THE PITTSBURGH GAZETTE.

BY ERASTUS BROOKS & Co.

PITTSBURGH:
WEDNESDAY MORNING, APRIL 26, 1848.

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☞ ADVERTISERS are earnestly requested the hand in their favors before 5 P. M., and as early in to 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,
NEH MIDDLESWARTH,
OF UNION COUNTY.

QUICKEST AND MOST SAFE ROUTE TO THE EAST.—For Sandusky city, Detroit, Albany, Boston and New York, via the Little Miami and Mad river and Lake Erie Railroads.

Only fourteen miles of staging from Cincinnati to New York.

The public are informed that the above route offers inducements, in point of safety and speed, above any other route from Cincinnati to the Atlantic Cities. Passengers by this route will arrive in New York from 1 to 11 days quicker than by any other route. Boats leave Sandusky for all the principal points on the Lake. The Railroad line of Boats running in connection with the Railroad, is composed of the first class Boats, and for safety and splendid accommodations are unsurpassed on the Lakes.

Such is the reading of an advertisement we find in the Cincinnati press, and we commend it to the attention of the business men of Pittsburgh. It was not meant as a jest, but the line has been established by men who mean to make a profit out of this new course of trade. A New York house acknowledged to be at the head of the express business has engaged in the adventure and failure is impossible.

"The firm of Livingston & Fargo have established an office in the Henne House building, and it is their intention to convey goods, by Express Trains, in their own cars to Buffalo, and thus secure the speed and certainty of the conveyance.—A new and splendid line of steamboats has been built expressly for the railroad passengers and goods between Sandusky and Buffalo. From Sandusky to Cincinnati, the Mad River and Little Miami road will make the conveyance in 15 hours. By this means they are enabled to convey their goods in three days and a half from New York to Cincinnati. It is beyond a doubt that these facilities, both in speed and cheapness, will vastly increase the business on the Northern route; and not only this, but give new and immense advantage to merchants of Cincinnati. It is a new link in the great chain of means and improvements, by which this Central Depot of production and commerce draws to itself the business of the West."

The day has passed for internal quarrels about rail road routes. We must go to work at once and effect a modern communication with the west and the east. Rivers and turnpikes are obsolete in eastern travelling, and the city which lies at the foot of a range of mountains need not expect her customers to surmount them for the pleasure of trading with her. Three and a half days to New York! It will be done, and we shall find few travellers who will be jostled over our mountains under the new order of things. The magnificent lake boats, the palaces on the Hudson, the cars of the Ohio and the New York roads, and above all the immense stocks of goods in the great commercial capital of the United States will attract the trade at the expense of Philadelphia merchants. Pennsylvania public works, and the serious loss of our citizens. Soon the Erie Railroad will connect with the branch from Buffalo, and enable the three days and a half to be shortened materially and the expense lessened, at the same time giving more comfort and certainty to the passenger. We want active subscriptions are it is too late. We add a sketch of the railroad business of Boston, the head of railroad enterprise in the United States, and a city of which we may learn much. Had that city our internal wealth, she would not long want comfortable roads over which her customers could reach her.

BOSTON AND HER RAILROADS.

Below will be found a few facts in relation to the railway traffic of Boston, a traffic which has made her the mistress of New England and the commercial capital of a section of country rich in nothing, but the enterprise of its citizens. The first road if we mistake not, was one from the Quincy granite quarries to Charlestown, and used for granite alone. The progress of the system we shall not attempt to trace, but give the names and selling price of the stocks of roads that centre there.

	Par.	Offered.	Asked.
Boston & Lowell,	500	$523	$529
Boston & Maine,	100	118	119
Boston & Providence,	100	99	99
Boston & Worcester,	100		116
Charlestown branch,	100	115	65
Concord,	50	84	86
Cheshire,	100	99	99
Connecticut river	100		
Champlain,	100		90
Eastern Lower,	100	104	104
Eastern Upper,	100	105	106
Fall River,	100	94	95
Fitchburg,	100	116	117
Old Colony,	100	93	94
Nashua and Lowell,	100	124	124
N. Bedford & Taunton,	100		60
Norwich,	100	101	101
Taunton branch	100		103
Western,	100	107	108

What man conversant with eastern business can fail to see that by this net work of roads, Massachusetts and Boston have drawn the immense and profitable trade of New England to them, and made the holders of the stock, the city and the state rich.

Enter Boston where you will and walk around its margin, add the shrill scream of the locomotive whistle greets the ear. "Look out for the engine while the bell rings," stands out before a man at every avenue into Boston as palpably as the smoky chimnies of the mills around our own city.

CARS LEAVE BOSTON DAILY

FOR	TIMES	FOR	TIMES.
Albany,	2	Medford,	7
Agawam,	2	Milbury,	2
Andover,	5	Milton,	6
Athol,	2	Mt. Auburn,	4
Bridgewater,	3	Nashua,	3
Brookline,	7	New Bedford,	2
Concord Ma.	4	Newburyport,	4
Concord N H,	3	New Haven,	3
Danvers,	6	Newton, L F,	4
Dedham,	5	Northampton,	1
Dorchester,	1	Portsmouth,	2
Fall River,	3	Plymouth,	3
Fitchburg,	3	Portland,	2
Franklin, N H	2	Portmouth,	3
Framingham,	6	Providence,	6
Fresh Pond,	6	Reading,	8
Gloucester,	2	Salem,	9
Great Falls,	2	So. Braintree,	2
Greenfield	2	Saxonville,	2
Hartford,	3	Springfield,	2
Haverhill,	3	Stoughton,	2
Holliston,	2	Taunton,	2
Lawrence,	3	Troy, N H	2
Lexington,	4	Waltham,	6
Lebanon, N H,	4	Watertown,	4
Lowell,	5	Woburn,	5
Lynn,	6	Worcester,	6
Marblehead,	6		

Fourteen years ago, April 7th, the first Railroad passenger cars left Boston for Newtown. Now the number of miles completed and in operation within Massachusetts is 728—at a cost of $34,461,513.

The total receipts,	$5,291,081
Total expenses,	2,553,291
Net income $2,656,600, or an average income of nearly *eight per cent.*	
Total number of miles run,	3,335,939
No. of passengers carried in cars,	5,596,576
" " one mile,	103,037,481
Tons of mdse carried in cars,	1,769,332
" " one mile,	66,187,617

Such are the facilities of a city to attract business and such are the results. Have the attempts been successful. That they have been, an eight per cent. dividend upon last years work shows most conclusively. What an example is here offered to us, and how greatly should we benefit by following with all our energies, a course so full of profit to the capitalists, the laborer, the city and the State. Our railroads are in our coal pits alone, and instead of keeping them before the people the effort seems to be to hide them or to hinder their construction, by useless disputes about routes. Remember in the language of the originator of the railroad system that:—

"No speed with this can fleetest horse compare;
No weight like this canal or vessel bear.
As this will commerce every way promote,
To this let sons of commerce grant their vote."

and we may add, a liberal personal subscription to make it more effectual.

P. S.—Since writing the above we have received the New York Commercial Advertiser of Saturday which says:—"We are under obligations to Messrs Livingstone & Fargo for Cincinnati papers in advance of the mail." Who does not say the time or action has come.

ERIE CANAL.—The water is to be let into the Erie (New York) Canal on the 1st day of May.

We have been favored with a copy of an oration delivered in Cincinnati by Timothy Walker on the life and character of John Quincy Adams.

FOREIGN NEWS.

The news brought by the Acadia is full of fearful forebodings for the future peace of Europe, every portion of which seems in a state of complete combustion. Where or when the revolution, so suddenly commenced by France, is to end, requires more than human sagacity to determine. The news received by each successive steamer only swells our doubts, and involves in greater mystery the fate of the entire Continent. By the last accounts the aspect of affairs in England look extremely critical, and we are prepared to hear, by the coming steamer, that a revolution has broken out both in England and Ireland.

Should this be the case, we must prepare to hear of one of the most bloody revolutions the earth has ever witnessed. It will be the last fight of monarchy to preserve its power, and it will be only yielded after a most desperate and sanguinary struggle. The letter which we annex, from the able correspondent of the New York Tribune, dated at London, gives a vivid foreshadowing of the dangers by which that Government is at present surrounded; and we commend it to the careful perusal of our readers. Should a revolution take place in England, we may expect immediately after its announcement, on this side of the water, to hear that Canada and the other North American Provinces of Great Britain have thrown off their allegiance and proclaimed themselves Independent. Under any state of things, we believe that sooner or later this will be the case; but we have no doubt the present state of things in England will tend to hasten the establishment of a new Republic on this Continent. As regards the probable effects of such an event so far as we are concerned, we are not prepared to say; but it is for us to pause and reflect well upon our position, and to prepare for any contingencies which may arise, calculated in any manner to affect us.

A revolution in England, it cannot be denied, would have a most embarrassing influence upon our commercial interests, as it would unquestionably cause a suspension and failure of all the great commercial and manufacturing establishments of that country. Fortunately for us, we are indebted to Europe, instead of their being indebted to us;—but the suspension of the demand for our cotton, tobacco, and other staples, would operate most seriously upon our prospects, and cause great embarrassment. It becomes us, therefore, to pursue, in all our transactions, a most prudent course, and to be prepared in time, in case the storm should come, for whatever results it may bring with it.

Imminence of the Revolution in Great Britain and Ireland.

Correspondence of the New York Tribune.

LONDON, Saturday, April 1, 1848.

This great and astounding Revolution of the Nineteenth Century—which fell upon Europe like a flash of lightning—progresses with such rapidity that it is quite impossible to follow it. The mind is pushed onward, day after day, and dazzled by so many new events that it cannot look back to examine and speculate upon the past. These events are now too near to be fully comprehended or appreciated by the upper classes of England, who fully believe, or, at least earnestly hope, that a Bourbon will, before many months elapse, rule in France! It was the sudden overthrow of the throne, the throne and the dynasty, that bewildered the mind, and it has not yet recovered from the shock, or the successive ones that so soon followed. But while the people of Europe, from Austria and Prussia to Poland and Italy, are obtaining their just rights by standing together and marching through human blood, it is astonishing that the Prime Minister of England and his advisers are so foolishly blind as not to discern the revolutionary hurricane that will most assuredly sweep over Great Britain! Yes, in the House of Parliament every proposed measure of reform for the people is met with a 'pooh pooh' or a laugh,' or 'great laughter' It is the same with every proposition that comes from Ireland. It is received here with contempt, or general laughter.' If the members of Parliament who thus laugh at Irish schemes, or Chartist movements could but hear one half that is daily uttered by poor but determined men, who represent not tens but hundreds of thousands, they would not treat so indifferently or contemptuously their recent movements or petitions. The wealthy and aristocratic members, as well as the whole country, may soon hear the significant words which told with such brilliant effect in France only one month since—'It is too late' Yes, hundreds of thousands do not now conceal their plans of Reform, which are called seditious or treasonable by the aristocracy, who fastened the chains that bind the millions.

These plans to overthrow this Government—for politics are now considered "a mockery and a farce"—are boldly avowed, and with a determination that alarms the more moderate classes. For months—yes, years—these plans have been in embryo, but now they are published to the world. In less than three months—perhaps in one month—opposition of the most powerful kind against the Government will manifest itself. It will appear first in Ireland, and it will be an opposition determined and fierce, and end in the loss of many lives. It will spread through England, and no person can now tell what will be its end.

The Chartists of England can muster in the metropolis, at a day's notice, 200,000 able bodied and bold men. The Repealers in Ireland can find, at any hour of the day or night, in the City of Dublin, a like number, all armed with muskets or pikes'—It is a well known fact, for it has been openly declared, that many police men and soldiers have already fraternized with the masses—secretly, some openly, others. The standing army of England and Ireland is 'THE PEOPLE.' Every soldier is from and belonging to the people. But admitting that the soldiers obey orders, and fire upon the people, can ten, or twenty, or even fifty thousand resist those two or three hundred thousand starvation, starving, determined men, equally well armed, fighting for their just rights, and who have solemnly sworn that they will obtain them, let the consequences be what they may? At this critical moment these are solemn questions, and, unless some great concessions are speedily granted, concessions will finally be obtained, by the blood of the people. This, at present, is the ultimatum. The aristocratic journalist, shut up in his magnificent and luxurious study, cannot see this, nor know it, for he does not go out and condescend to mingle with the people, and consequently he ridicules the movements of the masses, as he did in February, on the very day that the King of the French fled from his palace and his throne! But I have passed hours and days among them, spoken my own sentiments to them, and watched their enthusiasm and determination. I am free to confess, that, judging from close observation, I fear that very soon much blood will be shed in England and Ireland; and this the leaders of the popular movement acknowledge, and say that they are ready to fall in the first ranks, for they know that ball will be showered upon them at the onset. The people, however, will triumphant last.

At a recent meeting of the Irish Confederation in Dublin, speeches were made, and resolutions passed, in which rebellion was openly recommended. Mr. Duffy, of *The Nation*, proposed a resolution to the effect that the Counsel adopted the principles contained in the prosecuted speeches of O'Brien, Meagher and Mitchell, and they were determined to drive the Green Banner of 100,000 National Guards through the Indictment.

Another resolution proposed the speedy organization and arming of a National Guard, composed of all sects and religionists. Mr. Reilly spoke in favor of this resolution, and said that they should open the jails with pole-axes and crowbars. He then spoke of barricades, rifles, pikes and powder, and his speech was hailed with enthusiasm.

Mr. Mitchell, of the *United Irishman*, said that three weeks ago he called on them to "Register," but now asked them to "Arm, Arm!" He was sick of talking and writing. He conjured them, in God's name, to get guns; and those who could not afford to purchase a rifle, must provide himself with a pike. "You must all have arms, and be ready to turn out." The Government should have no trouble in procuring evidence against him, (Mr. Mitchell,) for he would stand by everything that he had written, published or spoken. He acknowledged that the prosecuted articles were "seditious libels." He intended to commit high treason.—"Be prepared to rise. There is no need to name the day now—but on an early day or night, be prepared to smash through that castle, and tear down the union flag that insults our city." Loud cheers followed, with cries of "We will! We will!" Mr. Mitchell declared that there should be no rest for him, until he saw Ireland a "free Republic."—Tremendous cheers followed.

It is important to examine the sentiments of the more liberal English journals, and the *Daily News* stands in the foremost rank, with and for the masses. In an article upon Ireland, it says that the Irish demand for Ireland "a Parliament of her own." "Right or wrong, such is the conviction of millions: right or wrong, such a conviction is a permanent fact, which ought not lightly to be disregarded. It is easy to call the cry for Repeal absurd and abortive. The cry may be so; but what is its cause?"—"Imperial mismule and neglect." Assuredly the Imperial system of legislation for Ireland cannot be changed too soon."

The *Observer* of the 26th says: "Is it possible that England can remain untouched by the influences that are now abroad? or that those who possess the power of the State and administer the Government of the people can continue to cling to those abuses of her institutions, those oppressions, which have grown up out of years of peace and plenty to fester and canker the general welfare of the community?" The *Observer* goes on to remark that while the whole Continent of Europe is in one blaze, the Legislature of England is imposing new taxes for terms of years; adjudicating upon the petty corruptions of some of its own members squabbling over individual interests; doing everything, in short, but the one thing needful. Nero fiddled while Rome was burning.

The manner in which a petiton, calling for certain reforms, was received by the House of Commons, on the 28th, is a more serious affair than members of Parliament are aware of, or they would not at this critical moment, have treated it with derision. Mr. Wakley presented the petition of Rev. Mr. Beale of Eaton Square, a clergyman of the Church of England. The petitioner stated that the country was in a most critical state, and that the masses were liable to be roused into action to seek for what they considered likely to be beneficial to them—that indiscribable poverty and wretchedness existed among the people—that one of the causes of discontent was the defective character of the representation of the people in the House of Commons, and that every public office at home or abroad was reserved for and filled by the sections of wealthy families. The petitioner therefore prayed for the establishment of universal suffrage; that Church property should be applied to the reduction of the national debt; that all sinecures, gratuities and pensions, should be abolished except for meritorious services; he prayed for the reduction of the army and taxation—abolition of the laws of entail and primogeniture; the separation of Church and state, and the abolition of the House of Lords. (Laughter.)

The latter clause gave great offence, and the petition was at first refused a place upon the table. This led to an animated conversation. Mr. Hume in opposition to Sir R. H. Inglis, said that no member could object to a petition being brought up.—After much talk Mr. Wakley read again the objectionable passages of the petition. The final prayer was that the petitioner desired to see all these measures passed, as he believed the condition of the country to be such, "that unless they are adopted a convulsion must ensue which will bring in one common ruin all establishments which are now the sole of foreigners, but a continual source of evil to this nation." During the reading, several members laughed.

Mr. Hume and Mr. Wakley for the reception of the petition and Sir Robert Inglis, Sir George Grey and Sir James Graham, against it, spoke and dress fired. Mr. Hume said it was the duty of the House to receive every petition that was sent to it. This petition was not signed by an ignorant Chartist, but a gentleman who had gone through the University, and was now a clergyman of the Church of England. Sir J. Graham said it was inconsistent with their loyalty to their Sovereign to receive a petition seeking for the abolition of the kingly Government, and the substitution of a Republic. Mr. Bright was in favor of the reception of the petition, and he considered it of enormous importance that the House should not take a false step on the present occasion. Mr. O'Connell said that any person could legally express an opinion that the House of Lords ought to be abolished. Dr. Bowring was of the same opinion. He thought the petition ought to be received. Mr. Wakley said that he petition in a great measure with the prayer of the petition, but did not agree with that part which related to the House of Lords. He but hoped that he should not be asked to offer petition to present, because he thought that there was not the slightest good in sending petitions to that House, as they met with no attention whatever. After some further remarks from members, the petition was ordered to lie upon the table.

The great body of Chartists intend to present a petition to the House of Commons on the 10th of April, calling for "The Charter." At a recent large meeting of Chartists in London, it was stated that when their petition was presented from two to three hundred thousand Chartists would flock to the House of Commons. One speaker said it was all mockery and a farce to petition at all, as they very well knew that the Government would never grant the Peoples' Charter, and therefore just one hour ought to be appointed for the House of Commons to consider their petition. If they said "No," then 100,000 persons would form a compact body, understand each other by signs, unite in a procession, and upset the Government! (Great sensation was manifested at this proposition.)

Another speaker stated that the military had already fraternized, as in France, with the People, and that they were not so much to be dreaded as was generally supposed. "It was a well-known fact that eighteen Grenadier Guards had that very week signed the Chartist petition. He had addressed tens of thousands of their fellow workmen in the provincial towns, and they had taken an oath, that if a blow was struck at the "monster parliament," on the 10th, by the "minions of the Government," they would strike back again!"

Mr. Feargus O'Connor's motion, which he intended to bring forward when he presented the Chartist petition, was laughed at by the House of Commons; but the Chartists remind each other that a motion of Odilon Barrot's was treated in a similar way by Guizot and the French Chambers, and they knew the result.

The *Daily News*, referring to the present Government of France, which is ameliorating the condition of the lower and laboring classes, remarks, that it is the same kind of Government which Feargus O'Connor recommends in England, and which is, moreover, hailed with joy by a far larger mass of Englishmen than our public press will admit, or than the upper classes seem to be aware of." In the same journal of March 29, the House of Lords is attacked in a leading article, which reforms are recommended—For instance, the *News* says that the electoral franchise should be extended, small constituencies done away with, the ballot adopted, and, in short, the reform of the Legislature.

The Government will soon find that the voice of the people cannot be stilled by "pooh-poohs" and "laughter—great laughter," as it has more than once attempted in the Houses of Parliament. The *Daily News* reminds Ministers that "the tone in which all proposals for reduction of military and naval expenditures are pooh-poohed in the House of Commons is calculated to cause great irritation in the Provincial seats of commerce and manufactures." Again, "though these districts may not have much influence in the political coteries of the metropolis, the Reform bill and Anti-Corn-Law agitations show their influence in the country."

On Tuesday the 28th, Mr. O'Connell, in the House of Commons, gave notice that on the 11th of April Mr. O'Connell, M. P. for Limerick, would move for leave to bring in a bill to repeal the Legislative Union between England and Ireland. *The House laughed!* Laughed, while every Irishman was sworn that time would not pass before a fight for the purpose of resisting Irish soldiers, and while every Irishman was swearing to use that pike against England!

As I shall write by the steamer Acadia on the 7th inst. and as documents sent by her will probably reach you even before this letter, I will not now refer to the present state of Europe.

I am compelled to mail this letter to day, as the General post Office of London is not open on Sundays.

The new steamer America will leave Liverpool for New York on the 15th inst and by her you may expect to receive some very important news from England and Ireland.

Your very obedient servant,

P.S.—I shall send a parcel per railway to morrow evening containing the very latest foreign news.

The Ex-Royal Family of France.

[From the London Post, April 1.]

The Count and Countess of Neuilly, with the members of their family circle, remain in the strictest retirement at Claremont. Nothing can possibly exceed the plain unostentatious manner in which the household is ordered, the most rigid economy being observable in all its arrangements.

Yesterday their royal highnesses the Duke de Nemours, the Duke and Duchess d'Aumale, and the Prince and Princess de Joinville, came to town to pay a vist to her Majesty at Buckingham Palace. Their royal highnesses returned to Claremont at five o'clock.

The Count de Neuilly has been in town more than once during the past week. On Tuesday last the illustrious exile called at Buckingham Palace, to make inquires ofter her Majesty's health. The Duke de Nemours comes to town occasionally, and during his recent visits has called on his royal father-in-law, the Duke de Montpensier at the Legation of the Belgian Minister, and several others.

The Count de Jarnac remains in close attendance upon the ex-king, visiting Claremont frequently.—The Belgian Minister has also paid his respects to the count several times lately.

The Count and Countess de Neuilly, since their arrival at Claremont, have received visits from a great number of their old and personal friends.—On Thursday the Prince and Princess de Beauvau arrived from Paris expressly to pay a visit to the illustrious exiles.

A great many servants attached to the ex-royal household have followed their late illustrious master to England and presented themselves at Claremont but the ex-king, with one or two exceptions, has been necessarily compelled to decline their proffered services.

The princes and princesses of the family frequently walk in the neighborhood of Claremont. They are treated with every degree of respect, courtesy and respect by the inhabitants of the district, and much sympathy appears to be felt for their fallen fortunes.

The count and countess go out very little. The count generally rides in a close carriage on his way to and from the railway station, and evidently studies to avoid the appearance of any display.

With reference to the finances of the family, we are sorry to learn that they are at a very low ebb. Up to the present time the ex-king has received no intimation from the provisional government as to the future disposal of his own property situated in France, and as this is all the family have to rely upon for their support, of course great anxiety is felt on that subject. M. Lamartine, in conversation with friends of the ex-king, has invariably expressed, as far as he seems to know, the best intentions toward the fallen monarch; but at present all is uncertainty as to the result, and, as stated above, the establishment at Claremont is accordingly kept on the lowest possible scale.

The following are the names of the gentlemen who have made themselves voluntarily exile with the ex-king, and who remain with the family at Claremont:—General De Rumigny, General Dumas, General D'Houdetot, M. Vatout, the ex-king's librarian, and Dr. Pigach, physician to the exiled family. The Countess Montjoie remains in attendance on the ex-queen.

The Duke and Duchess Augustus, of Saxe Coburg, are it is understood, gone direct to Gotha, whence they will shortly proceed to Hungary.

The latest private accounts announce that the Duke and Duchess de Montpensier had left Rotterdam for Spain.

Not the least to be pitied in connection with the illustrious exiles, are the male and female attendants who fled with the members of the ex-royal family from the Tuileries. Many of these had been in the service for years, during which time they had, of course, amassed considerable property, in presents, and other things, of which not the value of a single stiver was saved by any one of them.

CATERPILLARS.—An English agricultural paper gives the following method of destroying catterpillars, which was accidentally discovered, and is practised by a gardener near Glasgow. A piece of woollen rag had been blown by the wind into a currant bush, and when taken out was found covered by the leafdevouring insects. Taking the hint, he immediately placed pieces of woollen cloth in every bush in his garden, and found the next day that the catterpillars had universally taken to them for shelter. In this way he destroys many thousands every morning.

We see it stated that at a soiree recently held in Manchester, the following toast was given from the chair, and enthusiastically responded to. "The United States of America, the cheapest governed country in the world; the institutions of which, based on the sovereign will of the people, we highly admire."

MAKE WAY FOR CLARION!—The Post says that a new foundry was put in operation in Clarion, on the 11th instant—being the third established in that place. We pity the unfortunate *fanatics*, who have invested their money in such an undertaking! "They can never be kept in operation at a profit that will repay their owners." "The tariff that now eats out our vitals," stops all the manufactories; throws all our workmen out of employment; and renders our beloved country a desert, must be working most horribly, when so many new manufacturing establishments are springing up.

This foundry, we fear, will not quite demonstrate the benefits of the tariff of 1846 to our home laborers and iron masters. What is the profit of casting a few iron pots and ploughshares, compared to the profit of making the following iron, which reached New York on Saturday last.

2,154 bars of Railway Iron, and
625 tons of the same;
580 tons of Pig Iron,
480 bundles of Iron,

besides two cargoes, the details of which are not given. See how the figures waver, how they fall in one week. Look at them, they are full of interest to the people of this State.

NEW YORK PRICES.

	April 15.	April 22.
Pig, English & Scotch,	$32,50	$27,50@30
Pig, American No. 1,	30@32,50	30,00
" " Common,	28@29,00	26@27,50
English bar, Common,	65@67,50	$60,00

Five Dollars a ton in one week on bars, and three dollars and seventy-five cents on the raw iron in one week! No argument can explain away the fact that each ton of iron imported, excludes from consumption a ton of home made. It cheats the laborer out of the means of subsistence. It cheats the farmer out of the sale of an amount of produce nearly equal in value to the worth of the iron imported, for iron is nothing but labor. It takes from the country millions of dollars that should be kept at home. Even the figures above given, do not show the whole decline in New York for the week. The Shipping List of the 22d, says "The demand for No. 1 Scotch Pig continues good, and sales are making at $24, 60@$25, cash, to $26@27, 6 mos." Let the working man look at the operation of a democratic tariff. Out upon such swindling laws, and shame upon those who made them. Pennsylvania must have a change, and the sooner the better. We shall soon need no preventative for smoke from our furnaces, at these prices for foreign iron.

Local Intelligence.

Proceedings in Council.

COMMON COUNCIL.

MONDAY, April 24th, 1848.

Council met—Present, Messrs. Armstrong, Bell, Black, Cunningham, Hartley, Kent, Leonard, Lawrence, McCullough, McGlathery, McMichel, Palmer, Porter, Roggen, Sawyer, Schaffer, Scott, Smith, Stimple, Stoner, Von Bonnhorst, Wilson, and President.

Mr. Robertson, President, in the Chair.

Mr. Wilson presented a petition from Robert M'Keever, asking to be allowed to erect a fire Plug. Read and referred to the Water Committee, with power to act. Sent to S. C.

Report of the Special Committee, relative to Duquesne Way, together with an ordinance on same subject, which had been ordered to be published by the S. C., at a previous meeting, was taken up, and order concurred in. (See another column.)

Supplement to an ordinance relative to Duquesne Way, passed 26th June, 1843,—which passed the S. C. on the 10th instant, was also concurred in.

Mr. Von Bonnhorst presented a petition from F. A. Schoelleitner. Read and referred to the Com. on Garden Buildings—sent to S. C.

Mr. Armstrong made report from the Com. of Conference on the Ordinance establishing and fixing the grades in the 6th, 7th, 8th, and 9th Wards of the City—stating that they had agreed to refer the same to the Com. on Streets, &c., which was accepted.

Mr. Sawyer offered a resolution directing an expenditure of six hundred dollars on Pennsylvania Avenue. Read three times and adopted—sent to S. C. Adjourned.

SELECT COUNCIL.

The balance of the proceedings will be given to morrow.

Public Meeting.

Pursuant to adjournment, the citizens of the 6th, 7th and 8th Wards of Pittsburgh, met at the time and place appointed.

After the meeting was organized, the committee appointed at the last meeting, to prepare a memorial to Councils—expressive of the wants of the citizens, in regard to the erection of additional Water Works, and containing such facts, arguments and suggestions, as may exhibit the importance of the improvement, and the policy of its immediate construction,—submitted through their Chairman, a draft of a memorial; which was read and unanimously adopted.

On motion, it was

Resolved, That inasmuch as there has not been a dissenting voice to the memorial, it be signed by the Officers of this Meeting, and laid before Councils, as the prayer of the citizens of the 6th, 7th and 8th Wards, unanimously expressed.

Resolved, That our Members of the Select and Common Councils be, and they are hereby instructed to use all honorable efforts to obtain the desired improvement; and to advocate the immediate necessity of the adoption of measures to accomplish it, in compliance with the arguments set forth in our memorial.

The meeting was addressed by a number of gentlemen, on the vital importance to Pittsburgh of the improvement, and many arguments were adduced to show its effect on the progress and prosperity of the city.

On motion, the meeting adjourned, to be convened again by the Officers, should the action of Councils render such a course necessary.

ROBERT CHRISTY, President.
DAVID D. BRUCE, } Secy's.
WM. M. SHINN, }

OHIO AND PENNSYLVANIA RAIL ROAD.—The election will be held for Directors on the 17th May, at Salem, O. and we hope the Pittsburgh Stock will be fully represented, and no measures spared to secure efficient men to manage the Road. Some complaints have been made of the haste in which the subscription books were hurried through the country, thereby preventing many persons from subscribing. So far as we can learn, the mass of the Western interest will be pleased to see a decided majority of the Directors chosen from among the Stockholders here. It is thought that Pittsburgh will make a location of the road upon the merits of the route, and not with regard to any particular town. Pittsburgh has a controlling interest in the Stock, and will have no excuse if the proper Directors are not chosen, and the road properly located.

NEW ENGLAND No. 2.—While this fine boat was lying at Portsmouth, on Friday morning last, the second mate, E. Lewis, fell into the hold, and received a contusion of the skull, which caused his death.

On her return to this port, and when at the foot of the "Long Reach," she met the Cinderella, and the latter, from some misunderstanding of signals, ran into the New England on the starboard quarter, breaking ten or twelve timbers, and opening a large breach in her hull; but, fortunately, above the water. The New England arrived here on Monday night, and dropped down yesterday to repair.

PICTURE GALLERY.—The rooms of Messrs. Hough & Anthony, on Fourth Street, will afford great pleasure to any one who has an hour to spend in this busy town. Among the faces that bear testimony to their skill as artists, is that of Mr. Clay, than which a finer picture was never drawn by the Sun—correct as it is known to be. There are some landscapes that are most excellent, and bring to our view many scenes as familiar as 'Boston Common.' Among the best are several views of Portland, (Maine,) Bangor, and Providence. These are so good, that it is much better to look at them in the gallery, than to go boiling over the mountains or canals a pleasuring, to see the originals.

SALES of Pittsburgh Copper Company Stock were made at Boston on the 21st at 65 per cent.

OLD HICKS the guide and the Batchelor of the Albany, noticed yesterday are not for sale by J. L. Reed. We receive through him all the publications of the Messrs. Harper, but the purchasers will look in vain for these works at the store of our friend who confines his attention to the valuable part of his profession, and not to the trifles of the day.

THE STEAMER AMERICA.—The new steamship America, just added to the Cunard line, is described by the Scotch and English newspapers as being a very splendid and superior vessel. She is now on her first voyage across the Atlantic—her day of leaving Liverpool being the 15th inst. and in her eleventh day. She comes to New York.—She is commanded by the veteran Captain Judkins. The crew consists 100 men—35 in the sailing, 35 in the steaming, and 30 in the steward's department.

FACTS ABOUT IRON.—The Troy and Saratoga rail road is to be relayed with English iron delivered in New York at Fifty three dollars per ton.—The contract for this iron was offered to a rail road iron mill in Troy at Fifty eight dollars per ton, and refused. "The owner of the mill is largely interested in the road, but has stopped his mill to *repair*, finding that it costs less to repair, than to run at five dollars more a ton, than the English iron rents laid down here.

BY MAGNETIC TELEGRAPH.

Correspondence of Pittsburgh Gazette.

CONGRESS.

WASHINGTON, April 25, 1848.

SENATE.—On motion of Mr. Cass, the bill relating to the California Claims, as amended, was called up.

Mr. Mason addressed the Senate in reply to a speech made some time since by Mr. Badger, who rejoined at some length.

Mr. Benton followed upon the same topic, and was succeeded by Mr. Underwood, who has the floor to-morrow.

HOUSE.—The bill for the admission of Wisconsin was called, and after some debate made the special order of Tuesday.

Mr. Palfrey's resolution as to the privilege of members, was then considered and a warm debate ensued.

Mr. Giddings spoke warmly in defence of himself and the West in their opposition to slavery. After some further debate on the part of Brown of Mississippi, Mr. Inge moved to lay the resolution on the table, which was carried, 134 to 42.

The House then went into Committee of the Whole, and took up the Senate bill reversing the decision of the House in relation to the reservation of the Miami lands for the use of soldiers in Mexico, as bounty claims.

Mr. Thompson, of Mississippi, offered an amendment, granting bounty lands to soldiers of the last war, and spoke at some length in support of his motion. Several amendments were then offered, but no action was taken previous to adjournment.

Further News by the Steamer Acadia.

NEW YORK, April 25, 1848.

The following are the latest quotations received by the Steamer

LIVERPOOL, April 8, 1848.

Pork, Western, Long Middles, free, 62@63s; old Hams, 19@22s 6d. per cwt.; Baltimore dry salted 43s. 6d.@44s. per cwt. Lard has given way under the heavy supplies, and a further decline may be looked for. Prime Mess Pork is in active demand at full prices; but other qualities are dull.—Tallow is active, with an improvement in prices. Sales are limited, however, in consequence of the Continental troubles.

Cheese—40@45s. per cwt. for good sorts.

Hemp—Dew rotted, £24. 10 shillings, and £26 for hackled.

Iron—Iron is dull, at depressed prices. The demand has diminished, both for export and home consumption. Pig iron in the Clyde, £2 for cash; for mixed numbers, and bar £6 10s. deliverable in Wales. There is an indisposition shown to operate; but the stocks are light, and a restoration of confidence would improve prices.

Exclusive Correspondence of the Pittsburgh Gazette

PHILADELPHIA MARKET.

Philadelphia, April 25, 1848.

Flour—Sales of Western at $4 87@$4 93¾.

Cotton—Nothing doing.

The Steamer's news has unsettled the market.

Grain—Sales of prime red Wheat at $1 36 cts.; of prime yellow Corn, at 51c; dull. The supply of Grain is small.

Groceries are without change.

Provisions—No activity in any article—quotations steady.

Whiskey—Sales at 22 cts.

Exclusive Correspondence of the Pittsburgh Gazette

BALTIMORE MARKET.

BALTIMORE, April 25, 1848.

Flour—Sales of Baltimore City Mills at $6; Howard Street is held at $5 75. Nothing yet done to indicate the effect of the foreign news.

Grain—Sales of prime red Wheat at $1 38 cts; prime white Corn, 63@41 cts; prime yellow, 44c; Oats, 31@37c.

Whiskey—Sales at 22½c.

Beef Cattle—Sales at $4 per 100 lbs. gross.

Killed Hogs—Sales at $1 25 per 100 lbs.

Provisions—Sales of Western Lard at 6½@5½c. 6⅞c. There is no activity in any article—quotations steady.

NEW YORK MARKET.

New York, April 25, 1848.

Flour—Sales of Genesee at $6 25@6 37½ cts; Western, $6 12½.

Grain—Sales of prime red Wheat at $1 37 cts; prime white, $1 49; prime yellow Corn, 52 cts.

Prime Pork—Sales at $26 12½@$28 37½ cts.

Cotton—The market is heavy.

Whiskey—Sales at 21@21½ cts.

CINCINNATI MARKET.

CINCINNATI, April 25, 1848.

Flour—Sales of 400 bbls at $4 31½. More sellers than buyers.

Groceries are unchanged.

Provisions—Sales of packed Hams at 4½ cts;—Shoulders, 2 cts.

From the Baltimore Sun

PETERSBURG, VA., April 21.

The piney express for the 26th has just arrived, bringing New Orleans papers of the 7th inst., one day in advance of the mail.

There had been no new arrival from Mexico, and the papers contain no local news of interest.

NEW ORLEANS MARKET, April 7.—Sales of 2,000 bales of Cotton at a decline of 1 per cent per lb. Sugar is drooping. Sales of Molasses at 19½@20. The flour market is dull—sales of St. Louis flour at $4 90. Exchanges nominal. Nothing new transpired in freight.

The Picayune of the 16th inst. brings the proceedings of the 17th day of the Court of Inquiry, consisting entirely of the evidence of Gen. Persifer Smith, relative to the battle of Contreras. It proves the falsity of the Leonidas letter.

A fund was raised in New Orleans to send a cargo of corn meal to the sufferers at Yucatan, from the Indian devastation. The Picayune considers the treaty to be in danger of rejection by the Mexican Congress.

The farewell address of Santa Anna to his countrymen is published in the Picayune.

COURSE OF