THE PITTSBURGH GAZETTE,

BY ERASTUS BROOKS.

PITTSBURGH:
FRIDAY MORNING, MAY 28, 1847.

FOR GOVERNOR,
GEN. JAMES IRVIN,
(OF CENTRE COUNTY.)
FOR CANAL COMMISSIONER,
JOSEPH W. PATTON,
(OF CUMBERLAND COUNTY)

☞ THE PITTSBURGH DAILY GAZETTE is published Daily, Tri-Weekly, and Weekly—The Daily is Seven Dollars per annum, the Tri-Weekly is Five Dollars per annum, the Weekly is Two Dollars per annum, *strictly in advance.*

Notice to Advertisers.

☞ Advertisements, to secure insertion, should be handed in by five o'clock in the afternoon. Attention to this, on the part of our customers, would be productive of mutual benefit.

STATE CENTRAL COMMITTEE.

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JOHN C. KUNKEL, Dauphin County.
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JAMES MARTIN, "
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ANTIMASONIC AND WHIG COUNTY CONVENTION.

In pursuance of the established usages of the party, the Democratic Antimasons and Whigs of Allegheny county, will assemble in primary meetings in their several election districts on Saturday the 29th day of May, 1847, to elect two persons from each district, as Delegates to a County Convention, to meet at the Court House on Wednesday the 2nd day of June, at 10 o'clock A. M. of that day, to nominate suitable candidates to be supported by the party at the general Election in October next. The Antimasons and Whigs of the townships (Pittsburgh excepted) will meet at the usual places for holding primary elections, between the hours of 2 and 5, P. M., and those of the wards and boroughs and Pittsburgh, between the hours of 7 and 9, P. M.

may27td wtd THOMAS VARNER,
Ch'm of the Com of Cor.

FOR LATER Commercial Intelligence, Domestic Markets, River News, Imports, Money Market, &c., see third page.

The Rail Road Question Once More.

The nearness and importance of the meeting of the Stockholders of the Pittsburgh and Connellsville Rail Road Company, to be held on Saturday, must be our excuse for again introducing this matter.

As there seems to be a settled determination, and we think properly, among the Stockholders to adopt such measures at that meeting as will put to rest any further fruitless negotiation with the Baltimore Company, it may be proper in us to say a few words as to what we believe to be the views of the Stockholders holding the largest portion of the shares—each share counting one vote.

We are informed that a majority of the large Stockholders are in favor of accepting the Supplement to the Connellsville charter, which we publish to-day, and as it is understood that the Central Rail Road Company are able to complete their road to Pittsburgh, the Stockholders of the Connellsville Company will, without doubt, decide to commence a Western road at once, and prosecute it to the State line, where the citizens of Ohio will meet us, and extend the road to Cleveland and Cincinnati.

It is important that this Supplement should be accepted at once, as it gives Pittsburgh the control of Rail Road communications west of us, on a most liberal charter. If we let the opportunity pass, the Central Rail Road Company may apply to the Legislature next winter for an extension of their charter to the Ohio State line. If their application should be successful, of which there is no room to doubt, a very little reflection would show its disastrous consequences to Pittsburgh.

There is, therefore, much, in our view, to induce the Stockholders to accept the Supplement, and commence the Western road, and no sound argument can be urged in favor of further delay, unless it can be shown that the friends of Pittsburgh in Baltimore have power to remove Mr. McLane and the Directors opposed to us. This therefore is our last hope, and it is folly, if not worse, longer to attempt negotiations with those who have given us plainly to understand that they think us very "small potatoes."

But in looking West, we have every thing to encourage us. The citizens of Ohio we know are willing to unite with us at once, and to furnish the necessary amount of funds to complete the various branches of connection in their own State—thus in a little time we secure a continuous line of Railway from the city of Philadelphia, by way of Pittsburgh, to Cleveland and Sandusky, on the Lakes, and the cities of Cincinnati and St. Louis in the West and South, thereby securing almost the whole trade and travel of the North and West through this point.

Let our citizens then show that they *can* and *will* act for themselves. Let us commence the Western road, and a new era will dawn upon our history. We shall have commenced a course of action which will place our city on a par with the most prosperous cities in the Union.

DARING BURGLARY AND ATTEMPTED ASSASSINATION.—On Wednesday night at a late hour, two burglars, one named Elterton, and the other said to be named Higgins, went to the dwelling of Squire Newport, in Sharpsburgh, five miles above the city, on the canal, and attempted to effect an entrance into his back door. This awakened that gentleman, who gave the alarm from a front window. Two men employed in the Guinsta Iron Works, who were passing at the time, immediately ran to the rear of the house—One of the rascals fled, when Mr. Humphrey clasped Elderton around the body. He had a little play of his arms and reaching over his shoulder shot H. in the jaw, who fell. His comrade knocked the burglar down and kept kicking and knocking him, although he had another pistol and repeated attempted to shoot, until assistance came and the rascal was secured. He was committed—Humphreys was brought down to the Hospital and the ball extracted. He is dangerously wounded.

The several communications which crowd our columns to-day, upon the subject of our contemplated Rail Road improvements, just now an exciting topic with our citizens, compels us to abbreviate the Editorial matter prepared for this morning's paper. We are also obliged to defer until to-morrow, the communication of "West" upon the same subject, also that of Howard, relating to the Hospital site. We beg our correspondents to make their favors as short as the importance of the subject discussed will admit of, remembering that "brevity is the soul both of wit and of argument."

WESTERN MAGNETIC TELEGRAPH LINE.—Mr O'Reilly, the active contractor of the Western Telegraph line, passed through this city yesterday, we learn from him that active operations towards the completion of the entire line will now be commenced. The wire, posts, and other fixtures are all ready for being put up, and it is confidently expected that it will be in full operation to Cincinnati, and Louisville in sixty days. The line to Cleveland, will also be immediately commenced, and finished, during the month of July.

At a meeting of the Scotch Committee of Allegheny County, held yesterday, it was resolved to remit $1400 to the Scotch Committee in Philadelphia, to invest in kiln dried Cornmeal, for the relief of the suffering in Scotland.

There were four thousand bushels of strawberries sold in the public market of Cincinnati in twenty-two days of the strawberry season of last year, and this does not include what was left at public houses, &c.

Three brothers, named Glover, woolen manufacturers, have absconded from Leeds, England, charged with forgeries. The British Consul at New York has offered a reward of $1500 for their arrest, or in the same proportion for either.

The Governor and Council of New Hampshire have ordered a special election for Representatives to Congress in two vacant districts, on the 8th of July next.

PITTSBURGH AND CONNELLSVILLE RAIL ROAD.
Audi alteram partem.

To the Editor of the Pittsburgh Gazette.

Your paper of the 26th inst., contains a long and vigorous article against the alleged conduct of Baltimore, or rather of the Baltimore and Ohio Rail Road Company. I will not undertake to refute your arguments in favor of a Western Rail Road, having no objection to the construction, when we are able, of such a road. But to correct misrepresentations, respecting the Baltimore Road, I respectfully ask the use of your columns for a few remarks, and room for a few extracts from an address published in Pittsburgh, under the sanction of two large conventions of delegates from several counties of Western Pennsylvania. Some of our citizens in their ardent opposition to the extension of the Baltimore Road to a point below this city, have erroneously assumed that the Baltimore Company are under some kind of pledge expressed or implied to make the main stem of their road to Pittsburgh, and to no point beli w us; while others believe that Baltimore never had the least shadow of reason to expect from us a larger subscription than three hundred and fifty thousand dollars. Such persons entirely overlook the fact that the several Pennsylvania laws which first granted to the Baltimore Company the right of way through this State, expressly require that Company to make a *lateral or branch* road to Pittsburgh—and forgetful of the repeated and *constant* declarations of the Baltimore, that they intended, if able, to carry the main stem of their Road to a point below Pittsburgh; the over zealous friends of a Western Rail Road cry out *bad faith,* because the Baltimore and Ohio Rail Road Company does continue to consult, in this respect, what *they believe* to be the interests of Baltimore.

In our fiery indignation against what we may consider the infatuation of Baltimore, let us not do even Mr. McLane injustice, nor blindly shut our eyes to the fact, that *here even in Pittsburgh,* there are persons said to be interested in seeing the Rail Road to Parkersburg, and others in strenuously keeping such an improvement as a Rail Road from the banks of the Monongahela Slackwaters. While all patriots in Baltimore profess to desire a Rail Road to Pittsburgh, let it be remembered that to Pittsburgh, and only in Pittsburgh, are to be found persons who openly denounce the project, and by derision and denunciation of the Baltimoreans attempt to defeat the most invaluable improvement. The address referred to will show not only that we were fully notified, and expected the main stem of the Baltimore road to go below Pittsburgh, and that we acquiesced in such expected termination of it, but the language of the address further demonstrates the fact, that at one time Baltimore had some reason to expect that Pittsburgh would contribute to the construction of the Pittsburgh *branch* at least a *million* of dollars. And now, when Baltimore finds that our subscription reaches only to three hundred and fifty thousand dollars, ought we not to make large allowance for their disappointment.

If there were in Baltimore any opponents of our Connellsville Road, would not the present be an occasion for them to show their opposition. But do any in Baltimore oppose it? I answer no—They think our terms too hard for Baltimore, and our subscription too small, considering the large benefits which our city will reap from the undertaking. Form all that yet agree that Baltimore and the Rail Road Company of Baltimore, appear divided into two parties, the one party headed by Mr. McLane have rejected our terms and have not yet made known to us the terms which would be acceptable to them. The other party, consisting of a minority of the Board of Directors and of what is believed to be a large majority of the citizens, express themselves anxious to close the negotiations and begin the work. If this latter party should in the course of this summer gain the control of the company, there is great probability that the negotiation would be brought to a close without further delay on terms satisfactory to Pittsburgh.

The practical question for us to decide is this—shall we by destroying the privileges of our present charter defeat at once and forever the zealous efforts of our friends in Baltimore? Are we so blinded by the vexations of past delays that we cannot review dispassionately over our past course? Or, say the friends of a Western Rail road, Mr. McLane is so averse to extending the Rail to Parkersburgh, and, therefore, they infer that he is opposed to a Rail Road to Pittsburgh. Mr. McLane distinctly declares his desire to see the Pittsburgh *branch* of the road constructed, but he is not yet prepared to come up to our terms. He wants no doubt a better subscription from us. But for a moment admit that Mr. McLane is opposed to our Road, and what I ask is the main proposition of certain gentlemen to defeat it? Do they ask us to cooperate with Mr. McLane in efforts to bring about an agreement acceptable to Pittsburgh and Baltimore? Not at all! Those gentlemen who declaim the loudest against the alledged hostility of Mr. McLane, are the most active in giving "aid and comfort" to the enemy. Mr. McLane cannot kill off the Baltimore and Pittsburgh Road fast enough, and these gentlemen propose to relieve him of the task, and save him the grave responsibility, of by destroying it in Pittsburgh. Far be it from me, to recommend any *courting or coquetting* with Baltimore. But we have a charter which if successfully used will without any waste of blood or treasure, yield, in time, an abundant harvest of prosperity to Baltimore and Pittsburgh. Let us keep that charter, at least during this summer, for the use of the two cities, and if those in Baltimore who oppose Mr. McLane's tardy action should become the dominant party, success at once will reward, not our urgency, but our forbearance. It is too late to adopt the suggestion of the Hon. Andrew Stewart! "The two companies being unable to come to terms by separate action, and lingering correspondence let each appoint one or more agents to confer, personally, on the subject, and report to their respective constituents, the result of their efforts to harmonize conflicting interests."

Who could be more suitable, I might ask, to represent our company than Mr. Stewart himself?

EXTRACTS ALLUDED TO IN THE FOREGOING.

"A committee from the Baltimore and Ohio Rail Road Company, composed of the Hon Louis M'Lane, President, and Messrs. Swan, M'Collough, and Moore, Directors, visited Pittsburgh on the occasion, in compliance with the wishes and invitations of those who had called the convention; and a committee, consisting of Messrs. Lewis Peterson, H. M. Watts, George W. Jackson, and J. B. Oliver, were appointed by the convention to confer with the committee of the Baltimore and Ohio Rail Road Company, and with a joint committee of the Councils of the city of Pittsburgh."

"The report of the committee of conference set forth, that the President of the Baltimore and Ohio Rail Road Company, had stated that the company were willing, upon a subscription of a million of dollars, to put this end of the road under contract to Connellsville, and to locate the road where the city of Pittsburgh should designate; and that the company should expect the releases for the right of way obtained free for the road from Pittsburgh to Connellsville, and that with an addition of about two hundred and fifty thousand dollars, for which the company would rely on the inhabitants along the line, they would have the means to accomplish the entire connection between the city and Baltimore, and that they were of opinion that the distance to Connellsville could be completed within two years."

"The committee of conference concluded their Report, by recommending a subscription by the city of Pittsburgh of one million of dollars to the capital stock of the Baltimore and Ohio Rail Road Company, with as few restrictions as possible."

Our Future Connection with Baltimore.

To the Editor of the Pittsburgh Gazette.

We have often heard it intimated that even if the Baltimore Company declined accepting the liberal provisions of the Connellsville charter, Baltimore would still enjoy a valuable trade with the West through the Pennsylvania works and the Rail Road from Baltimore to York and Harrisburgh. When this calculation was first mentioned to the writer of this article, he could scarcely believe that any intelligent man could be so blind to the jealous spirit of trade as to place a moment's reliance upon such reasoning.

What ground have the Baltimoreans to rest a hope upon that, Philadelphians will permit trade or travel to come to Harrisburgh by their Central Road, and then turn South and go to Baltimore? The thing is absurd. Will Baltimore permit a Rail Road from Pennsylvania to intersect their road and divert the trade to Philadelphia? We know she will not. Why, then, would she expect Philadelphia to be more liberal than she herself is? Is there anything in the past history of Philadelphia to justify any expectation of liberality towards a rival city? Surely neither Philadelphia, New York, or any other city, will permit one dollar's worth of travel or trade to go to a rival city, when it can be prevented. Have the citizens of Baltimore forgotten that more than fifty years ago the legislature of Pennsylvania, under Philadelphia influence, passed a law making it a grave penal offence to remove rocks and other obstructions from the channel of the Susquehanna below Columbia, *lest trade might descend the river to Baltimore.* Does that look like magnanimously carrying produce to Harrisburg on the Central Road, in order that it may go by York to Baltimore! Have the Baltimoreans forgotten how desperately Philadelphia fought against the Susquehanna Rail Road and the Tide water Canal, that they thus expect liberality or magnanimity in *trade* from Philadelphians? Do Baltimoreans really suppose that Philadelphians are a superior order of beings to themselves, that they thus expect them to build the Central Rail Road, at an immense expense, in order to aggrandize Baltimore! Surely our friends in Baltimore cannot be so simple, and yet we perceive that Col. Nicholas actually bases his argument in favor of the Wheeling terminus upon the presumed magnanimity of Philadelphia.

Col. Nicholas is probably not a business man, and not aware that the York Rail Road and the Tide water Canal were carried against the Philadelphia influence by the aid of Pittsburgh votes. At this very time, too, flour, tobacco, bacon, &c., sent from Pittsburgh to Philadelphia pay less to the State than the same articles do when sent to Columbia. This does not look like the *magnanimity* which Col. Nicholas expects from the owners of the Central Rail Road, and yet the discrimination against Baltimore would have been much greater, had not the Pittsburgh Board of Trade counteracted the influence of Philadelphia.

But the Central Rail Road will be a Philadelphia work, built by Philadelphia capital, and controlled entirely by Philadelphians. What favor, then, we would ask can Baltimore expect from them!

Suppose, too, the Baltimoreans should reject the liberal terms held out to them by the Pittsburgh and Connellsville charter, and use their means and influence to build up a rival city on the Ohio, can they expect Pittsburgh to set her influence against Philadelphia influence in favor of Baltimore? Surely not.

If Baltimore devotes herself to building up a rival to Pittsburgh, it would certainly be natural, and perhaps the duty of Pittsburghers, to use every exertion to promote the prosperity of Philadelphia, to weaken and disarm Baltimore, and thus cripple her exertions in favor of Wheeling or Parkersburgh.

If Pittsburgh had not interposed her influence with the Canal Commissioners, but permitted the Philadelphians to dictate the charges on our public works, not one hogshead of tobacco, or barrel of flour, or of bacon, would ever have found its way to Baltimore over those works. Let Baltimore, then, reject the proffered alliance of Pittsburgh, and she, at once produces an identity of interests and feelings between the two Pennsylvania cities, and converts her own ally into an inveterate opponent. From that time Pittsburgh will be as eager to promote the prosperity of Philadelphia as to cripple the business of Baltimore, as Philadelphia herself has been for been, or can be. Every blow struck at the business of Baltimore, will also be a blow inflicted upon the projected Rail Road to the Ohio below. Self interest, and wounded feelings will both combine to enlist Pittsburgh as the active opponent of Baltimore, from the moment our liberal charter is rejected.

A PITTSBURGHER.

We republish the following at the request of several subscribers:

A SUPPLEMENT

To "An act to incorporate the Pittsburgh and Connellsville Rail Road Company," passed April 3d, 1837.

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 the Pittsburgh and Connellsville Railroad Company, be and they are hereby authorized to make and construct a Railroad, with one or more tracks from the city of Pittsburgh, to any point on this State, suitable to form a connection with the Pennsylvania Railroad company, at such point or place as may be mutually agreed upon by the Presidents and Directors of the said Pennsylvania Railroad Company, and the President and Directors of the Pittsburgh and Connellsville Railroad Company. And be it further enacted, that the Pittsburgh and Connellsville railroad company be, and they are hereby authorized to construct a railroad, with one or more tracks, from the point at or near the city of Pittsburgh, to such point on the line of the state of Ohio, as may be determined upon by the President and Directors of said company, and the commencement of the construction of said road, in the direction of the state of Ohio, within two years after the passage of this act, shall be construed to be a compliance with the conditions contained in the seventeenth section of the act to which this is a supplement. Provided, That if a connection shall be agreed upon, as provided for in the act, between the said Pittsburgh and Connellsville railroad company, and the Pennsylvania railroad company, then the said Pennsylvania railroad company shall be released from any obligation to commence their road at the city of Pittsburgh, and from connecting that portion of their road so located, by the said act, with the said Pittsburgh and Connellsville railroad company, and they shall commence either of the roads authorized hereby by two years within five years after our public notice shall have been given of the same, permit any stockholder who shall dissatisfied thereby, to withdraw his subscription and refund to such withdrawing subscriber the amount of his payment he may have paid, after deducting his pro rata share of the expense heretofore incurred, and they shall have the power at any general meeting of the stockholders, to change the corporate name of the company to any name they may consider appropriate. Provided further, That if the Pittsburgh and Connellsville railroad company commence the construction of a railroad under the authority of this act, from the city of Pittsburgh to the Ohio state line, then, the 6th section of the act of the 31st April, 1846, entitled "an Act to authorize the Court of Quarter Sessions of Allegheny county, to vacate Dalzarre lane in said county and other purposes," shall be null and void, conferring no rights or privileges upon said Pittsburgh and Connellsville railroad company. And Provided further, That if the Pennsylvania railroad company shall find it to their interest to commence the construction of their road from some point on the Cumberland Valley Railroad, then the said Pennsylvania railroad company shall be released from the obligation imposed by the act of incorporation, to commence their work at Harrisburg.

From the Baltimore Sun.

PUBLIC MEETING.

Pursuant to a call contained in the American of yesterday morning, a meeting of merchants and others interested in the trade between Baltimore and Pittsburgh, took place yesterday afternoon at 4 o'clock, to take into consideration and adopt measures for the promotion of railroad connexion between the two cities. At about half past 4 o'clock, on motion, Thomas Wilson, Esq., was called to the chair, and Mr. Sutherland appointed Secretary.

On taking the chair, Mr. Wilson introduced the object of the meeting with some appropriate remarks, at the same time suggesting that in consequence of the brief period of notice, a comparatively limited number was in attendance; that number, however, it must be admitted was highly respectable, and he hoped that the proceedings would be of such a character as duly to convince the community with the importance of the subject.

Mr. Rose then rose and observed, that it was generally understood that a delegation of gentlemen were present from the West, and he doubt not doubt but it would afford great satisfaction the meeting to hear from them.

The Chair then introduced the Hon. Andrew Stewart, of Pennsylvania, who, upon rising, remarked, that he had recently attended a meeting of the citizens of Pittsburgh, where it was strongly proposed to surrender the Connellsville charter and refund the money which had been subscribed, or to apply it to the Philadelphia road. A variety of suggestions were made, some proposing to go West, but finally an adjournment for ten days was agreed upon, to enable a committee to visit Baltimore. In this state of the case, he had to inform this meeting that he was satisfied that unless something was done by Baltimore before next Saturday, the charter would be surrendered. He had prevailed upon his friend, Mr. Black to come, to accompany him, who was present at the Pittsburgh meeting, to endeavor to get a committee from Baltimore to visit Pittsburgh, with a purpose and a will to act, as the only means to prevent the surrender of the charter.

He stated that Pittsburgh was willing to give the charter to Baltimore, and to afford to her citizens the direct means of controlling the road by possession of a majority of the stock. The people of Pittsburgh are willing at once to surrender to the people of Baltimore the Connellsville charter, and which is a description of $750,000 towards the construction of the road, or as much of that sum as she was able to subscribe, $350,000 being already subscribed. Mr. S. urged with much energy the appointment of the committee, and then proceeded to a general notice of the inducements and advantages possessed in a connexion with Pittsburgh, in comparison with Wheeling. The line of route was noticed as highly favorable, the cheapness of the construction was set forth in a general practical view of the matter: and the vast amount of commerce to be derived at through the Pittsburgh connexion, pressed upon the attention of the meeting. As a means of a safe and highly profitable investment the work was also highly commended.

After Mr. Stewart had closed, Mr. Jas. George of the city rose, and submitted a motion that a committee of seven be appointed by the Chair, to visit Pittsburgh and confer with the Directors of the Pittsburgh Company, with a view to deferring final action upon the subject of a union between the two cities, by railroad, which motion was adopted, and the chair appointed the following gentlemen:—John Glenn, Robt. Garrett, John L. Carey, P. H. Sutherland, Chauncy Brooks, Wm. Heald, and John Q. Hewlett, Esqs.

A gentleman present rose, whose name we understood to be Cruse, and addressed the meeting in some plain, practical and energetic remarks, spiced with a good deal of quiet humor. As he closed, Mr. Sutherland offered the following resolution, which was unanimously adopted,

Resolved, That the thanks of this meeting be extended to the delegation from the West, and to the Hon. Andrew Stewart, for his able address on the importance of a railroad connection with Pittsburgh.

The meeting then, on motion of Mr. Bose, adjourned.

FROM PHILADELPHIA.

Correspondence of the Pittsburgh Gazette

PHILADELPHIA, May 24, 1847.

We have just had a fine rain, and I doubt not the crops will be decidedly refreshed by it. It was very much wanted, indeed, had it not come the grain throughout this whole section of the country would have been cut off,—as it is I am fearful the relief is too late to do any very great good.

The Telegraph lines between your city and us, have not been in operation for days and therefore we are without our regular advices of your business and markets. The operation is seriously felt by our merchants, and by many other classes of our community. The fact is we have got into the habit of taking a glimpse at you, at all hours of the day. Pittsburgh and Philadelphia are mutually benefitted by the chain of lightning which now plays between us, and, when the great Central Rail Road is complete I, though nearly three hundred miles apart, will be almost as one city.

The corner stone of St. Augustine church was laid yesterday, in the presence of a large collection of people—three years ago this church was destroyed by a mob—subscriptions five or six thousand people get together to see the corner stone laid towards its re-building. How long will it be before the people will again apply the torch, who can say!

There has been a great crowd all the morning around the Criminal Court, further proceedings were taken in the case of the slave, Brown. He was originally arrested, you will recollect, as a fugitive from justice, in Maryland, on a warrant issued by Judge Parsons, at the instance of a warrant from Gov. Shunk, he acting on a requisition made by the Governor of Maryland. By advice of the att rney General of the State, Gov. Shunk revoked his first warrant and issued a second one in accordance with a second requisition from the Governor of Maryland—which revocation on the part of his Excellency, rendered null and void Judge Parsons' warrant of arrest, and of course there was no authority to hold Brown, unless another warrant of arrest was got out on the strength of the second requisition—a precaution, which the owner of the slave did not not take. Meantime the friends of the slave were in motion, and on Saturday got a writ of *de homine replegiando,* which writ was issued by the Prothonotary, and directed to the keeper of the prison to release Brown; security being given that he should appear and answer any charge which might be made against him. On the strength of this writ the prisoner was released.

This morning, by order of Judge Parsons, and on the strength of the second requisition, Brown was sent for. On going to the prison, however, it was found he had been set at liberty, as above shown, and is now in all probability far away towards Canada. This fact discovered, the jailor was ordered into Court, with directions to show cause why he gave up Brown. He had a hearing this afternoon, and was bound over in the sum of $1000 to answer. It is said Judge Parsons showed considerable temper at the course which had been taken by the Supreme Court, for it was under the authority of the same that the proceedings were had which took Brown out of the hands of the Judge. What will become of the latter official seems to be seen. Altogether the case presents a very patriotic mixed mess.

Leopold de Meyer the "piano panist," has returned to our city, after a successful tour in the South and West. He is to make his first appearance at the Philharmonic Concert. His scores have always been well attended.

The Gambling debaters are all over, and I now hear that Freeman, who appeared in defence of gaming, has renounced the profession, and means to join Green in the good work of putting it down. His arguments have, it would seem, failed to convince Powell.

The real estate of the city is valued at $103,040,340—the personal at $28,920,005. Total $131,966,385. Q.

In giving place to the following communication we wish it to be distinctly understood that we take no part in the matter therein referred to—and shall feel bound to publish any proper reply which it is likely to call forth.

THE HOSPITAL SITE.

Several articles have appeared, within a few days, in the "Post," "Chronicle," and other papers of the city on the subject of a site for the Western Pennsylvania Hospital, calculated to excite not only deep disgust at, and contempt for their authors, but likewise to shake, in some degree, the confidence of the public in the benevolent scheme itself.

If, as these writers think and believe, that a question involving so sacred a trust as is reposed in the hands of the Commissioners, is to be determined by a mere matter of taste, or selfish feelings which flow from such undisguisedly venomous sources, or that gentlemen who, by almost unanimous consent, have been charged with the performance of a high duty, are to be moved or opposed upon by the sinister motives which distinguish the articles referred to, the whole project had better be abandoned at once.

We would gravely inquire of all concerned, and all Western Pennsylvania is concerned in an institution of such expanded benevolence, of what manner of Hospital are it is whether the Hospital is located between the rivers, or on the North side of the Allegheny, or South of the Monongahela, provided a suitable site can be obtained. Are good men, to whose judgment has been confided the selection of a spot, to be thus ruthlessly and unfeelingly assailed, and their fair and impartial characters impugned by anonymous and other scribblers, for the honest exercise of their opinions? Do they suppose there is not discernment enough in the public, or amongst the Commissioners, to see through their shallow arts, and if needs be, to put their fingers on the author as well as hold up to scorn the sordid self interest which has called forth this outbreak and insult to public decency at the manner in which they attempt to discuss such a question?

Do they expect to escape a just rebuke for the implied slanders upon the Commissioners, in their attempts to cast a shade upon their impartiality, and assault the well earned reputation of an old and estimable and benevolent citizen? We should not have deigned to notice these articles at all for the simple attack upon Col. Anderson, whose whole life and character, and his multiplied acts of benevolence give the lie to the insinuations contained in one of these articles in the "Chronicle" of to day. The writer of this communication is perhaps quite as well acquainted with the premises offered by Col. Anderson, with the value and price at which he has offered it for years, as the informant of the author of the cobull ton in the Chronicle, and he undertakes to contradict flatly that any such offer was ever made by Col. Anderson comprising more than half of the ground for which he asked for the Hospital, so much, and no one, not blinded by sheer prejudice, or having purposes and objects of his own to answer, but must admit that it is a place of unsurpassed beauty and convenience, and adaptation to the object contemplated, and that the offer is most liberal and munificent.

Our purpose, however, is not to advance the claims of Col. Anderson's property, it must speak for itself, and we can confide in the judgement and good taste of the Commissioners on that head. But truth and justice demand that the public mind should be disabused of any influence the publications referred to may properly have caused, trusting that every honorable right minded and right hearted gentleman will scout them from their presence.

Now see how a plain tale will put these slanderers down. It is well known that Mr. Anderson previously to offering his Mansion property had offered to the Hospital concern a lot of ground in Allegheny, this lot was too small, but has since been sold for $5000—was there no liberality in this. But furthermore, and in direct contradiction of the allegation in the Chronicle, the lot offered with the mansion some years ago at $11,000, if ever offered at all, contained, if we are rightly informed, but two acres; the present offer embraces seven or thereabouts. This statement must settle the question of Mr. A's. liberality.—We forbear to enlarge upon the *twaddle* as to the relative claims of Pittsburgh and Allegheny, it is too bald and contemptible to merit notice.—We are sure none who read this will envy the head that could engender, or the heart that would, for a moment, harbor the desire to create local jealousy and prejudice in a community that in all essential particulars are perfectly and inseparably identified in interest. We, therefore, dismiss these gentry and their scribbling, leaving them as a certain distinguished statesman observed of his convicted slanderer, and where they are sure to remain, in the worst possible company, that is their own.

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☞ We invite the attention of our readers to the extraordinary cures of Scrofula performed by Dr *Collins's Indian Vegetable Panacea,* which they will find recorded in another column of to-day's paper. They are without doubt the most wonderful on record, and have so been pronounced by many of our most respectable physicians. The afflicted and others interested, are requested to read them at their several places of abode, and learn from the cures from the wonderful effects of the medicine. The fortunate name is Mr Isaac Brooks, who may be seen daily, between the hours of 9 A. M and 4 P. M at the office of Rowand & Walton, No 256 Market st. Philada. ow

☞ **Important to Advertisers.**—The advertisements which appear in the Daily Morning Gazette also appear in the Tri-Weekly, thus receiving the benefit of the circulation of all, without any additional charge. This is an advantage to our advertisers, without any extra expense. Advertisements are also inserted in the country paper upon reasonable terms.

☞ The oldest inhabitant in the United States cannot recal to his or her memory, that any medical professor ever compounded a remedy, so salutary in its nature for the cure of Piles, as Dr Upham's Vegetable Electuary. Being taken internally, it strikes at the root of the disease, and completely establishes the fallacy of external applications, how indeed invaluable.

☞ Sold, Wholesale and Retail, by WYATT & KEPHAM, 193 Fulton street, New York. W. Thomas, Market street, and P. R. Sawyer, Smithfield street, Pittsburgh, Pa. Price $1 per bot. my27 1w

BY MAGNETIC TELEGRAPH.

Correspondence of Pittsburgh Gazette.

LATER FROM MEXICO.
Slaughter of Dragoons.

By an arrival at New Orleans from Vera Cruz, dates from that city to the 14th have been received, being one day later. The news is not of much importance.

The principal item is that a party of 10 or 11 Dragoons, who were encamped at Santa Fe, had been surprised. It appears they were all asleep except the Sentinel. Ladrones, a noted leader, had crept upon them with his band so secretly, the Sentinel was surprised. After making an ineffectual attempt to fire his gun, he attempted to arouse his comrades, but it was too late. The enemy rushed upon them and instantly killed seven, wounded three, and made one a prisoner.—Capt. Walker, with a company of his men, started in pursuit of the assailants.

Santa Fe is but 8 miles from Vera Cruz, and this will give some idea of the boldness of Ladrones.

Nothing later had been heard from Gen. Scott. Seven companies of Illinois volunteers came over in this vessel, and will be discharged at New Orleans.

Dates to May 1st had been received from the city of Mexico. The city was under Martial Law.

The leading families and citizens were removing into the country.

At Vera Cruz but few cases of the Vomito. The city was tolerably healthy.

Nothing later from Santa Anna, or his movements.

Exclusive Correspondence of the Pittsburgh Gazette

PHILADELPHIA MARKET.

May 27th 7 P. M.

The closing price of Flour yesterday was $9, but buyers were purchasing very moderately and contending for a reduction this morning, holders give way a little and brought them forward. The result has been an increase of business. Sales 2000 bbls at $8.87½.

Wheat—The market has been quiet today, and previous prices are hardly sustained. The sales were at $2.05c for Red, and $2.12½@2.15 for White.

The market for Corn is well supported. 3000 bus of prime Yellow sold at 116c per bu

Rye Flour sold to day at $6.75 per bbl.

Oats realized 63@65c per bu—quick.

Cornmeal is held at $3.37½ but without sales to establish that price.

Holders of Whiskey now demand 38c for bbls—buyers refuse to pay it.

There is no change whatever in Groceries, Provisions or Cotton. A moderate business doing.

Freights—The shipping of Flour is brisk, and competition for European freights has caused a decline. Vessels are loading to Liverpool at 2s per bbl for Flour

Sales of Rice to a fair extent at $5.12½@5.37½ per 100 lbs.

Sales 150 hhds Sugar, N. O. at 6¼@6¾c, and Porto Rico 5¼@5¾—all at auction and showing a low range of prices. Canal items.

Exclusive Correspondence of the Pittsburgh Gazette

BALTIMORE MARKET.

May 26th, 8 o'c. P. M.

Howard street Flour is $9. A few weak holders have parted with their stocks at a shade lower, but generally factors are firm, and refuse to accept less. Nothing doing in City Mills.

Some transactions in Wheat to-day at 205@207c for White, and Red at 200@202c per bu.

Corn continues in request—sales White at 103@104, and Yellow at 108c per bu; but the business is not extensive. These figures show a decline within two days, and to-day the market is unsettled.

Small sales Lard this afternoon at 9½@10c for No 1 in bbls and kegs.

A sale of Hams of some extent at 10½ per lb. Of Sides a sale of fair at 9c, and of Shoulders transactions at 7¾@7½c per lb.

May 27, 8 P. M.

The Flour market was very inactive today—Holders continue at $9 for Howard street, buyers refuse to come to terms, and coming to-day there have been no sales. Sellers are very willing at $9. In City Mills nothing done. I cannot quote a price.

Provisions—The market affords little room for comment. The sales of Pork were at $16,50 for Mess, and $14 for Prime to a moderate extent—Small sales Prime Beef at $10.25 per bbl.

Of Hams, sales 85 sugars at 7¾@8, Sides at 9½@9¾—all Western Cure. Hams sold at 9@10½c. There is a slight advance on Shoulders and Sides. The market shows a decided improvement over the first of the week, and the feeling among the trade is much better.

Exclusive Correspondence of the Pittsburgh Gazette

NEW YORK MARKET.

May 27, 8 P. M.

There has been a backward movement in the Flour market to-day, and prices are 1 wer. The sales are to a moderate extent, the demand having fallen off with the market. Common brands Genesee on the spot realized $8.50@8.62½ and good $8.75 per bbl. Of Michigan, sales for July delivery at $6.18½

There were some sales of Ohio White Wheat for July at 190c per bu.

Of Corn there have been sales for delivery in the same month at a decline of 5c from the figures for similar Western varieties yesterday. Sales prime Yellow on the spot at 112c per bu.

Cornmeal—The business of the day was done at $5.25 per bbl, and sales not large.

Rye has declined—sales to-day at 137c, showing a material falling off.

Provisions—During the early part of the week Pork was languid and dull, and prices receded, but yesterday and to-day the market has recovered. There is an increased demand, and offers of $16 for new Mess and $13 for old Prime, have been made to a considerable extent and been rejected.

MARRIED.

FOREVER THINE

For ever thine, whenever our lot be cast—
Fate, that may rob us of all wealth beside,
Shall leave us love till life itself be past.

The world may wrong us—we will brave its hate;
False friends may change, and fairest hopes decline,
Though bowed by cankering care, we'll smile at fate,
Since thou art mine, beloved, and I am thine.

For ever thine—when circling years have spread
Time's snowy blossoms o'er thy placed brow
When youth's rich glow, its purple light has fled,
And lilies bloom where roses flourish now.

Say, shall I love the fading beauty less,
When spring-tide radiance has been wholly gone?
No! come what will the steadfast truth I'll bless,
In youth, in age, thine own, forever thine!

For ever thine, at evening's dewy hour,
When gentle hearts to unlorest thoughts incline;
When balmest odors from each closing flower,
Are breathing round me—thine, forever thine!

☞ A Buck of 8 Keys—a suitable reward will be paid for their return at this office

Sixth Ward.

☞ The Whigs and Antimasons of the Sixth Ward Pittsburgh, will meet at Darling's School Room on Saturday evening, the 29th instant, at 7½ o'clock, for the purpose of choosing two Delegates to represent the Ward in County Convention. my29

Ward Notice.

☞ The Anti Masonic and Whig Primary Meeting for the First Ward, City of Allegheny, will be held on Saturday evening the 29th instant, at the house of Archibald Woodside, on Robinson street, which is the place of election for said Ward. my27

GAZETTE JOB PRINTING OFFICE,

THIRD STREET, CORNER OF POST OFFICE ALLEY.

☞ We are now prepared to execute in a superior and expeditious manner, all kinds of Job Printing, such as large Posters, Steamboat Bills, Bills of Lading, Letter Sheets, Circulars, Handbills,