THE PITTSBURGH GAZETTE.

BY ERASTUS BROOKS & Co.

FRIDAY MORNING, DEC. 3, 1847.

See fourth Page for Miscellaneous News

BUSINESS OF PITTSBURGH.

We gave on Thursday the gross amount of tolls collected at the Pittsburgh Canal office, which shew an increase of more than fifty per cent, and this too, after losing a long period of the most profitable part of the season for navigation. Annexed we give the several items upon which this toll was collected, and which is from the official report, comprising all the traffic at the Pittsburgh office, for the fiscal year ending Nov. 30, 1847.

CANAL TRADE—WESTERN END OF THE SIDE.

The following tables show the amount of goods shipped from Pittsburgh east, and received from the east upon the canal for the fiscal year ending Nov. 30, 1847.

ARTICLES.	PRODUCTS.	Exports.	Imports.
Not specified,	lbs.	77,713	1,257,855
Barley,	bushels	2,789	263
Bags and bag stuff	"		18,223
Bark unbeat	"		102
Corn	"	108,776	506
Cotton	lbs.	1,855,488	
Hay	tons		954
Hemp	lbs	2,211,815	271,120
Oats	bush.	19,328	21,200
Oil cake	lbs	19,987	
Potatoes	bush	18	1,574
Seed	"	12,520	102
Tobacco manufd	lbs	14,776 000	
Wheat	bush	61,886	620
Wool	lbs	6,749	801
Lumber, wood, &c.			
Bark unground	cords		219
Boards, plank, &c	feet	340,238	894,211
Hoop poles	no.	1,200	13,876
Laths	"	6,000	9 000
Mahogany	lbs		21 000
Posts and rails	no.		1,230
Shingles	"	14,000	902
Staves	"		2,170
Timber hewn	c.	130	
Timber sawed	feet		191
Wood for fuel	cords	14	
Ores, PETRIFACTIONS &c			
Ores,	lbs	510,672	7,237
Petrifactions	"	222,915	
Paint and pottery	"	20,000	2,365
Millstones	no.	367,321	3,965
Feathers	lbs	145,248	11,000
Wool	"	4,256,988	11,841
Ale, beer &c.	"	9	18,478
Cider, vinegar	"		5,040,518
Coffee	"	6,537	9,227,805
Copperas	"	9,915	
Drugs and medicines	"	14,672	799,307
Dry goods	"	419,735	23,501,074
Dye stuffs	"		7,025
Earthern ware	"	85,484	6,400
Glass ware	"	295,227	69,513
Groceries	"	1,275,920	7,000,000
Hardware & cutlery	"	216,227	14,620,703
White lead	"	9 142	5,300
Liquors foreign	gals	330	24,500
Do domestic	"		338,252
Rope & cordage	lbs	57,709	
Saltpetre	"	15,000	
Hops	"	57,715	
Bagging	"		172 700
Saddle trees	"		15,000
Barytes	"		625 421
Hats and shoes	"		2,660 251
Specie	"		7,210
Machinery	"		143,514
Salt	"	180	137,480
Stone ware	"	12,000	
Tin ware	"	180	
Tobacco manf'd	lbs		1,813,076
White lead	"		2,000
Whalebone	"		4,800
Window glass	"		9,853
MINERALS, MINERAL &c			
Anthracite	lbs		297,172
Clay, German	"		253,400
Coal, bituminous	bush.	6,600	11,270
Copper	lbs		364,000
Gypsum	"		2,700
Manganese	"		3,000
Iron pig	"	65,572	21,620,373
" castings	"	220,619	124,850
" blooms	"	1,000	14,000,000
" bar and sheet	"	263,418	4,267,000
Lead	"	186,079	14,000
Nails and spikes	"	372,740	12,000,711
Red ochre	"		2,720
Rotten stone	"		600,000
Salt	bbls	10,870	1,000
Tin	lbs		1,007,200
Coke	"		6,250
Provisions, &c.			
Beans	lbs	13,713,620	4,000
Beef and pork	bbls	47,245	
Butter	lbs	1,161,000	4,650
Cheese	"	644,750	2,800
Fish	"	1,000	5,077,201
Flour	bbls	327,150	1,579
Lard and lard oil	lbs	5,219,278	30,000
Oysters	"		2,400
Pork	"	69,948	28,680
Corn meal	"		15,600
STONE, BRICK, &c.			
Brick	feet	54,000	953,428
Burrs, French	lbs	9,000	219,418
Grind stones	"	7,248	9,000
Lime	bush.		69
Marble	lbs	6,000	600,012
Mill stone	"	3,400	1,600
Paving stone	"		615,625
Marble dust	"		2,000
Stone wrought or	"		
Brick	feet		1,276,650
Oil cloth	"		2,264
ANIMALS.			
Agricultural animals	"	4,280	18,725
For stare	"	20,551	1,220,767
Oil, except lard	lbs	29,649	1,000,000
Paper	"	109,158	93,126
Rags	"		2,241
Tallow and rosin	"	1,153	26,317
Sundries	"	2,151,845	412,618
Ashes	"		600,000

To give a clearer idea of the course of trade, we have made a table, contrasting the imports and exports by Canal, for the years 1846 and 1847, at the same time shewing the variation of the leading items. Out of fifty-four classes of goods, eighteen only show a decreased movement. The tables we annex:

EXPORTS BY CANAL.	1847.	1846.	Variation.
Cotton lbs	1,855,488	55,971	55,915 lbs. inc.
Hemp "	2,211 615	1,287,938	3,067,738 "
Tobacco, leaf "	14,777 038	94,892,743	9,919,863 dec.
Dry Goods "	419,735	228,261	190,524 inc.
Feathers "	69,486	50,952	18 534 "
Glassware "	295,227	274,787	45,570 dec.
Groceries "	1,275,920	1,271,629	403 910 inc.
Hardware, cutly "	244,167	239,253	7,231 "
Refined iron "	479,487		479,487 "
Iron, pig "	65,572	2,675,341	2,338,191 "
" castings "	250 910		
" blooms "	12 626	231 702	219 760 dec
" cast steel "	549 416	313,728	223 630 inc.
Lead "	186 078	32,965	127,947 dec
Nails & spikes "	51,780	32,722	20,271 "
Steel "	10,970		10,970 inc
Rags "	19,715,457	21,931,220	5,947,500 dec
Beef, Pork "	47,245	15,000	31,600 inc.
Flour "	327,151	200,451	56,849 dec
Bacon "	297,910	156 412	141,498 inc
Lard, lard oil,	5,219 278	2,693,178	2,526,100 "
Tallow and oil	29,219	231,323	139,367 dec
Sundries	2,151,823	2,293,163	453,139 "
IMPORTS BY CANAL.			
Agricultural	1847.	1846.	variations.
Not specified lbs	1,257,630	871 600	386,130 inc
Oats, bu	21,160	19,000	2,160 "
Lumber ft	894 125	818,000	76,125 dec
Ale &c. bls	18 679	14	18 664 inc
China ware lbs	8,0 5,816	4 817,456	68,344 "
Coffee "	9,227 805	10 899 201	671,396 dec
Drugs & Med lbs	799,307	514,941	274,366 inc
Dry Goods lbs	23,501,074	13,051,818	10,449,256 "
Dye Stuffs lbs	7,025		7,025 "
Groceries "	7,033 925	6,9 3,005	920,068 "
Hard & Cutlery lbs	14,501,683	10,223,722	3,277,961 "
Paints lbs	362,500	187,958	174,941 "
Hanging lbs	172 700	69,185	103,515 "
Hats & Shoes lbs	2,660 251	2,369,000	291,251 "
Cotton bs	1,813,076	1,765,416	49,175 dec
Tobacco manf lbs	1,813 076	783,172	930,704 inc
Anvils "	297 772	197,500	100,272 dec
Cut Nails & spikes "	51 780	32,722	19,058 inc
Coffee the "	364,864	499,113	34,147 "
Iron Pig lbs	21,979,373	5,410,959	6 691 910 "
" Castings "	124,850		1,531,561 inc
" Blooms "	14,242,290	13,698,707	543,217 "
" Bar & Sheet "	4,267,000	2,653 679	1,613,321 "
Nails & Spikes lbs	4,846 711	1,965,810	15,213 309 "
Sph Wh lbs	222 991	139,570	36,631 dec
Steel lbs	1 169,481	1,297,171	27,570 "
Tin lbs	1,007,200	1,229,514	22,088 inc
Fish lbs	5,077,201	19,500 bbls	
Sundries lbs	413,619	260,961	52,378 inc
Ashes "	600,000		600,000 "

The results of this comparison are highly favorable to the trade of our city, and show conclusively, that our forwarders and merchants have reaped a rich harvest. In the articles of drugs and medicines, we have an increase of more than fifty per cent, in dry goods, the amount is nearly double, in groceries, hardware and cutlery, paints hats and shoes, manufactured tobacco, blooms, bar and sheet iron, cotton, hemp, lard and lard oil, an increase is also seen, which shows our trade in the most healthy condition. The exports of bacon are smaller, which can be accounted for, by the fact that there has been an extra demand for the army, which has affected the trade in this extent.

The increase in our trade has been large, but ought we not to look around us and see if we cannot, another year, make still greater progress. To do this, we must look to the Canal Commissioners. Our favorable position, and the liberality of our merchants, are of no avail, unless our Canal Commissioners are willing to look at the business of the State, with the spirit of practical merchants. We need extended reforms upon the toll list, to enable our business to contend with those of New York, and the seapon of the lakes.

In the spirit of modern business, the office of Canal Commissioner ceases to be an honor, unless the incumbent can bring to its service the sagacity that will enable him to regulate the trade of our canals, so that the people of the Commonwealth can compete with their Northern and Southern rivals, in the most effectual manner, consistent with the revenue of the State. As trade is now carried on under the motto of "small profits often repeated," the Commissioners must, to keep pace with the times, conform to the general rule, and make such a reduction in the rates of toll, as will give our merchants, forwarders and canal men, the ease and transportation of the goods bound west. Reduced rates of freight upon all goods and canals have never failed to be of benefit to their dividends, and a like result must attend a similar liberal policy on our part. Turn which way we will, we see nothing but commercial enterprise in its fullest activity, reminding us that Pennsylvania has the ore to herself to perform, unless she would be beaten in the great race for commercial ascendency. We look for liberality from the Commissioners in preparing the toll list for next year; and believe it to be for the financial good of the

Meeting of Pittsburgh Board of Trade.

A meeting of the Pittsburgh Board of trade, and others interested in the construction of a Rail Road to Cleveland, was held at the rooms of the board, on Fourth street, at 7 o'clock, (agreeably to previous announcement) on Thursday evening the 2d inst.

Before the organization of the meeting, the Ohio Delegation were announced and received.

It having been announced that Mr. Harper, the Secretary of the Board, could not attend,—on motion, Dr Denny was appointed Secretary.

Mr Bakewell remarked that this meeting had been called at the instance of Mr Palmer.

Prof. Dale was announced, and said that he embraced this opportunity to lay before the citizens of Pittsburgh, a few facts relative to the charter granted by the Ohio Legislature for a Rail Road from Cleveland to the Ohio river.—The road was under contract at present,—had been surveyed—and was rapidly progressing.—The most difficult portion of the road would be under contract before spring,—and as soon as action could be had by the Legislature, it would be extended to Cleveland.

From some difficulty in the ground or location of the route, the Company were compelled to deviate from the course first adopted. They now give the distances as follows:—From Pittsburgh to Wellsville, 47 miles; from Wellsville to Horn's Run, 32 miles; from thence to Canton, 16 miles—whole distance from Pittsburgh to Cleveland, 95 miles.

By Dr. Whipp's route, as surveyed by him, the distance would be 108; but he had been informed there was a route surveyed at 103 miles. He had no doubt a nearer route could be located.

By the survey of Col. Dodge, the distance from Pittsburgh to Cleveland would be 106 miles.

They have a chartered Company, who have made considerable progress—had obtained right of way, road located, and a favorable route. Another Company, he was informed, was about to apply for a Charter, but they had no prospect of success.

As to the importance of a connection between Pittsburgh and the Lake, it was known to the people here. He alluded to a Rail Road of about 93 miles, which paid large dividends. He spoke of the vast amount of travel between the lake and this city—that the Lake at Cleveland opened much earlier in the Spring than at Buffalo—that the distance to the Eastern cities was at least 100 miles nearer than by the New York route, and that travel would seek this channel. That large increase of travel of a local nature would also be added and that such a work would yield a large dividend on the capital invested. It was exceedingly doubtful whether the State of Ohio would grant a Charter to any other route, as it was evidently against her interest to do so.

Mr. Talen, from Ohio, said from the character of this work, and its importance to Pittsburgh, he thought it unnecessary to say further than to convince them of its vital interest to their prosperity, and he deferred any remarks until after Mr Eichbaum, who had surveyed the present route should make a statement.

Mr. Eichbaum said they had extended the survey to Hudson, a point within 30 miles of Cleveland.

They had diverged from the route surveyed by Col Dodge, and passed up Horn's run towards Canton. This route will be easier made, and has less curvature and grade than the former, and will be constructed as cheaply, and passed over as speedily, although the distance is somewhat increased, as compared with Col. Dodge's survey.

Mr. Tilden said he hoped it will be able to convince this meeting that this was *the route*. It was the most direct route from this city to the lake. He had heard of a much shorter route, said to have been surveyed some years since. He thought Mr. Hanna had stated this; but, independently of this he thought the one now under contract, is the best, cheapest, and most available route. He would state that Cleveland thought this the best location between the two commercial cities, and as soon as they could complete the Columbus road, and remove some minor difficulties, they would join heartily in this enterprise. This road was under contract, and *would be* completed. He asked if there was any one present who had the Report of Mr. Mitchell's survey, and what the distance was?

Mr. Hanna said it was some months since he had seen the Report. The distance, he thought, was either 101 or 102 miles.

Mr Prentice said, he did not come here for the purpose of speaking to this meeting—but since the Connelsville Rail road difficulties had been made public, they thought it advisable to come and consult. On the one hand, they look to Pittsburgh warmly engaged to learn the route to Baltimore, and on the other hand Ohio was endeavoring to reach Cincinnati.—They had a charter for the Ohio and Pittsburgh Road, and were under contract towards Hudson. They were proposing to let the work from the point, now under contract to Hudson, as soon as possible—and it would be prosecuted with vigor. He said it was the shortest route. It was chartered by the State of Ohio under the style of the Cleveland and Pittsburgh Rail Road Company, and it was the only one which would be chartered. He asked on behalf of the enterprise, the capital and energies of Pittsburgh, that they should help construe to this Rail Road.

Mr, Eckles said Pittsburgh was an important point, both in commerce and manufactures; and he would say, without boasting, the route now under consideration, passed through the richest agricultural portion of Ohio. The road would pass by Lancaster, and he invited Pittsburgh capitalists to take hold of it.—He related a forcible incident to prove that the State of Ohio would not grant another charter so favorable as the present, which had but two years to run for the completion of the Road. Different counties had been authorized by act of the Legislature, to subscribe large sums towards the enterprise. He merely stated this to show the disposition of his State and its citizens towards the work.

Mr Bigham asked of the Engineer, whether the road was intended to follow the course of the river to the mouth of the Beaver creek?

Mr Eichbaum answered that it was intended to follow that route.

Mr Bigham said he thought from his knowledge of Legislation, that Ohio having granted one charter, would not incorporate another. Our interests were identified in this structure, and we were to go beyond our mere state limits—we must use our influence and our capital towards constructing the road. He thought we should subscribe a million and a half of money towards the completion of this Rail Road. If we neglect, this opportunity, we would hazard the interests of our city its commerce and manufactures. He hoped prompt action on the part of Pittsburgh capitalists would take place in furthering this project.

Mr. Tilden said that the present route was unquestionably shorter than the one via Canton.—The difference between the two routes was about 7 miles, the present 95—the one surveyed by Mr. Mitchell was 102. He thought Mr. Mitchell was under a mistake, in saying that the route by Horn's run was impracticable, and went on to give his reasons for supposing this.

Mr. Robinson stated that the distance from the basin of the canal to Beaver point, (as we understood him) was but 35½ miles.

Mr. Bigham asked if the Wellsville Company had the privilege of extending their Road to the State line.

Mr. Farmer replied that they had the right by the charter, of so extending their work—and should do so—if they met encouragement from this quarter.

Mr. Bigham stated that he understood that the grading of this work could be done for about $5000 per mile. A portion of the Zanesville route cost about $16,00 per mile.

All the Ohio gentlemen had estimated it to cost about the same sum. The Rail car for a single track, would be a little over $9,000 per mile. Mr. Eckles said the reason why they had not commenced at the State line to build their road, was because they had commenced their work in the first instance without a charter, and therefore they built such portions as they thought the most useful. They now had a charter, and he pledged himself, on behalf of the Directors, to meet Pennsylvania at the State line, so soon as the road by act a road to that point.

Mr. Eichbaum stated that he had estimated the cost of grading a road from this city to Beaver at about $5000 per mile—but was now informed that Mr. Mitchell, who had surveyed the road, had made the cost much less.

The heaviest grade on that portion now under contract was but 40 feet to the mile—the rest of the route will be less. There is no portion of the route that the grade will exceed 50 feet. There will be no tunnels to be made.

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The heaviest grade on that portion now under contract was but 40 feet to the mile—the rest of the route will be less. There is no portion of the route that the grade will exceed 50 feet. There will be no tunnels to be made.

Samuel Neville, gold each of his guests, James T. Brady and David Graham, Esqrs., a hundred dollars per day since they took her on hand. She paid the person who went half her twenty-five hundred dollars.

Mortality in New York.—The number of deaths in New York for the week ending on Saturday last was 369. Of these 69 died of consumption, 24 of scarlet fever, 23 of typhus fever, 20 of dysentery, 19 of cholera infantum, 18 of inflammation of the brain, 17 of convulsions, 16 of inflammation of the lungs, 15 of old age, 14 of marasmus, 13 of cholera, 12 of hooping cough, 11 of inflammation of the bowels, 10 of croup, 9 of drowning, 8 of apoplexy, 7 of inflammation of the throat, 6 of inflammation of the liver, 5 of inflammation of the kidneys, 4 of inflammation of the stomach, 3 of inflammation of the womb, 3 of inflammation of the bladder, 3 of inflammation of the heart, 3 of inflammation of the bowels, 3 of inflammation of the throat, 3 of inflammation of the liver, 3 of inflammation of the kidneys, 3