THE PITTSBURGH GAZETTE.

BY ERASTUS BROOKS & Co.

PITTSBURGH:
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(☞ ADVERTISERS are earnestly requested to hand in their favors before 5 P. M., and as early in the day as practicable.

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

☞ See Fourth Page for Miscellaneous News.

DELEGATES TO MASSILLON.

The citizens of Pittsburgh willing to attend the Rail Road Convention to be held at Massillon on Monday week, the 13th inst., are requested to hand in their names at the Banking House of Messrs. Hussey, Hanna & Co., on 4th street early next week. It is important that a full delegation should be present,—and great numbers of Delegates have been selected from the neighboring towns. It is expected that Delegates will also be present from Philadelphia. We hope that some definite step will be taken at this Convention towards a location of the Road West from Pittsburgh.

PITTSBURGH AND CONNELLSVILLE RAILROAD.—We learn that the Directors of the Pittsburgh and Connellsville Rail Road Company have received from Horace Binny, Esq., of Philadelphia, his opinion in reference to the late proceedings of the Company, which fully sustains the competency of a majority of the Stockholders, voting by shares, to accept and carry out the provisions of the Supplement, authorising the construction of their road to the Ohio State Line.

THE REPORT of the proceedings of the Rail Road meeting at the Board of Trade, on Thursday evening, were incorrect in one or two particulars. We shall publish an official and accurate statement of the distances and advantages, next week. Of course the gentlemen present as delegates, are not responsible for the errors. The meeting was very pleasant one, and the delegates from the West were highly gratified with their reception.

BOARD OF TRADE.—We understand that no preamble for resolutions were offered at the railroad meeting before the association of the Board of Trade on Thursday evening after the adjournment of the general meeting in reference to the Cleveland and Pittsburgh R. R. Company.

The Board of Trade appointed the following gentlemen, Delegates to the convention to be held at Massillon, on the 13th inst.

Thomas Bakewell, Joshua Hanna, J K Moorhead, Geo. Wagoner, John Shipton, C G Loomis, and T Lotenz, with power to appoint substitutes.

The Post wishes us to say that "the North American has had the magnanimity to confess that there was no truth in the publications made against Mr. Miller." With all our hearts, though it was certainly enough to make the correction before the election, as we did. Now, if the Post will correct its wanton misrepresentations of Messrs. Webster, Clay, and Mr. Darsie, (in regard to the State Prisons,) we shall be grateful.

ITALIAN DEMONSTRATION.—This meeting, held at New York on Monday was one, if not the largest, and most respectable ever held in that city. The Mayor presided, sided by the Mayors of Brooklyn and Jersey cities.

Letters were received from the following gentlemen, declining, from various causes of inability, the invitation to attend the meeting, but expressing lively sympathy with its objects:—Ex-President Van Buren, Jas. Buchanan, George M. Dallas, Beverdy Johnson, Ex-Gov. Seward, Thos H Benton, Albert Gallatin, Hon. John C. Spencer, Hon. Edward Everett, and Hon. Messrs. Dickinson and John A. Dix.

Eloquent addresses were made, commending the course of his holiness, Pope Pius IX, and an address to him accepted, that is written in the most liberal spirit, and for which we hope to find room.

PENN COTTON MILL.—The business and statistics of this Mill, owned by Kennedy, Child & Co., are thus given by the Journal.

"The manufacturers are principally confined to brown sheetings, of which they manufacture about 8500 yards per day.

They have 210 looms, and about 6300 spindles. The mill gives constant employment to about 250 persons—and consumes 2100 bales of cotton per year.

The total value of their manufactured products, per annum, is stated at $216,000

The steam engine in this mill, was built by S. Stackhouse. The cylinders are covered by mahogany cases, and are bright as parlor ornaments. The cylinders are 15 inches in diameter, with four feet stroke. The boilers are 40 feet in length and 32 inches in diameter. The unusual length of the boilers, it was supposed by many, at first, would render the generation of steam exceedingly difficult. So far from this being the case, however, steam is more readily raised in them with a much smaller amount of fuel, than in boilers of less magnitude."

NEW YORK CANALS.—The receipts up to the 22d of Nov. have been $3,610,925 against $2,723,759 in the same time last year; an increase of $77,466 which is also an excess of $955,104 and the whole receipts of 1846. A despatch from Buffalo of the 30th ult says:

The canal there is closed by ice, and at other points the navigation is reported to be suspended from the same cause. No boats had cleared from either terminus for several days, but still the ice must have locked up many in *transitu* between the two points.

The case of the Church of St. Augustine against the city of Philadelphia has at length been brought to a close, by the jury giving a verdict in favor of the Church for $47,433,87. The damages were laid at $83,627 75. The Judge's charge to the jury was strongly in favor of the plaintiff. On the law points he charged: 1st. That a corporation could recover against the county in a suit of this nature. 'The word "person" used in the act will apply to, and mean a corporation. 2d. That the jury may allow *interest* on the claim from the time the church was destroyed in 1844.

ANOTHER CONTEST SETTLED.—We are informed by the Danville (Va) Herald that Mr. Tredway has relinquished his purpose to contest the right of Mr Flournoy to a seat in Congress from the Pittsylvania district. Mr Irving had previously determined not to contest Mr Bocock's right in the Buckingham district.

ALABAMA SENATOR.—A controversy has been for some time going on in the Loco Foco papers of Alabama, between the respective friends of Mr Lewis and Hon. Wm. R. King, late U. S. Minister to France, who, it appears is now desirous to return to the seat in the United States Senate, which he formerly occupied for a period of twenty-four years.

At no former period do we remember so large an arrival of Members of Congress at the seat of Government, so far in anticipation of the session, as at present. We presume that of the House of Representatives there are nearly a quorum of the members already present.—*Nat. Intelligencer of Tuesday.*

BURNT.—A flat boat, ladened with Iron, sunk in the Allegheny river, a little below the Hand street Bridge, yesterday.—*Telegraph.*

PRINTERS' SUPPER.—Arrangements are now being made to secure a supper among the Printers. We hope they may succeed, and that those who are instrumental in spreading knowledge through the world may have, an interchange of sentiment as well as some of the "Creature comforts of life."

TELEGRAPH.—The Magnetic Telegraph opened to Sandusky city on the afternoon of Thursday. Mr. Hepburn, who was for some time engaged in this city, has charge of the office. He is accomplished in his art.

We are authorized to state that the Bank of Pittsburgh receives the notes of the Monongahela Bank of Brownsville, in all payments and deposites, at par.

POLICE REPORT.—For the second time during the past year, there were no prisoners in the Tombs on Friday morning. Glad to hear it.

INTERNAL IMPROVEMENTS.

PROTEST.

To the Friends of Law and Order:

On the 22d of November last, the Stockholders of the Pittsburgh and Connellsville R. R. Company were prevented from organizing a legal meeting, by J. K. Moorhead, Esq., a Director, who wrongfully occupied the chair, and by others, principally Directors, who were aiding and abetting him.—Mr. Fuller, the duly elected chairman, was not permitted to preside, and without the use of force, the majority who elected him, could not transact business. To avoid commotion and riot, one portion of this majority, when their names were called by M. Robertson, Esq., who assumed to be Secretary, gave their votes *under protest*; and another portion refused to vote at all, among whom was the subscriber, who stated, that against the conduct of Mr. Moorhead and other Directors, he would publicly protest.

Since then, the Board of Directors, including the President, have virtually abandoned their offices as Directors of the Pittsburgh and Connellsville Rail Road Company, and by virtue of a resolution that was never legally passed, but which the Stockholders had several times refused to adopt, these gentlemen claim "now" to be Directors of what they call the Pennsylvania and Ohio Rail Road Company. Some of the Stockholders who voted under protest, have already published their reasons, and it is time that those who did not vote should, in this, the only mode left, give the reasons which induced them to oppose the course pursued by Mr. Moorhead and other Directors.

I protest against the occupation of the chair by J. K. Moorhead, Esq. after Mr. Fuller was elected, as an unauthorized and illegal assumption of power. I protest against the usurpation itself and the *manner thereof.*

I protest, that no American presiding officer in an incorporated company, public meeting, or assembly of any kind, whether he be a lawful or assumed chairman, has a right to act on the principle declared by Mr. Moorhead, of taking the responsibility to do as he pleases," and under such pretexts thwarting and controlling the will of a majority, and putting down *all* discussion.

I protest that no chairman, lawful or assumed, has a right to refuse to entertain appeals from the decision of the chair, as was done by Mr. Moorhead.

I protest, that no chairman, lawful or assumed, has a right to declare motions, to adjourn out of order, and refuse to put them when no person was addressing the chair but the movers of said motions, as was done by Mr. Moorhead.

And I protest against the disregard of the rights of the majority, and the disrespect to individual Stockholders, especially to those from a distance, which were repeatedly manifested from the time Mr. Moorhead took the chair until he left it.

I protest against the discourteous and disorderly call made by the President of the company for the *previous question*, when Mr. Stewart had the floor in order, and was beginning to address the meeting; and I protest against the course pursued by Mr. Moorhead, in complying with Mr. Robinson's wishes, and thereby suppressing all discussion; and against the violent language of another Director, who declared that a more proper place for Mr. Stewart, would be before the Quarter Sessions, on an indictment for conspiracy. I protest against these and other things of a similar nature, that took place, because they are wrong in themselves, threatening to the peace of society, and discreditable to the character of Pittsburgh, so far as that can be affected by the conduct of certain prominent citizens.

On all questions affecting the existence of the charter, and the question on the adoption of the Supplemental Bill, was eminently one of these, the Stockholders have a right to vote *per capita*, and at special meetings on such questions, as the charter permits, voting by stock, it provides that there shall be allowed for each share, not exceeding "ten shares, one vote, and for every five shares above ten, and not exceeding thirty, two votes, and for every five shares above thirty, and not exceeding fifty, one vote, but no share above fifty, as aforesaid, shall confer any additional right of voting," and at *general annual meetings* where *each* share of stock is allowed *one* vote, the charter requires that the votes should be by *ballot*, and "each ballot shall have endorsed thereon the number of shares thereby represented."

Therefore calling the ayes and nays, as was done by Mr. Robertson, and then as each vote once rose, was given, writing down and counting the same, sometimes as *ten* votes, sometimes as a *hundred*, sometimes as *four hundred* votes was contrary to the charter and violated the rights of the majority.

I not only protest against the pretended adoption of the Supplemental Bill by *such* a course; but I protest against the Supplement itself, its conception, inception and deception.—Such a bill the Legislature had no right to pass, and would not, had they understood its scope and objects. Out here in Pittsburgh, we were told its object was by a recognition, to *strengthen* the original charter of the Pittsburgh, and Connellsville Rail Road,—but even while pending, it was foreseen by a few, as is now seen by all, that it was a mere cloak to hide the weapons provided for the destruction of the charter. Ever since it became a law, it has been used to distract and disorganize the company. At *several* meetings of the stockholders, the President and Directors, had endeavored to procure its adoption, but at every meeting where free discussion was allowed and *both* sides were heard, their efforts were in vain, the Directors were left in lean minorities, of from fifteen to thirty against three or four hundred who opposed the Supplement.

At the disorderly and illegal assemblage over which Mr. Moorhead claims to have presided, and at which no discussion was permitted and no votes were legally given, it is "*now*" pretended that the supplement was adopted, not however, by a majority of the stockholders, but by a minority, representing a majority of stock. What mockery is this!

When formerly Mr. Moorhead openly opposed the charter of the P. & C. Rail road company, and stood alone in his opposition; I gave him credit for frankness and courage, and when he afterwards came round to the support of the road, I believed his conversion *sincere*, and hailed him as a valuable accession to the cause, but when he is again seen heading the opposition to the road, and overstepping in his ardor, the boundaries of law, order and right, it is, to say the least, calculated to shake confidence in the soundness of his judgment and the stability of his views.

When the President of the company and others of the board in their correspondence with citizens of Baltimore, and in their public speeches, resolutions and addresses, demonstrated that the route by Pittsburgh and Connellsville was the shortest, cheapest and best to connect by Rail road the waters of the Ohio with those of the Atlantic, I believed them, and I voted with them when they and thousands of the citizens of Western Pennsylvania, in convention assembled, adopting the the solemn words of the learned, the patriotic as I lamented Biddle, declared this Rail road a work of inestimable value, and that it should be guarded at any expense of blood and treasure."

When Mr. McLane was denounced for unwisely deserting this, the shortest, cheapest and best route, where neither Alps nor Andes intervene, nor Appenines tunnelled, and where there is no need of inclined planes mountain high, and no danger of destruction by floods, I joined in the censure, though I disapproved of the severity of the terms used. But when it is evident that the destruction of our charter is the object which Mr. McLane most desires, as thereby Baltimore and Maryland will be *forced* to follow him through Virginia to reach the Ohio at a point below Pittsburgh, and I am asked thus to co-operate with Mr. McLane and other eastern *powers* opposed to the *independent* prosperity of Pittsburgh, I will not *blindfolded* and *gagged* follow the devious course. It is said, forsooth, that Mr. McLane is opposed to our road, and as if he were immortal, and his power perpetual, it is most illogically inferred that the Road can therefore never be made—and we are asked to do the very thing for which we censured Mr. McLane, viz: abandon the nearest, cheapest and best route—not only give it up now but forever.

The fact is we need no aid from Mr. McLane, much less a partnership in the old and deeply involved company over which he presides. We need only a Rail road from Pittsburgh to Cumberland. This secures to Pittsburgh and the boundless West, a communication by the shortest, cheapest and best route to the Atlantic, and for this purpose in addition to our present charter, we only need that a charter be granted by Maryland for a road from Cumberland to the State line, and *that can be got for the asking.* The unequalled merits of the route and the perseverance of the people will do the rest. What say the people of Ohio? What say the citizens of Baltimore, despite of the one man power, whose mistaken policy in neglecting the shortest and best route, is daily sinking the affairs of the company? Why, the intelligent Yankee population of the Western Reserve who live on the direct route for a road to Cleveland, sling to the Pittsburgh and Connellsville as the route indicated by nature for them to reach, by Rail road, the Atlantic, and even after they had heard of the late unaccountable doings in Philo Hall, they still express their belief that the behests of nature will ultimately triumph. And assuredly, if our charter, obtained with so much difficulty, but now fairly in possession, be preserved, the road, by the shortest and best route, will be ultimately completed, mangre the one man power in Baltimore, and the one man cunning in Pittsburgh. I do not speak at random of the opinion of others, as will appear from the following recent letter from John Glenn Esq., Chairman of the committee appointed by the citizens of Baltimore, and by the subjoined extracts from an address adopted by a late public

Baltimore, Nov. 29, 1847.

Dear Sir.—I can almost pledge myself to procure a charter from Maryland at its approaching Session, to make a Rail Road from Cumberland to the Maryland line. I have not a shade of doubt of its passage. Yours truly,

JOHN GLENN.

To Dr. Gazzam, Esq

Those who were at Philo Hall on the 21st ult, and heard General O'Donnell's letter to the Hon. Andrew Stewart, will recollect how fully it corroborates Mr. Glenn's opinion.

Extracts from the Warren, (Ohio) Address.

This city (Cleveland) is situated at the most south easterly bend of Lake Erie, and from this point, the shore of the Lake runs nearly parallel with the coast of the Atlantic to the mouth of the Erie canal, at Buffalo. Of course, therefore, the *shortest* possible line by which the trade accumulated on the Lakes at Cleveland can reach the Atlantic tide water, will be a line leaving the harbor at Cleveland at right angles, to the shore of Lake Erie, which from their parallelism, will also strike the coast of the Atlantic at right angles. This line would follow, with great exactness, the valleys of the Beaver, the Ohio, the Monongahela, the Youghiogheny, and the Potomac, passing through the cities of Pittsburgh and Washington. By a slight deviation, not materially increasing its length, it would terminate at Baltimore and Philadelphia."

"The shortest possible line from the "Lakes to the Atlantic tide water we have already seen is a line from Cleveland to Washington or Baltimore—Let us examine this with more attention, from Cleveland to the mouth of Beaver and Pittsburgh, the country has been repeatedly surveyed and found very favorable for a rail road—From Pittsburgh up the Monongahela and Youghiogeny is the exact route as surveyed, of the Pittsburgh and Connellsville rail road the question of the construction of which is now interesting the citizens of Pittsburgh—Beyond the Pennsylvania line is an easy connection with the surveyed route of Baltimore and Ohio rail road which is already in operation from Cumberland to Baltimore and Washington—There is therefore not a foot of the route from Cleveland to Baltimore which has not been surveyed, and found practicable for a rail road."

There never can be any *shorter* or *cheaper* line over which the merchants, and a greater part of the merchandize of the North West can reach the Eastern markets. A road once constructed upon it, need *fear no rival* in any other route—No mutations" in trade, no improvements in locomotive machines can ever dry up the springs of its prosperity. They will increase with every addition to the population and wealth of their country, to whose convenience the road will be tributary until it shall rank with the Hudson and the Mississippi among the grand "thoroughfares of the American Republic."

"There is no wisdom in a crusade against the evident indication of *Nature.*"

JACOB PERKINS
JOHN CROWELL
B. F. HOFFMAN
SAMUEL QUIMBY
CHARLES SMITH

"*Note* Events which have transpired since the above report was read, have shown that no expectation can *now* be entertained of the construction of the Connellsville Rail Road.—We do not doubt however, that a communication so *strongly* indicated by nature, and so *imperatively* demanded by the commerce of the West, must sooner or later be effected."

I have marked a few words in the above extracts.

It is not yet too late to preserve the greatest boon that ever was, or *ever can be granted* by that Legislature to the people of Western Pennsylvania. The Stockholders who have faith in the Charter, and in the ultimate success of the Connellsville Rail Road, are willing that the Company should buy out those who have not, and thus release those who are unwilling, from all further contributions. All they ask is to be permitted in peace to preserve the Charter. This the President and Directors have opposed, for various specious but unsound reasons, as I shall show in my next communication.

For the present, I must close, and in doing so, can conscientiously declare, that though I have animadverted in plain terms on the public acts of gentlemen acting in a public capacity, I have towards none of them unkind feelings, and that I have been impelled to the present irksome task, only by an honest desire to contribute my mite towards dispelling the illusions and needless despondency that have seized some of our citizens, in respect to the great work on which the prosperity and future progress of our city, in a great measure, depends.

EDWARD D. GAZZAM.

COL. ROBINSON'S LETTER.

The Zanesville Courier of the 1st says—

We took occasion, a few days since, to comment upon a passage, in a letter written by Hon. W. Robinson, jr. addressed to D. S. Brown, Esq. of Philadelphia, and published in the North American, which spoke, in what we considered to be unjust terms, of the railway route from this point to Wheeling.

We have received a note from Col. Robinson, which, in justice to him, we spread before our readers:

PITTSBURGH, Nov. 25, 1847.

D. H. LYMAN, Esq.

Editor Zanesville Courier:

Dear Sir:—I take for granted that I am indebted to your civility for a copy of the Zanesville Courier, containing your strictures on my letter to David S. Brown, Esq., published in the North American of the 9th inst. You do me no more than simple justice in believing that I would not designedly make a misstatement of facts, or that in discovering my error, I would withhold a prompt explanation. Before, however, I enter upon the point in controversy, you will admit that I had not the benefit of Mr. Jonathan Knight's recent exploration, (whatever it may be worth) which bears date of the 13th inst., whilst my communication to Mr. Brown is of the 6th Nov. To his report, I shall again refer. Recurring to that portion of my letter which has called forth your animadversions, I must beg your attention to the circumstances in which it originated. My attention has been mostly attracted by several articles in the public journals of the day, the Bankers' Magazines, and again, a letter to the Hon. Abbott Lawrence of Boston, signed W. S. Waite, of Philadelphia, calculated, in my mind, to mislead public opinion in the west as the point to which your Railroads shall be directed, to connect with similar roads from the east to the Ohio River,—and having the letter of Mr. Waite then and now before me, which says, "it is proposed to take the *route of the National Road*, through Columbus to Wheeling," and further on, the great route "*running upon the line of the National Road*, &c." I can perceive no ambiguity in this language, and it was to *such allegations* that I pronounced a Rail Road from Zanesville to Wheeling *preposterous.* I did not mean to say, and I regret that you should so have misunderstood me, that no Railroad could be made from your city to Wheeling. But you will allow me here to remark, that I by no means concur, in the views of Mr. Jonathan Knight, that the route recently explored by him will be found, on further examination, to possess the necessary elements to recommend it to the policy or interest of the citizens of Zanesville, to adopt it as their line of communication with the great eastern cities. It may seem presumptuous in me to question such authority as Mr. Knight, but I too profess to know something of the route and the country of which he treats so briefly and so summarily. This efforts of Mr. Knight in *pinning* the terminus of the Baltimore road to Wheeling, have been (society against the will of that company) eminently unsuccessful. That gentleman has long been in the service of the city of Wheeling, and he is bound, now that he has succeeded in the Baltimore terminus at that city, (if it should ever reach there,) to find an outlet for it to the heart of your State; his views, therefore, it is not uncreasonable to ask, should be taken with many grains of allowance." You will please to bear with me on this point for one moment.

I have neither the inclination or power to detract aught from the city of Zanesville. Its local position, its enterprise, its industry, and the intelligence of its citizens are the just subjects of admiration everywhere, and it is my most earnest desire to see your city united with us in the interesting enterprise of a rail road to the *great* maratime cities of Philadelphia, New York and Boston the markets to which most, if not all, the products of the West are ultimately directed,—the settling places of the money transactions of the country, the depots of all the foreign merchandise, whence the annual and semi-annual supplies of the West are drawn. To you in Zanesville, it matters but little whether your line of transmit to these great cities should be through Wheeling or Pittsburgh as such, but it is of no small concern to you that your route to these points should be on the nearest and easiest line of communication.

You are not now to be informed that a Rail Road is in actual progress to this city from Philadelphia.—The absolute certainty of its completion long ere the Baltimore road can (if ever) reach Wheeling, is beyond any question whatever. Let me ask your attention, and through you that of the citizens of Zanesville, to the following figures.—I put Wheeling first, from Zanesville 90¼ miles, thence to Cumberland from Wheeling 206 miles, thence to Baltimore 187 miles, thence to Philadelphia 100 miles, or 581¼ miles from Zanesville to Philadelphia. Now let me invite your consideration to the route through this city by the Pennsylvania Railroad to Philadelphia: First then, by the valley of your own Muskingum, to Conhocton, 33 miles, by the Tuscarawas, to N. Philadelphia, 35; to Canton, 20, N. Lisbon 37; to Pennsylvania State line, 22; to Pittsburgh, against 581¼, by the way of Wheeling, and, by the Pennsylvania route, nearly 100 miles further on your way to New York and Boston, than *via* Baltimore. Can you doubt, after this demonstration, that it is the policy and interest of Zanesville to co-operate with us. But is this your only inducement to unite your efforts with ours? Will it be no object to you, whilst reaching eastward, also to traverse, by a new line of improvement, the rich and teeming valleys of the Muskingum, Tuscarawas and Nimishillon approximating the Lake, and making your city, rich in its industry and manufactures, the centre of attraction for the the trade of the adjacent north eastern counties, instead of traversing the inhospitable country in the direction of Wheeling.

In the foregoing estimate of the distance from Zanesville through Coshocton, N. Philadelphia, Canton, New Lisbon, &c., to the State line, our mutual friend, Mr. Joshua Hanna, who is more familiar with the several distances, and to whom they have been submitted, informs me that I have exceeded the actual amount by some 20 miles, which would reduce the distance from Zanesville to Philadelphia 500 miles, or nearly the whole distance between Baltimore and Philadelphia.—And now let me appeal to your own candor, to judge of the easiest and most practicable egress from your city to the eastern markets. First, then, in Mr. Knight's project of a Rail Road to Wheeling, he admits that at least two, if not more, summits have to be overcome, the one at the head of McMahon's creek, and the other, between Wills and Salt Creek; what are the elevations of these summits, he has not condescended to inform us, but you and I well know that the region of high country approaches within 10 or 15 miles of the Ohio river. Whatever may be the actual elevation, then, to reach the waters of Wills creek from the Ohio, must be overcome in something like the distance above indicated. The hill country bordering on the Ohio West of Wheeling, and dividing the waters which run directly from it to the Ohio, and those running north into the Muskingum and Tuscarawas, as Wills Creek and Stillwater, has a general elevation of not less than 4 to 600 feet. Now, whatsoever route from the Ohio at or near Wheeling may be adopted, that elevation has to be overcome in the distance of 15 or 20 miles, and the greater part of the elevation in 5 or 6 miles; causing a grade, in my opinion, and I judge from personal observation of the country, of not less than 50 to 70 feet to the *some portion* of the Road, before you reach the summit.

That another higher grade will be required between Wills creek and Salt creek there can be but little question. Mr Knight does not say what these grades are or may be, but within the power of locomotive agency. That is well. Still however they may be and doubtless will be found of a character that a route much longer and of easier grades would prove indinitely preferable. But besides this there are other elements which enter into the calculation of projected works, such as the one proposed. The present and prospective population of the region traversed by a Rail road—its productiveness—the value and extent of the local trade and travel; these are admited to be *essential* elements for support and profit, and without these, few will venture upon an undertaking involving such an outlay of treasure. Now what are the prospects in these respects presented by the Muskingum, Tuscarawas and Nimishillon. You can reach through these teeming valleys the head waters of Little Beaver at a grade not exceeding 10 to 15 feet to the mile with a population great and growing and along the whole line—through large and populous towns in your own State, calculated of themselves to foster and advance the profits of the work. From the head of little Beaver the Ohio with the grade of a River 25 miles, passes in 32 feet and probably much less; thence by the river to this city not over 8 or 10 feet to the mile. In the direction of Wheeling I leave you to draw the contrast.

I must beg your pardon for this lengthy trespass. I have been unwillingly drawn into this public discussion of the subject. It is one however of great importance to you and to us. It is of the deepest concern that it should be well and considerately weighed before any thing is determined upon. And I do trust that the enlightened gentlemen having this subject in charge will examine carefully the whole ground, and at least give us in Pennsylvania a fair opportunity of being heard. I am aware that heretofore all eyes have been directed to the Baltimore and Ohio Road as the only prospective avenue from West to East. The case is now altered. The certainty of a Road from Philadelphia to Pittsburgh, and that long before the Baltimore Road can by any possibility reach the Ohio, is now beyond question. You have therefore one element of a choice of routes. That choice I should think will depend altogether upon the objects you wish to attain and the practicability of accomplishing them. It seems to my mind that the great markets of New York, Boston and Philadelphia, not *merely* Baltimore, Pittsburgh and Wheeling, are the objects at which you are aiming. If in these I am not mistaken, then surely the route through Pennsylvania, presenting to you the shortest, easiest and earliest access, is that which will best promote your interests, and as you have in the article in your paper which has been the occasion of these remarks, been pleased to rank yourself among the "*friends of a Central Pennsylvania Route*" may we not invoke the aid of your talents and influence for the promotion of the great enterprise which I trust is destined in a short period to make us the neighbors of a few hours' ride.

Very respectfully, your ob't servant,

W. ROBINSON, jr.

ORIGIN OF THE WAR.—The New Orleans *Delta*, in an article on the origin and prosecution of the war with Mexico, takes the following views, which we have no doubt expresses the opinion of a decided majority of the intelligent portion of the American people:

"We have never" (says the Delta) "concurred in the view embraced by President Polk and his friends, that the real and the just cause of this, was the invasion of our territory by the Mexicans. We regard the statement in Mr. Polk's message that American blood had been shed on American soil as an extravagance—a rhetorical flourish, attributable, perhaps, to the excitement of the occasion. The country between the Nueces and Rio Grande never was, in any just sense of the term, Texan or American soil, Texas had claims to it, but those claims were unsettled, unadjudicated."

The Delta, it must be remembered, is Democratic authority.—*Nat. Intelligencer.*

ABORIGINAL RELICS.—While digging a cellar near Morrow, Ohio, a few days ago, the laborers struck upon a hard stratum of baked clay, and upon cleaning it, found some charred chunks of wood and cinders. It was evidently the place of a camp fire, many centuries ago, as it was more than three feet below the surface, and under trees of the largest growth. Not far from this same spot, and at a greater depth, were found some fragments of human bones, vessels of pottery, of a composition of shell and clay, war implements and grotesque images, which have been carefully preserved, and may probably be seen in our reading room in a few days.

It is an interesting fact, that there is scarcely an acre in the vicinity of Morrow, and near Fort Ancient, in which these relics of an ancient race are not found.—*Cincinnati Atlas.*

A NEW MOVE IN VIRGINIA.—A num ber of prominent men in Western Virginia, headed by Rev. H Ruffner, D D a Presbyterian minister, have resolved to emancipate their Slaves, and make an effort to abolish Slavery west of Blue Ridge in that state.

The French steamer Union was to have sailed from Havre on the 10th instant. The New York Herald says:

She may have been delayed a day or two, but not more; she is therefore due. Her news will be ten or twelve days later from France, and but five or six days later from England.

The receipts of flour at Boston, from September 1st to Nov. 28th, this year, amounted to 343,697 barrels, against 174,888 barrels in 1846, and 257,792 barrels in 1845. These receipts have been principally by the Western Railroad.

ATHENEUM.—The following toast, Maj. Kaine, of the Journal, was too modest to publish in the order of proceedings at the Atheneum supper.—It should have a place with the rest:

Major Kaine.—Unlike Cain of old—the only "mark heaven has set upon him" is that of "indisputable *genius.*"

Selected for the Gazette.

HOME.

My place is in the quiet vale,
The chosen haunt of simple thought;
I seek not Fortune's flattering gale,
I better love the peaceful lot.

I leave the world of noise and show,
To wander by my native brook;
I ask, in life's unruffled flow,
No treasure but my friend and book.

These better suit the tranquil home,
Where the clear waters murmur by;
And I wish a while to roam,
I have so ocean in the sky.

Fancy can charm and feeling bless,
With sweeter hours than fashion knows;
There is no calmer quietness
Than home around the bosom throws.

☞ No Cure! No Pay! Piles! Piles!—Dr Jackson's Embrocation is the only medicine that will cure this so very common and troublesome disease. It not only immediately allays pain and inflamation, stops all bleeding, subdues that intolerable itching, but effectually cures, in a very short time persons whose lives have been rendered miserable for years.—Its application produces no pain, but rather an agreeable and pleasant sensation. If persons afflicted will call and hear of the great number of cases that have been cured, they will be astonished. A gentleman of this city, who had been under the knife of the surgeon for two or three times without being cured, has by using 2 bottles of the Embrocation, been eradically cured. It sells beyond precedent!!—(Phil. Saturday Ch.

☞ For sale in Pittsburgh at the PK

BY MAGNETIC TELEGRAPH.

Correspondence of Pittsburgh Gazette.

Correspondence of the Pittsburgh Gazette.

FROM MEXICO.

NEWS FROM THE ARMY.

Return to the U. States of the Sick & Wounded.

Cincinnati, Dec. 3, 4 P. M.

The steamer Peytona has arrived at Louisville having left New Orleans on the 26th ult.—The steamer Alabama, which left Vera Cruz on the 18th had arrived at Orleans with 200 sick, and disabled soldiers on board as passengers, among whom were Gens. Quitman and Shields Surgeons Lawson and Hersey, Cols. Harney Garland, Andrews, Morgan, Ramsey, Burrett and Moore, Majors Smith, Wade, Long, Boreland Bennett and Dykeman; Capts. Anderson, Wayne Martin, Jones, McReynolds, Penrose, Kerney, Mason, Irwin, C McClay; Midshipman Rodgers, and Kendall, of the Picayune, and several other officers.

The 'Genius of Liberty' newspaper, printed at Vera Cruz, has been suspended, because the editor has been imprisoned.

A revolution has broken out at Guadalaxara in favor of the elevation of General Farias to the Presidency. Several sanguinary engagements had occurred between the followers of the latter and a mob headed by Priests. In one of the actions, Gen. Ampudia and many other of the partizans of Gen. Farias, were killed. The Church party have finally triumphed.

Gen. Paredes, the head of the party of Monarchists in New Mexico, is now at Tulancingo.—He has openly avowed himself in favor of establishing a limited Monarchy, and in these views, he is seconded by the Garrison at Mazatlan.

The Mexican people still exhibit a most uncompromising hatred to the soldiers and citizens of the United States, and make no demonstrations in favor of peace.

The Mexican Congress is to be removed as soon as possible, from Queretaro to Morelia, in order to be out of the way of military influence and dictation.

Generals Rea and Santa Anna were at Orizaba with one Brigade of the Mexican troops, intending to attack the next train of U. S. waggons which might happen to pass in that vicinity.

Gen. Bustamente has gone to Queretaro. He is said to have 5,000 troops at his command near Mexico.

Gen. Canalizo was encountered by a small American force, and defeated with some loss—The train was not interrupted on its march to Vera Cruz. There was a report current that General Lano had another brush with Gen. Rea, near Puebla, and that he had defeated and totally routed him. The American loss was slight, while that of the Mexicans was immense.

Gen Butler arrived at Vera Cruz on the 17th of November.

All the officers named above had not arrived at New Orleans, but at Vera Cruz. Maj. Gaines, Clay and Boreland were expected to arrive in the steamer Galveston.

Exclusive Correspondence of the Pittsburgh Gazette

PHILADELPHIA MARKET.

Dec. 3, 4 P. M.

Flour—The market is quiet, with moderate sales at previous prices.

The weather has been rainy all day, which has checked out door operations.

The markets generally are without change in any particular.

Philadelphia, Dec. 3, 1847.

The Southern Telegraph is still out of order and we have no news from that quarter.

Correspondence of the Pittsburgh Gazette.

NEW YORK MARKETS.

New York, Dec. 3, 3 P. M.

It has been raining all day; the market, with a moderate business, is in favor of the buyer.

Flour—Moderate sales of Genesee at $6,25a6,43¾ per bbl.

Grain—There is a steady demand for corn—Oats are quiet. Wheat—limited sales are reported at 138a139c per bu. Corn—sales of prime white, at 72a73c per bu.

Provisions—The sales of provisions are only for the supply of the regular trade demand; lard, however, is dull, and tends downwards.

PITTSBURGH WEEKLY GAZETTE.

December 4—CONTENTS IN PART.

Close of the Fiscal year of the Pa. Improvements—Board of Trade—Meeting of the Pittsburgh Board of Trade—General Manufacturing Law—Internal Improvements—Rail Road Statistics—Plank Roads—Business of Pittsburgh—Extension of Empire—Wreck of the Talisman—Protest—Letter from Col. Robinson—Elixir Vitae—Central Rail Road—Delegates to Missillon—Whig Young Men's Meeting—The Temperance Reform—Treasury Department—Letter from Col S W Black—From Vera Cruz—Pittsburgh Young Men's Bible Society—Meeting of the Bar—Proceedings of Councils—District Court of the United States—Public Opinion—Specie of the United States—The Thirtieth Congress—New York Correspondence—Banks of Ohio—Daily Mail West—The Presidency and the Hounds—News from the Army—Great Flood in the James River—Particulars of the burning of the Propeller Phoenix—Speech from Mr Webster—Loss and Gain—War and Glory—Rail Road Meeting

Latest Telegraphic news, Foreign and Domestic. Commercial—A carefully compiled Review of the Markets for the past week—The prices in the local city markets—The Cattle Markets—The prices of American Produce in various parts of the Union—Amount of Flour, Wheat, Corn, &c., received since the opening of the Canal—Canal business and movements of produce—Market in London.

City News—Spirit of the Press—Copious Extracts from the leading journals on the interesting topics of the day.

For sale at the desk, singly or in wrappers.

Price 6 cents single copy.

Subscriptions two dollars a year in advance.

☞ The Climate—is strangely destructive to the human article, (or skin,) the sudden change from heat to cold, and the smoke causes Yellow, Dark, Coarse Complexions. Then it is requisite that the pores of the skin should be kept open—that the system should be freed from impurity—twas thus the ancient Roman Philosophers cured all diseases—they computed that more diseased and unhealthy vapors left through the pores of the skin, than any other outlet of the body. It is necessary, therefore, to keep the pores open—all humors are excluded from the skin from the pores, when they work with Jonas' Italian Chemical Soap. I have seen I care the worst and oldest cases of Salt Rheum, Erysipelas, Old Sores, Barber's Itch, Sore Head in four days, running back 110 feet, every other internal and external remedy had failed—its effect rendering the skin white, clear and soft, though it is yellow and coarse, at least nine tenths of the diseases, Fan, Sunburn, Morphew, and disfigurement of the skin—but persons must be particular and ask for Jonas' Soap—to be had in Pittsburgh at WM JACKSON, sign of the Big Boot, 68 Liberty st. Price 50 cents.

nv18 3awly

☞ To Steamboat Men and Others—Cornelio's Magical Pain Extractor—It is now conceded by all men that Cornelio's magical Pain Extractor, manufactured by Comstock & Co., 21 Courtland st, N. Y., is the greatest wonder of the 19th century. Its effects are truly miraculous. Although it is for sore backs, sealds, &c. and all external sores, it is a few minutes after its application healing the same on the most delicate parts, leaving no scar. It is equally powerful in all kinds of inflammatory diseases, such as sore Nipples, and Fire, Sprains, Rheumatism, White Swelling and Ulcers, Bruises, Burns, Chilblains, Erysipelas, Boils, Tic Doloreaux, &c. We might add as proof to all we say, the names of many eminent physicians who use it in their practice, and hundreds of the clergy who praise it to their people. Kind parent keep it constantly on hand, in cases of accident by fire, life may be saved without it, but by its use all burns are subject to its control, unless the vitals are destroyed. Caution—Remember and ask for Cornelio's Magical Pain Extractor, manufactured by Comstock & Co., N. Y., and no other.

Sold by WM. JACKSON, Agent for Pittsburgh, at 68 Liberty st, head of wood.

nv18 3awlw&w

☞ Does your hair fall off, does your hair turn gray; is it harsh, is it dry, or dirty, I pray?
If 'tis thus, you can make it soft, silky and fine,
Dark and healthy, and beauteous as this hair of mine.
And to have this, you have but three shillings to give
For a bottle of Jonas' Hair Restorative.
Reader, if you have had hair you would really be aston