THE PITTSBURGH GAZETTE

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PITTSBURGH:

TUESDAY MORNING, JULY 10, 1849.

For Local Matters see next page.
See next page for Telegraphic News.

PENNSYLVANIA AND OHIO RAILROAD.—We take pleasure in presenting to our readers, to-day, the eloquent speech of SOLOMON W. ROBERTS, Esq., delivered at the celebration of the commencement of the Ohio and Pennsylvania Railroad, and the very interesting letter of Hon. COLLAMER DELANO, read on the occasion!

Mr. ROBERTS' speech, like every thing which comes from his pen, is instructive, and possesses the internal evidence of the earnestness and sincerity of the speaker. No one will pass it over without a careful perusal.

The letter of Mr. DELANO shows that the writer fully appreciates the intrinsic excellence of the great work which Pittsburgh has undertaken. It affords us no slight satisfaction to find the sentiments we have so long and so zealously supported, even at the risk of exhausting the patience of our readers, and being esteemed an enthusiast, so earnestly and so ably supported by such good authority. Mr. Delano writes as if he felt that the people of Pittsburgh did not yet properly appreciate the surpassing importance of this undertaking. We have felt this, in all our efforts, and we fear they will not until its effects are developed to their amazed understandings. Did the capitalists and property holders of Pittsburgh really appreciate the vital importance, to this city, of the Ohio and Pennsylvania Railroad, they would say to the Directors —*here is the money*—pause not, or delay, until you are able to send a Locomotive from Pittsburgh to Mansfield."

THE WHEAT DESTROYER.—By a communication in another column, our readers will see that the destroyer is abroad among the wheat in the north part of the country, as well as the south. It seems also, from the remarks of our correspondent, who is an intelligent farmer, that the agent of destruction is a *new* insect, one never before seen, and that its ravages, wherever it is found, are complete. We have seen heads of wheat in which the little destroyer is found, every grain being affected, and containing several of the worms, which eat out its entire substance. Although the head may look as fair, and give as much promise as the fabled apples of Sodom, yet within, but worms and dust are found. In the early stages of the destruction, the worms are white and soft, but they become red as they approach to maturity, and are exceedingly lively. We hope this destruction is not extensive, as, if it is, its effects will be serious indeed.

There is food for much reflection in the discovery of this new insect, taken in connection with the mysterious potato rot, and with the equally mysterious cholera. New calamities may be in store for our sin-disordered world, which, 6,000 crimes, daily defies the wrath of the Almighty.

The Roman Republic.

We have prepared a reply to "the Pittsburgh Catholic," but are compelled to lay it over to-day, from inability to find room for it, and the article of the Reverend Editor, as we wish both to appear in the same paper, that our readers may see that we do him no wrong, in our remarks. We trust to his sense of justice to extend to us the same courtesy.

In the mean time, we may tell our Reverend neighbor, that we are delighted to see that, while Bishop Hughes, at New York—and may we not say, Bishop O'Connor, at Pittsburgh—is endeavoring to raise money to help sustain the Pope in his present attitude towards the people of Rome, Gov. Johnson, of Louisiana, is presenting and advocating, and the people of New Orleans, the chief Catholic city in the United States, are passing resolutions of the warmest sympathy with the the Italian Patriots and their cause.

The meeting to which reference is here indirectly made, was held in New Orleans on 22d inst., and presided over by Governor Johnson, who addressed it in a strain of impressive eloquence, declaring that the people of this country ought to aid and succor the Romans, by manifesting their sympathy with them in the present struggle, and in every other way not inconsistent with our relations of neutrality with European Powers. The following is the first of the series of resolutions passed.

"*Resolved*, That we regard the present struggle of the people of Central Italy as the struggle of right and justice against brute force and tyranny in their most odious forms; and that we deeply sympathize with the Roman republicans in their efforts to rid themselves forever of an oppressive form of government and to establish to themselves and posterity, free and liberal institutions, in accordance with the spirit of the age and the genius and wants of the Italian people."

We, also, in this connection, would call the attention of the "*Pittsburgh Catholic*" to the sentiments expressed by a cotemporary paper, of the same Church, which appear to harmonize with those of our very reverend neighbor, as expressed in the article assailing the Gazette. The *Boston "Roman Catholic Observer*," speaking of the appointment of Felix Foresti, a respectable resident of New York, as Minister of the Roman Republic to the Government of the United States, says:

"Will Gen. Taylor receive him? We trust that the present administration will not be so stultified and so regardless of national honor and common sense as to accredit an Envoy from the *robbers and robbers* who call themselves the Roman Republic. If it does, *then to its doom sealed*, and in 1852—at the *latest*—it will descend into the tomb of shame, unwept, unhonored, and unsung."

Such language as this, our reverend neighbor must see, is surpassingly modest, and comes with excellent grace from the organ of a Church. No doubt Gen. Taylor will take the warning, as it is meant, as a threat, that the votes of American Catholics shall be given to put down any administration which dares to sympathize with the noble struggles of Roman Republicans for freedom. Gen. Taylor will heed it no more than a puff of idle wind, and it will receive we feel very sure, the indignant condemnation of every intelligent Roman Catholic in the country.

Cholera Record.

At Louisville the cholera case are few in number, at Lexington, Ky., it is thought to be increasing.

During the last week there were 4 cholera deaths in New Albany, Indiana—on Saturday and Sunday last, 9 in Madison, and one on Monday.

A letter of 3d inst, to the Cincinnati Gazette, states that the Cholera in Aurora, Ia., continues unabated. About 14 persons have died there within 24 hours past, out of a population of three hundred—the inhabitants having mostly left.—From the best information that can be obtained, about one out of every ten of the whole population has died, estimating the population at the full number at the beginning of the epidemic. A greater proportion than one out of ten of those that remained have died. The attacks are very malignant."

At St. Louis the citizens have commenced burning stone coal, resinous tar, and sulphur in the streets. The Republican says that at least three fourths of the mortality in that city is confined to emigrants. One third of the population of the city are foreigners. We see in the papers that whole families have fallen victims to the epidemic.

On Thursday, the 28th ult., the St. Louis Union states that the number of interments in St. Louis in ten cemeteries, was 137—of which 109 were of cholera. The remaining three cemeteries would, if reported, carry the number of deaths by cholera up to about 150. "When we reflect, says the Union, "that one third of our population has fled or died, this interment is truly startling."

At Buffalo, N. Y., during the 2d and 3d, fifty one cases and thirteen deaths. The whole number of cases for the two weeks ending July 2, was 101 deaths 38—from the commencement of the disease 134 cases 51 deaths.

The St. Louis Union, of the 29th ultimo, says. "The following statements of the weekly interments in the city of St. Louis, since the 1st of May, may serve to show the progress of disease among us, and its rapid increase for the past three weeks. The whole number of interments, as reported to the Register, were

For the week ending May	7	"	"	"	125
" " "	14	"	"	"	123
" " "	21	"	"	"	102
" " "	28	"	"	"	136
" " "	June 4	"	"	"	141
" " "	11	"	"	"	253
" " "	18	"	"	"	519
" " "	25	"	"	"	763
					2486

Making 2,486 from the first of May to the 25th of June. Since the twenty fifth, the mortality has certainly in nowise abated, but, on the contrary, there is reason to believe it has steadily increased—one hundred and thirty deaths per day, at least, have taken place since that time. Taking this estimate and the actual number reported above, and we have the frightful list of three thousand one hundred and thirty six deaths in St. Louis during the months of May and June."

Address of Solomon W. Roberts,

CHIEF ENGINEER OF THE OHIO AND PENNSYLVANIA RAIL ROAD COMPANY,

Delivered on the 4th of July, 1849, at the State Line, near the village of Palestine, Columbiana County, Ohio, on the occasion of breaking ground for the commencement of the construction of the Ohio and Pennsylvania Rail Road

Fellow Citizens of Ohio and Pennsylvania!

I hold in my hand a copy of the law under which we have this day met.

On the 24th of February, 1848, the Legislature of Ohio incorporated the Ohio and Pennsylvania Rail Road Company in that State.

A copy of the Act having been received by Hon. Pittsburgh by the Hon. George Darsie of Pittsburgh, now Speaker of the Senate of Pennsylvania, and the President of this meeting, the charter was enacted into a law in Pennsylvania on the 11th of April, 1848.

Under the ample powers thus granted in both States, the company was speedily organized, and preliminary surveys were begun on the 22nd of July, under my direction, as Chief Engineer, the location was projected, well, and the works now about to be commenced, of the present, and the thousands who have not been to Washington.

We are assembled on this day, the 4th of July, 1849, at the ceremony of break ground, to commence the commencement of the construction of the Ohio and Pennsylvania Rail Road.

This is *the extra day* of that great week in which we all feel so deep an interest.

Throughout the undeveloped resources of this line, during which this enterprise will contribute far diffuse its innumerable benefits, the day which we now celebrate will be seen to appear as that on which it was begun. It will be seen to mark it as no common occasion, and to cause us to appreciate duly what we have undertaken. It may serve to awaken in us new resolves—to send our best energies to its accomplishment.

From the earliest ages men have in regard well appropriate ceremonies the commencement and the completion of these great works, which demanded the combined efforts of many and diverse minds, and which we designed, in certainty, that those who prospered and those who enjoyed them, had gone down to the grave, leaving them perhaps as their best offering and their most worthy monument.

Man is to replenish the earth and subdue it, and every one would wish to leave some trace behind him that he had aided in promoting the progress of his country and his race.

Whoever thinks narrowly of this feeling takes a narrow view of human nature. The desire to be widely useful is implanted in us for wise purposes, and the prosperity of each individual is bound up in that of the community of which he is a member.

When an adequate occasion arouses the high enthusiasm and lofty public spirit of a whole community! and one can safely set bounds or limits to its power.

Seventy three years ago this day the American Congress declared that the American people had both the right and the power to assume the attributes of an independent government, and to control the improvement of the condition of their own country, free from foreign interference.

On the 4th of July, 1776, the great American Locomotive "Liberty" was started in the city of Philadelphia by the Continental Congress. Its journey time have since extended through the nations of the earth, and, as a pillar of fire and a pillar of fire by night, it has been our guide, and on which they are endeavoring to run their course. And so it will be until the great object of the combination of order which it was intended to effect in every country and no man and no man can claim the right to take the train of the Locomotive another without an adequate reason.

We stand upon the boundary line between the States of Ohio and Pennsylvania, the two States which have given us a charter to construct a railroad to bind them forever in a more perfect union. Aware of the advantages of a combination of individual efforts, in the construction of public works, they have granted a corporation with adequate powers, and have given it the names of the two great Commonwealths to which it owes its existence.

When we turn our eyes eastward we see the State of Pennsylvania, second to but one of the old thirteen, in wealth, population and power. Her early history is luminous with the name of her Christian Lawgiver, who founded her on the rock of religious liberty, upon those principles of peace. None, and there is no man who feels responsibility to the Creator of all men, and are willing to live quietly under our laws, and to do them, shall in any case be molested on account of their opinions.

Prospering under laws benign in comparison, of free population now numbering one hundred thousand souls, and possessing a territory almost equal in extent to England, Pennsylvania is distinguished for the extent of her system of canals and railroads, in the Union. The development of her mineral treasures requires merely construction, and they were equally early to take advantage of the great lines of intercourse known for such works.

But, through the disciplined and industrious habits, she has advanced to a condition of strong and passion and her wants. The Pennsylvania Railroad, now in rapid progress of construction, will soon be completed, and the passenger may, in comfort, which form its track, looking the great valley of the Ohio at the other end, and along Philadelphia and Pittsburgh, with the rapidity and easy travel of a summer day. The savings in the benefits which will accrue this consummation are beyond the limits of my power to imagine or describe.

With a coal trade of four million tons annually, and an iron trade of corresponding importance, Pennsylvania stands first among the manufacturing States of the Union.

Bordering the Allegheness [illegible] with the unexhausted [illegible] the Atlantic and Lake States can boast such a demand for her products, rather possesses such supplies as are the foundation of our wealth and prosperity, and are equally abundance of iron, with [illegible] and coal, and [illegible] which they are endeavoring to supply [illegible] which gives birth to manufacturing towns and up the business [illegible]

* * *

When we look westward, we see the State of Ohio, the first born of the new [illegible] every way worthy to be the first. [illegible] more wonderful instance of rapid and [illegible] growth in the history of any nation.

The line on which we are now assembled, [illegible] the old states from the new [illegible] The fact from any [illegible] as early as we can now estimate [illegible] a hundred years younger. [illegible] population, per square mile as Pennsylvania [illegible] purely not inferior in energy [illegible] mainly an agricultural population [illegible] moral, living in plenty, [illegible] large amount of surplus produce [illegible] roads to carry to the best market, the heavy crops that encumber the ground and [illegible] The Ohio and Pennsylvania Railroad [illegible] plish this object and thereby add vastly to the [illegible] wants of the former, and to the value of the [illegible]

From the western boundary of Pennsylvania to the Mississippi river, and from the Ohio river to the lakes, there is an immense expanse of fertile country, free from mountains [illegible] Congress passed an act that it should be divided into States, and that those States should be forever free. In the following spring the state of Ohio was formed, and she has already outstripped sister states of the old thirteen that first joined the federal government. Her march is still onward with unflagging pace, and the path before her is urged with hope.

The progress of Ohio in agricultural wealth is almost incredible. The state is a vast granary, capable of feeding millions of men engaged in manufactures, and its geographical position makes it territory the meeting point of the various roads which the Eastern Atlantic cities are now pushing forward towards the west.

The Central Railroad of Pennsylvania, of which our road is the continuation, will afford the most shortest route to connect the railroad system of Ohio, with the Eastern cities. *East of Ohio lies Pennsylvania, and through Pennsylvania lies Ohio's road to the East.* Millions may be spent by cities to the North and to the South of us, but their interest lie in common to the end of time.

The importance of constructing the Ohio and Pennsylvania Rail Road is union, by the best kind of connection, the first agricultural State with the first manufacturing State of the Union, constitutes itself to the common wealth of every man.

Such a road, properly constructed, and well managed, must be highly profitable to the Stockholders, as well as vastly beneficial to the community.

In locating and pushing the work we have kept constantly in view the interests of both. We aim. We are laying out a great national highway, and it would be a national loss to the public, and would inflict much injury upon the Stockholders who invest their money in it on the expectation of ample returns, if we should permit any consideration to divert it from its true course. Our line accommodates the towns remarkably well, but of course it cannot pass through every small village in the counties that it traverses. Its beneficial effects will, however, be felt throughout a strip of country many miles in width.

After careful and thorough preliminary surveys, continued for nearly twelve months, the best route has been selected. Having no local interest it has by decision, the selection of the route was confided to me by the Board of Directors and I have endeavored to perform the duty carefully, conscientiously, and fearlessly, to the best of my ability.

That all should be pleased, is not to be expected, for where the interests of men vary, their opinions will differ. But the result cannot fail to satisfy those who carefully studied the facts ascertained by actual and careful surveys, and whose judgments are unbiassed by local influences.

Every new enterprise of a public character unavoidably interferes more or less with many existing interests. Men are apt to think themselves injured if the property of others is increased more in relative value than their own, and although they cannot deny the general soundness they often complain of the practical application of the principle, that a great thoroughfare railroad cannot be, like a common country road, built about in every direction to try to please every property holder.

Our line commences at the twin cities of Pittsburgh and Allegheny, the metropolis of Western Pennsylvania, to which the magnitude and diversity of their iron manufactures have given the name of the Birmingham of America. They now have an aggregate population of about 70,000, which is rapidly increasing, and, I think, that for *untiring industry*, they are not surpassed by any other people. As yet they have no railroad, but they have adopted ours as THE GREAT WESTERN RAILROAD OF PITTSBURGH, and it will be the direct road to their best customers, running through the heart of the tier of States West of Pennsylvania, and connecting Pittsburgh with Cleveland, Chicago, St. Louis and Cincinnati.

The city of Pittsburgh has subscribed $200,000 to the stock in its corporate capacity; Allegheny city has subscribed an equal amount; and individual Pittsburghers about $225,000; making $625,000 already subscribed in and about Pittsburgh, which is applicable to the 18 miles of road in Pennsylvania. The amount subscribed up to this time in Ohio is about $400,000.

From Pittsburgh, our line is traced along and near the northern bank of the Ohio river to the mouth of Big Beaver, a distance of twenty-five miles. Thence passing through the boroughs of Rochester and New Brighton, and in the immediate vicinity of several other towns, containing an aggregate population of about 10,000, and admirably suited for manufacturing purposes, the road crosses the Big Beaver three miles and a half from its mouth, and begins to ascend to the summit with a maximum grade in no case exceeding 17 feet to the mile. The summit, at Clarke's is about twelve miles from the mouth of the Beaver, and the railroad at the summit cut will be 20 feet above high water mark in the Ohio river at that point. Our summit is much lower, and is easily reached than others to the South of us.

Descending westward from the summit, with a [illegible] grade than that on its eastern side we reach the valley of the Little Beaver; and thence [illegible] State line near Palestine, we have [illegible] a route which will afford convenient connections with Newcastle, and other towns to the north of us. Our curvature is moderate, and in no case with a less radius than one thousand feet. Of course we shall be able to use locomotives at high velocities, which is an essential characteristic of modern railroad.

By an elaborate series of surveys we have ascertained that the valley of the Big Beaver affords the best point of divergence for a railroad to leave the Ohio river, to reach the table lands of Ohio in the direction of Mansfield and the west, and also for the shortest connection with Cleveland. The summit is lower, the distance shorter, and the country more favorable than on more southerly routes.

We say, looking the Ohio river, and by the [illegible] Cleveland railroad near Mount [illegible] distance from Pittsburgh to Cleveland [illegible] miles, bringing those cities within six hours of each other.

When our road is fully completed to Mansfield, and has become [illegible] related, we expect to be able to run our first class trains through between Mansfield and Pittsburgh in but little over six hours. The direction of the Columbus and Pittsburgh Railroad Company to construct their road from Columbus by Mount Vernon in Knox county, which is the geographical centre of Ohio, and to unite it with our road west of Wooster. This will give us the best connection with Cincinnati, running through the richest part of Ohio, and with a string of towns along the whole line, the distance between Pittsburgh and Cincinnati being about 330 miles, which, with heavy iron rails and good locomotives, can readily be run in fifteen hours, including necessary stoppages.

We must rise at high velocities to compete with the "iron horse, the stone line," which is our real rival. We have the advantage of a shorter distance, a better country, a larger local population, and an abundance of bituminous and cannel coal.

The railroads from Buffalo by Albany to Boston, have reached a high state of improvement. Thirty miles an hour is not an unusual speed, and it is [illegible] months, since we saw a train that had not varied more than ten minutes in the time of its arrival at the Springfield station.

The Pennsylvania Railroad, which will connect us with the East, will have a [illegible] of 64 pounds per yard, and will rival the great New England roads in construction and management.

In my opinion we shall have but little to fear from the competition of the Baltimore and Ohio Railroad, which is at not to be extended from Cumberland to Pittsburgh on river at the mouth of Fish Creek, 22 miles below Wheeling. It will have grades of one hundred and fifteen feet per mile in crossing the ridges and mountains of Virginia, besides the difficulty crossing the Ohio river. In addition to which the work will be excessively costly. There will be 12,000 cubic yards of embankment on one section of less than a mile in length, while we have but 50,000 cubic yards of excavation and [illegible] yards of embankment on the twenty three miles of our road between Beaver and the State line, and no grade exceed on 17½ feet per mile.

Another [illegible] three miles of road for which the contracts are about to be awarded have been very [illegible] and the one has been traced [illegible] great skill by Mr. Edward [illegible] Engineer on the Eastern Division, and no pains have been taken to do the work thoroughly, [illegible] and no pains to make sure of getting the best of it.

Now, my work well executed by a railroad company is that which is most economical in obtaining the [illegible] location, and no policy is so bad [illegible] economizing the old adage that "the most haste is the most speed." Haste is one from the point of [illegible] determined [illegible] examination, and finds perhaps [illegible] thousands of dollars have been expended, that the whole of the money has been spent on the wrong place.

We must carefully avoid the rock on which [illegible] country have split, [illegible] progress. The [illegible] of the Ohio and Pennsylvania Railroad [illegible] Pennsylvania [illegible] to buy our surveys [illegible] in less than a year from [illegible] the country [illegible] the railroad [illegible] subscribed to the stock of the company.

It is the opinion of the Directors to push the work [illegible] as fast as the means [illegible] the means to grade and finish the road, we look to the people of the towns and the country for aid. When it will pass, and we will be [illegible] by a compromise.

[illegible] pay for the work as it progresses, [illegible] done by prompt [illegible] the Stockholders, in paying up their instalments, which is absolutely essential to [illegible] of the contractors. If money will [illegible] be required again to circumvent [illegible] who [illegible] was raised [illegible] the prices and must be [illegible] the Pioneer work worthy of [illegible]

* * *

[illegible] Wooster, to Mansfield, and by reaching Mansfield [illegible] our back [illegible] of 150 miles [illegible] connect with three new roads [illegible] have line, and three towards Cincinnati [illegible] Mansfield we shall connect with [illegible] in progress of construction to Chicago on Lake Michigan, and St. Louis on the Mississippi, which are the proposed starting points of the [illegible] to cross the continent to the Pacific ocean.

Our line will furnish a trade sufficient to support it. It will be a great tree with its roots [illegible] Pittsburgh, and spreading its branches, [illegible] to the West, and as [illegible] the great western roads with the eastern cities, the amount of its business in the future may well transcend the bounds of our imagination.

In 1845 the net revenue of the Western Rail Road of Massachusetts, from Albany to Worcester, 156 miles long, was $678,711, and the net revenue of the Baltimore and Ohio Rail Road, from Baltimore to Cumberland, 178 miles long, was $503,555. In we average the two, it will give us a net revenue of $615,541, for a distance of 167 miles, and the net revenue of the Western Road, per mile, is $4,524 (24) 81. Of the sales, 5000 bbls were for export. Wheat is in demand for the Philadelphia market, and prime firm. Corn is up under the effect of the news, but in the absence of the letter, sales are small. Provisions are firmer, and for the home trade there is good business doing. Ohio Pork: mess, $10.37½ 10.50. Prime, $8.91½@9. Beef is firm, and in good request. Cut meats are better, 600 hhds at 5f for plain hams, and 4½@4¾ for shoulders. Lard is heavy. Butter is plenty at 10@13½ for State, and 7@10½ for Ohio.

C.

For the Pittsburgh Gazette.

MR. WHITE—I observed, in your paper of this morning, a statement of the destruction of the wheat crop, in our county, by the fly, and the purpose of this note is to correct a mistake into which you have fallen. There has been very little, if any, injury sustained by the fly; but there is a new, and previously unheard of insect, whose ravages are more destructive, perhaps, with us, than the Hessian fly has ever been. The fly has never been found in the head or *grain* of wheat. It takes possession of the shoot or stool of grain, soon after it vegetates in the fall of the year, and by its operations there prevents the growth of the stem to such an extent as to prevent it from forming a head or grain at all, or if any, a very imperfect one. But this new species of destroyer is found in the *grain*, in the form of a very small red worm—many of the grains containing from three to six of them. Whilst the grain is sufficient for their support, they are alive and about as active as mites in cheese; and in the grains whose substance they have exhausted, there is found the remains of the dead worms, or more probably the shell or case of them, from which an insect of some kind has been discharged, prepared for future operations. Not having had a glass for the purpose of observation, this latter point I cannot decide, but will have it ascertained. The destruction of the wheat crop in my immediate neighborhood is very great, many fields will not be cut. That variety of wheat called "Mediterranean," is the only one which appears to have escaped, and even the late sowing of it is considerably injured. I will send to your office to-morrow a specimen of the wheat thus affected.

As it is a thing entirely new in its kind, it should be made the subject of minute and particular investigation; and I think we should be very cautious about making use of wheat thus affected, until we are well assured that those little worms are not very deleterious, even poisonous, in their effects on the human system. Truly, the judgments of God are abroad in the land; will the people learn righteousness? Yours, J. S.

Ross township, July 9th, 1849.

To the Editor of the Pittsburgh Gazette.

Sir—Your paper, of the 14th ult., contains an article over the signature of James C. Leonard, relative to the death of Nicholas M. Kennedy, in which he accuses me and mine of "barbarous and heathenish" conduct, in relation to said Kennedy. Now, inasmuch as he has gratified his vanity with a flourish to the public, I deem it but justice to myself and family, to state the facts of the case as they occurred, viz:—Said Leonard and Kennedy passed by my house, as I afterwards learned, when said Kennedy sat down, or, as Mr. L. has it, fell. This took place at the gate of Mr. W. and not mine, but two places below me, and nearly half way between Col. McCandless' and myself; after which, a lad called at my house, and in rather an authorative manner, asked for a room for a man that was dying with the cholera. I informed him that the family and boarders occupied every room in the house, when shortly after, said Leonard came up, and in somewhat of a boisterous manner, applied for the milk wagon and horse, to carry said Kennedy home, when he was informed that the owner was at meeting, therefore could not at present be consulted in relation to it. This appeared to enrage him, and he at once declared that he would take no more milk from the owner of the establishment, who little thought, whilst attending divine services on that Sabbath, of the great loss he was to sustain, in the withdrawal of his patronage, which amounted to just *one cent per day*. He also says, that his friend had been laboring for several days with watery painless diarrhea, notwithstanding he was parading in the hot sun with his sick friend. And again, he says that after failing in his application for the milk wagon, that he and his friend stopped at Colonel McCandless' when that gentleman kindly offered them a room, and every necessary accommodation, which was not accepted by either, notwithstanding the apparent extraordinary exertions to procure shelter for the deceased, but still persevered in urging his sick friend, and that on foot, through the burning sun to Lawrenceville, a mile and a quarter further from his home, which says very little for his judgment, and leads me to believe, that the loss he made relative to shelter was merely intended to show himself off. Very respectfully, your obedient servant,

ANDREW McCREEDY

Peebles Township, July 5, 1849.

FOREIGN NEWS.

BY THE CANADA.

Correspondence of the N. Y. Commercial Advertiser

LONDON, June 22, 1849.

Bombardments and shootings still form the staple of European news, but nothing decisive has occurred since last week. Rome continues the great point of interest, but the foregone conclusion of her inevitable fall before such a power as France makes the conflict comparatively unexciting. From Hungary we have no changes of importance. Austria, bankrupt and beaten but more brutal than ever, pauses to gather up her remaining strength before commencing the final struggle "in Germany the revolutionists are giving the Prussian troops more work than had been contemplated, but the discouragement from the failure of the Red Republicans in Paris will most probably produce a speedy submission. In France, thanks to Ledru Rollin and his friends, the triumph of the Government is complete, and the cause of the Pope and of all potentates, from the Emperor of Russia down to the Grand Duke of Baden, is rendered for the present secure.

ROME.

From Rome we received no farther news until yesterday, the only official communications of the French Government consisting of reports from General Oudinot of the gradual progress of his troops more work than had been contemplated, but the discouragement from the failure of the Red Republicans in Paris will most probably produce a speedy submission. In France, thanks to Ledru Rollin and his friends, the triumph of the Government is complete, and the cause of the Pope and of all potentates, from the Emperor of Russia down to the Grand Duke of Baden, is rendered for the present secure.

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FROM NEW YORK.

Correspondence of the Pittsburgh Gazette

NEW YORK, July 5, 1849.

The coalition between the Barnburner and old Hunker divisions of the Locofoco party may be regarded as complete, and the party once more to be dreaded as election day comes round. The circular mentioned some time since has been published, and is signed by the strongest men of the State. The free soil principle has been recognized, and the party given a new strength in consequence. The step has been taken with much deliberation and our next state election will be contested with a determination not shown for a long time.

The steamer's news reached here at an early hour, and is looked upon as very favorable to American interests. Cotton has improved, with an increased business in breadstuffs, both indications of prosperity in trade. The mail will reach here this afternoon, and business commence. Cold weather still the order of the day, and no city in the Union has a pleasanter atmosphere than this. The Cholera varies very much each day, a small mortality, invariably producing confidence and recklessness of diet, followed by a large increase of the deaths at once. Most of the cases are traced to imprudence of some kind, and the careful ones pass harmless through all. The new cases to day are 64, and the deaths 26, and this, after a holiday, more than all others calculated to develope the disease.

Emigrants continue to arrive in large numbers, and no less than 30,000 have landed in the last three months, an increase of population that explains the increase in the mortality of the city with residence. The intense desire of passengers pent up for thirty days for vegetables and fruit, cannot be governed by any fear of an epidemic, and this class furnishes many victims.

The pleasure hunters were last night admitted to "Niblo's" the most unexceptionable theatre in New York. The attendance of stand and sober citizens was immense, and the amusement so refined and agreeable as in the palmest days of the Garden. No specific for the Cholera has been found so effective as this—melancholy is depressed and in the spirit of mesmerism, and the audience sent "weeping (with laughter) to their beds."

Father Matthew's rooms are thronged at all hours by a crowd, who will scarcely take any denial to his presence. He has been called upon by various deputations from other cities, and will soon leave—more of the conference. The money will be [illegible] to circumvent [illegible] who [illegible] was raised [illegible] the prices and must be [illegible] the Pioneer work worthy of [illegible]

* * *

[illegible] Wooster, to Mansfield, and by reaching Mansfield [illegible] our back [illegible] of 150 miles [illegible] connect with three new roads [illegible] have line, and three towards Cincinnati [illegible] Mansfield we shall connect with [illegible] in progress of construction to Chicago on Lake Michigan, and St. Louis on the Mississippi, which are the proposed starting points of the [illegible] to cross the continent to the Pacific ocean.

Our line will furnish a trade sufficient to support it. It will be a great tree with its roots [illegible] Pittsburgh, and spreading its branches, [illegible] to the West, and as [illegible] the great western roads with the eastern cities, the amount of its business in the future may well transcend the bounds of our imagination.

In 1845 the net revenue of the Western Rail Road of Massachusetts, from Albany to Worcester, 156 miles long, was $678,711, and the net revenue of the Baltimore and Ohio Rail Road, from Baltimore to Cumberland, 178 miles long, was $503,555. If we average the two, it will give us a net revenue of $615,541, for a distance of 167 miles, and the net revenue of the Western Road, per mile, is $4,524 (24) 81. Of the sales, 5000 bbls were for export. Wheat is in demand for the Philadelphia market, and prime firm. Corn is up under the effect of the news, but in the absence of the letter, sales are small. Provisions are firmer, and for the home trade there is good business doing. Ohio Pork: mess, $10.37½ 10.50. Prime, $8.91½@9. Beef is firm, and in good request. Cut meats are better, 600 hhds at 5f for plain hams, and 4½@4¾ for shoulders. Lard is heavy. Butter is plenty at 10@13½ for State, and 7@10½ for Ohio.

C.

MR. WHITE—I observed, in your paper of this morning, a statement of the destruction of the wheat crop, in our county, by the fly, and the purpose of this note is to correct a mistake into which you have fallen. There has been very little, if any, injury sustained by the fly; but there is a new, and previously unheard of insect, whose ravages are more destructive, perhaps, with us, than the Hessian fly has ever been. The fly has never been found in the head or *grain* of wheat. It takes possession of the shoot or stool of grain, soon after it vegetates in the fall of the year, and by its operations there prevents the growth of the stem to such an extent as to prevent it from forming a head or grain at all, or if any, a very imperfect one. But this new species of destroyer is found in the *grain*, in the form of a very small red worm—many of the grains containing from three to six of them. Whilst the grain is sufficient for their support, they are alive and about as active as mites in cheese; and in the grains whose substance they have exhausted, there is found the remains of the dead worms, or more probably the shell or case of them, from which an insect of some kind has been discharged, prepared for future operations. Not having had a glass for the purpose of observation, this latter point I cannot decide, but will have it ascertained. The destruction of the wheat crop in my immediate neighborhood is very great, many fields will not be cut. That variety of wheat called "Mediterranean," is the only one which appears to have escaped, and even the late sowing of it is considerably injured. I will send to your office to-morrow a specimen of the wheat thus affected.

As it is a thing entirely new in its kind, it should be made the subject of minute and particular investigation; and I think we should be very cautious about making use of wheat thus affected, until we are well assured that those little worms are not very deleterious, even poisonous, in their effects on the human system. Truly, the judgments of God are abroad in the land; will the people learn righteousness? Yours, J. S.

Ross township, July 9th, 1849.

To the Editor of the Pittsburgh Gazette.

Sir—Your paper, of the 14th ult., contains an article over the signature of James C. Leonard, relative to the death of Nicholas M. Kennedy, in which he accuses me and mine of "barbarous and heathenish" conduct, in relation to said Kennedy. Now, inasmuch as he has gratified his vanity with a flourish to the public, I deem it but justice to myself and family, to state the facts of the case as they occurred, viz:—Said Leonard and Kennedy passed by my house, as I afterwards learned, when said Kennedy sat down, or, as Mr. L. has it, fell. This took place at the gate of Mr. W. and not mine, but two places below me, and nearly half way between Col. McCandless' and myself; after which, a lad called at my house, and in rather an authorative manner, asked for a room for a man that was dying with the cholera. I informed him that the family and boarders occupied every room in the house, when shortly after, said Leonard came up, and in somewhat of a boisterous manner, applied for the milk wagon and horse, to carry said Kennedy home, when he was informed that the owner was at meeting, therefore could not at present be consulted in relation to it. This appeared to enrage him, and he at once declared that he would take no more milk from the owner of the establishment, who little thought, whilst attending divine services on that Sabbath, of the great loss he was to sustain, in the withdrawal of his patronage, which amounted to just *one cent per day*. He also says, that his friend had been laboring for several days with watery painless diarrhea, notwithstanding he was parading in the hot sun with his sick friend. And again, he says that after failing in his application for the milk wagon, that he and his friend stopped at Colonel McCandless' when that gentleman kindly offered them a room, and every necessary accommodation, which was not accepted by either, notwithstanding the apparent extraordinary exertions to procure shelter for the deceased, but still persevered in urging his sick friend, and that on foot, through the burning sun to Lawrenceville, a mile and a quarter further from his home, which says very little for his judgment, and leads me to believe, that the loss he made relative to shelter was merely intended to show himself off. Very respectfully, your obedient servant,

ANDREW McCREEDY

Peebles Township, July 5, 1849.

FOREIGN NEWS.

BY THE CANADA.

Correspondence of the N. Y. Commercial Advertiser

LONDON, June 22, 1849.

Bombardments and shootings still form the staple of European news, but nothing decisive has occurred since last week. Rome continues the great point of interest, but the foregone conclusion of her inevitable fall before such a power as France makes the conflict comparatively unexciting. From Hungary we have no changes of importance. Austria, bankrupt and beaten but more brutal than ever, pauses to gather up her remaining strength before commencing the final struggle "in Germany the revolutionists are giving the Prussian troops more work than had been contemplated, but the discouragement from the failure of the Red Republicans in Paris will most probably produce a speedy submission. In France, thanks to Ledru Rollin and his friends, the triumph of the Government is complete, and the cause of the Pope and of all potentates, from the Emperor of Russia down to the Grand Duke of Baden, is rendered for the present secure.

ROME.

From Rome we received no farther news until yesterday, the only official communications of the French Government consisting of reports from General Oudinot of the gradual progress of his troops more work than had been contemplated, but the discouragement from the failure of the Red Republicans in Paris will most probably produce a speedy submission. In France, thanks to Ledru Rollin and his friends, the triumph of the Government is complete, and the cause of the Pope and of all potentates, from the Emperor of Russia down to the Grand Duke of Baden, is rendered for the present secure.

Improvements in Dentistry.

DR. G. O. STEARNS, late of Boston, is prepared to manufacture and set BLOCK TEETH in whole and parts of sets, upon Suction or Atmospheric Suction Plates—TOOTHACHE CURED IN FIVE MINUTES, where the nerve is exposed. Office and residence next door to the May or office, Fourth street, Pittsburgh.

REFER TO—J. R. M'Faddon, F. B. Eaton. jy19

Fire and Marine Insurance.—THE PITTSBURGH NAVIGATION AND FIRE INSURANCE COMPANY—Chartered 1839—continues to insure, upon every description of property, at *the lowest rates*

OFFICE, No 21 Market street.

SAMUEL GORMLY, Pres't

ROBERT FINNEY, Sec'y. my5-d6m

PURE CLEAR LEMON SUGAR—Prepared by J. W. Kelly, William street, N. Y., and for sale by A. Jaynes, No. 70 Fourth street. This will be found a delightful article of beverage in families, and particularly for sick rooms.

HAVANA BAHMA—An improved Chocolate preparation, being a combination of Cocoa nut, innocent, invigorating and palatable, highly recommended particularly for invalids. Prepared by W. Baker, Dorchester, Mass., and for sale by A. JAYNES, at the Perfumery Store, No. 70 Fourth st. inch14

DIED,

At his residence, of Paralysis, on yesterday, STEPHEN REMINGTON, in the 69th year of his age

The friends of the family are respectfully invited to attend his funeral this morning at 10 o'clock, from the family residence, on Penn street

EAST LIBERTY ACADEMY.

THE SECOND QUARTER of the Summer Session of this Institution will commence on Monday, the 30th July.

TERMS PER QUARTER.

Primary branches, Reading, Writing, &c.....$3 00
Arithmetic, Eng. Grammar, Geography, History, &c.....4 00
Latin & Greek Languages, Mathematics, &c. 5 00
Music, (Piano).....10 00

JAS. H. SMITH, Principal.
MISS MEEAN, Assistant.
CH. NOTH, Prof. Music.

ORPHAN'S COURT SALE,

OF A FARM OF LAND.—Will be sold at the premises, on Saturday, the 28th day of July instant, at 3 o'clock, P. M.—The FARM of Hugh M'Intyre, deceased, situate about 11 miles from Pittsburgh, on the Frankstown Road, in Wilkins township, and containing one hundred and twenty acres, more or less, and bounded by lands of Joseph R. Keuning, William Donaldson, Henry Morr