THE PITTSBURGH GAZETTE.

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PITTSBURGH:
TUESDAY MORNING, SEPT. 19, 1848.

PHILADELPHIA NORTH AMERICAN. Advertisements and Subscriptions to the North American and United States Gazette, Philadelphia, received and forwarded from this office.

NEW YORK EXPRESS. We will receive and forward free of expense, advertisements and subscriptions for this paper.

COMMERCIAL LIST AND PHILADELPHIA PRICE CURRENT. Subscriptions to this valuable paper will be received and forwarded from this office.

☞ THE PITTSBURGH DAILY GAZETTE is published Daily, Tri-Weekly, and Weekly.—The Daily is Seven Dollars per annum; the Tri-Weekly is Five Dollars per annum; the Weekly is Two Dollars per annum, *strictly in advance.*

☞ ADVERTISERS are earnestly requested to hand in their favors before 5 P. M., and as early in the day as practicable. Advertisements for insertion for a specified time will invariably be charged until ordered out.

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

Democratic Whig Nominations,

FOR PRESIDENT,
ZACHARY TAYLOR,
OF LOUISIANA.

FOR VICE PRESIDENT,
MILLARD FILLMORE,
OF NEW YORK.

ELECTORAL TICKET.

SENATORIAL ELECTORS.
THOMAS M. T. MCKENNAN, of Washington.
JOHN P. BANDERSON, of Lebanon.

DISTRICT ELECTORS.

1. Joseph G. Clarkson,	13. Henry Johnson,
2. John P. Wetherill,	14. William Colder, Sr.
3. James M. Davis,	15. William M'Ilvaine,
4. Thos. W. Duffield,	16. Charles W. Fisher,
5. Daniel O. Hiner,	17. Andrew G. Curtin,
6. Joshua Dungan,	18. Thos R. Davidson,
7. John D. Steele,	19. Joseph Markle,
8. John Landis,	20. Daniel Agnew,
9. Joseph Schmucker,	21. Andrew W. Loomis,
10. Charles Snyder,	22. Richard Irwin,
11. William G. Harley,	23. Thomas H Sill,
12. Francis Tyler,	24. Saml A. Purviance.

FOR GOVERNOR,
WILLIAM F. JOHNSTON,
OF ARMSTRONG COUNTY.

FOR CANAL COMMISSIONER,
NER MIDDLESWARTH,
OF UNION COUNTY.

Antimasonic and Whig Nominations.

FOR CONGRESS,
MOSES HAMPTON,
OF PITTSBURGH.

FOR ASSEMBLY.
LEWIS C. J. NOBLE, of Indiana.
CHRISTIAN SNIVELY, of Wilkins.
M. SWARTZWELDER, of Pittsburgh.
HENRY LARGE, of Mifflin.

RECORDER.
HEZEKIAH NIXON, of Lower St. Clair.

REGISTER.
JOHN SCOTT, of Ross.

CLERK OF THE COURTS.
DANIEL M'CURDY, of Elizabeth Borough.

FOR COMMISSIONER,
WILLIAM BENSON, of Allegheny city.

AUDITOR.
JOHN K. FOSTER, of Baldwin.

Birmingham Rough & Ready Club. A meeting of the Birmingham Rough and Ready Club, and all friends of Old Zack, Fillmore and Johnston, will be held at the Public School House in said borough, on Wednesday evening, Sept. 20th, at 7 o'clock. The GEN. CASS of the city are also invited to attend. Omnibuses run from the Monongahela bridge every half hour.
Walter Forward, T. J. Bigham and others are expected to address the meeting. sept19-3t

See next page for Telegraphic News.

ARE YOU ASSESSED?

All persons who are not assessed ten days before the election, are deprived of a vote. Let every Whig voter see to this at once. He can examine the lists put up at the places of election, and ascertain whether his name is down or not. We lose several votes every year in the Wards, from this cause, and a friend from the country informs us that the same is the case there.

Louis M'Lane's Resignation.

The letter of resignation of the Hon. Louis McLane, of the Presidency of the Baltimore and Ohio Railroad, is published in the Baltimore papers. It is truly a document 'hard to be understood,' and requires no little exaltination to find out the writer's meaning. The substance of the epistle, if we understand it correctly, is as follows:—First, that he has long contemplated relinquishing his position, which he has only held for the purpose of giving his assistance in extending the road to the Ohio River, but that he cannot consent to await longer the consummation of such a project by the resources contemplated in a resolution of the Board. Second—that, notwithstanding the extraordinary diligence used by the present Board, since the acceptance of the Virginia law, the surveys and estimates indispensable to a safe and judicious adoption of any part of the route are yet only so far advanced as to admit of a final selection of not more than twenty seven miles of that line, which he presumes the Board, in the course of a few days, will proceed to invite proposals for its construction, in order that it may be put under contract and prosecuted with all the despatch their resources, including such amount of revenue as may be at command, will allow. Third—he states the Board has been under the necessity of using and anticipating all the revenue of the Board, for some months to come, in repairs and in the purchase of new machinery, and that unless other resources can be devised, he considers it unwise and impracticable to divert the revenue of the road to extend it westward at present.

Having laid down these, and other premises, of a like discouraging nature, he sums up as follows:

'On the whole, therefore, notwithstanding the abiding confidence I possess in the practicability and the expediency of the general route as heretofore determined; in the ability of the Company by some or all the resources contemplated by the policy already adopted by the present direction, and in the certainty of the early commencement and seasonable completion of the road, I cannot conceal my apprehension that without greater pecuniary assistance from this community than is only concerned in the enterprise, than I have yet reason to expect, it would not be in my power, satisfactorily to myself, to extend the work as expeditiously as would seem to be demanded.

Under such circumstances, it is only natural that the purpose I have so long repressed, should, in my own mind, become more cogent; and it would appear to be incumbent upon me at the present last stated meeting of the Board, previous to the annual meeting of the Stockholders, publicly and definitely to announce it.

I have, therefore, to acquaint you, gentlemen, of my determination not to continue in the office of the President of the Company; and to request that you would make such arrangements as would admit of my retirement at the earliest period, consistent with the business of the current year, and as would, in your opinion, produce the least embarrassment to the interest of the Company and your own duties.

Tendering to you, gentlemen, my wishes for the success of the great enterprise committed to your management, and for the prosperity of the city in which you have so deep a stake,

I remain,
Very respectfully,
Your obedient servant,
LOUIS McLANE.

From all which we infer that the prospect of the Baltimore and Ohio Railroad reaching the Ohio River in any early period, is exceedingly faint.

Hon. John Pratt is spoken of as Mr. M'Lane's successor. The Baltimore Sun states that a report has been received from the surveying party of Messrs. Latrobe, Knight, and Child, upon the projected line to Wheeling, recommending a route considered good and practicable, the grade of which will exceed but a fraction 79 feet per mile.

Seventy nine feet to the mile we should consider a pretty steep grade. It is not said how many tunnels and deep cuttings, and how many short curves will be necessary to gain even this grade.

We now predict that the cars will be running from Philadelphia to Cincinnati, through Pittsburgh, long before the Baltimore road reaches Wheeling.

GEN. TAYLOR'S second Allison Letter, which we give in full to-day, is greeted with hearty satisfaction by the Whig press of the country. Its explicitness and manly tone have put to silence any disposed to cavil concerning his Whigism, or to find fault with his position. It troubles Father Ritchie, of the Union, however, no little. The old man is horrified at what he calls "Gen. Taylor's full and unqualified approbation of the *confessed Abolionist*, MILLARD FILLMORE, as worthy of the Presidency!" The Union says this is a betrayal of the rights and interests of the South, and that—"after the expression of such an opinion, it is a shame to the South if Gen. Taylor receives a single Southern electoral vote!" Never did the editor of the Union display a more pitiful, narrow, mean, and contracted spirit. How noble, and enlarged, and liberal, does Gen. Taylor appear beside such a sectional and pent up soul as Mr. Ritchie's! Every enlightened Southern man will scorn such sentiments.

HURRAH FOR SHARPSBURGH.—We learn there was a large and spirited Whig meeting at the flourishing town of Sharpsburgh, on Saturday evening, which was addressed by Mr. Hampton. We are promised a good account from that place on the day of the election. Honor to the Sharpsburgh Whigs!

A telegraphic despatch from New York reports that Commander ALEXANDER SLIDELL MACKENZIE' of the U. S. Navy, is dead. He died at Sing Sing on Tuesday, of heart disease.

FROM NEW YORK.

Correspondence of the Pittsburgh Gazette.

NEW YORK, Sept. 14, 1848.

The Steamer Europa, arrived this morning at daylight, in less than twelve days from Liverpool, making the shortest passage upon record between the two points. All the world was asleep, and almost the first notice merchants had of her arrival was the reception of their letters from the Post Office. The Commercial news for flour and grain is unfavorable, but the full effect has not been seen as yet upon our markets. The iron market look, better which is indeed good news. Prices continue steady, with a tendency to improvement. In Staffordshire the workmen have only been partially employed the last two months, and there has been considerable demand: the makers, consequently, are not anxious sellers, and many of them refuse orders unless at higher prices. With an average harvest a general advance would most likely take place. Present quotations in Liverpool—Scotch Pig, No. 1, £2 16; Mercan Bar £6 5; best rolled £7 10; Hoops £8; Sheet £8 10. Every advance in England is a benefit to us, and were the prices to advance to the rates of 1847, we should be the gainer, inasmuch as we should be led to supply our own market.

From Maine the news looks favorable. We have probably gained a member of Congress in the Lincoen district, and perhaps one in Washington. We have gained largely in the popular branch of the Legislature, and have defeated the Governor on the popular vote. Free Soil is troubling the Cass and Butler party, and their organs rally the people of Maine to prepare for the November election with the energy of desperation. The Whigs carried the State in 1840, and with fair success can do so again in November.

Gen. Taylor's letter published in New Orleans, has caused the greatest satisfaction here, and shows that he writes as ably upon political affairs as upon his deeds in the field. The old Hero is indeed a Whig, all over, and the doubtful have grown wonderful scarce since the letter was published. To day our State Convention meets, and you may be prepared for a declaration of Whig principles, upon the old broad basis, and upon which the State can be triumphantly carried for Taylor and Fillmore. The State Convention of Massachusetts, is also in session to day, with an attendance numbering thousands. The old spirit is abroad, and the Whig line here at the east ready for action. Gen. Cass will get New Hampshire, and nothing on the seaboard except that, until he gets to South Carolina.

The Money Market, for the past two days, has been tight, and paper that sold for ten per cent. per annum, has run up to twelve, and higher, and seven per cent is the cheapest price at which money can be had, well secured. The banks are not discounting much, and needy borrowers are suffering much. Some additional failures are spoken of, but they are small affairs. All kinds of stocks are down, and Treasury Notes close at 103½—a fall of 1c. The fancy list is even more depressed, and all speculative feeling has vanished.

The frigate Cumberland, from Vera Cruz, has been ordered down to quarantine, on account of Yellow Fever supposed to be on board. She had been lying quietly at the Navy Yard for some days, and was about to discharge her crew, but thanks to the Mayor, even the chance of their communicating the fever is avoided. Lieut. Bissell, from this ship, died a few days ago. Dysentery is very prevalent here, and as fatal as the Cholera, the approach of which alarms so many, but the city health must soon be as good as usual. A cold rain storm is just upon us, to clear the atmosphere and revive the hopes of the farmers, whose crops are suffering from a protracted drought.

Messrs. Pillot & Le Barbiere, a highly respectable French house, which went down in the storm of the French Revolution, have paid all their liabilities, and show a very large surplus remaining. Messrs. Fox & Livingston will pay every dollar of the claims against them. Other houses whose means were locked up and depreciated by the French troubles, are getting out of their troubles, and will soon declare handsome dividends. The French merchants have acted most honorably, and find friends in all quarters to help them on.

Breadstuffs in utter nonfusion. Flour down 12½ @18¾c. Wheat 5c; Corn 4@5c; Oats 2@3c; and Rye 3c.

The telegraph says Hamilton Fish has been nominated for Governor, and that the Convention is getting on with great spirit.

C.

AN EDITOR'S LIFE.—A gentleman of distinguished attainments, who formerly conducted a weekly paper with much ability and success, but who is now travelling in Europe, writes to a friend in this country, who has recently assumed the charge of a daily paper as follows:

"You must live in and for the paper. There is no escape from this voluntary, and yet life-long slavery. For now nearly ten years, I have known the willing, voluntary, unbroken service which the true servant of a free press must render. My weekly charge has been more than I can bear, and often, like the slave described with such pathetic eloquence by Job, I have longed for the shadow which tells the hour of rest. Feeling thus with respect to the weekly press, how can I but fear for you, my brother, my friend, when you bind yourself in six-fold bonds? How little does the majority of readers of newspapers know of the expenditure of thought, of the labor of the head and brain, and hands, which goes to make up that which ministers to their highest wants! and also, how many truths, thought out with brain-throes, pass unnoticed unobserved, even if not received with relentless hostility?—Nevertheless, the TRUE MAN must work; and more, too, in the martyr spirit; contended even with the thought that his mere relics, when he has laid him down in the dust, will constitute a kind of superstructure and basement upon which the glorious and eternal temple of truth shall stand."

Another writer makes the following remarks. "In the estimation of almost everybody who imagines himself somebody, while everybody else knows he is nobody, an editor is supposed to be an automaton, to do and say what everybody else except what he himself thinks proper. In short, he is expected to be everybody's body, and in trying to please everybody who wants to be somebody, he is sure to please hardly anybody, except the individual nobody, who thinks himself somebody. In order to satisfy everybody, therefore, he ought to be, first, the people who are most likely to criticise his labors, which nobody understands better than himself, nobody. Having no ambition to imitate the man with the ass, whose story is recorded in the fable, we have resolved hereafter to say in regard to the contents of our paper, 'Whatever is, is right.'"

MAINE ELECTION—AUSPICIOUS.

BOSTON, Thursday, Sept. 14.

There is no choice for Governor. Dana, Loco, has in 189 towns a plurality of 1,153, showing a loss of 4,000 from last year when he was elected by 1,656 over all. The Free Soil gain so far upon the Liberty vote of last year is 3,000.

Congress.—Goodenow, Whig, is almost certainly elected in the Lincoln District—a Whig gain. He is 1,500 ahead so far as heard, which the Loco ford towns to come in cannot overcome. *Gerry*, Loco, is unexpectedly hard pressed in the 1st. York District, but is thought to be elected. Otis, Whig, has a very large majority in the Hld, Kennebec. District—no change. George Downes, Whig, is running well up to Fuller, Loco, VIIth and the result is considered doubtful. The IId, VIth and VIIth have elected the Loco-Foco candidates, as already reported.

The Legislature is Loco Foco of course, as it has been ever since 1840.

P. S.—Not a shadow of doubt of Goodenow's election, and it is even probable that Washburn, Whig, has beaten *Strafon* in the Penobscot District. He has gained 690 on the vote of 1846 in seventeen towns, and has but 500 more to gain in fifty to elect him.

VERMONT.—The Boston Atlas has returns from 184 towns, leaving 58 small towns to be heard from, or about one-eigth of the State. Chittenden, Caledonia, and La Moille Counties only are complete. The Whigs gain a Senator in Grand Isle, and the Van Buren party one in La Moille, both from the Cass men, who have but 7 to 22 Whigs, counting Caledonia as electing two Cass Senators, which *ofc* doubt. The House stands 109 Whigs, 58 Van Buren, 36 Cass, with 20 towns to come in, which last year chose 7 Whigs to 3 Loco Focos.

The New York Evening Post makes merry over the "heroism" of some of the candidates of the rival wing of the party. There is bitterness enough in Locofocoism when its elements become disjointed.

"HEROES—The Hunkers have a most heroic set of managers and candidates. They have now before the country:

Cass—the Hero of the Broken Sword.
Cushing—the Hero of the Broken Leg.
Croswell—the Hero of the Broken Bank.
Walworth—of the broken down Court of Chancery.

EX-SENATOR HAYWOOD.—The last Wilmington, N. C. Chronicle, says: "Some weeks ago we mentioned that Ex-Senator Haywood, of this State, had declared that he could not support Cass for the Presidency. Since then we have been informed that Mr. H. has openly avowed himself in favor of Van Buren and Free Soil."

It will be recollected that Senator Haywood resigned his seat in the Senate, rather than vote for the Tariff of 1846.

THE MASS MEETING AT MONONGAHELA CITY.—The steamer Atlantic will leave the Lock Dam No. 1, on Wednesday morning, at 8 o'clock precisely. All who are desirous of aiding the Whigs of Monongahela city in their efforts to obtain the triumphant success of the Whig cause in Washington county, should by all means attend this mass meeting, and should be on board the Atlantic at the hour specified. Returning, they can take the evening boat, and arrive in this city by 12 P. M.

The fare for the round trip is only $1. Let all attend who can.

One of the Glee Clubs is expected to go up.

If the Committee should make their arrangements, due notice will be given in handbills.

The pressure on our columns has crowded out some articles which will appear in our next—Among others, the report of the late exhibition of the Horticultural Society.

To the Editors of the Pittsburgh Gazette:

SIRS—Perceiving by a notice in your paper, of this morning, that the proceedings of the meeting of the 29th September, at the house of Stephen Shephard, Sewickly Bottom, are to be published in your paper to morrow, I beg room in your columns for a few remarks in reference to the doings of that meeting, in order that the public may be simultaneously posted up with regard to the resolutions and the influences which were brought to bear upon their passage.

The meeting was called by a written notice, signed David Shields, for the 26th of August, to which the following communication was addressed, read, and noted on the minutes.

To the Meeting of 26th August, at Stephen Shephards, Sewickley.

GENTLEMEN—A notice signed by David Shields, inviting the land owners, house holders, and all others along the line of the road, as now travelled between Pittsburgh and Allegheny Cities, and Beaver, to meet at the house of Stephen Shephard, on the 26th August, to consult on the subject of a projected rail road between Pittsburgh and Beaver, was handed to me a few days ago. From the tenor of this notice—being a property owner on the travelled road—I would feel myself at liberty to attend and participate in your deliberations, and would gladly do so, with the view of making such explanations as my relations to the company chartered by the join *Acts* of the Legislatures of Ohio and Pennsylvania, for the purpose of constructing the said rail road would enable me to set forth, at your contemplated meeting. But I am under an engagement on the day named, to meet the Board of Directors of the Rail Road Company at Wooster, Ohio—I must, therefore, ask your indulgence to present such remarks for your consideration in writing, as suggest themselves as applicable to the subject.

I proceed, therefore, to state that the Ohio and Pennsylvania Rail Road Company was chartered by the joint acts of said States, and invested by law, under certain restrictions, with *full power and authority* to construct a rail road from the cities of Pittsburgh and Allegheny to the State Line of Ohio and thence to the western line of that State. The company, therefore, possess certain *legal* and *vested* rights, *sacred* and *inviolable*, within the scope of their charter, as any other citizens enjoy, and as it is by no means the wish or intention of the company to exceed the privileges granted to them by a solemn law of two great States, they trust that no interposition will be thrown in the way of carrying out the duty assigned to them, in the construction of the great work, which sooner or later is destined to be completed, and when so completed, as all experience proves, is also destined to confer important and lasting benefits on every foot of the country traversed by said road. The charter granted to the company by the Engineers employed by the company are and have been for some time engaged on other parts of the line, and due notice will be given, before they proceed to that portion of it between Pittsburgh and Beaver. After the location of the road is fixed and determined, and its exact route designated by the Engineers, the law specifies the mode and manner by which the company is bound to make compensation for all *damages* which may be sustained by land owners along its route, as well as to reconstruct a common road in place of any portion of the old one which shall be occupied by the rail road. Every land owner, through which it may pass, is therefore fully protected in all his just and equitable rights; and whilst the law secures to such *their* immunities and privileges, the company have also *its protection*, within the sphere of its charter.

This explanation ought to satisfy every reasonable man. But it is not only the disposition of the company to fulfil the law, by a just compensation for damages, if any should be sustained, but they are anxious to satisfy you that the construction of a rail road to the Ohio State Line, the Lakes, and the great West, will promote the interest of every land owner, lot, and householder along its whole route—especially will it advance the interests of the small farmer, the tenantry, the lot holders in the towns and villages. Would not any advantage be derived, by bringing the neighborhood in which your meeting is to be held, within thirty minutes' ride of Pittsburgh? or, in point of time, as near as Manchester? It may be that persons holding immense tracts of land, embracing miles on the river, view this subject in a different light. They may suppose that this great work would give facilities to small lot and house holders, and opportunities of procuring their supplies of agricultural products at other places, and favor other quarters, than from their large domains, and render such farms less dependent, and less tributary to them, than they now are at present. But as regards that class who do not raise sufficient for their own wants—mechanics, house holders, and small farmers, there cannot be a doubt, but the rail road will greatly promote their interests. Such has been the uniform experience in every country traversed by such great works. If the large land holders have objected, whilst all other have been largely benefitted by their construction.

It is earnestly hoped, therefore, that no measures will be adopted at your meeting, of a hostile character to the contemplated work. It is confidently believed that you will all be greatly benefited.—That this road will be made sooner or later, no one can doubt for a moment. It is behind the spirit of the age to oppose such undertakings, and whilst all other sections of the United States are anxious to have such roads passing through their neighborhood, it is painful to learn, that in your enlightened vicinity you will all be greatly benefited.—That this road will be made sooner or later, no one can doubt for a moment. It is behind the spirit of the age to oppose such undertakings, and whilst all other sections of the United States are anxious to have such roads passing through their neighborhood, it is painful to learn, that in your enlightened vicinity you will all be greatly benefited.—

Resolved, That the meeting have heard with surprise that the Legislature of this Commonwealth have passed a law authorizing the construction of a rail road from Pittsburgh to the Ohio State Line, and that the persons interesting themselves in that object, regardless of our long vested rights, have expressed an intention of locating the same along the northern bank of the Ohio River, from Pittsburgh to Beaver: that the law referred to was not petitioned for by this community, whose interests are vitally affected thereby, was passed without our knowledge, and has not, as we are informed, been published with the other laws of the State.

Resolved, That the road from Pittsburgh to Beaver, used and occupied as a public road for a period of nearly fifty years, has been made at an immense expense, by the property holders and residenters along its route, with several costly bridges, made by the counties of Allegheny and Beaver, would by a railroad be rendered useless for all the purposes of that ordinary travel and transportation, which is best suited to our habits and our wants.

Resolved, That from a perfect knowledge of the ground on which the wagon road is now travelled, from Pittsburgh to Beaver particularly of that portion of it, commonly called the narrows, of some miles in extent, there is not room between the river and the bluffs, for more than one road; and that, should a rail road be constructed along side of the carriage road, the latter could not be used but with positive danger to the rash traveler that should place his life and property in contiguity with a locomotive and train of cars, and as to driving it will be utterly impossible.

Resolved, That having made this road as now travelled, at a great expense, we are not willing to give it up to any company for rail road purposes, and do hereby enter our protest in advance, declaring our honest intention to frustrate the location of a road which would to us be an evil of the greatest magnitude, destructive of life and property, which every day's reports attest: and that however advantageous to a few commercial capitalists at the terminating towns, would be to all the intermediate country, an evil of the greatest magnitude.

Resolved, That it is the opinion of this meeting that the Ohio River affords a cheap, and sufficiently expeditious communication between Pittsburgh and Beaver, and the ports and places westward, at all times, except short interruptions from ice, and renders this communication from Pittsburgh to Beaver, by rail road, entirely dispensable.

Resolved, That these proceedings be published at Pittsburgh and Beaver respectively.

N. B. The foregoing resolutions were passed by a vote of 40 ayes—17 nays.

DAVID SHIELDS, Chairman.
R. L. BAKER, Secretary.

For the Pittsburgh Gazette.

PUBLIC MEETING.

Pursuant to notice, an adjourned meeting was held at the house of Stephen Shepard, in Sewickley Bottom, Allegheny County, Pennsylvania, on the 9th day of September, 1848, and was organized by appointing David Shields Chairman, and R. L. Baker, Secretary.

On motion—the Chair stated the motives and object of the meeting, explaining the utility of the present road from Pittsburgh to Beaver, and the objections to the construction of a rail road on that route.

Several gentlemen spoke in favor, and several against the making of a rail road between Pittsburgh and Beaver, after which the following resolutions were offered, twice read, discussed, approved, and adopted, and ordered to be published at Pittsburgh and Beaver

Resolved, That this meeting have heard with surprise that the Legislature of this Commonwealth have passed a law authorizing the construction of a rail road from Pittsburgh to the Ohio State Line, and that the persons interesting themselves in that object, regardless of our long vested rights, have expressed an intention of locating the same along the northern bank of the Ohio River, from Pittsburgh to Beaver: that the law referred to was not petitioned for by this community, whose interests are vitally affected thereby, was passed without our knowledge, and has not, as we are informed, been published with the other laws of the State.

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DAVID SHIELDS, Chairman.
R. L. BAKER, Secretary.

☞ FROM the New Orleans Picayune of September 6.

GENERAL TAYLOR'S SECOND ALLISON LETTER.

The following letter has been prepared by General Taylor to correct any misconception which might possibly be produced by the recent publication of extracts from his private correspondence, and the appearance over his signature of replies to single and detached questions relative to his position before the public. The letter is a connected narrative of the series of circumstances which resulted in his becoming a candidate. It presents, in a compact form, all the matters bearing upon the subject and exhibits Gen. Taylor in his proper character—true to himself, to his friends, and to his country.

EAST PASCAGOULA, Sept. 4, 1848.

Dear Sir—On the 22d day of May last, I addressed you a letter explaining my views in the regard to various matters of public policy, lest my fellow citizens might be misled by the many contradictory and conflicting statements in respect to them which appeared in the journals of the day and were circulated throughout the country. I now find myself misrepresented and misunderstood upon another point, of such importance to myself personally, if not to the country at large, as to claim from me a candid and connected exposition of my relations to the public in regard to the pending presidential canvass.

The utmost ingenuity has been expended upon several letters and detached sentences of letters, which have recently appeared over my signature, to show that I occupy an equivocal attitude towards the various parties into which the people are divided, and especially towards the Whig party as represented by the National Convention which assembled in Philadelphia in June last. Had these letters and scraps of letters been published or construed in connection with what I have heretofore said upon this subject, I should not now have to complain of the speed with which my answers to isolated questions have been given up to the captious criticism of those who have been made my enemies by a nomination which has been tendered to me without solicitations or arrangement of mine; or of the manner in which selected passages in some of my letters, written in the freedom and carelessness of a confidential correspondence, have been communicated to the public press. But rived from the context, and separated from a series of explanatory facts and circumstances which are, in so far as this canvass is concerned, historical, they are as deceptive as though they were positive fabrications. I address you this letter to correct the injustice that has been done me and the public to the extent that I am an object of interest to them by this illiberal process.

I shall not weary you by an elaborate recital of every incident connected with the first presentation of my name as a candidate for the Presidency. It was thrust at me by the friends of the American army in the Valley of the Rio Grande. I was surrounded by Whigs and Democrats who had stood by me in the trying hours of my life, and whom it was my destiny to conduct through scenes of still greater trial. My duty to that army, and to the Republic whose battles we were waging forbade my resisting the mode and manner by which the company is bound to make compensation for all *damages* which may be sustained by land owners along its route, as well as to reconstruct a common road in place of any portion of the old one which shall be occupied by the rail road. Every land owner, through which it may pass, is therefore fully protected in all his just and equitable rights; and whilst the law secures to such *their* immunities and privileges, the company have also *its protection*, within the sphere of its charter.

This explanation ought to satisfy every reasonable man. But it is not only the disposition of the company to fulfil the law, by a just compensation for damages, if any should be sustained, but they are anxious to satisfy you that the construction of a rail road to the Ohio State Line, the Lakes, and the great West, will promote the interest of every land owner, lot, and householder along its whole route—especially will it advance the interests of the small farmer, the tenantry, the lot holders in the towns and villages. Would not any advantage be derived, by bringing the neighborhood in which your meeting is to be held, within thirty minutes' ride of Pittsburgh? or, in point of time, as near as Manchester? It may be that persons holding immense tracts of land, embracing miles on the river, view this subject in a different light. They may suppose that this great work would give facilities to small lot and house holders, and opportunities of procuring their supplies of agricultural products at other places, and favor other quarters, than from their large domains, and render such farms less dependent, and less tributary to them, than they now are at present. But as regards that class who do not raise sufficient for their own wants—mechanics, house holders, and small farmers, there cannot be a doubt, but the rail road will greatly promote their interests. Such has been the uniform experience in every country traversed by such great works. If the large land holders have objected, whilst all other have been largely benefitted by their construction.

It is earnestly hoped, therefore, that no measures will be adopted at your meeting, of a hostile character to the contemplated work. It is confidently believed that you will all be greatly benefited.—That this road will be made sooner or later, no one can doubt for a moment. It is behind the spirit of the age to oppose such undertakings, and whilst all other sections of the United States are anxious to have such roads passing through their neighborhood, it is painful to learn, that in your enlightened vicinity you will all be greatly benefited.—

Yours respectfully,
Your obedient servant,
Z. TAYLOR.

To Capt. J. S. ALLISON.

☞ USE THE PROPER MEANS.—If you wish to be successful in any undertaking, you must always 'use the proper means.' Therefore, if you have a cough, use JAYNE'S EXPECTORANT and be cured, for it is the proper means. Have you Asthma or difficulty of breathing, then the only efficient means to cure you is to use Jayne's Expectorant, which will immediately overcome the spasm which contracts the diameter of the tubes, and loosens and brings up the mucus which clogs them up, and thus removes every obstruction to a free respiration, while at the same time all inflammation is subdued, and a cure is certain to be effected. Have you Bronchitis, Spitting of Blood, Pleurisy, or in fact any Pulmonary Affection, then use Jayne's Expectorant and relief is certain, and you will find that you have used the proper means.

For sale in Pittsburgh at the Pekin Tea Store, 72 4th street near Wood. jan17

JAYNE'S EXPECTORANT.—We would call attention to this excellent remedy for Coughs, Colds, Consumption, Asthma, and all affections of the Throat and Lungs. Having several times within a few years past had occasion to use a medicine of this kind, we have by experience tested its excellent qualities, and are prepared to recommend it to others. Ministers or other public speakers afflicted with bronchial affections will find great benefit from its use. It is prepared by a scientific physician, and all classes will find it a safe and efficacious medicine in the diseases for which it is recommended.—(Columbus (Ohio) Cross and Journal.

For sale at the Pekin Tea Store, No. 70 Fourth street. may25

☞ TESTIMONY in favor of Dr M'Lean's Liver Pills—It would be easy to fill a volume with certificates of the excellence of this medicine. Wherever it has had a trial it has made itself popular. We have in our possession hundreds of orders like the following:

VARYSBURGH, N. Y., Dec. 10, 1847.

MESSRS. KIDD & CO—Your travelling agent left with me a short time since a quantity of M'Lean's Liver Pills. The whole lot sold very rapidly, and gave the highest satisfaction. Indeed it is considered the best medicine of the kind ever offered for sale. Please send me another supply as soon as possible

W H AINSWORTH

A genuine article of the above valuable medicine can be had at the drug store of J Kidd & Co., No. 60 Wood street sep11

☞ Salt Rheum, Scurvy, Old Sores, Erysipelas Barber's Itch, Chaps, Sore Heads, Sore Beards, Pimples.

Jones' Soap is used by many physicians in this city in curing the above, and we would not conscientiously sell unless we knew it to be all we state.

As a cosmetic, the true Jones' Soap is perhaps the only article ever known that removed impurities and cleared and beautified the skin, making it soft, clear, smooth and white as an infant's. Sold by WM. JACKSON, 89 Liberty street. mar29

☞ A FINE SET OF TEETH FOR 25 CENTS—Yellow and unhealthy Teeth, after being once or twice cleaned with Jones' Amber Tooth Paste, have the look and color of ivory, and at the same time is so innocent and fine, that its daily use is advantageous even to those teeth that are in a good condition, giving them a beautiful polish and preventing decay. Those decayed it prevents from becoming worse—it also fastens such as are becoming loose, and will render the fouliest teeth delicately white, and give the breath deliciously sweet. Price 25 or 37½ cents a box.

For sale by WM. JACKSON, 89 Liberty street, sign of the Big Boot. sep16

☞ FINE MANLY WHISKERS FOR 3 SHILLINGS.—Reader—the real quality of a 3s. bottle of Jones' Coral Hair Restorative is to force the hair to grow on the head or face—or wherever nature intended hair to grow.

For sale by WM JACKSON, No 89 Liberty street, sign of the Big Boot. sep16

W. M. Wright, M. D., Dentist,

OFFICE, at Miss Hepburn's on Fourth street, a few doors above Wood street, until the completion of the house nearly opposite. Teeth in blocks, with artificial gums, after the manner now universally preferred at the east, manufactured to suit each particular case. Teeth, from a full set down to a single one, inserted on a suction plate, thus avoiding injury to the natural teeth. Specimens of blocks of suction plate may be examined at the office.

All operations incident to the profession performed with care and faithfulness. aug22-3m

DR. BANNING,

OF NEW YORK, may be consulted, gratuitously, for a few days, at the Exchange Hotel, in reference to the application of his "Body-Brace," for the relief of Chronic Weakness in general, Debilitated public speakers, Pulmonic Dyspepsics, weak and delicate ladies and children, and those with weak spine, and one prominent hip and shoulder, will find immediate comfort by the application of this perfectly easy appliance, which is a substitute for the corset, and acts (unlike other supports) by supporting the small of the back, and lifting and not compressing the sunken abdominal organs—fully expanding the chest through the support of the internal organs, and correcting a stooping form by balancing the body on its axis, and not by restraining the motions of the shoulders. Ladies will be fitted by Mrs Cartwright, No. 83 Wood street, or waited upon at their dwellings. Office hours, from 10 to 12 A M., and 3 to 4 P. M.

The Medical Profession are invited to call and examine.

The subjoined Medical expression render further comment unnecessary.

FROM PROFESSOR GODDARD, PHILADELPHIA.

I have examined Dr. Banning's instrument for relief of weakness requiring support, and have made practical experiment of the same, and am astonished at the results. PAUL P GODDARD, M. D.

Philadelphia, Feb. 28, 1847.

FROM PROF. DICKINSON, CHARLESTON, S. C.

The principle which Dr. Banning has so ingeniously carried out, seems to me widely applicable to a large class of cases of suffering and deformity in both sexes. Feb. 5, '47. SAM'L HENRY DICKINSON, M. D.

FROM PROF. MOTT, OF NEW YORK, AND OTHERS.

The undersigned have examined Dr. Banning's novel views on the mechanical pathology of many affections of the viscera, and believe them to be highly interesting and worthy the serious attention of the medical profession.

Valentine Mott, J Kearney Rogers,
Alexander H Whiting, Stephen W Kirby,
Stephen Brown, H McLean.

PITTSBURGH, May 28, 1846.

We, the undersigned, having used in our practice, "Banning's Patent Lace," for the relief of cases of simple Prolapsus Uteri, cheerfully testify to its being the best instrument we have met with to fulfil all the indications required in the case, which can be required from an external support.

A N M'DOWELL, M. D.
T F DALE, M. D.
JOS. P. GAZZAM, M. D.

sep19-dtf

IRVING HOUSE,

BETWEEN CHAMBERS AND READE STREETS,
BROADWAY, NEW YORK.

D HOWARD, late of Howard's Hotel, begs to announce to his friends and the public, that he has just completed one of the largest and most commodious Hotels in the Union, replete with every modern improvement and furnished in a style that will compare with any other establishment in the country. No pains nor expense shall be wanting to render entire satisfaction to those who may favor him with their patronage. sep19-d6t

FIRE! FIRE!! FIRE!!!

THOSE wanting bargains in Boots and Shoes, will find it to their advantage to call upon A. McCALMON. A portion of his stock is saved from being slightly injured by water, on the 13th inst, he is determined to sell them at prices that cannot fail to please.

A. McCALMMON,
No. 117 Wood street, opposite John D. Davis' Auction Rooms. sep19-6t

SHAWLS—Just received, a large stock of Shawls consisting in part of Printed cashmere, Broche Heavy Brain, French Wool, Tartaric, Square and Long Shawls, and for sale by

SMITH & JOHNSON, 46 market st sep19

WANTED IMMEDIATELY—50 bushels Timothy Seed, by R T LEECH, Jr, 133 Wood st.

☞ A man of good steady habits, who can come well recommended, may obtain a situation by applying as above sep19

FOR SALE—An excellent Family Horse. Enquire of R T LEECH, Jr, sep19 133 Wood st

GREEN TEAS—172 half chests fine fresh Y Hyson Te