to give the subsidy to the Tehauntepec line, whether Congress is willing or not. He has a great stake in strengthening the Southern States he represents, and he claims that the Tehauntepec line, beginning and ending in United States territory, is his to contract for exclusively. If so, the New York, Panama and San Francisco line is also under his exclusive control, and he may establish a route from New York to San Francisco by way of Southampton, Suez and Canton.

"It is impossible, the President says, to ascertain the sum total of appropriations already voted. We have the same difficulty. In Congress there is no regular budget, and no man who can gauge the expenditure which may be authorized. This is the fault of those who have the government in charge. It is their business to adjust expenditures to receipts, and if a British minister were to know nothing of the relation the public expenditures bear to the public resources in time of peace, his tenure of power would be circumscribed very soon.'

The condition of the government is indeed an appalling spectacle for Mr Buchanan to contemplate. How do matters stand? Let us sum them up. The seventeen millions in the treasury on the first of July are gone: the twenty millions raised on treasury notes are gone and the President sends in a message begging Congress not to adjourn until more money was voted to carry on the government. Congress responded by voting twenty millions more, which will be absorbed before the close of the next quarter. So it appears that our democratic administration, under the guidance of the experienced Mr. Buchanan, cannot get along in time of peace, on a basis of eighty millions a year. The cause for this departure from ancient usages is the new use to which the public money is put in these days of bribery and corruption. Nor can we expect a reform in the management of the public affairs until the country is rid of the influence which the Slave Power now exerts in the administration of the government. "In old times," says a cotemporary, "the government used to be conducted for about fifty cents to each inhabitant; and even so late as Gen Jackson's day for about one dollar to each inhabitant. But under the rule of the Slave Power, when men can only be held to the support of the administration by sops, jobs, offices, and spoils of one kind or another, a levy of *three dollars* on every man, woman and child in the country is barely sufficient to keep the government afloat. It is certainly time that we had a change of administration." We think so too.

THE TONNAGE TAX.—The Philadelphia *North American* alludes to the late visit of the Philadelphia Committee to this city, and is much pleased with the treatment they received. In the course of its article it says:

"The real interests of both Philadelphia and Pittsburgh, and of the whole State, indeed, are substantially alike, and it is the foremost interest of all to promote free commerce through the State, and the prosperity of its principal transportation lines. In the reduction of cost for the great through lines, and the processes of bringing distant points nearer by perfect communication, the relative value of way stations must sometimes change, but Pittsburgh is *not* a way station for the business which really makes up its prosperity."

Our complaint is that, while from our position and the extent of our trade, we are entitled to all the advantages rightfully accruing to the terminus of the road, we have been and are treated as a mere "way station." It is for asserting our rights in the premises and for protesting against being treated in this way, that we have been subjected to so much misrepresentation. The *North American* adds:

"If it seeks to compel all freight from the west to stop and pay commissions there, it only drives that freight elsewhere. No power whatever can maintain such a relation to the great transit business east and west now, whatever it may have done ten or twenty years since. The truth is, that other incidents of a vast general transportation business will pay more profit to a city situated as Pittsburgh is, than all the way charges or commissions it could maintain, even if the Pennsylvania railroad and the city were to unite to force trade to stop there. A small extra burden imposed on routes through this State, sends western flour and eastern goods over the competing lines north and south, not because of the action of any party here, for or against the route, but because as a whole there are obstacles which the transporters do not care to incur."

Our friend of the *North American* is grossly misled if he thinks that Pittsburgh seeks "to compel all freight from the West to stop and pay commissions" here. It does not ask and never has asked for such a thing. What it *does* ask for is simply that the laws of trade shall be left to their natural operation and that the policy now pursued by the Railroad Company, which interferes with those laws and drives trade away from here, shall be abandoned. Our merchants do not care how much trade passes through here absolutely without charge. The more the better. They do not ask to profit by it in any way for to have any chance of imposing charges on it. But they *do* ask, and they are right in so doing, that the rates of freight from and to here shall be relatively the same as to and from other points West, so that the Western dealer may bring his produce here, if he chooses, offer it for sale, and if he fails to find a market, have the privilege of shipping it East. This privilege is now (practically) denied him. The man in Cincinnati who owns a thousand bushels of wheat and wishes to offer it for sale here, will not bring it here, because if he fails to realize his price, the Pennsylvania Road will charge him as much for carrying it East from here as it would from Cincinnati. The same is true of all other articles: and the effect of the discrimination against us is to drive purchasers and sellers away from us who would otherwise come here with their produce. Our position then, in brief, is that it should be unrestricted. Let a man buy or sell west of us, if he chooses, and ship through here without cost for handling or transferring his freight if the railroads choose to do it on those terms. but let him have the privilege also of buying or selling here, if he chooses, or of consigning his goods through any house he pleases. Is not this little enough Yet this cannot be, so long as the railroad discriminates against us by keeping the rates to and from this city relatively higher than to and from competing points east and west of us

We quote from the *North American* further:

"The conductors of the business we desire to retain here are many of them residents of other States, and do not distinguish between Philadelphia and Pittsburgh, or between these cities and any railroad company. If they must pay an onerous tonnage tax, they simply send by other lines. This is the great point, and once removing the excuse for alleged mismanagement, then, if discrimination against any part of the State remains on the part of any company, let all parties unite to remove it."

Softly, there. Let all parties unite to remove the unjust discriminations, *first*. Justice to the people first and to corporations afterwards. The voice of Philadelphia would be potential in removing these discriminations, and so long as they remain it will be idle to ask our co-operation in anything that will inure to the benefit of the road that oppresses us. When the crushing load is off our shoulders we can listen much better than we do now.

LIFE THOUGHT OF J. BUCHANAN.—The following extract from the Life of James Buchanan, shortly to appear, is taken from that portion of the book where old Mr. Buchanan refers frequently to Democracy in connection with the names of Washington and Jefferson:

"A sage old mule was once instructing a young one. 'My young friend,' said he, 'your father was a jackass, there is no disputing that, but your grandfather on your mother's side was a horse. Therefore, never speak of your father, but always let it be known that your grandfather was a horse.'

For sale as soon as issued by booksellers generally throughout the United States, British America, Utah and Cuba.

THE N Y *Tribune* copied from the Congressional *Globe* the vote on the Fort Snelling fraud, by which it appeared that Mr Covode of Pa., and Mr. Clark of Conn., had voted to sustain it. It appears that the *Globe* was in error. both of those gentlemen voted in every instance against legalizing that swindle.

The Floods.

The river is now at a flood height, unparalled in the history of the Wabash river At four o'clock this morning, it reached the high water mark of the memorable flood of 1847, which is about ten inches above the flood of 1858. It continued to rise at the rate of from three to five inches per hour, and at the present writing 1 o'clock P M; it is two feet eleven inches higher as far as known here or by telegraph, from Logansport, Peru, Wabash, Huntington and Fort Wayne, are bank full and rising At some points above it has rained, with but slight intermission, for the past forty-eight hours It was pouring down in torrents at Wabash at noon to day

The man farming on the other side of the river, opposite the foot of Main street, had his plows in the field on Wednesday, and a considerable quantity of corn planted The day following his farm was six inches under water

Mr. Guy Shinn's bottom land is a short distance below was equally unfortunate *Lafayette Courier, Friday.*

In many places the Wabash is three miles wide The amount of damage cannot now be estimated We shall probably know more by morrow The Lafayette train came in on Saturday evening being the first mail train for three days *Ind. Jour. Monday.*

THE FRESHET.—The Miami continues rising during Friday night, until it reached a point only three feet below the great flood of 1847. At noon on Saturday it commenced falling, and at 6 o'clock it had receded about ten inches.

The whole extent of the river bottom between Dayton and Miamisburg is submerged At Carrolton the water is said to have been within five feet of the flood mark of 1847, and at Miamisburg within thirty inches of the same mark — *Dayton Jour.*

The heavy rains which fell last week raised all the streams to flood tide in this region of country, and great has been the destruction of property, bridges, &c. The greatest loss we hear of is that of the fine bridge over the Des Moines at Eddyville, which had only just been completed, at a cost of $30,000. Our informant, who came down the Des Moines, leaving the Capital on Friday morning says there was a very large rise coming down that river; that there was a general embargo upon the mails and upon travel of every kind, save by water at Eddyville the abutment to the bridge was washed out, only a few stones remaining, and as a rise of six feet was yet to come down, it was pretty certain to go out altogether.

At Keokuk, our informant says, the Railroads were all under water. Five or six miles of the Des Moins road was in excellent boating condition, with a prospect when the rise came down of more in the same fix.—*Burlington Hawk-Eye.*

We visited the Illinois shore yesterday and found but little change in the appearance of things from what they were on Saturday. The water was considerably higher in the neighborhood of the dyke. Leaving the dyke in a boat, we passed over and through the submerged streets of Illinoistown, the houses of which presented a strange appearance, the water in many instances rushing into the second story windows, and in other places sweeping over the tops of the smaller buildings. We then passed up the east side of the Ohio and Mississippi Railroad, to the machine shop, and found the track of the road under water to the depth of five or six feet. Cars on the track were only two feet from being covered. On the east side of the track at this point, we attempted to measure the depth of the water, but failed to touch bottom with a pole fifteen feet long The machine shop being erected on high ground, stands about five feet out of water, and will no doubt remain unitpur ed. After examing the condition of things at this point, we passed east through the trees and cornfields to Papstown, everything being completely submerged except the upper part of the trees. At Papstown we found the people had thrown up a temporary dyke across the main road, to prevent the water from reaching the houses on the slight acclivity at that point. Just below Papstown, we could see a clear expanse of water reaching completely to the bluffs. Returning, we kept our course directly over the high turnpike road, to Williams' Hotel, the water being three or four feet over the road the whole distance. At the hotel, which is built upon a raised plateau, the water reaches nearly to the door-knobs of the first-story doors Every thing looks desolate, and destruction reigns triumphant. The people were busily engaged in securing their property; while the water was dotted with skiffs and yawls, to the ends of which were attached horses, cows and oxen, which the owners were ferrying to the high grounds — Fences, lumber, wagons, farming utensils, &c were floating about in inextricable confusion, and the loss to the farmers and villagers must be very great. No lives had been lost thus far that we could ascertain —*St. Louis Democrat, Monday.*

GREAT REDUCTION OF FARE OF THE NEW YORK ROADS.—Fare from Buffalo to New York by the New York and Erie road has been reduced to *nine* dollars. This most unexpected movement — under the Administration of *Chas. Moran*, and within a fortnight of the Salem Convention, of the four East and West lines—has taken the Railway world by surprise. It was occasioned by the serious collision of interests between the Central and Erie Companies, with regard to the crossing of the track of the former by the Buffalo arm of the latter at Batavia

What the Western lines will do in this emergency remains to be seen. It is but a few days since the Central and the Erie Companies, in Convention with the Pennsylvania and Baltimore roads, at Philadelphia, adopted the most preposterously stringent resolutions relating to fares, rates, passes, etc., and *unanimously* resolved to excommunicate and, so far as in their power lay, cut off and destroy a Western line that declined to be bound by these resolutions of the four East and West lines'. Two of these self-appointed Omnipotences have already cut fare down to ruinous rates—rates lower than made by any Western line within three years last past. What now?—*Cin. Com.*

COL. HARRIS, of Illinois, when challenged by Hughes, of Indiana, the other day, named the weapons, muskets—distance, ten paces. The muskets and ten paces did it—"honorably adjusted the matter."

A rose bush is in flower in Mr Dalglish's garden, Providence, R. I., that quite fills a greenhouse seventy feet in length, and contains six thousand flowers and buds.

LAWRENCE, K. T., June 8th.—Ex-Governor Stanton addressed a large audience in this city last evening, in opposition to the English swindle. It is reported that he will speak throughout the Territory.

The wound of Gen Lane, received in the late affray, is very bad, and he may have to suffer amputation. This affair created the most intense excitement, which is now somewhat allayed — The examination of the parties was postponed on yesterday, until next Monday.

Mr. Wells, who was arrested a few days since as one of the murderers of the five men in Linn county, was recognized by one of the men, who was severely wounded at the time

STRANGE AND REVOLTING CUSTOM.—A recent communication to the Indian Office from the Superintendent of Indian Affairs at San Francisco, reports a strange but shocking custom that prevails among almost all the Indians of California This is that of burying alive When a widow dies and leaves young children, the tribe to which she belonged will bury the orphans alive The superintendent states that he will use all his efforts to put an end to this cruel practice, but it had been impossible to prevent it entirely as yet, even on the government reservations

POSTMASTER Fowler of N. Y. has appointed a female clerk to the window where the ladies apply for their letters. The stupid man! He should station her at the gentlemen's window, and appoint a handsome young man at the ladies —*Phila. Item*

A Great Medicine for Females.—Hundreds of stimulants have been invented and sold, purporting to be specific in the various diseases and derangements to which the delicate form of woman render her subject The result of all these stimulants has been to impart *momentary* energy to the nervous system, and false vigor to the mental, but this relief has been succeeded by a depression and prostration greater than before, and the repeated attempts of invalids to fool themselves up by these *false remedies*, have finally ended in destroying what little vital organization was left But among the class of Holland Bitters, you will find as much *positive* results. It is a purely vegetable compound, prepared on strictly scientific principles, after the manner of the celebrated Holland Professor Boerhaave.

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