THE PITTSBURGH GAZETTE.

BY ERASTUS BROOKS & Co.

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☞ 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. The Gazette has the largest business circulation and advertising support of any paper in Western Pennsylvania, and it is therefore necessary that advertisements should be seasonably handed in.

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(OF CENTRE COUNTY.)
FOR CANAL COMMISSIONER,
JOSEPH W. PATTON,
(OF CUMBERLAND COUNTY.)

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FOR COUNTY COMMISSIONER,
THOMAS PERRINS, of Lower St. Clair Tp.

FOR AUDITOR,
WILLIAM CAVEN, of Versailles Tp.

☞ Extra Copies of the Report of the Baltimore Committee may be had at this Office. A large number of copies of this Report have been printed by us for circulation, and it is desirable that they should be read by every man in the city, and in the neighborhood of the head waters of the Ohio, as well as between Baltimore and Pittsburgh. They may be had without charge.

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

See fourth Page for Miscellaneous News.

Rail Roads East.

We have long been aware that one of the greatest objections which exists with the Board of Directors of the Baltimore Company, to the construction of the road by the "shortest and cheapest route to this city," is the apprehension of connections in the direction of Philadelphia within this State under the Connellsville charter. Nor is this objection confined alone to the Board, and was it not diffused to some extent over the business and property interests of that city, there would be but one voice there, not only as to the route, but subscription. On this point we will endeavor to set them right. To us it seems so manifestly contrary to the interest of Pittsburgh that Philadelphia should form any connection with the Pittsburgh and Connellsville Company, even if the Baltimoreans should consent to the "shortest and cheapest route" from this place to Cumberland, that Baltimore has nothing to fear from that quarter. It is only necessary that this subject should be properly understood, even if it was ever seriously entertained in Pittsburgh, in order to dispel this obtrusive spectre from their minds. What is it the people of Pittsburgh desire? The construction of as many Rail Road termini at this point as our local position and commercial advantages would fairly claim. Among these, from the present proximity of the Baltimore Road to us, the extension of it to this city. It would be the height of folly and madness in us to turn it off, if by any reasonable concessions, on the grant of such safeguards as their fears or prejudices may have awakened in relation to the necessity of restrictions on the subject of connections with the Pittsburgh and Connellsville Road. We set out in this discussion with this position, that what we in Pittsburgh want is the termini of as many Rail Roads as we can attract hither. Supposing then, that was in contemplation—while it is manifest there is no such design—to unite the Pennsylvania Road with the Connellsville Road at some point on Casselman's River East, or elsewhere, Pittsburgh in that case would forever be debarred of more than one road to the Atlantic. So far as the capacity of transportation or travel is concerned, both roads being united in one at a point, 50 or 100 miles east, have still but the capacity of one and can do no more business than one road only. The question presents itself to our minds as a very clear one, and we will further refer to it as briefly as possible, by assuming that the amount of trade West of us, which will be attracted to our city, will be quite equal, if not greater than the facilities which may be afforded to transport it to the Atlantic Seaboard, and if this view of the subject be correct, which every day's experience seems to warrant, then our trade will be great or scanty, just in proportion as our facilities exist. Now what is the fact in regard to Rail Roads? They can transport only a given amount of tonnage, and when that maximum is attained, their powers cease of course. The ability of a road to carry freight, like every thing else, has its limits, and Rail Roads cannot any more accomplish impossibilities than steamboats or other methods of conveyance. What then would be the consequences to Pittsburgh in the event of these two roads uniting, or forming a connection with Philadelphia at a point say 100 miles East. It is very true that at such a point of divergance we would have a choice of going to Baltimore or Philadelphia, but we would in effect have but one Rail Road, inasmuch as the part of the road common to each, could by no possibility do more business than either one of the lines to Philadelphia or Baltimore, whilst the constantly accumulating products of the West over the capacity of the one line to carry, would necessarily have to seek other channels of transportation, and this city, by the very fact of the two roads uniting for any given distance, be deprived, and perhaps forever, of any increase of trade beyond the capacity of one road. No one who regards with interest the future progress of Pittsburgh, we should think, would like to see it tied down to the capacity of one road and there are but few now amongst us who do not believe that there would be full business for the entire occupation of both roads to Philadelphia and Baltimore, were they opened as early as next Spring. The fact is, there is no calculating the tonnage and travel that would be directed to this point, not only from the natural and steady increase of the great West, but the abstraction that would take place from other channels to this, if we were in possession of the means of accommodating it. Within a very few years such have been the improvements in the construction of steam boats on the Ohio, adapted to every stage of the river, that in its lowest stage we scarcely perceive any diminution of the daily arrivals and departures from this port.

With an independent road to Philadelphia and to Baltimore, both starting at this city as the true point of divergance, Pittsburgh would therefore have it in her power to double her trade from the immense and prolific region west of her.

We don't profess to know much about the amount of freight which could be conveyed daily over a Rail Road of a given length. But we will suppose that the Pittsburgh and Connellsville Road should be extended by a route which would furnish to the Pennsylvania Rail Road Company an opportunity to connect with it at a point distant 100 miles from this city, and that the utmost capacity of the former Company would be to transport daily East 1000 tons. The effect of such a condition of affairs would be, that up to the point of connection the road common to the cities of Philadelphia and Baltimore, would accomplish all it could perform, while the roads east of that, the one leading to Philadelphia and the other to Baltimore, supposing the trade equally divided between them, could only obtain one-half the tonnage, they might separately perform if both on separate and independent routes diverged from this city. If in this view of the subject it conclusively appears that it is alike the interest of Philadelphia, as of Baltimore, that no such intersection should take place on any portion of the route Eastward from this city, common to both, it is just as plain that it is contrary to the interest of Pittsburgh. In proportion as you diminish the means of transporting the products of the West, destined for the Atlantic cities, just in the same proportion do you limit the inducement which would otherwise obtain for the great West to seek an outlet for their productions to the seaboard. Therefore, this city, and as observed before, an independent road to each of these great cities, would to the extent of the capacity of both roads, attract so much greater a proportion to this city.

On the other hand, the embarrassments would be still greater in respect to the transportation of goods coming from the East. If each road convey to the point of connection 1000 tons, and the capacity of the joint road should be united to that or any other given amount, where or how could you dispose of the surplus tonnage the two roads from Philadelphia and from Baltimore, bringing 2000 tons to the point of connection, whilst the joint road West would only vent to 1000 tons. A large accumulation, therefore, at that point would necessarily take place there, to await a falling off of trade, or in the end be diverted to some other and less desirable channels.

In addition to the foregoing suggestions, we would call attention to the many difficulties that would inevitably grow out of a struggle here between the two Eastern cities, or of those engaged in their respective interests for precedence in shipments, and we leave it to others who are more familiar with such subjects, to set the right sort of estimate upon them. These difficulties, whether upon goods coming West, or produce going East, would be experienced, although in much less proportion upon a joint road 10 or 12 miles long, as well as one hundred. As observed in the outset of this article, this apprehension of connections with the Pennsylvania Road having, as we know, operated to some extent, and been seized upon by Mr. McLane to create alarm in Baltimore, we have thought the present a proper occasion to give our views for what they are worth. But we have it in our power now to remove every apprehension on that score, by the announcation of the fact which we have from reliable authority, that the Pennsylvania Company have determined upon their route by the way of Turtle Creek, which leads to the waters of the Conemaugh on the west side, and the Juniata on the east of the Allegheny Mountains, and have issued proposals for the construction of fifteen miles of the road East from this city, and fifteen miles West up the Susquehanna from Harrisburgh, thus settling even the possibility of connecting with the Connellsville Company, on Casselman's river, or any other point of the line.

The Queen's Birth-Day.

LIFE IN LONDON.

The occasion of the Queen's Birth-Day, the 27th of May, was the subject of great jubilee and rejoicing in England. The reception at the Palace was the most brilliant one of the season. The company continued to arrive at the palace for upwards of two hours, and the suite of state saloons were completely filled. The Queen—whom thousands of persons had an excellent opportunity of seeing as she rode from Buckingham Palace to St. James's—wore a dress of white tulle and a wreath of honeysuckle, the body and sleeves were ornamented with gold blond and diamonds. The head-dress consisted of feathers; gold blonlappets, wreaths of honeysuckle and diamonds.—This costume is spoken of as most superb and prominent for its beauty amid the glittering throng which surrounded it.

Several Americans were at the Palace,—among whom was the American Minister and lady, the last of whom is described as appearing in a train of white crape, with niches of crape and a flounced crape petticoat over glace. The head dress consisted of simply feathers and blond lappets. Mr. Brodhead, Secretary of Legation and the Hon. R. C. Winthrop, were present at the Drawing Room.

The grand illumination presented a dazzling display of light, most tastefully and beautifully arranged by the aid of gas; forming crowns, stars shields, anchors, wreaths, cyphers and jets.

Greenwich Fair was attended by 100,000 persons and Stepney Fair by 300,000, both upon the occasion of the holidays. All this as well as the account of the Fair which follows would seem to indicate that there is no lack of money in England.

A great Bazaar was opened in the extensive buildings known as the Regent's Park Barracks, on the 26th ult. The object was to raise funds for the distressed Irish, and as the undertaking was patronized by the Queen, the Royal Family and the leading members of the aristocratic and fashionable world of London, the receipts during the three days the bazaar continued open were very large. The stalls were all richly furnished with the choicest articles. There presided over by the duchesses, countesses and distinguished ladies. The Duchess of Leicester had a stall which occupied a space of twenty feet in length. It was of course filled with very expensive articles. For instance, fancy work boxes and cases, which could be purchased at any shop in town for five guineas, were sold at this stall at fifteen to twenty guineas each, and there were numerous purchases at these high prices. The Marchioness of Londonderry, the Viscountess Combermere, the Marchioness of Clanricarde, the Countess Granville Lady Beauvale, the Marchioness of Ailesbury, the beautiful Countess of Wilton, the Countess-ess of Jersey, of Mount Edgecomb, of Brownlow, of St. Germains, of Longford, of Shannon, of Dunart, of Limerick, and of Lincoln; the Duchess of Sutherland, and her lovely daughters, were the ladies who for charity's sake, volunteered their services to be saleswomen for the space of three days. Perhaps this fact helped materially to swell the gross receipts of the bazaar. On the first day the public were not admitted until after the Queen had visited the bazaar and made her selection of articles. The walls were covered with military trophies of every description, including banners, shields bearing coats of arms, helmets, swords, and pistols, very tastefully arranged in every variety of device. The front of each stall was festooned with red and white drapery, and the aristocratic names of the ladies presiding were emblazoned in silver letters on sky-blue labels.

The ladies were every day in the stalls at an early hour, and remained till the close of the bazaar. The gay and variegated colors of the articles displayed had a fine effect, while the dresses of the ladies, which were of the most splendid kind added much to the effect of the whole grand scene.

The Queen arrived at the bazaar on the first day at 11 o'clock in the forenoon, and remained an hour. She was conducted through the bazaar by the Marchioness of Londonderry, at whose rich stall her Majesty made several purchases. She complimented the Marchioness on the magnificent stock of goods in her stall. The Queen afterwards purchased several articles from the Countess of Milton, and the Countess of Jersey. She then bought largely from the Viscountess Combermere, whose stall was covered with the fancy works of art many of them being the productions of the Viscountess's own skill. The Queen selected the most expensive articles of taste and virtu. The Queen also bought a statuette of Wellington, executed and presented to the bazaar by Count D'Orsay: Her Majesty purchased articles, of more or less value, at every stall; and even at the juvenile stall, she made a very large selection for her own children.

This stall attracted great attention from the number and variety of "playthings" upon it, and from the fact that a bevy of young scions of aristocracy presided over it. Among the number were the lovely daughters of the Duchess of Sutherland, two beautiful daughters of the Countess of Rinnoul, and the youngest child of Baroness Brunnow.

As soon as the Queen had left the bazaar, the doors were thrown open to the fashionable world on the payment of five shillings sterling for each ticket! At this high price the whole vast place was immediately crowded with the most fashionable classes of both sexes, the leading members of the aristocracy, and the foreign ministers with their ladies. The *coup d'oeil* at this moment was beyond description. It was the most brilliant and the most fashionable assemblage that has been seen for a long time.

And this vast number of visitors did not go merely to see and be seen. They opened their purses and purchased most liberally. Articles worth really no more than one shilling, went off at half a guinea, or twenty shillings! The bazaar was in reality no place for a plebeian, at least not on the first day. On the second and third days the prices of admission were reduced to half a crown, and from morning till night every inch of space was occupied by anxious and crowding thousands, who were kept away on the first day by the high price of tickets. Four thousand persons were present on the first day, which yielded a net revenue of one thousand pounds for admissions alone; and their purchases yielded a much larger sum.

A Beef and Pork Packing establishment has been opened in Philadelphia by a Mr. John Russell of Ireland with a view of curing and packing pork for the British market. Mr. R. we are told is a man of immense wealth and great capabilities. Would it not be well for Western Packers to learn something more of good packing at his establishment: American provisions have been damaged abroad, as much in character as in value, from the bad manner in which they have been put up for the foreign market.

Mr. Astor has in his will left nearly a half million of dollars for the establishment of a free library in New York. He made this legacy, not expecting from his great age, to survive long.

Rail Road Movements.

Cost of Rail Roads Abroad.—England will soon be lined with Rail Roads, and that without regard to the cost of construction.

The most expensive has been the London and Blackwall, which cost £287,000 per mile. It is constructed on arches, and the original site is covered with houses; and as the owner's title to each house required to be perfected at the expense of the company, its law expenses were immense. The cheapest railway is the Dundee and Arbroath, which is only £8500, per mile.

When the cost of construction amounts to only £30,000 per mile, it may be considered as cheap; £40,000 as the average, and £50,000 as being the "full figure," which is about the cost of the London and Birmingham. The Parlimentary expenses incurred in these lines would alone be sufficient to make lines of similar length in any well wooded district of the States."

Atmospheric Railway.—The atmospheric principal of propulsion upon railways, is still a matter of controversy in England. Upon the Croydon line, it has been tried and abandoned; while on the South Devon line where we believe it has been longer in operation, it is still in favor. We learn from the London Railway Times that the Devon line has been repeatedly worked from Exeter to Dawlish, in every possible way, with heavy and with light weights, and that all the experiments have been eminently successful. With light weights a speed of 70 miles an hour was obtained, and with a weight of 90 or 100 tons, a speed of 30 to 35 miles an hour. Further extensions of the line, to Plymouth and to Totnes, are contemplated.

Railroad Dividend.—The Directors of the Boston and Worcester Railroad have declared a dividend of five per cent. for the six months ending on the 31st of May, on a capital of $3,500,000. The dividend of the corresponding period of the last year was 4 per cent. on a capital of $3,000,000. The receipts of income for the present year have exceeded those of the same period of last year, by more than $60,000.

The Directors of the Western Railroad have declared a dividend of four per cent. from the profits of the six months' ending on the 21st of May. This corporation has voted an increase of capital stock to the amount of $450,000 for the purpose of making the important improvement of laying twelve miles of double track, and of making a large increase of stock of locomotive engines and of freight cars, demanded by the increased business of the road.

The Lake Superior News is the title of an excellent news paper published at Sault de St. Marie. It is filled with mining intelligence and is invaluable to those interested in the mines of the great lakes.

We are glad to learn from the News that there is a prospect of obtaining the desired canal around the Sault de St. Marie. The following is, in brief, the contemplated improvement:

The estimated cost of a ship canal, with twelve feet of water, around the Falls is $500 000. The whole length of the contemplated canal is 4.600 feet, a trifle over three-fourths of a mile, in which distance a fall of eighteen feet is to be overcome by two locks of nine feet lift each, and in length not less than two hundred and fifty feet, and sixty feet wide, to be constructed of cut stone, and to have a sufficient depth of water to pass vessels drawing ten feet of water, at all times. The canal will be 80 feet at bottom and 100 feet at the water line, and will be constructed on the old survey by the engineers of the general government, which is on a straight line across the bend of the river at this point, and when completed, (as it is hoped it will be in 1849 or early in 1850,) it will afford some of the finest water power in the world which must in itself afford considerable revenue to the company.

Truth Stranger than Fiction.—The story of a young man living in Grafton Mass, attracted a few months since, a large share of the attention of the newspapers. He had been absent from his parents thirty years, had left them at the age of three or four, and the only recollection he had of them was that he was taken from some large place and carried he knew not whither. He was in company for along time with a body of vagrant Indians and negroes, and consequently suffered considerable hardship, and by one of whom he was nearly murdered. He finally made his escape at Providence, R. I. A worthy Baptist clergyman learned and told his story to the public. The account came to an aged couple in Ontario, Wayne county, N. Y., who had lost two children about the period mentioned, who felt a peculiar interest in this case. The result of it is, that the friends of the man (who is poor) contributed the means, and he has just been out to see his supposed parents. The Albany Evening Journal tells the rest:

His journey was successful! The moment the mother saw her lost son, she fainted. But the more cautious son, anxious to ascertain to a certainty whether these were indeed his parents, required unmistakable proofs. The mother, with a mother's memory, described the mark upon his back, and the scar of the scald upon his foot. He could not remember the latter, but the scar that follows may be better imagined than described. The parents, who supposed themselves childless, rejoiced over the "son that was found," and the fatted calf was indeed killed. The son, who supposed himself an orphan, rejoiced to find his parents, even in their old age. He also ascertained that his name was John M. Wilson, and his age about 34 years.

New Books.—The following new books may be had at the book store of J. L. Read Fourth street, as will be seen by advertisement.

The Correspondence and Miscellanies of the Hon Jno. Cotton Smith, L. L. D., formerly Governor of Connecticut, with an Eulogy pronounced before the Connecticut Historical Society at New Haven, May 27 1846. By Rev. Wm. W. Andrews. Harpers 1847.

Orators of the age comprising portraits, critical, Biographical and descriptive. By G. H. Francis, Esq., Editor of the Maxims of opinions of the Duke of Wellington. Harpers 1847.

A Dictionary, from the earliest times to the death of Commodus A. D. 192. By Dr Leonard Schmitz F. R. S. E., Rector of the High School of Edinburgh. Harpers 1847.

The writings of Geo. Washington; being his correspondence, addresses, Messages, and other papers, official and private, selected and published from the original manuscripts, with a life of it a notice and illustrations by Jared Sparks. Harpers 1847.

Association discussed, at the Socialism of the Tribune examined. Being a controversy between the New York Tribune and the Courier and Enquirer. By H. Greely and H. J. Raymond. Harpers 1847.

The Lawyer's Daughter, by Jos. Alden, D D Author of "Elizabeth Boston," "Alice Gordon" etc. Illustrated by Hewett. Harper's Fireside Library 1847

No 23 and 24, Pictorial England.

Nos. 8 and 9, Michelet's France from the earliest period to the present time.

Pennsylvania Hospital.

Now that the Hospital Site has been fully determined upon, we trust the work will go rapidly on to completion. One of the first acts of the Trustees will doubtless be to invite from architects, designs for the building. While it is advisable that the work should be constructed with a proper regard to economy, it should be upon a scale commensurate with the growing requirement of the community, and thus prove an object of ornament and pride to our city. We trust, also, that the name of the generous donor of the ground will be in some manner incorporated with the Institution. This would but be paying a proper and deserved compliment, and show a proper sense on the part of the community of their appreciation of the gift.

We would also suggest to the Allegheny Cemetery association, as the Hospital is to be erected in their immediate vicinity, the propriety of appropriating a spot amidst their beautiful grounds, for the use of the Hospital.

A Who Sentiment to Rally Upon.—The Boston Atlas considers a sound article upon the Presidential Election with the following paragraph

Our present impressions are, that General Taylor is a Whig, and that he holds the same opinions in regard to Texas and to new Territory, that Mr. Clay expressed in his celebrated Raleigh letter, which all that any Whig, North or South, can desire. The ground on which we mean to stand, is that occupied by Mr. Berrien, Mr. Webster, Mr. Ewing, and the rest of the Whig Senators last winter, and which is taken by the Richmond Whig, namely, that no Mexican territory shall be added to the Union. This platform being established, the Whig party united, we shall go into a National Convention, name our candidates and then old Massachusetts will show her strength.

Illinois Banking.—Newtown Cloud who has been elected President of the Convention now sitting to amend the State Constitution is a "Bank Democrat," and is in favor of leaving the question of banking open for the discussion of future legislatures—or, in favor of incorporating a clause in the constitution similar to the free banking law of New York. His election, it is thought by some shows what may be expected from the Convention as regards future banking in that State. There seem to be, from the commencement of deliberations a conservative power in the State Convention.

There were 151 deaths in Philadelphia last week,—98 of whom were children. As the weather is becoming warm, and green fruit is brought to market, it becomes parents to be very cautious how they allow their children to partake of "forbidden fruit." Unripe fruit however freshly plucked, and ripe fruit long exposed to the sun, are equally deleterious.

News Items.

The celebrated racer Priam, died at the farm of Gen. Harding, near Nashville, on the 20th ult., He was an imported horse, and cost his owners, when landed, $15,000.

Singing to some purpose.—It is stated that Mr. Lumley of her Majesty's Theatre, has agreed to carry on the suit of Bunn against Jenny Lind at his own expense, and too pay all damages himself should there be any. He also gives her £5000 for her services for the season—gives her an excellent suit of rooms at a fashionable hotel—pays all her bills while she remains there—provides a splendid carriage and pair, and gives her a private box at the opera for her friends.

An Inverness paper mentions that a very large eagle which measured seven feet three inches across the wings was lately taken in a trap on the summit of a hill in Strathspey. He had stolen many a goodly lamb from the shepherds.

Ventilating glass.—A patent has recently been secured for an invention of what is called "Ventilating Glass." It consists of panes of glass through which small holes are drilled obliquely, an inch or an inch and a half apart, thus giving an upward direction to the current of air.

Capture of Slavers.—The British steamer of war, Penelope, on 17th of March, captured the slaver Flying Fish, off the coast of Africa. No slaves on board. On the 30th March captured the Policiada, with 312 slaves on board, mostly women and children. On the 4th of April captured the Juanito, bound for the Coast, for slaves.

Peace and War.—Herodotus makes the Oracle at Delphos utter this morsel of wisdom, which may be a lesson to all men "Peace is better than war; since in peace children bury their fathers, but in war, fathers bury their children."

The Dervishes.—A letter in the Courier dated Oroomiah, Persia, March 30, 1847, says;

"Among the articles of curiosity which you will receive herewith, is a *cap* worn by the religious vagrants in this country called *Dervishes*. They profess to have given up the world and to seek their happiness in God. The true Dervish never marries, wears only clothing enough to cover his nakedness, wishes bread only for to-day, sleeps on the cold ground, invites them at their several places of abode, and his life is prayers and communion with God. You offer him a dollar—he will take only a penny, as that will buy bread for to-day. He goes from place to place, at home everywhere. He reads wherever night overtakes him in the desert on the mountains top, by the way side, no matter where. Having nothing to live, he fears nothing. His soul he deems secure in the light and favour of God. But this is the *true* Dervish, one in a thousand. The mass, as they swarm in these lands, are the silent beggars in the world, miserable, vagabonds, fit only for the Penitentiary.—By day, supposing every man they meet by their impertinacity, and by night drunk as they can be.—Too lazy to work, they are not ashamed to beg, but on the contrary are proud of their profession as beggars and accost you with an air of authority as though you were in debt to them, and they were demanding only what was their due."

Maxims For The Week

Sunday.—The criminal neglect of one religious opportunity, will most probably indispose and unfit you for the next.—*Roby.*

Monday.—Those are the great Christians who are more careful to reform themselves than to censure others.—*Fuller.*

Tuesday.—Live every day as if it were the last you had to live—Lay hold of every season to prepare for heaven.—*Ambrose.*

Wednesday.—The man, who is satisfied with himself is beyond the hope of improvement: there is the clay of earth without the fire of heaven—*R. W. Hamilton.*

Thursday.—The spring of peace and contentment is within, and therefore we had need look that it be clear and undefiled, that it may *reflect* God.

Friday.—Be much with God; and your face will shine; let all men see the new creation.—*Brunswell.*

Saturday.—We are never beneath hope while we are above hell, and never above hope while we are beneath heaven.—*Condor.*

When Sir Richard Steele, the celebrated contributor to the "Spectator," was fitting up his great room in York Buildings, which he intended for public orations, he happened at a time to be much troubled hand bill writers, workmen, and coming one day among them to see how they went forward, ordered one of them to get into the rostrum, and make a speech, that he might observe how it could be heard; the fellow mounted, and striking his pole, bid him be loud and to the purpose, say, for an truth he was no orator. "Oh!" said the knight, "no matter for that, speak anything that comes uppermost." "Why here, Sir Richard," says the fellow, "we have been working for you these six weeks, and cannot get one penny of money: Pray Sir, when do you design to pay us?" "Very well, very well," said Richard, "pray come about it. I have heard enough; I do not but own you speak very distinctly, though I dont admire your subject."

The Mormon temple.—This celebrated edifice has been sold to a committee of the Catholic church, for $75,000. This community have also purchased other property at Nauvoo. The building is to be appropriated to educational purposes, connected with the church into whose hands it has passed. The contract requires only the sanction of the Bishop, to complete it. The last of the Mormons in Nauvoo consisting of thirty of forty families under charge of David Hoy Wells, have left Nauvoo, to join the California expedition, Babbitt & Co., still remain at Nauvoo to close up the affairs of the Mormons. Those facts are stated in the Warsaw Signal.—*St. Louis Rep.*

A Ready Rule for Farmers and Readers.—A "quarter of wheat" is an English measure of eight standard bushels—as if you see quoted at 56 shillings it is 7 shillings a bushel. A shilling is 22 cents; multiply by 7 and you have $1,57½ per bushel.

In Kentucky, corn is measured by the barrel, which is five bushels of shelled corn. At New Orleans, a barrel of corn is a flour-barrel full of ears. At Chicago, wheat is sold by the barrel, and measured in the smallest sized cask of that name will pass muster. A barrel of flour is seven quarters of a gross hundred (112 lbs.) which is the reason of its being of the odd measure of 195 lbs. A barrel of tar is 20 gallons, while a barrel of gunpowder is only 25 pounds. A log building 25 feet long, and that reminds me of cotton, a *bale* of which is 400 lbs.—no matter in what sized bundles it may be sent to market.

Recipe for Coloring Green.—Forty ten or twelve pounds of the material your wish to color, take one ounce of indigo and one pound of oil of vitriol, stirring it for half an hour in an earthen vessel—let it stand twenty-four hours. Make a strong decoction of equal parts, of the bark of hickory and black oak, with water enough to wet ten or twelve pounds of material to be colored; to this add one pound of alum, and strain it through a thick bag; place it over the fire and when nearly boiling, add the liquid blue, then let it stand twenty minutes and strain it well. Should any sediment remain, another straining will be necessary—then put in your yarn dry, stir it for a few minutes over the fire and after ten minutes airing, rinse it well in cold water. The stronger the yellow dye, the darker will be the green.

To Prepare Bees-wax.—To obtain wax, boil the combs in a strong muslin bag, in a saucepan with water sufficient to keep the bag from burning; and while boiling, continue to press the bag with a wooden slice or spoon, to extract the wax as you skim off the wax. Drop the wax into cold water, where it will swim on the surface. The wax thus obtained will still want refining, to effect which, place it in a clean saucepan and melt it over a slow fire. Then pour off the clear wax into proper vessels and let it cool.

The President of the United States will be in New York on Friday and remain until Monday, when he will leave for Boston via New Haven, Hartford and Springfield. He will pass the 29th in Boston and visit Lowell on the 30th, Concord, N. H. July 1st and Portland on the 2d.

THE WAR SHIP OF PEACE.

BY SAMUEL LOVER

Sweet land of song, thy harp doth hang
Upon the willows now.
While famines blight and fever's pang
Stamp misery on thy brow;
Yet take thy harp and raise thy voice,
Though faint and low it be,
And let thy sinking heart rejoice
In friend, still left to thee.

Look out, look out across the sea
That gards thy emerald shore,
A ship of war is bound for thee
But with no warlike store;
Her thunder sleeps—his Mercy's breath
That wafts her o'er the sea,
She goes out forth to deal out death,
But bears new life to thee.

Thy wasted hand can scarcely strike
The chords of grateful praise;
Thy plain ive tone is now unlike
Thy voice of proude days,
Yet, even in sorrow, tuneful still
Let Erin's voice proclaim
In humble praise, on every hill
Columbia's glorious name

A Noble Who Sentiment.—*"In the dar and troubled night that is upon us, there is no Star above the horizon to give us a gleam of light, excepting the intelligent, patriotic Whig party of the United States."—Daniel Webster.*

Wool.—Sheep shearing has commenced in Ohio, and the Journal says:—"It is gratifying to have good cause for believing that the price of wool will range 8 or 10 cts. per pound higher than last year.

BY MAGNETIC TELEGRAPH.

Correspondence of Pittsburgh Gazette

The President's Reception.

Wilmington, (Del.,) June 23, 11 A. M.

The President has just reached here in the morning train of cars from Baltimore. There was a crowd of persons present at the Depot to greet his arrival, and a Committee of gentlemen attended him from Baltimore. A steamboat, gaily decorated with flags, will leave soon for Philadelphia, where you will hear of the President's reception in that city.

Philadelphia, June 23

The President arrived in due season from Wilmington, in the boat chartered by a committee of 76, selected in a town meeting. He landed at the Navy Yard, under a National Salute, where he was met by the military of the city, and after a fatiguing march, was escorted through the principal thoroughfares to the residence of the Vice President, whose guest he is. The City Committee of reception met him at Wilmington and at the Navy Yard.

The reception of the President to day, was a most magnificent one. Gen. Patterson was greatly cheered while in the procession, and was one of the most conspicuous persons in the line.

We have advices from New York, which state that some of the large Flour dealers are likely to be ruined in business, under the fall in prices in consequence of the news by the Cambria.

Correspondence of the Pittsburgh Gazette.

FROM MEXICO.

Philadelphia, June 23d.

We have news from Brazos Santiago to the 10 h. Colonel Doniphan had arrived at New Orleans with seven companies of troops.

General Minon had written a strong manifesto against Santa Anna charging him with cowardice, &c., &c.,

(Minon declares that the assertion by Santa Anna, of the want of provisions and water in the Army, is a falsehood. He states that he himself had cattle to the number of 600 head, besides maize and flour of which he appriized Santa Anna. He further asserts that the latter's retreat was unjustifiable; that the matter of it was still in so—moving off in the darkness of the night, and leaving hundreds of his poor wounded soldiers to their fate on the field—more like a fugitive hurrying from his enemy, than a General retiring to recruit his forces. It was to prevent these facts from being made public that he, Gen. Minon was persecuted, imprisoned and denied communication with his friends)

The Mexican populace are furious against their lately idolized General, and two days after Santa Anna entered the city, he was received by the rabble with indignant cries of "death to Santa Anna," she sells us to the Yankees," and volleys of stones in all directions. The General in chief made his way to the National Palace with all convenient speed, and the guards were doubled to prevent more dangerous outbreaks.

The Mexican clergy have wonderfully modified their views since the promulgation of Gen Scott's proclamation. Now that they do not fear being molested the clergy keep their purse strings tightly drawn.

The volunteers are returning from Gen. Taylor with great rapidity. Ere this he is left without any of the volunteers who fought under him at Buena Vista.

FROM VERA CRUZ.

Yellow Fever.—This sad scourge is on the increase at Vera Cruz, as well in the number of those attacked as in the malignity of the disease. The Board of Health are unmeasing in their efforts to stay or mitigate its ravages, and where medical aid is sought for early, the result has been favorable. The heat is intense; the thermometer has ranged from 87 to 92 in the shade, both day and night, which has been the case for the preceding ten days.

There have been as many as 30 funerals in one day, and the deaths either from this or other diseases have averaged about 20 a day.

The Capital of Mexico is nearly defenceless in spite of Mexican fanfaronade, and it is thought that if Scott were to present himself, he would enter without resistance from a population of nearly 200,000 souls.

The Matamoras Flag gives the details of two horrible outrages, one by a Mexican volunteer, who stabbed a women to the heart, because she would not sell him whiskey, and another by an Indiana volunteer, who beat and injured an old Frenchman, that no hopes were entertained of his life. We hope the most exemplary punishment awaits both of these miscreants.

LATER FROM MEXICO.

There is later news from Mexico, received by the Ledger Express, from Montgomery, which we shall publish this forenoon in an extra.

Exclusive Correspondence of the Pittsburgh Gazette
BALTIMORE MARKET.
June 23, 7 P M.

Flour—The market has fallen still more.—There were sales to-day of Howard Street at $4 50 per bbl, to the extent of 1000 bbls. Holders generally are unwilling to accept that price, and ask more. At that figure there are more buyers than sellers. City Mills is held at $7 per bbl, but the quotation is nominal—there are no buyers at that price.

Of Cornmeal sales at $4.50 per bbl.

Prime Red Wheat is nominally 140c per bu—no buyers

Corn—moderate sales of prime White Corn at 90c, and of Yellow of similar quality at 92c per bu.

Provisions—The inquiry has fallen off somewhat, but prices are not changed.

Exclusive Correspondence of the Pittsburgh Gazette
NEW ORLEANS MARKET.
June 16th, P M.

Flour—The market has not varied. Sales Ohio and Illinois brands at $7 per bbl, and St. Louis City Mills at $7.75 per bbl.

Of Wheat, sales 14,000 bu at 150c per bu.

Corn—Considerable sales of White at 80a85c, and prime Yellow at 87a90c per bu.

Cotton—Sales of Louisiana at 9¼a9¾c.

Exclusive Correspondence of the Pittsburgh Gazette
NEW YORK MARKET.
June 23 8 o'c P. M.

Flour—The market has acquired considerable firmness, and there is more business doing. The sales of Genesee to-day were to a fair extent at $7.25a7.43¾ per bbl.

Wheat—Sales prime Red Ohio Wheat at 168c per bu.

Corn—Sales prime Yellow at 99a100c per bu. In Cotton there is no change, and the market is as last quoted.

Exclusive Correspondence of the Pittsburgh Gazette.
PHILADELPHIA MARKET.
June 23, 7½ P. M.

Flour—Although prices have give in a little, yet the market closes this evening with more firmness on the part of holders. The sales have been 300 bbls at $6,93¾, and 2000 bbls at $7,00, which price we quote as the ruling rate.

Wheat—Prime White is nominally 152c, but there have been no sales at that price. Transactions in prime Red at 150c to the extent 3000 bu. Sales prime Yellow Corn at 95a97c per bu.

Oats are held at 58c, but there have been no sales.

Cornmeal—Sales of $4,50 per bbl.

Provisions—Sales new Mess Pork at $16,50 a17,00 per bbl The market has been quiet today, and previous prices hardly maintained.

There is more inquiry for Bacon and Lard, but otherwise the market is unchanged.

Mr. Tod, our new minister to Brazil, goes out in the Ohio ship-of-the-line, which sails for the Pacific immediately. Mr. Morgan and family go with Mr. Tod to Rio Janeiro. We have every reason to hope that Mr. Tod will promptly adjust any differences that may exist with Brazil, with whom it is the desire of our government to maintain the most amiable relations.

Mr. Seth Barton, the Charge of the United States to Chili, will go out in the Brandywine from Norfolk about the middle of July. The Ohio will wait for him at Rio Janeiro, to carry him to his port of destination. The Ohio herself is destined for the Pacific squadron.—*Union.*

The Baltimore Patriot of June 21, contains an elaborate reply to the Report of the Baltimore Committee visiting Pittsburgh. The writer signs himself "a large Stockholder." The communication, though ably written, does not answer the able Report of the Baltimore Committee.

☞ **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.

From the Louisville Journal.

GIVEN UP TO SADNESS.

Winds of the summer twilight hour!
Whence come your tone's mysterious power?
Ye bear no griefs o'er which to pine,
Nor yet a heart to melt a mine;
Yet oh sweet winds that breathe your tone
Like sighs o'er some heart broken one—
Ye whispering zephyrs wandering free
That mourn so sweetly—mourn for me!

And you, ye waves with murmurs sweet,
Soft sighing as ye kiss my feet,
How like to mine your troubled breast,
That heaves, and sighs, and knows no rest!
I list your melancholy swell,
That wish my sad heart sails so well—
Oh murmuring waters, wild and free,
That sigh so sweetly—sigh for me!

And you ye gentle dews that fall,
As twilight drops her dusky pall—
Ye trembling dew gems—tears of even
That seem to bring a balm from heaven.
Say—weep ye for the sad one's sake
Who bears a heart that's fit to break?
Then dews of twilight—falling free
That weep so softly—weep for me!

PHANTASMIA.

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