THE PITTSBURGH GAZETTE.

BY ERASTUS BROOKS & Co.

PITTSBURGH:
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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.

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

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

THE RAIL ROAD WEST.

We gave an extract from a letter on Monday last, showing the motives which had operated on the minds of some of the members of the Baltimore and Ohio Rail Road, by which they had been induced to promise a connection with Wheeling. We wait an answer to Mr. Alfred Kelley's insinuation from some of the citizens of Massillon, Canton and Wooster, and in the mean time refute both Mr. McLane and Mr. Kelley, by the following article from the Massillon Telegraph. It is from an able review of Mr. McLane's Report against a connection with Pittsburgh, or rather of his Report, which is both for and against such a connection:

Mr. McLane says "the object therefore is to prevent the trade going to Cleveland." Now if that is really his object, or the design of any others either at Baltimore or Philadelphia, we have no hesitation in saying a Rail Road from the east having *that purpose* in view, ought to come to Pittsburgh—thence into Ohio in Columbiana county passing through Canton and Massillon in Stark county, Wooster in Wayne county, through Ashland county to Mansfield in Richland county. Thence a direct route as near as may be, till it intersects the Miami Canal. This route would bring the road near the *centre* of the great Grain and Wool growing portion of Ohio, and should it be continued to the Mississippi in nearly the same direction, it would command the trade of northern Indiana and Illinois, and southern Michigan which are well known to be the principal Grain growing portion of the States. To give only a slight view of what may be expected by the adoption of this route, we have taken the following statement from the report before referred to of last year, and of only a portion of the shipments from this vicinity, added there to, as to Dover and this place *from the books of the collectors* a part of the shipments of the present year to the 23d ult.

From Fulton we have the statements of the shippers, in part and the remainder sent from that point we estimate. For the information of our distant readers it may be worth a remark, that Fulton is in this county *nine* miles north of this town and Duff's in Tuscarawas county, 22 miles south of this. The shipments from Clinton, 14 miles north would of course be within reach of a Rail Road here, but we have no statement from there, and can only say in relation to them, that they would not be as large as from Fulton. The productions here named are from the counties of Columbiana, Carroll, Tuscarawas Holmes, Stark, Wayne, Coshocton, and part of Ashland, a part of Stark, (three township-) which would be near or the route for a road we have mentioned than any other market, now sends its products mostly to Akron, and they are not included in the statement we give.

For the information of Mr. McLane we take this occasion to inform him, that while scarcely any article we have mentioned as sent from Cincinnati, Columbus, Zanesville or Portsmouth goes to Cleveland, or would be taken on the Rail Road if he had one in that vicinity, the whole of the productions mentioned in the table below—and *vastly more*, go to that place, during the season of Canal and Lake navigation. We will remind our eastern friends also that while the Ohio river furnishes an outlet nearly every month in the year, for the south part of Ohio, Indiana and Illinois, the northern parts of these states, have no means of transportation for about five months. Should a railway be constructed through these immense wheat fields the winter season would be devoted to the work of emptying the granaries of our farmers, and the warehouses of our merchants. Let it be remembered, that south of the 41st parallel of latitude, and north of the ناتوسد Road, is, and *forever will be*, the grain growing portion of the west. It is well to mention further, that from Pittsburgh west on the route we have suggested, the formation of the country is such that a rail way may be constructed, and kept in repair with far less expense, than in any portion of the west; indeed we venture to affirm that there is no portion of this Union where such a work can be put in operation with as little outlay as upon the route we have suggested.

Large as the statement here given may appear to those who have never visited this country, it is small, very small, in reference to the ability of the country to produce; far less than one half of the land in the counties we have named is under cultivation and a large portion of that which is cultivated, by reason of imperfect tillage, is not made as productive as it should be. We say without fear of contradiction by any candid man who will view the country and ascertain the facts in relation to its productiveness that the route we have named is decidedly the most appropriate route for a road west of the Ohio River, and we here take occasion to say to our friends in Baltimore that this section of country will not long be neglected and let without a road for the transportation of their immense productions.

With the hope of calling the attention of our Pittsburgh neighbors to the importance of this route with special reference to the trade of that city, we should be glad to notice some facts touching that point. But we must defer it for the present, with stating only that the quantity of iron received here *by the Canal* last year was 290,461 lbs—that received *by teams* is believed to be as much more—with proper facilities for transportation, this trade with Pittsburgh to this vicinity and west, may be extended to an almost indefinite extent.

Statement of a few of the articles of produce shipped from Massillon, Dover and Fulton during the season of Navigation in 1846 and up to June 23d, 1847.

	From Massillon.	Dover.	Fulton.	Total, estimating the Flour at 4 barrels to the Barrel
Wheat Bushel,	1,264 027	648 023	571,340	4,005,958
Corn do	230 253	115 655		125,968
Flour Barrels	67 509	16 169	9 350	
Pork do	3 061	4,268	8,113	9,447
Butter Pounds	520 9 8	213,749	105 900	143,137
Lard do	139,868	18 851	164	147,767
Bacon do	114 715			114 715
Wool do	499 028	119,003	19,900	638,929
Dried Fruit do	43,518	Clover Seed,	900 Barrels	
Eggs, do	46, 56			
Iron Do	4,690	300		
Iron Pig Scrap	3,984,989			
Clover, Plaistered, lbs	8,570			

To show something of the fruits of Rail Road enterprise, we add the following of the Little Miami Rail Road, giving the Receipts for the month of June:

	Freight.	Passengers.
1847,	$12,256 97	$5,517 97
1846,	10,319 05	4,425 21
Increase,	7,918 30	5,409 64

The total amount received for Freight and Passengers for the six months ending June 30th is as follows:

	Freight.	Passengers.
1847,	$79 046 42	$37 411 67
1846,	60,319 05	29,717 04
Increase,	16,927 35	8,694 63

The Rail West.—We are glad to learn that the Committee from Salem, whose appearance in this city we mentioned on Thursday, have had such an interview with some of our citizens, as will probably lead to the selection of Mr. Dodge as Engineer for surveying a Western Road from Beaver.

Herz and Sivori.—These distinguished Performers advertise a single Concert for to-morrow evening at Philo Hall. They are among the first artists of the musical world,—the one associated with Paganini and successful pupil of that distinguished performer, and the other with a brilliant reputation in Europe and the United States. To hear them is a privilege not often given to us of the interior, and we are sure it will be improved by all who find attraction in one of the most wonderful and pleasing of the sciences.

Esculapia.—The Springs thus christened, are advertised in our columns. The waters are highly commended for their qualities, and the scenery has the reputation of being charming.—Moreover, the Esculapia is in the West, and is deserving both the attention of Western invalids and those who are in pursuit of pleasure.

CHICAGO CONVENTION.

We add to the letters already published, the following from the Hon. Daniel Webster, which was read to the Convention on the 8th:

Marshfield, June 26, 1847.

Gentlemen—I am quite obliged to you for your very kind and respectful letter, addressed to me at Nashville, inviting me to attend the Chicago Convention. If my health had allowed me to continue the journey, which I was then prosecuting, it would have brought me into the North West, in time to have been with you the 1st of July; but being compelled, by illness, to abandon the purpose of getting over the mountains, it was no course for me in my power to attend the Convention.

You speak, gentlemen, in terms of too much commendation, I fear, of my efforts in the cause of internal and Western improvement. I can only say that those efforts have been earnest, long continued, and made from the single desire of promoting the great interests of the country. Of the power of the Government to make appropriations for erecting harbors and clearing rivers, I never entertained a particle of doubt. This power, in my judgment, is not partial, limited, obscure, applicable to some cases, and not applicable to others. Nor is it a question, as seems to have been the opinion of gentlemen connected with the Memphis Convention. For one, I reject all such far fetched and unnatural distinctions. In my opinion, the authority of the Government in this respect, rests directly on the grant of the Commercial power to Congress; and this has been so understood from the beginning by the wisest and best men, who have been concerned in the administration of the Government; and is consequently general, and limited only by the importance of each particular subject, and the discretion of Congress.

I hope the Convention may do much good, by enforcing the necessity of exercising these just powers of the Government. There are no new inventions nor new constructions or qualifications of the Constitutional power to be resorted to; there is no new political pitch to be struck out. It is simply for the people to say, whether prejudice, party prepossessions, and party opposition shall at length give way to fair reasoning, to precedent and experience, to the judgment of the great men who have gone before us, and to those momentous considerations of public interest, which now so imperatively call on Congress to do its duty.

I am, Gentlemen, with much regard,
Your obliged friend and fellow citizen,
DANIEL WEBSTER.

A Southern speech for Western Improvements was made by the Hon. T. B. King, of Savannah. The Detroit Advertiser gives the following abstract of the speech:

A loud call was then made for Hon. T. Butler King, of Georgia, who appeared upon the stand, and enchained the audience, for an hour or more, with a speech replete with argument, humor, and eloquence. The South, he told us—Georgia in particular—was about to unite herself to the great Valley of the Mississippi by iron bonds, and, in a year, the head waters of the Savannah will be united to those of the Tennessee River, and he talked for the early day when Cincinnati would also be linked to them. They of Georgia would then invite the men of the West to come in the Winter, when Northern routes were frozen, and sell their products in the open Harbors, and live in the orange groves, of the South. He urged that all the avenues of transportation that could be opened North and South, would not suffice to carry off the immense products of the West. They could not keep pace with the increasing productions. Government must interpose. He would pledge his vote hereafter, as it had been heretofore, for Western Harbors and Rivers, and he would vote again, as he had already done, for alternate sections of lands for Western Improvements. He and those he represented, would act in good faith and zealously for the great interests of the West in common with the interests of the whole country.

When he sat down the whole Convention rose with one consent and cheered vociferously.

On the 7th, at 11½ o'clock, the Convention adjourned, with a brief and brilliant speech from Mr. Bates, of Missouri, the President of the Convention.

In Committee of the Whole it was then Resolved,

That Horace Greeley, of N Y, be requested to take the chair, and the Committee was then addressed by Gov. Bebb of Ohio, A W Loomis of Pa., Gen. Hubble of Wisconsin, S Lisle Smith of Illinois, Mr Burlingham of Mass, Mr. Allen of Mass, Horace Greely and W M Hall of N. York.

Valley of the Mississippi.—The following statistics were read to the Chicago Convention. They are condensed from a pamphlet prepared by Thomas Allen, of Missouri. This is the kind of trade and commerce that Mr. Polk refers with a dash of his pen.

In 1846 the receipts at New Orleans from the upper country amounted to 77 millions of dollars; the steam boats engaged in the trade of St. Louis were 251; and the whole number on the Western rivers nearly 1200, valued at 16 millions of dollars, to which are to be added 4,000 keel and flat boats. The annual cost of transportation is 8 millions. The total value of the domestic produce put afloat upon the valley is 260 millions; and the value of the whole commerce afloat is 230 millions, being double the amount of the whole foreign commerce of the United States. The number of steamboats lost in 1845 was 38, in 1846 the number was 26. The annual loss of lives is 160. The *snags*, it is well known, have caused many of these disasters. But to this commerce of 460 millions the government does not give even a snag boat, nor a "farthing light to designate the place of danger." Nothing is given for this commerce, while the foreign commerce is protected at an expense of 9 or 10 millions annually.

What is the cause?—The Loco Focos have been telling us all along that the high price of Wheat and Corn was owing to the Tariff of 1846. The presence was as shallow and the falsehood as great as ever characterized the conduct of an unscrupulous partizan. For the month past the prices of Breadstuffs have been receding, and at the principal points of entry almost without any diminution of receipts. Men have been purchasing Breadstuffs at high prices under the official and semi-official predictions that there would be no reduction. The editor of the Nashville Union, who declared that so long as the present tariff remained undisturbed, the price of provisions must remain high," was one of these, and can, perhaps, explain to the corn growers of Tennessee how this fall was occasioned.

The last number of the Journal of Commerce, a free trade paper, thus notices the recent revulsion in the corn trade:

"The price of corn is now so different from the expectation of the owners for West, that the charges are more than the article is worth. Large parcels of corn and some other produce have been abandoned to the forwarders, and many cargoes the consignees would sell for the charges. The original purchase money is therefore a total loss, and where the owners are able, they will suffer a still further loss."

Well, Messieurs free traders, your tariff of 1846 is in full blast, and yet we are told "the original purchase money for wheat is a total loss." Find some other reason now for present low prices and the past high ones. Make a good story,—one that, as Hamlet says, shall be "as easy as lying."

Brazil and the United States.—The Government organ announces the recall of the Brazillian Minister, and says that Mr. Lisbon presented to the Secretary of State, on Friday last Mr. Felippe Pereis Leal, late Secretary of Legation, Charge d'Affaires from the Court of Braz L

We give the *hope* of the Union that Peace may be preserved between us and Brazil, and sincerely desire that it may prove a reality:

We are very desirous of preserving the best feelings towards Brazil, and we will not permit ourselves to believe that her government does not cordially reciprocate the sentiment. Mr. Lisboa is recalled, but no passports have been offered to Mr. Wise. Mr. Tod, our new minister, is now on his way to Rio Janeiro; and we cannot doubt but that frank and mutual explanations will restore our former relations to the best footing. It has certainly been the desire of our administration to do full justice to the Brazilian government, without compromitting either her rights or our own. Mr. Tod will, we have no doubt, express this sentiment in the frankest manner.

We understand, from the Emperor's late official message to the Deputies, that he is not altogether satisfied with the arrangement which was made through Mr. Lisbon; and it is also said that the late ministry, which had recalled Mr. Lisbon, have been superseded by a new cabinet. A new minister on the part of the United States, and a new ministry on the part of the Emperor, will, we trust, remove every difficulty, and restore the best relations between the two countries.

Whipping.—Three regulars, and one volunteer soldier were whipped, had their heads shaved, and were drummed out of the service, recently at Jalapa. Charles H. Watson, in the first Artillery, was recently called on to ply the lash, which he most positively refused to do, giving as his reason that the deed was abhorrent to his feelings. Watson was court marshalled, and find two month's pay, and 48 hours solitary imprisonment for his disobedience.

FROM MAJOR JACK DOWNING.

We add another letter from the Major, and from his headquarters at Downingville. It tresspasses somewhat on our space for one subject, but is more interesting than almost any other kind of reading matter we can give our readers.

Downingville, away down East,
in the State of Maine, July 6, 1847.

Mr. Gales & Seaton: My Dear Old Friends: My letter to you on board the steamboat on Long Island Sound was cut off so short by the bell's ringing for us to get ready to go ashore, that I didn't get half through telling you the talk I had with the President that day; and we've had so much talk since, and seen so much on the journey, that I shant be able to tell you one-half nor a quarter on't in a letter. It would take a whole book to give you a good notion of the whole story. But the President will be back to Washington before you can get this letter, for he started to go back on last Saturday; so you can get the whole account of the journey from him. He'll be delighted to set down and tell you all about it, for he's been amazingly pleased with the whole journey, from top to bottom. He's been on his nightcheel'd boots all the way. Instead of growing more stoopin by towing so much, it seems as if he stood straighter than ever. He told the Governor, in his speech at Augusta on Saturday "It seldom happens that the course of any man's life is mark'd by so distinguished a reception as has been accorded to me to-day." Well, so it has been all the way along; burnshing, and complimenting, and firing, and speeches, and dinners, and suppers, and shaking hands! On board the steam boat from Portland to Augusta we got a little breathing time, and had a good long talk.

Says the President to me: Now, Major says he, I want you to be candid. No one is a true friend to one in a high station unless he will be candid and speak the truth. And now, Major, I dont want you to flatter me; I want you to be candid, and tell me just what you think. You went along with President Jackson when he made his tower down East, and had a chance to see the whole operation; and now I want you to tell me candidly, if you think the people was any more fond of him than they are of me.

Well, now Colonel, says I, not wishing to hurt your feelins at all, but seein you've asked my candid opinion, I went deny but what the people are very fond of you, amazingly fond, perhaps as fond as they can be. But after all, these times aint exactly equal to old Hickory's times.

But what do you mean? says he.

Well, says I, the people all seems to be amazin fond, but some how it seems to have a sort of *mother-in law show* about it; it dont seem to be so real hearty as they showed to old Hickory.

Well now, Major, says he, and he reddened a little when he talkt of his popularity, you dont show his feelings your prejudices at in favor of the old General. But I thought you was a man of a stronger mind and sounder judgment. I cant agree with you against the evidence of my own senses. Did you notice all the way along how thick the crowds flock'd round me to shake hands with me?

Yes, says I; but they didn't go it with such a rushed as they did when my old friend the General come this way. They jammed around *him* so they had to climb over each other's heads to get at him. And I had to take hold of a mulasses hogshead hoop to keep and help him shake hands with'em, or he never would have got through with one half of'em.

Well then, says he, did you mind how loud they cheered and hurrained wherever we come along?

Yes Colonel, says I, I heard all that; but, my gracious! wherever old Hickory made his appearance, the crowd roared right out like thunder.

Well, Major, says he, they couldn't beat them cheers that the Democrats and Capt. Borders give me at Tammany Hall. I know; candidly speaking, that's what I know; candidly speaking, that's what I know; candidly speaking, that's what