THE PITTSBURGH GAZETTE

BY ERASTUS BROOKS & Co.

PITTSBURGH:
THURSDAY MORNING, APRIL 13, 1848.

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☞ ADVERTISERS are earnestly requested the 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 Markets, &c. see third page.

Whig and Anti-Masonic Nomination,
FOR CANAL COMMISSIONER,
NER MIDDLESWARTH,
OF UNION COUNTY.

MAYORS PROCLAMATION.—The recent fires which have occurred in our city, are without doubt the work of the Incendiary. By a reference to the following it will be seen that his Honor the Mayor, has offered a reward, for the discovery of the offenders, of five hundred dollars, on the part of the city, and five hundred dollars on behalf of the several Insurance companies, making in all one thousand dollars. We trust this reward, together with the vigilance of our citizens, whose dwellings are nightly exposed to the torch, may lead to the discovery of the author of these most desperate villianies.

$1,000 REWARD.

FIVE HUNDRED DOLLARS reward will be paid to any person or persons who will arrest and prosecute to conviction the incendiaries who set fire to any of the buildings burned on the morning of the 12th day of April inst., in the city of Pittsburgh.

I am also authorized to offer, on behalf of the several Insurance Companies of this city, an additional reward of FIVE HUNDRED DOLLARS, to be paid on conviction of the individual or individuals engaged in the late acts of incendiarism.

Done at the Mayor's Office, in the city of Pittsburgh, this 12th day of April, A. D. 1848.

GABRIEL ADAMS, Mayor. [c. n.]
sp12:2t

Atrocious Incendiarism—35 to $37,000 worth of Property Destroyed!

On Tuesday night, about one o'clock, a fire broke out in a frame stable, near the corner of Prospect and Fountain streets, and between Fountain street and the Canal. Hence it communicated to three large smoke houses, and a large warehouse, all filled with pork and bacon, and at present in the occupancy of Messrs. Jos. Jordan & Son, Wm. B. Holmes & Brother, and Samuel M. Kier. Thence it rapidly extended east to and across Fountain and Prospect Streets—burning dwellings and other buildings on all the four corners of these streets. Ten or twelve dwellings were entirely consumed; six of which, belonged to Mr. James Mackerel—No insurance on the dwellings. Mr. Mackerel's loss is $3,000.—Mr. Jordan's smoke house contained 250,000 lbs. of Bacon, of which 150,000 pounds belonged to Messrs. Hurlbut & Provost, of New Albany, Indiana; 32,000 to Mr. Gardner, of Washington County; 30,000 to Mr. Hadley, of Clarksville, Ohio; 45,000 to James Dalzell of this city.

The smoke house is valed at $1,000. The meat was all insured, as also the building; and Mr. Jordan's direct loss is about $5,000.

Mr. Kier's warehouse contained 200,000 lbs. of meat, which, together with the building, valued at $1,000, was also insured. The meat belonged to Messrs. Carson & M'Knight.

That of Messrs. Holmes & Brother contained 120,000 of meat, which, with the building, valued at $800, was also insured.

About 4 o'clock, another fire broke out, in the frame stable belonging to the Good Intent Hotel, located on Washington street, near to the canal, and in the rear of the Catholic Church. Nothing was destroyed here except the small stable, and a ton of hay.

At 10 minutes past four another fire was discovered in the frame stable belonging to the Citizens' Hotel, at the corner of Penn and the Canal—thence it extended to two frame dwellings, near by, and thence to the Wall Paper Manufactory of Mr. S. C. Hill, fronting on the Canal, together with the machinery, stock, &c., valued at $7,000.

The four dwellings, with the stable, belonged to Mr. Biddle, of Allegheny, and were insured. The paper mill building belonged to S. Peppard, and was insured for $2,000. Mr. Hill had $3,000 insurance on his property—estimated loss, $5,000.

About 5 o'clock, another fire was discovered proceeding from a stable on the east of O'Hara street, between Penn street and Mulberry Alley, back of J. M'Creskin's Grocery. Here an ice house, four frame stables, with a few tons of hay, and one or two frame sheds, were consumed. The ice house and stables belonged to James Kearney. We could not learn whether he was insured or not. Loss, trivial.

About half past 5, another fire broke out in a frame stable on Elm street, above O'Hara—from whence it extended to and consumed the adjoining frame dwelling of Thos. Girty. Two fine horses, belonging to Mr. W. Fleming, were consumed in this stable. Loss, $500.

Most of the Bacon, two of the smoke houses, and the warehouse, were insured in the Delaware Mutual—one in the Franklin. A small portion of the Bacon was insured in the Pittsburgh Navigation and Fire Insurance Company. Part of the bacon belonging to Messrs. Carson & McKnight, in the Spring Garden Ins. Co. Mr. Hill and Mr. Peppard were insured in the Delaware Mutual.

The total amount of property destroyed exceeds $35,000. Not a doubt exists that these fires were kindled by incendiaries, and public safety demands prompt and energetic action from the Mayor and Councils.

Mr. Kier's smokehouse was also full—containing 150,000 pounds of meat, belonging to Messrs. Acheson & Dagg, of which about 30,000 pounds was saved. Building and contents both insured.

New Books.

"Anecdotes and Incidents of the Mexican war.—By J. M. Wynkoop, late of the 1st Ohio Regt'l. We have received the 6th number of volume 7th, of this very able work.

AMERICAN REVIEW.—The April number of this most excellent monthly, lies upon our table. It is filled as usual, with a vast quantity of original matter, upon political as well as literary subjects. It is devoted to Whig principles and deserves the support of every good Whig.

THE SECRETS OF MOUNT ECHO.—Published at Cincinnati, by Robinson & Jones. We are indebted to the author Jesse Conrad, Esq., of Terre Haute, for a copy of this interesting Romance.

Remarks of Mr. Swartzwelder,
On his amendment to the Bank of Louisville bill, in the House of Representatives.

Mr. Speaker.—During the past four or five weeks that this bill has been under discussion, I have remained silent, not that those which I have the honor to represent here, feel no interest in its success or that I am at all doubtful of its resulting advantages, but I have witnessed during my short experience here, so much sacrifice of time to display, such a great anxiety to be considered a speech-maker, and with reference to this particular bill, such an amount of unnecessary declamation, that I feel no disposition to consume further time or to hazard its passage by excess of words.

But now that it is again revived after one strangulation, and the gentleman from Erie stands ready to administer another chloroformic dose in the form of a speech, I cannot repress my indignation at the mode of attack. Why do not the opponents of this measure meet it manfully face to face? Why resort to indirect resolutions, postponements, and windy clamor about the location of the road? The location is determined upon and it is not a question now; the supplement provides merely for a speedy completion of this great work, and those more immediately interested are, so far as I am informed, anxious for its passage. The speech of the Erie gentleman would at least have been pertinent, if not sound, before the commissioners at the time of the adoption of the present location; but here and now, it is both inapplicable and unsound.

But the gentleman seems to have been seized with a sudden fervent love for the good people of Allegheny county. He is anxious about their interests. Certainly his affections could not have been placed upon worthier objects. Of this I do not complain. It may be philanthropy, patriotism, or it may be a shield under cover of which he may more successfully attack a road which does not lead to Erie. His amendment, requiring the assent of all the free holders of Allegheny and Philadelphia counties before stock could be subscribed under this supplement, was not, I apprehend, prompted by the sole desire of protecting their interests, for the section as now worded gives the right to subscribe if they shall deem it to their interest so to do; and the exercise of this right will depend of course upon the assent of a majority—Did I think otherwise I would have voted for the amendment with slight modifications. But sir, it was a part of the general system of attack, insidious in its approaches, and direct in its thrusts.

Sir, I will not loose myself in the labyrinth relative to the trade of the great lakes, so cunningly devised by the gentleman, nor do I feel disposed to disparage the importance of that trade, but I will here remark that it is in some degree owing to our ineffectual attempts to secure that trade that debt now cripples our energies. If the Erie extension has not given us a portion of that trade, but has been a dead loss to the State, would the gentleman advise this company to try the same experiment? sir, this road when completed and connected as is proposed with the Ohio improvements, cutting the canals and railroads leading to the Lakes at right angles, will divert and secure to this Commonwealth as much of the Lake trade as she is entitled to or will ever receive; in addition to which the immense trade and travel of the Ohio and Mississippi are ours beyond a doubt; this alone depending at the extreme western portion of the State, and traversing its entire length, would in itself justify this gigantic undertaking. But I apprehend these advantages are of minor importance when compared with what I conceive to be the great purposes and objects of this improvement—the development and increase of the mineral, manufacturing, and agricultural interests of the State, as well as the corresponding increase in the local travel.

And here, Mr. Speaker, is the true answer to the most specious, and therefore most dangerous arguments urged against this bill, I refer, sir, to the increased tax upon the tonnage, and the proposed tax on passengers, which it is alleged will effectually prevent to the State, and protection to the State works. We assert that the present five mill tax upon the tonnage during the season that the Canal is open, amounts to prohibition upon all heavy trade, and therefore this work cannot interfere, and that the revenues of Pennsylvania are not dependent upon tolls on foreign trade and travel. National wealth is the result of individual enterprise, and the revenue of a nation under a just government increases in proportion to the accumulation of individual gain. This in turn is governed by the access to markets; for the value of real or personal property is increased or diminished as it is near to or remote from market.—These, sir, are truisms, and I may be reflected upon for their utterance, but the nature of the opposition justifies me.

Steam is the only true measure of distance now, and brings the markets to the door of the producer, giving great value to what, otherwise, would be worthless.

The fact that the hidden wealth buried beneath the mountains of the interior of the State, could be conveyed to either extreme of the Commonwealth in less than a day, would invite millions of additional capital, transmute the dirt and stone of the mountain into a taxable article, and increase the assessment of lands ten fold. This is exclusive of the prodigious increase of the assessed value of property at the termini of the road. Already this proposed improvement is looked to by the Revenue Commissioners as a source of income.—These gentlemen, selected for their sagacity and practical knowledge of the true and just sources of national wealth, indicate clearly where the increased revenue may be derived by their 15th, 19th, 20th, and 21st interrogatories propounded to the witnesses brought before them.

I repeat, sir, (and I think the gentleman from Erie for his information will thank me) that the great increase of the assessed value of property in the city of New York since the completion of the Erie Canal, that the increased value of property along the road and at its termini, the additional investment of capital in mining, and in manufacturing institutions, and the value given to what is now mere dirt and worthless rock will yield to our cheated and almost bankrupt old Commonwealth additional means wherewith to redeem her broken fortitude.

We have a population of two millions, with thirty millions of acres of land, owning nine hundred millions of dollars worth of property—the first mining and the second or third manufacturing and agricultural State in the Union, with undeveloped wealth uncounted. We propose a scheme commensurate with the importance of the State; an iron road from East to West, traversing her iron centre, enhancing and distributing her manifold products, and we are met with the paltry objection that unless a heavy tax is imposed the State revenues will be demolished. Why, sir, they would have us treat our good Commonwealth like an unfortunate cripple turned toll gatherer, exacting pennys at every avenue of trade to maintain herself, forgetful of her vast unimproved territory, teeming with coal and iron.

I verily believe that the general increase in value already spoken of, will yield to the State thrice the revenue now afforded by the canal, while at the same time the road will act as a feeder, increasing tonnage by opening new avenues through which the coal, iron and stone, now remote from the State work, will be poured into it; for it will be perceived at a glance that the tax of 5 mills, $1.50 per ton proposed in this bill, will not permit their through carriage on the road.

But, Mr. Speaker, setting aside these prospective advantages, and viewing the State merely as a collector of tolls on the trade and travel that will pass through her territory, it can be demonstrated that the proposed five mill tax will add to her revenue. This tax, if conceded by all, amounts to a prohibition on through tonnage during the navigation of the Canal; then, Sir, we look to the travel, and in the calculation I assume that all the passengers are abstracted from the main line, putting the case in the most unfavorable light.

From the report of the superintendant of the Portage road for the last year we learn that the whole number of passengers over the road was 11,624—assuming that 10,000 were through passengers, which is too large a proportion, and we have for 246 miles of Canal, at three mills per mile,

	$7,380
And for 36 miles of Portage road	12,500
Make the gross receipts for the year	19,880
But from this gross sum must be deducted, of cost of Portage, as the State furnishes the cars, which cost, as stated by the superintendant in 1845, was 31 cents for each passenger, making	3,100
Thus leaving a net revenue of	11,780

for 246 miles of canal and 36 miles of railroad.

Now, Sir, the number of through passengers over the Pennsylvania works, leading to the Baltimore and Ohio Railroad during the past year, was 50,000; assuming this to be the number carried over the Central road, (and most assuredly when they have a direct railroad communication to Philadelphia they will not go partly by turnpike, by way of Baltimore) we then have 50,000 passengers thrown upon the Columbia road, a State work, from which the State receives on each passenger two cents per mile, or 31 42 for 71 miles, making the gross receipts annually $71,000

The cost to the State for the conveyance of each passenger, as nearly as it can be obtained from the printed reports, is 68 cents, making the entire cost 34,000

Leaving a net revenue of $37,000

Being $25,220 more than is now received from the Canal and Portage. This calculation, as you will perceive, is based upon the supposition that the entire road is completed. If the Portage is used the amount would be doubled. Nor can any member here doubt that the travel over this road will increase to twice or thrice the number I have assumed.

But, Mr. Speaker, I have wearied the House and myself with statistics. I have no taste for them, and would not have introduced them here, but to satisfy those who appear to think that the proposed tax is not sufficient. For myself I look not to tolls in the prosecution of this great work. I view it as I have heretofore stated, as a measure to enrich the State by developing the resources of the State, to benefit the citizens of the State by knitting together the extremes of the State.

KENTUCKY.—The Louisville Journal has discovered some interesting facts in relation to the loco foco nominee for the governorship. It says he was in 1844 the Locofoco candidate for elector in his district. In the course of his labors, he went to Litchfield in Grayson county and made a speech. In that speech he indulged so freely in hard swearing, that the grand jury indicted him for profanity and he was actually convicted and fined.

He has learned that hard swearing in a public speech is a luxury that is heavily taxed in a moral community.

An Irish paper states that at a late meeting of the Macroom Guardians the following resolution was passed: 'Resolved, That the Guardians be requested to abstain from making any claptrap speeches, there being serious business to be gone through.

STEAM BOAT EXPLOSION.

To the Honorable, the Senate and the House of Representatives of the United States in Congress assembled.

The Memorial of the Board of Trade of the city of Pittsburgh, respectfully represents:

That the accidents which have recently taken place on board of several Steam Boats on the Ohio River, appear to call for additional legal protection, against the ignorance or carelessness from which they appear to have originated.

That your memorialists approach the consideration of this subject with a deep conviction of its importance, and of the difficulties which surround it, both from the number of valuable lives & amount of property which may be injuriously affected by hasty or incautious legislation, and from the various and conflicting opinions entertained by the most scientific and eminent men of the age, as well as by the most experienced engine builders and practical engineers, with regard to the causes which lead to these terrible accidents, and also to the most efficient means of preventing their occurrence. Under these circumstances, your memorialists with great diffidence in their own judgment, beg leave to express their views with regard to some of the causes which they believe to have produced the greater part, if not the whole of the explosions which have occurred on the Ohio and Lakes, and to suggest some remedies, which if duly enforced by legislative provisions, would in their opinion very materially diminish the dangers of Steam Navigation. Among the most prominent of these causes may be considered an insufficient supply of water in the boilers. Should the quantity of water in them be permitted to be so far exhausted that it does not cover the flues, they become heated to such a degree by the action of the fire on the uncovered portion, that they can no longer sustain the pressure of the steam on their upper surface, and become collapsed or crushed by its force, tearing their fastenings from the boiler head, thus producing a large aperture by which the steam and heated water may escape, and carry death and destruction to every person in their way.

The best means to prevent accidents from this cause, would be to provide a separate Engine for every boat, with pumping apparatus, to supply the boilers with water, and which might be used while the boat is at rest, and the other engines not running, and if confined with proper gauge cocks, or other suitable contrivances for ascertaining the level of the water in each boiler, under the charge of a careful engineer, no danger need be apprehend ed from this cause, especially so long as the boat is kept upon an even keel and beam, which point requires more attention than is frequently given to it.

Another cause of the explosion of boilers may be found in the practice of working the steam at a higher pressure than the boilers will bear, and especially when desiring the temporary stoppage of the boat, for any purpose, the engineer should omit to let the steam escape at the safety valve, or otherwise. This reprehensible practice is strictly forbidden, by the Pilot laws of the existing law, under penalty of $200, but it is still frequently adopted and although, there may exist some difference of opinion, as to the mode by which the effect is produced, the fact is undoubted, that explosions have frequently occurred immediately on starting the engine, after its operations has been suspended for a while; even when there has been no evidence of any deficiency of water in the boilers, although it cannot take place when steam is not in the generator, and safety valves used to escape by the safety valve as fast as it may accumulate from the inaction of the engine.

The most effectual means of guarding against accidents, from extreme pressure of steam, would be in the opinion of your memorialists, be, by compelling everyboat to be provided with a Safety Valve, in addition to that now universally used, and of larger area, to be loaded by the inspector of engines, to such pressure as he might decide, after proper investigation; and to be constructed so as not to be accessible to the engineer, or any person on board the steamer, for any purpose, but to open it from time to time, to prevent adhesion, and keep it in order.

To guard against the danger that might arise from imperfection in the workmanship, or inferiority of the materials employed in the construction of the boilers and flues, or from reduction of their strength by long service, deposition of sediment, or other causes, your memorialists would recommend a more rigid inspection than the law now requires, which should take place every six months, or as much oftener, as the Inspector or principal engineer may deem it necessary, at which times, the boilers should be filled with water, and subjected to hydrostatic pressure, which may be done by the means of a force-pump, attached to the engine, under the superintendance of the inspectors, amounting at least to double the pressure which the boilers shall, by his certificate, be permitted to carry; which certificate should be put up in a conspicuous part of the vessel, and should be compared with the weight affixed to the additional safety valve, previously alluded to.

In addition to the security derived from double safety valves, and frequent testing of the Boilers by hydrostatic pressure, at least 5 times as great as they are permitted to employ when in use, the French Government has adopted the expedient of affixing to each Boiler one or two pieces of the metal which shall be fusible at a temperature, but a few degrees above that at which the Boiler is allowed to be worked, and by the melting of which the rarified steam will be permitted to escape before a dangerous degree of tension, which may be injurious. This principle has been occasionally tried in the United States, but has never been generally adopted. A plan somewhat similar has been introduced on some of the Western Boats by Mr. C. Evans, in his safety valve.

Your Memorialists do not possess sufficient information on this subject to warrant them to recommend this instrument as an infallible guide, but they believe its adoption under proper instructions would be attended with beneficial effects.

The difference in the expansion of two or more metallic rods has also been proposed as a means of indicating the temperature of the Boilers, or the deficiency of water therein, by which notice, should be given of the approach of danger from either of these causes. Your Memorialists have not been advised of the practical application of this apparatus for which a patent has been procured by Dr. Wright of this City, but consider it well worthy the attention of those who are engaged in the business.

Various other modes have been suggested to guard against accidents from the explosion of Steam Boilers, to which your memorialists do not refer, in the confident belief that before any further legislation is had upon this subject, that your honorable bodies will make such further investigation through the instrumentality of a Committee or a Board of Scientific men and practical engineers, who may be authorized to visit the Western Rivers and Lakes and obtain information relative to it, as will enable your honorable bodies to act with greater certainty and efficiency.

Your memorialists moreover believe, that the adoption of any proposed improvement in the apparatus employed on Steam Boats, will be of but small advantage unless some plan could be devised for elevating the character and position of the Engineers employed on the boats, and providing an ample supply of men of sufficient capacity, knowledge, practice and attention to discharge the onerous and responsible duties incumbent upon the office of Steam Boat Engineer.

As one means of accomplishing this object, it is proposed, that the District Judge shall be authorized to appoint at such places as may be designated, a board of examiners, consisting of five members, chosen from among the practical Engine Builders and River Engineers residing there, whose duty it shall be to examine all applicants for the situation of River Engineer, and after careful enquiry and examination with regard to the character and habits, as well as the practical skill and knowledge of such applicant, shall give them certificates or Diplomas for the situation of first second or third Engineer, as they might be found worthy and well qualified. The same Board should be authorized to appoint the Inspector of Steam Boat Engines—should provide an office for the Registry of Engineers, and should examine into the particulars of any explosion or accident which may take place within their jurisdiction, and have power to cancel any certificate or diploma, when in their judgment any criminal neglect or misconduct of the Engineer should occasion such explosion, or other accident; and should be authorized to promote such 2nd or 3d Engineers to higher grades, as further experience might render them competent.

As one means of guarding against the danger of explosions, it has been proposed to prohibit absolutely the employment of steam beyond a certain pressure, say 100 to 120 lbs. to the inch; but your memorialists believe that the fear of the loss of profit of using steam above that degree may be doubted, yet it would be considered by many to be an arbitrary exercise of power to pass any express law on the subject; and that by adopting the precautions recommended, the same object would be more effectually accomplished, either by the use of the fusible metal which might be prepared at either of the United States Mints, or by the Inspectors of Engines at the various ports of such composition as would at any required temperature, and consequently give way under any degree of pressure which it would be applied, might be able to sustain without danger of explosion.

Many of the citizens who have directed their attention to this subject, have formed a favorable opinion of a School for Engineers, to be supported by the Government; but, although your memorialists are not disposed to yield to any persons in their desire to promote, a thorough practical and theoretical knowledge of steam engineering and all its kindred sciences, they fear that the constitutional and other difficulties which might be raised in opposition to such an institution, together with the local jealousies to which it would give rise, would seriously obstruct if not altogether destroy its benefits, and would therefore much prefer to see the Engineers and other Mechanics in our Western Towns and Cities adopt the necessary means to provide suitable instructions by Lectures, or otherwise among themselves and under their own control.

Having thus briefly considered the dangers arising from the employment of steam, as the impelling power, your memorialists will submit a few remarks upon the question of pilotage. On this subject it is very difficult to adopt any specific rules; as, from the variety of circumstances under which steamboats meet; the peculiarity of the channel in several parts of the rivers; the difficulty of ascertaining, during a heavy fog, either the distance or position of an approaching steamboat, and other perplexing occurrences; a great degree of discretion must always be left with the pilot.

The only safe means of avoiding collision, during a dark night, or a fog, appears to be, for both boats to reduce their speed as they approach, and in very narrow channels, or intricate passages, for the descending boat merely to float with the current; as the constant ringing of bells, or blowing of whistles, would only tend to produce confusion, and prevent the pilots from judging of the strength and position of the current, or the approach to rocks or snags, by the sound they make from the action of the stream; and in many instances, a rigid adhesion to any set of general rules, would only tend to produce the evils they are designed to avert.

Your memorialists are aware that the explosion of steam boilers has sometimes been attributed to the rapid combustion of an explosive mixture of oxygen and hydrogen gases, produced by the action of the heated boiler upon the water and steam therein contained. Your memorialists have met with no sufficient evidence to lead them to coincide in this opinion, but they would remark, that if future experience should fully establish that theory, they believe the adoption of the boiler iron, plated with copper of which specimens were exhibited by Dr. Woods of Ohio, if used in connection with copper coated rivets, would have a great tendency to remove any hazard from that cause.

There is one improvement in the laws respecting river navigation, which your memorialists deem of great importance, namely, that all keel boats, flats, rafts, coal boats or other craft, should be compelled by law to exhibit lights when floating at night or when laying by in the neighborhood of such places as are used for steam boat landings. This precaution would much facilitate the navigation of steam boats, and would prove the means of preserving many valuable lives, and a large amount of property.

Your memorialists do not consider it necessary to enter into details with regard to the amount of boats, the magnitude of the commerce, or the number of persons both as passengers or navigators, which are interested in this important question, but would earnestly and respectfully call the attention of your honorable bodies to the importance of adopting such measures as may render life and property more secure, and more fully develope the vast resources of the growing regions which are interested in its decision.

Signed by order of the Board of Trade.

Attest, THOS. BAKEWELL, PRES'T.
JOHN HARPER, Sec'y.

CAMPAIGN PAPER.

WEEKLY GAZETTE.

Every thing at present indicates that the coming Presidential campaign will be the most exciting ever fought. Upon all sides we see preparations making by the administration press to sustain the executive by the cheap circulation of the usual statements with which they gull the public ear on the eve of election.

To spread the antidote wherever they may leave their poison, we shall issue a campaign paper at a price so moderate as to place it in the hands of every good Whig in this region, as well as in the hands of all those who love their country with an enlarged heart, and who desire to see our glorious constitution, for which our Fathers fought and died, preserved from the danger of being torn into a thousand fragments by an unprincipled and misguided faction, whose entire and devoted object is to obtain power and the spoils incidental thereto, and for the sake of which they are ready and willing to sacrifice every principle of right and justice as well as of Love of Country.

The "Gazette" has never yet been found wanting, in its duty and devotion to the great interests of Western Pennsylvania, (with which it has been, for nearly three quarters of a century and we trust to be found in the forefront ranks, during the coming campaign. When the National Convention composed of the chosen patriots of the republic shall decide upon the man who is to bear our President's Government for holding the election in the States from which we have been elected. I hear not a doubt expressed among the Mexicans in reference to the ratification of the treaty. I have heard several of the Pro party men, say that they would vote for the ratification, if possible put an end to the war. I am of opinion that the vote in favor of ratifying the treaty will be a very strong one. If the treaty should come back from the United States amended there will probably be a good deal of debate and delay.

"SLAVERY AT NINETY DAYS."—We copied yesterday, and we commend to-day to the attention of the American freemen, the prophecy of the N. O. National that "within ninety days after the ratification of the treaty of peace between the United States and the republic of Mexico, the Mexican departments of New Leon, Tamaulipas and Coahuila will revolt and declare themselves free and independent,"—with Gen. Miraboau B. Lamar, of Texas "as the first President of the new republic of New Leon."

Thus, then, we are to have a new Texas,—a new revolutionary republic—a new slavery, republic carved out of Mexico sold at the expense of Mexico, and for the purpose of being hereafter annexed to the United States in the form of a new slave-holding State, authorized, like Texas, to be divided into five new Slaveholding States. It is the Texas project over again.

THE CROPS.—The Chester County Village Record says: Farmers from almost all parts of our county, represent the crop of wheat and rye as looking exceedingly favorable at this time of year generally in the Great Valley in Pikeland township, Allegheny county, on the 9th—at the house of Alex. McIlvaiy, in Mckesport, on the 10th; and at the office of Maj. Wm. Lantner, Jr., in the city of Pittsburgh, on the 12th day of May, 1848.

By order of the Board of Managers, 7th April, 1848.

ALEXANDER PLUMER, President.

(Attest,) J. B. COLTER, Sec'y. sp13:w3t

B. A. FAHNESTOCK'S VERMIFUGE.

A FEW weeks since, one of my children, aged about five years, was unwell for several days, at first the illness increased so alarmingly that I feared death would be the result. Having heard of the good effects of Fahnestock's Vermifuge we prevailed on the children of my neighbors, and thinking my child might be benefited, from some of the symptoms, I gave it one, and a half teaspoonfuls of the Vermifuge, and to my great astonishment it almost immediately discharged three worms and 200 large worms. Its health was soon restored, and it is now remarkably well. Previous to taking the Vermifuge, the worms would occasionally rise in the throat, and I often feared it would die by strangulation. JAS. G. DAWSON.

Thomasta, Venango co, Pa., April 2, '48. sp13

STUCCO AND PLASTER OF PARIS—From the Mills of R. W. Cunningham, for sale by
GEO W JACKSON,
sp13:1mdls&S 4th st, near Liberty.

CANE SYRUP—30 bbls received and for sale by
sp13 TASSEY & BEST

WINDOW GLASS—500 box 8x10 glass; 200 do 10x12 do; 100 do 10x14 to 14x20, in store and for sale by
sp13 TASSEY & BEST

POTATOES—75 bbls Neshannocks, just rec'd by
sp13 TASSEY & BEST

BACON—4 cask Shoulders; 1 do Sides; 1 do Hams, just received on consignment and for sale by
sp13 TASSEY & BEST

COTTON—65 bales Tennessee Cotton; 23 do, Mississippi do; in store and for sale by
sp13 WEST BOWEN, 70 front st

SUGAR—50 hhds prime N O Sugar; 8 do Fair do, in store and for sale by sp13 WEST BOWEN

RAISINS—100 boxes M R Raisins, just received and for sale by BURBRIDGE, WILSON & Co
sp13 water st

LIME—100 bbls Louisville Lime, just rec'd and for sale by sp13 BURBRIDGE, WILSON & Co

BACON—35,000 lbs Bacon Hams; 25,000 do do Sides; 15,000 do do Shoulders, city smoked, in store and for sale by S & W HARBAUGH,
sp13 53 water and 104 front st

HIDES—300 Dry Hides in store and for sale by
sp13 S & W HARBAUGH

CANDLES—150 bxs Mould Candles, 40 do Dip do, in store and for sale by sp13 S & W HARBAUGH

VINEGAR—50 bbls Sherman's superior Cider Vinegar, in store and for sale by
sp13 S & W HARBAUGH

FLOUR—175 bbls extra Family Flour, in store and for sale by sp13 S & W HARBAUGH

POTASH—2 tons Pot Ash received per steamer Arrowline; for sale by R ROBISON & Co
sp13 192 liberty st

LARD—13 bbls No 1 Lard; 25 kegs do do; just rec'd and for sale by R ROBISON & Co

BUTTER—3 bbls Roll Butter; 8 kegs Butter, rec'd per C H New Brighton; for sale by
sp13 R ROBISON & Co

NOTICE—Received from Louisville, Ky., per steamer Ben Franklin, a package containing a quantity of clothing, marked "Diamond F. Pittsburgh." The owner is hereby requested to pay charges on the same and take it away. WEST BOWEN,
sp13 90 front st.

MILLINERY GOODS—Just received, 10 cases of plain Straw Bonnets; 5 do do Florence do; 5 do do Tuscan do; 100 boxes Artificial Flowers; 25 gross Bonnet Ribbons; 12000 pcs Cotton Laces; 100 lbs thread do; which will offered at wholesale as low as can be purchased in the Eastern Cities.
SMITH & JOHNSON.

CLOVER SEED—25 bush Clover Seed, just rec'd and for sale by sp12 POINDEXTER & Co

BACON—14 boxes Virginia cured Hams and Sides, now landing and for sale by
POINDEXTER & Co, 44 water st

LEAD—500 pigs Galena Lead, received per steamer Oriental, and for sale by
sp12 POINDEXTER & Co

LARD OIL—10 bbls for sale by
sp12 McGILL, BUSHFIELD & ROE

RICE AND LOAF SUGAR—34 tierces Rice; 20 bbls Loaf Sugar, landing from state Schuylkill and for sale by BAGALEY & SMITH.
sp12 18 and 20 wood st

BULK PORK—1100 pieces and Bulk Pork, landing from steamer Mingo Chief and for sale by
BAGALEY & SMITH

STARCH—141 boxes Starch, superior quality, landing from Monongahela and for sale by
sp12 BAGALEY & SMITH

BUCKETS—50 doz painted Buckets, for sale by
sp12 WEST BOWEN.

PIG METAL—20 tons No 1 Foundry Metal, just received and for sale by
sp12 WICK & McCANDLESS

POTASH—45 casks prime for sale by
sp12 POINDEXTER & Co

BACON—4 cask Shoulders; 1 do Sides; 1 do Hams, just received on consignment and for sale by
sp12 TASSEY & BEST

COTTON—65 bales Tennessee Cotton; 23 do, Mississippi do; in store and for sale by
sp12 WEST BOWEN, 70 front st

SUGAR—50 hhds prime N O Sugar; 8 do Fair do, in store and for sale by sp12 WEST BOWEN

RAISINS—100 boxes M R Raisins, just received and for sale by BURBRIDGE, WILSON & Co
sp12 water st

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POTASH—45 casks prime for sale by
sp12 POINDEXTER & Co

COTTON—113 bales per Am. Eagle, for sale by
sp11 FRIEND, RHEY & Co

TOBACCO—25 kegs No 6 Twist Tobacco, landing from steamer St Cloud and for sale by
sp11 JAMES DALZELL

SALERATUS—27 casks Cleveland Saleratus, just received and for sale by
sp11 WICK & McCANDLESS

POTASH—20 casks prime for sale by
sp11 WICK & McCANDLESS

TOW YARN—60 doz Tow Yarn for sale by
sp11 WICK & McCANDLESS

MACKEREL—10 bbls No 1 Mackerel; 25 do do No 2 do; 10 bbls No 3 do; 250 do do 3 do; for sale by
sp11 BURBRIDGE, WILSON & Co

H. MOLASSES—50 bbls S H Molasses, 'Louisiana Sugar House,' rec'd per steamer Schuylkill and for sale by sp11 BURBRIDGE, WILSON & Co

LOAF SUGARS—200 bbls Loaf Sugar, No 6, 7, 8 and 9; for sale by
sp11 BURBRIDGE, WILSON & Co

RICE—60 tierces Rice for sale by
sp11 BURBRIDGE, WILSON & Co

LARD OIL—10 bbls premium Lard Oil, for sale by
sp11 BURBRIDGE, WILSON & Co

FRENCH LAWNS—Two cases beautiful new style Dress Lawns, just received by
sp9 SHACKLETT & WHITE

SUNDRIES—100 bags crude Saltpetre; 60 box Soap; 50 bbls N O Tar; 50 bbls large No 2 Mackerel; 30 bbls Tanners' Oil; 50 bbls cider Vinegar, for sale by
sp7 JOHN GRIER

BLACK WADDING—100 doz heavy Black Wadding, just received by Canal and for sale by
sp6 SHACKLETT & WHITE, 99 wood st

FAMILY FLOUR—50 bbls extra, for sale by
sp6 BROWN & CULBERTSON

BY MAGNETIC TELEGRAPH.

Correspondence of Pittsburgh Gazette.

Correspondence of the Pittsburgh Gazette.

CONGRESS.
Washington, April 12, 1848.

SENATE.—The bill defining the true meaning of the Franking privilege, was called up, and after a short discussion passed unanimously.

Mr. Hale from the committee on pensions, reported a joint resolution, amending the Naval Pension bill.

Mr. Mangum moved to reconsider the vote of Friday last, rejecting the Supreme Court bill. The motion was agreed to, and the bill made the special order for Monday next.

On motion, the Senate proceeded to the consideration of the order of day, viz: the Californian Claims.

A motion was made to amend the bill, but before the question was taken, Mr. Mangum moved that the Senate go into Executive Session, which motion was greed to.

HOUSE OF REPRESENTATIVES.—Mr. Burt moved that the House resolve itself into a Committee of the Whole, on the state of the Union, which was agreed to.

The Foreign Mail Bill was then taken up, and, after considerable debate, the further consideration was postponed.

The Revolutionary Pension Bill was also considered and discussed, but no action had.

The other business of the day was unimportant.

Correspondence of the Pittsburgh Gazette.

NEW YORK, April 12, 1848.

The municipal election yesterday, resulted in the choice of W. F. Havemeyer for Mayor. The Whigs have a majority of two in the Board of Aldermen. The Board of Assistants is tied.

(Mr. Havemeyer is an