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PHILADELPHIA NORTH AMERICAN.

Advertisements and subscriptions to the North American and United States Gazette, Philadelphia, receive, and forwarded from this office.

For Local Matters see next page.

See next page for Telegraphic News.

WESTERN RAIL ROAD.—Our readers will be delighted with the able and cheering letter of S. W. ROBERTS, Esq., to another column. They there have a very succinct and intelligible view of the great advantages opening up to Pittsburgh by her Western road, which will be one of the most important in the Union. By the way, we can conceive of no better investment of capital than this road offers. We would advise all who have any money to invest, to hasten to subscribe to the stock of this company. It will not only yield a large dividend, but it is free from local taxation.

The Washington *Union*, and other Locofoco prints, continue to hold up the President of the United States to ridicule, by publishing caricatures of his speeches, and representing them as genuine. Will these papers publish the speech the old General delivered at Pittsburgh, which was taken down by an accomplished and experienced stenographer, and published verbatim? How completely this gives the lie to all these statements of the Locofoco presses.

What a beautiful business this is; in which Locofocoism is now engaged—that of holding up to ridicule, as weak and imbecile, the Chief Magistrate of this mighty Union, who, in all the various duties of his eventful life, has acquitted himself with credit, and in his military achievements, has astonished both hemispheres, and rendered his name almost as familiar on the Danube, as on the Rio Grande or the Mississippi. How gratifying it must be to the American people to have their President thus insulted, because he is a plain man, like the majority of his fellow citizens!

The men who are engaged in this small business are the fit allies of the aristocrats of Europe, who will gladly join with them in thus sneering at Democratic institutions, by ridiculing and affecting to despise a democratic President.

Pennsylvania Iron Interests.

A meeting of Pennsylvania Iron Masters, held in this city, on Saturday, will be found in another column. The facts set forth, show clearly that the iron interests of this State are now suffering for the want of protection—that they have always flourished when adequately protected, and languished under low ad valorem duties—that the tariff of '46 does not afford sufficient protection to maintain the business in a healthy state, and that a change is necessary to prevent its almost total overthrow.

On yesterday morning, a number of the Iron Masters waited upon Gen. Taylor, and were introduced by Gov. Johnston. They were received with the accustomed affability of the President, and a most interesting conversation took place, in relation to the iron interest, Gen. Taylor making most minute inquiries, which were replied to by Messrs. Myers, King, Black, Kerr, and others.—During this conversation, the President expressed himself decidedly in favor of a permanently protective tariff, founded on specific duties, and discriminating in favor of *American Labor*. He considered that the change made in 1846, had been an unfortunate for the country, and while he was not in favor of prohibitory duties, he desired to see such a modification of our revenue laws as would afford a reasonable and fair protection to all the manufacturers, and industrial interests of the country.

That Gen. Taylor is sound to the core on the Tariff question, no one can doubt—who has conversed with him on this subject. His first annual message will fully develop this view on this important question. What a pity it is, that the Whigs will not have a majority in both Houses, to avail themselves of the favorable views of the President.

MOVEMENTS OF THE PRESIDENT YESTERDAY.—General Taylor, accompanied by the committee appointed to escort him through our manufactories, paid a visit, yesterday morning, to the Glass House of Messrs. Bakewell, Pears & Co.; from thence he passed on to the Novelty Works of Messrs. Livingston, Borgen & Co. He then visited the Steel Works of Messrs. Jones & Quigg, and the Rolling Mill of Carnahera, Miller & Co.

The President and suite next crossed the Monongahela, and inspected the following manufactories in South Pittsburgh:—

The Rolling Mill of Messrs. Lyon, Shorb & Co.

The Window Glass Factory of Mr. Frederick Lorenz.

The Steel Works of Messrs. Singer, Nicholson & Co.

The Rolling Mill of Mr. James Wood.

Crossing the Ohio to Manchester, the General went through the Wagon Factory of Messrs. Townsend, Carr & Co., and the Plough Factory of Mr. Samuel Hall.

The Cotton Factory of Messrs. King, Pennock & Co., in Allegheny, was also visited.

Passing up to Bayardstown, the General examined the Pittsburgh Water Works, and the Iron Foundry and Iron Works of Messrs. Knapp & Totten.

The Arsenal next claimed the old hero's attention, and after driving through the Cemetery, he returned to the Monongahela House.

In the afternoon, thousands of our citizens assembled at the Court House to pay their respects to the President and Governor, and speeches were made by both these gentlemen. The crowd was so dense, that it was utterly impossible to report what was said by either of them, but both spoke with their usual ability.

The President was peculiarly happy in his allusions to Braddock's Field, as associated with the early achievements of General Washington.

At five o'clock in the afternoon, the rooms of the Monongahela House were crowded with the fair ladies of Pittsburgh, who thronged in great numbers to behold the brave old hero, who had so often led their husbands and sons to victory, and the General doubtless preferred their balmy kisses to the cordial, though rather rougher salutations of the sterner sex.

Route of the President and Governor from Pittsburgh.

The following was designed for the paper yesterday morning, but, through some mistake, did not reach us:—

Tuesday 21—Leave Pittsburgh at 8 A. M., dine at Economy, and lodge at Beaver.

Wednesday 22.—Leave Beaver at 8 o'clock, and lodge at New Castle.

Thursday 23—Leave New Castle at 9 A. M., and lodge at Mercer.

Friday 24. Leave Mercer at 8 A. M., and lodge at Meadville.

Saturday 25. Leave Meadville at 7 A. M.; dine at Waterford and lodge at Erie.

Sunday 26. Remain at Erie.

From Erie the route is uncertain—probably by Buffalo, through New York to Boston, where the President is to arrive on the 6th Sept.

THE CUBA EXPEDITION.—The Philadelphia North American, in commenting upon the late Proclamation of the President, says:

"Intelligence has reached us, from a reliable source, that a force numbering between five hundred and eight-hundred men has recently been assembled at Round Island, opposite Pascagoula, under the command of a Colonel White, who figured not long ago at Yucatan. It is also stated that the sum of $250,000 has been deposited in Mobile to promote the objects of this nefarious movement, the particular direction of which is not yet distinctly ascertained; though from facts lately come to light, through authentic channels, its destination is supposed to be Cuba, where a landing is contemplated at the south side of the island. It is understood that rendezvous, with a view of enlisting men, have been opened at Baltimore, New York, and Boston, as well as at Mobile and New Orleans. We have not been able to discover that any attempt has been made in this city to collect a force or to supply arms and ammunition."

STATE REVENUE.—From a report lately made by the Auditor of Mississippi, it appears that the whole revenue assessed in the different counties for the year 1848, amounted to $443,715.27, of which amount $343,097.57 has been paid into the treasury—leaving only $621.20 uncollected.

The Hon. Abbott Lawrence, our Minister at the Court of St. James, arrived in this city yesterday, and took lodgings at Willard's Hotel.—*Republic*.

We understand that the Hon. Wm. C. Rives, of Virginia, our Minister to France, passed through this city yesterday, with his family, *en route* to the seat of his mission.—*Republic*.

FROM NEW YORK.

Correspondence of the Pittsburgh Gazette.

NEW YORK, Aug. 16, 1849.

The news from Europe was received here at a late hour last night, and has caused considerable stir among those who pretend to understand the slow involved politics of continental Europe. The Hungarians here are in ecstacy at the success of their countrymen, and think the liberty now dawning on "fader land" more valuable and dearer to them than the privileges they have attained here. There is no doubt that republicanism, strongly resembling our own, will be firmly established in Hungary before French democracy attains the smallest permanence.

From Canada, the news looks rather dark, and present appearances indicate that the "home government" means to take the same and as summary measures to check the popular movement in the British American colonies, as she resorted to in the case of her Irish subjects. Such a course the English merchants resident here deprecate as being the one that will arouse all the national pride of the colonists and cause them to effect a speedy dissolution of all connection with England. In this business the British government seem to have forgotten the experience of 1776, and mean to attempt the same oppressions upon the Canadians they were unable to fasten upon their then "brightest jewel in the crown."

The "Siamese twins," as our famous locofoco State conventions are called, are in full blast at Rome, and have advanced as far as a Committee of Conference. The proceedings are all in secret session, and the probability is, that some means will be arranged that will once more put the democracy in possession of their principles, as are in number, viz nine five loaves and two fishes.

It seems that another defalcation has been discovered in the Sub-Treasury department, in the pension bureau located at Boston. The profit of contracts in "paper blanks and twine" that were developed when the Van Buren dynasty was overthrown, are only equalled by the harvest of corn reaped under the hard money law. The defalcator is an old editor and always kept the hilly State of New Hampshire true to locofocoism.

The Sub-Treasury has a large accumulation of coin, now amounting to $2,257,000, of which $541,670 was paid in yesterday, showing a release of available goods to the amount of one million of dollars. Trade with the importers is very brisk and satisfactory. Our hotels continue full, and the presence of strangers in the streets remarked by the most casual observer. Merchants purchase freely, and the trade say they make larger bills than usual, and what is also agreeable, pay very well.

Among the recent deaths may be noticed that of A. D., a signature known to all readers of newspapers throughout the Union. Its owner was the Rev. Austin Dickinson, a Presbyterian clergyman, employed by various religious societies to prepare for the secular press "Religious Intelligence." To this task he has devoted himself for years, nor have his labors been without reward. He was a man of most determined perseverance, and it is but the truth to say that scarcely an editor yielded to his pertinacity, which, in the cause of religion, was not compelled from them. He left his articles, followed them to the hands of the compositor, read the proof on the "galley," saw the "form" made up, and bore from the press room, generally in the "wee sma' hours," the consecrated sheets, there to be spreading before the worshippers of mammon, in their own or gaus, something to remind them of a higher and nobler existence. We may truly say the religious editor of the secular press of the United States is no more.

The tide of emigration continues unabated.—The returns at Staten Island show an arrival of 92,000 in the past three months, which is 40,000 since the 1st of June. The arrivals have been one thousand a day for four months. With all this influx of unacclimated people, with every moderate resources for preserving their health, through the medium of good living and free air, the mortality from cholera continues small, only 31 deaths yesterday and 39 to day, aided too by cheap fruit in profusion.

There is more demand for money, with all advance in the rate of interest; six per cent. being the general rate and plenty of borrowers. Stocks are neglected and little speculative feeling shown. The steamer from Boston took no coin, as was anticipated; nor is it probable any will go soon. The autumn importations will soon be at hands and the shipments of cotton and breadstuffs begin to restore the balance of trade.

Cotton remains firm with a good demand from consumers and exporters. Flour is stiff at $5,44@ $5,62½ for common and pure brands. Wheat is in good demand, and Corn tending upward, in consequence of moderate supplies. Pork sells at $9@$10,50; $10,50@$10,75 for 200 lbs. larger stock than last year. Whiskey 21@21½c. Sales of crude whale oil at 44c. In Iron, 1000 tons Scotch at $20,75, and in the yard at $21,50 cash. In general articles of groceries, there is an enlarged demand is good and stocks satisfactory. C.

From the St. Vernon True Whig.

Columbus and Pittsburgh Rail Road.

This Company was incorporated March the 2d, 1846, with liberal powers, and is organized to construct and maintain a Railroad, commencing at the city of Columbus, thence by the most practicable route to the Ohio River, above the city of Steubenville.

By the amendatory act, passed February the 24th, 1848, power is given to this company, to connect with any other Railroad commencing at the Ohio River, within the State of Ohio, north of Steubenville, and leading westward. This company was organized on the 3d of November, 1845, by the subscription of the requisite amount of stock; and the election of the following Directors, viz:—Hosmer Curtis, Daniel S. Norton, C. P. Bigelow, Henry B. Curtis, Columbus Delano, George Browning, J. W. Russel, R. C. Hurd, G. A. Jones, Charles Cooper, Sewall Gray, Wm R. Sapp, and S J Updegraff.

The officers of the Company are as follows:—Hosmer Curtis, President; George Browning, Treasurer; N McGillis, Secretary; all being citizens of the town of Mt. Vernon, and county of Knox, Ohio. The Pennsylvania and Ohio Rail road is now located so as to touch Loudonville, in the south end of the county of Ashland; being only 22 miles north-east from Mount Vernon, and 62 miles north-east from Columbus. The Directors of the Columbus and Pittsburgh Company propose to connect with the Pennsylvania and Ohio Railroad, at or near Loudonville, and thus, by the construction of 62 miles of road, unite the Columbus with Pittsburgh, as well as Cincinnati and Philadelphia, by the shortest and best Railroad now in contemplation, or likely soon to be constructed.

It is this connection which is alluded to in the very able letter of S. W. Roberts, Esq., Chief Engineer of the Pennsylvania and Ohio Railroad, which we cause to be published herewith—and to which we earnestly invite the attention of the citizens of Knox county, as well as the citizens of Columbus, Cincinnati, and other points, upon this line between Cincinnati and Pittsburgh.

This connection makes the distance from Pittsburgh to Columbus and Cincinnati 30 miles shorter than by any of the proposed connections with other Railroads west of Loudonville.

G A Jones, Samuel J Updegraff,
R C Hurd, Henry Curtis,
D Axtell, C P Bockingham,
M W Stamp, D L McGugin,
J W Russell, Hosmer Curtis.
C Delano,

MOUNT VERNON, Aug. 14, 1849.

Ohio & Pennsylvania and Columbus & Pittsburgh Rail Roads.

Letter addressed to the Hon. Columbus Delano, of Mt. Vernon, Ohio, by Soloman W. Roberts, Chief Engineer of the Ohio and Pennsylvania Rail Road company, on the connections between the Rail Roads of Ohio and Pennsylvania.

OFFICE OF THE OHIO AND PA. R. R. CO.,
PITTSBURGH, Aug. 6th, 1849.

Hon. Columbus Delano, Mount Vernon, Ohio.

DEAR SIR—In your letter of the 29th of June, addressed to Gen. Robinson, President of the Ohio and Pennsylvania Rail Road company, of which I am the Chief Engineer, you say that should our road be so located as to justify and facilitate the undertaking, it will be the object of the Directors of the Columbus and Pittsburgh Rail Road company to connect their road with it, and thus to complete a chain constituting the shortest rail road connection between Pittsburgh and Cincinnati.

The southern route between Wooster and Mansfield having been ascertained to be the best for our road, I am now authorized to inform you that our Board has adopted it, which will enable your Board to accomplish the important connection which you have in view, with the shortest line and at the smallest cost.

When your road is completed from Columbus to Mount Vernon, to the intersection with our road, your company will own the middle link of the shortest continuous chain of rail roads from Pittsburgh to Cincinnati; and your beautiful town of Mount Vernon, which is nearly in the geographical centre of the State of Ohio, will be the central rail road station between those important cities.

The Pennsylvania Central rail road charter extends to Pittsburgh. Our charter commences here, and extends as far west in Ohio as the company may think it is interest to go. The present intention of the Board is to go to Galion, fifteen miles beyond Mansfield, and 150 miles from Pittsburgh. We expect the Marion, Bellefontaine, and Indiana road to meet us there. Our charter is complete; we need no further legislation; we do not touch the territory of Virginia; and our line is not broken by Ohio rivers. After full discussion, our route has been adopted as the main trunk of the Great Western rail road of Pittsburgh. The city corporations of Pittsburgh and Allegheny have subscribed to the stock to the full amount authorized by law; individual stockholders resident here have subscribed liberally; and there is a fixed determination to concentrate the efforts of this community upon this road, until the completion of our "back bone line" shall have connected us with the West, and its branching arms with the north-west and South-west.

From the time when the efforts of New York and Boston on the north, and Baltimore on the south to penetrate to the centre of Ohio, induced the citizens of Philadelphia to undertake the construction of the Pennsylvania central railroad to Pittsburgh, and the citizens of Pittsburgh its extension into Ohio by the Ohio and Pennsylvania railroad, the importance of the "cut off connection" to Columbus, which is controlled by the citizens of Mount Vernon, has never been lost sight of.

A glance at the map is sufficient to show that your direct route to the eastern cities lies through the heart of Pennsylvania; and through the great State one of the best railroads ever constructed in our country is now advancing westward with giant strides. Not wearing until Philadelphia has reached the Ohio river, Pittsburgh has already begun the extention of the work into Ohio. With a million of dollars subscribed to the stock, twenty three miles of the Ohio and Pennsylvania railroad are already under contract, and the grading and masonry between Canton, Massillon, and Wooster will be left in September.

A link of about twenty five miles in length, which the citizens of Mount Vernon and its neighborhood are abundantly able to make, will connect you with five hundred miles of railroad, in the hands of only two companies, and leading directly to Philadelphia, which is within ninety miles of New York. Columbus must then come up to the work to construct the southern division of your road, about forty miles long which will complete the chain, and make the Columbus and Pittsburgh railroad, in fact, if not in name, the central railroad of Ohio.

Before eastern capitalists are willing to aid in the construction of a western rail road, they require that those who live along the line, and who are locally interested, should show their confidence in the value of the work, by expending a portion of their own money upon it, thereby making the stock, instead of a foreign interest to be plucked, a domestic interest to be protected. If the people are unwilling to do this, it is in vain that they call upon Hercules, before putting their own shoulders to the wheel.

You may rest assured that the time will not be long, before the cars that start at Philadelphia upon the Pennsylvania central rail road will arrive at Pittsburgh. The citizens of the Keystone State are fully awake to the importance of their favorite work; and they are urging it onward with a zeal and energy worthy of an object, the speedy consummation of which will be one of the proudest victories of peace. A few days ago, the first division of the new road was opened from Harrisburg to Millerstown, and the Governor of Pennsylvania passed over it at the rate of thirty miles an hour. The second division, extending to Lewistown, will be ready for use in about a fortnight impelled by the liberal contributions and the irresistible public sentiment of the citizens of Philadelphia, the successful progress of the work is sure.

The distance from Philadelphia to Pittsburgh will be 358 miles. There will be no ascending grade exceeding fifty feet per mile in crossing the Alleghanies; and the descent westward with western produce; and, descending on the eastern side, but a few miles of a grade of eighty feet, similar to that on the Western Rail Road of Massachusetts. From the base of the mountains to Harrisburg, 133 miles, the maximum grades are ten and a half feet to a mile in one direction, and twenty one feet in the other. It is well known that four in vast quantities is carried from Albany to Boston, 200 miles, for thirty cents a barrel; and our road, being in a good region, may be more cheaply worked than the western road.

The Baltimore and Ohio Railroad will be about twenty-five miles longer than the Pennsylvania Central Railroad, it will have ascended a mile more in crossing the mountains of Virginia; and its eastern terminus is 100 miles farther from N. York and Boston. The only means proposed for extending it westward from Wheeling, is by a new order made by the husband lent long between its points of support, and having a rise in its floor of 200 feet per mile going eastward. The citizens of Baltimore deserve great credit for their enterprise, but they cannot make a line of road with their feet.

It is a fortunate circumstance that the two great states of Ohio and Pennsylvania, each containing about two millions of freemen, can be united in fact by a line as part of which will be subject to the peculiar legislation of southern communities.

It is not in my power to condense a comprehensive view of this great subject within the limits of a letter, but I turn now to the consideration of the line from Mt. Vernon, which is the "lake shore line." Although it has not yet the right of way across the north-western corner of Pennsylvania, it will sooner or later obtain it, and then its competition must be met.

I will take Mt. Vernon as the point of comparison, as it is nearly in the centre of the State of Ohio. The distance from that town, by our route, will be 530 miles to Philadelphia, and 615 miles to New York. By Sandusky City and the lake shore line to Buffalo, the distance to New York will be 815 miles, being about 200 miles longer than by our line. You may read about the boasted advantages of the Sandusky City rail road having a different guage or width of track, from the other rail roads in Ohio. It is strange that while the evils of a break of guage have been the constant complaint of the Chambers of Commerce, men are found anxious to perpetuate the evil in our own country; when their own interests must suffer the most from it, because other rival lines of the standard guage will strive for their business. In England the railroads having the national narrow guage are much more successful and profitable than the Brunel broad guage lines.

It is evident that the Sandusky City Rail Road cannot compete with our "back bone line," and with your "cut off connection," which will be the right arm of our road, reaching to Columbus and Cincinnati, for many years to come. Between those fine cities, the political and commercial capitals of Ohio, will yet learn to appreciate the advantages of our route.

We have to look to the present and not with the past; but, to make the subject more clear, let us suppose a case. Suppose that the Cleveland and Columbus Rail Road, instead of avoiding the centres of population, and running for the Bay de le Peau and travel in the supposed claims of the through business, had passed by the towns instead of over the western plains, and had taken Mount Vernon in its route. In that event Mt. Vernon would be but 97 miles from Cleveland, and 700 miles from New York by Buffalo, being 112 miles farther than by our route.

This illustrates the remarkable fact, that, when your road is completed and connected with ours, the citizens of Columbus should go to New York, the one by the lake shore line and the other by our road, when one of them had reached Cleveland on his way to Buffalo, he would be 97 miles farther to the east than the other had when he left Columbus. The New York and Erie Rail Road, when done, will save only about thirty five miles of this difference in distance.

The lake route is the water on one side and a comparatively poor country on the other.—Our line runs through the best wheat region of Ohio, and through the heart of the land, which literally flows with milk and honey. The Rail Road from Cincinnati will be about 330 miles. Having good grades and curves, the road is so located that every few miles we pass a prosperous and thriving town, and the line will be arranged as to accommodate, to the utmost of our power, the local trade and travel. The local business, of which the coal trade will be a large item, will sustain the road, and enable us to carry the through trade very cheaply.

When we consider our local advantages, our saving in distance, and the fact that our line will be easy of construction, we see plainly the superiority of our central route over all its competitors.

While I write, facts and arguments crowd upon me, but the length of this letter admonishes me to conclude. I know of no one better able than yourself, to arouse the people of Ohio to a proper sense of the importance of the work we are undertaking, and, when its merits are properly appreciated, it will not be long before they will rejoice in reaping the benefits of its consummation; which will not be for them alone, but also for their children and for future generations.

I am, very respectfully, and truly, yours,

SOLOMON W. ROBERTS,
Civil Engineer.

Meeting of Pennsylvania Iron Masters.

At a meeting of Furnace owners from various counties in Western Pennsylvania, held at the St. Charles Hotel, Pittsburgh, on Saturday, August 18th, 1849, the Hon. C. Myers, of Clarion, was called to the chair, David Agnew, of Venango, and W. E. Speer, of Butler, Vice Presidents, and George S. King, of Cambria, and W. W. Wallace, of Mercer, appointed as Secretaries.

The object of the meeting was then stated by the Chairman—to take into consideration the depressed state of the iron trade—to ascertain the cause thereof, with a view of pointing out some remedial measure by which that great branch of Pennsylvania industry from falling into the same ruin with which it was visited in 1840, '41, and '42. Upon motion, a Committee of five was appointed to make a report to this meeting at 5 o'clock this evening.

The Chair then appointed the following Committee: Nathan Evans, of Clarion, P. Kerr, of Clarion, D. Ritchie, of Armstrong, Jacob Black, of Clarion, and John Forbes, of Cambria.

The meeting then adjourned to meet at the same place, at 8 o'clock, P. M.

The meeting having assembled, agreeably to adjournment, the committee made report. That in pursuance of their appointment, they had required to the history of the iron business of this country for the last thirty years. That they find that as early as during the embargo system of 1808, and the war of 1812, the iron business of Pennsylvania had increased to a degree unexampled at any former period. That this prosperity continued till the close of the troubles and war with Great Britain, which, so long as it lasted, afforded ample protection to this interest—to agriculture and to labor. That so soon as this protection was removed by the re-opening of trade with England, consequent upon the peace, the price of iron, of agricultural produce, and labor, went down to a degree indicating the absence of almost any demand for agricultural produce and labor. That up to 1816 pig iron sold in the Pittsburgh market at $60 per ton; wheat, through the country, at $1 50 per bushel; and the price of labor was $20 per month. That in 1820 and '21, pig iron had fallen to less than $20 per ton, wheat to 25 cents per bushel, and labor to $6 per month. That the successive Tariffs of 1822, '24, and '28 had a tendency to restore the prosperity of all these interests, each of which continued to improve until the effects of the compromise tariff of 1833 came to be felt in the markets of the country, by reopening our ports to the iron of England. That the system of this compromise reached its minimum rate in 1842. That such was its effect upon the interests alluded to, that pig iron, which had increased in value to $55 and $60 per ton, in 1836, fell to $17 50 and $18 in 1842. That wheat fell from 61 50 per bushel to 40 cents, and labor from being in demand at high rates in cash, went a begging. That we find a decided improvement in each of these important interests in 1843, and continuing on through 1844, '45, '46, and '47. That during the years from 1842 to 1846, seventy five new furnaces were erected in the counties we represent. That since 1846 there have been but three new furnaces built. That pig iron which was in current and ready demand in 1845, and until 1847, at $22 and $27 per ton, is now without demand, and sales weekly reported to us of good iron at $20 per ton. That from these facts your committee are brought to this inevitable conclusion: that, as iron and labor are protected by an adequate duty on imports, those interests flourish. That as that protection is withdrawn, they languish and die. Your committee therefore tender for consideration the following—

Resolved, That the present depressed state of the iron trade has its origin, and is entirely caused by the low rate of duty at which English Iron is admitted into this country under the tariff law of 1846, and its injudicious advalorem principles.

Resolved, That five-sixth of the value of pig iron consists of labor, and as this labor can be procured in England at less than one-third of what it usually commands in good times in this country, we, in the United States can never compete with the English iron masters, except by a reduction of labor to the pauper rates of that country, or protection from its competition.

Resolved, That it is not the wish of any of this meeting, and we hope of no American, to see the rates of labor in this happy country, reduced to the rates of poverty in Europe.

Resolved, That to insure a different and more happy state of things among us, the labor of this country, including all its mineral and agricultural products, must be protected in our markets from the redundant labor of other countries.

Resolved, That we and each of us pledge ourselves to use the utmost of our exertions to procure such protection, which can only be secured by a duty of specific values.

Resolved, That it is the duty of the iron men and agriculturalists of Western Pennsylvania and elsewhere, to hold meetings in their different counties, and organize for the purpose of petitioning Congress for a change from the present ad valorem to a system of specific duties of adequate protection to the labor of the country.

Resolved, That this meeting recommend a convention of the Furnace owners of Pennsylvania, Virginia, Ohio, and Kentucky, to be held in the city of Pittsburgh, on Wednesday, the 31st of November next, to take into consideration all necessary and further action in the premises.

The preamble and resolutions were severally read and discussed, and finally unanimously adopted. After which, upon motion of Ralph Clapp, Esq., it was

Resolved, That the papers in Western Pennsylvania, and others friendly to the interests of American labor be requested to publish the proceedings here had.

Whereupon, on motion of Mr. Clapp, the meeting adjourned sine die.

C. MYERS, Chairman.

DAVID RICHEY,
WILSON COLWELL,
RALPH CLAPP,
W. E. SPEER,
} Vice Presidents.

GEORGE S. KING,
W. W. WALLACE,
} Secretaries.

THE PASSPORT QUESTION.—The following letter from Mr. CLAYTON, to the editors of the Salem Register, who had written to him on the subject, fully explains the question at issue, and shows that he is blameless in the matter. The rule, however, ought to be changed, and we hope soon will be:—

WASHINGTON, Aug. 13, 1849.

GENTLEMEN—Yours of the 10th instant encloses an extract from the Boston Post, in reference to the refusal of the State Department to grant passports to persons of color. The refusal was not in consequence of any order made by me, but was in pursuance of what has been the settled regulation of the Department, before my connexion with it.—The old officers of it, among whom is the chief clerk, who has been employed for twenty years, all assure me that this is the rule.

As to the two cases cited by the Post, I know nothing of either, except what the records of the Department show. That of Mr. Forbes, in Lombardy, who joined the Sardinians in the late war, and whom King Victor and Louis Napoleon are not yet quite bold enough to leave to their fate. One significant fact among others which have occurred, is the dismissal, by the King, of the Sardinian Consul at Rome, for having signed the joint protest of the English, American, and other foreign consuls, against the bombardment of that city. Genoa the Great of the Royal have delivered judgment against Avezzana and ten others who were engaged in the late liberal movement, and who are sentenced to death. A prosecution, however, is instituted, and a respite before Genoa finally surrendered, and that consequently the sentence is a mere paper one.

The Grand Duke of Tuscany, (one of the numerous modern family of runaway potentates,) has issued to his dominions, supported by Austrian bayonets.

PRUSSIA.

At Berlin the state of siege was terminated on the 22nth of July, after a duration of nearly one year. The Chambers, however, have the power, and are to meet on the 17th inst. Owing to the way in which the last electoral law threw the suffrage entirely into the hands of the wealthiest classes, the members returned are all ultra conservatives.

DOMESTIC AFFAIRS.

The review of the Parliamentary session which has just closed presents strong points both for satisfaction and disappointment. The abolition of the navigation laws, leaves England perfectly free to do, breached and unbleached; colored do; Woolen Table Covers; Diaper for Towelling; Crash for do; Linen and Cotton for bed ticks; Bed Blankets; white counterpanes; colored do; all at low cash prices, at northeast corner 4th and Market sts. aug21 —

FOR CALIFORNIA.

THE BRIG (new Barque) EUREKA, L. D. Burnell, master, will positively sail from the foot of Wood st. for San Francisco, on the 15th and 20th of September next.

A few more berths can be secured if applied for soon.

For freight or passage apply on board the Eureka to pass through the St. Lawrence into the Atlantic, obtained from the British Government in London, in May last.

Cabin Passage $200, paid in advance; if paid in one year, $220; if in two years, $240; if in 3 years, $250—absolutely secured.

Freight, $5 bbl bulk.

Any property put into Capt. Burnell's hands for sale, shall be disposed of and accounted for with all due fidelity. W. A. ADAIR.

Cleveland, Aug. 21, 1849—[Plaindealer.

FRESH SUPPLY of REALLY CHOICE TEAS, consisting of

PLACKS.	GREENS.
Good Souchong,	Young Hyson,
Good Oolong,	Fine Young Hyson,
Fine Oolong,	Superior Young Hyson,
Extra fine Oolong,	Superior Old Young Hyson.

Just received from the old established House of M'Calimont, Bond & Co., of Philadelphia, in leaded packages.

F. R. DRAVO.

THOS HART, corner of Robinson and Federal sts, Allegheny, takes great pleasure in respectfully informing his customers generally, and the business portion of the community in particular, to call at the above corner, get a supply and judge for themselves. He continues to be supplied with nice Rio and Java Coffee, fresh from the country every few days, and will continue to use his best exertions to please, at the Family Grocery, corner of Robinson and Federal sts, Allegheny. aug21 d2w

NOTICE.

THE Parents and Guardians of Allegheny City and Pittsburgh, are notified that a School will be opened in the basement of the Methodist Church, on Sandy Common, Allegheny, on Monday, Sept. 3d, where the undersigned will be in attendance daily the week previous, from 2 to 4 P. M., to state terms, and show testimonials from eminent and undisputed sources, as to his ability to train pupils mentally, morally and physically; and from his long experience in the profession, hopes to merit a share of public patronage.

aug21 d1w* JNO. GREGORY.

Presbyterian and Christian Advocate copy 1t.

EXPRESS PACKET LINE,

FOR PHILADELPHIA AND BALTIMORE,

Exclusively for Passengers.

The Boats of this Line will leave as follows, at 9 o'clock at night:

Ohio—Capt. A Craig, Tuesday, 21.
Kentucky—Capt H Fruby, Wednesday, 22.
Louisiana—J P Thompson, Thursday, 23.
Indiana—T Barney, Friday, 24.
Ohio—A Craig, Saturday, 25.
Louisiana—J P Thompson, Sunday, 26.
Kentucky—H Fruby, Monday, 27.
Indiana—P Burley, Tuesday, 28.
Ohio—Capt. A Craig, Wednesday, 29.
Kentucky—H Fruby, Thursday, 30
Kentucky—Capt H Fruby, Friday, 31.

For passage apply to

MONONGAHELA HOUSE,
or D LEECH & Co. Canal Basin

BOOKS—ENGLISH AND AMERICAN.

JAMES D LOCKWOOD, BOOKSELLER AND IMPORTER, 63 Wood street, will leave in a few days for N. York, Boston, &c., to attend the Trade Sales, and will be happy to execute any orders for Books, &c., which may be entrusted to him. aug20

A. A. MASON & CO. offer their entire stock of rich Silks at Eastern wholesale rates, for a few days. Our stock comprises rich Tore Satins, Chamelion, heavy Brocade, satin stripe, changeable, Velour de Chiosan, trois de Rhine, &c. &c.

Cheap One Price Store, No 60 Market st. aug20

BARLEY—12 bgs barley, now landing and for sale by aug20 ISAIAH DICKEY & CO

H. WILLIAMS' SELECT SCHOOL, corner of Fourth and Ferry streets, will be opened this morning, Monday, August 20, 1849. aug20

LARGE AND PEREMPTORY SALE OF FRENCH MACHINE MADE HATS.

ON the celebrated manufacturer of Zoe Granier & Co. THERION MAILLARD & CO., Agents for the sale of Messrs. Granier & Co's productions, have the honor to inform the trade that they will sell on FRIDAY, AUGUST 24th, 1849, through Messrs. WOODWARD, DIXEY & MOORE, 349 bales of the above goods, comprising the various sizes of White, Blue, Green and Scarlet, suitable for the Indian Trade.

The above goods are all fresh, made of the very best materials, and comprise the entire importation. The sample to be sold without reserve.

New York, August 18, 1849. 4t

BLACK ALPACAS, &c.—W. R. Murphy invites the attension of buyers to his superior assortment of above goods, from lowest priced to finest—plain, tinsel striped and satin barred; also fancy do. in great variety of styles, at north east corner Fourth and Market sts. aug18

Lost and Found.

THE Young Gentleman who found a pair of lady's Gold Spectacles on the pavement in front of Ashby's tailor shop, on St. Clair street, yesterday, will confer a favor on the owner by leaving them at JOHN B M'FADDEN'S, Market st. aug18 d1w

OFFICE OF PITTSBURGH GAS COMPANY, August 18, 1849.

A MEETING of the Stockholders of the Pittsburgh Gas Company, will be held at the office of the Company, on Monday, the third day of September next, between the hours of 2 and 5 P. M., for the purpose of electing two persons to serve as Trustees of said Company for three years.

aug18 d3w JAMES M. CHRISTY, Treasurer.

BARGAINS IN MOUSE DE LAINES.—W. R. Murphy has rec'd drab Mouse de Laines at 12½ cts per yd; fine do at 18¾; also black as low as 18¾, all wool; white mixed drab, lead, and dark green as low as 25 cts. Also,

BLACK SILK NETTS for Capes, Veils, &c.; Laces for Trimmings, and a full assortment of Morcens for Skirts—white, drab, lead and black, at the corner of Fourth and Market sts. aug18

NEW BOOKS, JUST PUBLISHED.—Parkman's California and Oregon Trail, 12mo.
Fremont's California and Oregon, 12mo.
Hoskin's Seven Lamps of Architecture, 12mo.
Irving's Works, new uniform ed. 12mo.
Guizot's Earth and Man, 12mo.
Chamberlain's History of Missions, 12mo.
Moore's Poetical Works, new ed. 12mo.
Life and Beauties of Shakspeare, 12mo.
Cooly's Bijutia Poeta, 12mo. For sale by

aug18 JAS D LOCKWOOD, 63 Wood st

FLOUR—25 bbls extra fresh Flour, just rec'd and for sale by aug18 S & W HARBAUGH

MACKEREL—200 bbls (1849, large, Mass. inspection) Mackerel, just rec'd and for sale by

aug18 S & W HARBAUGH

FOREIGN BRANDIES

AT THE WINE STORE OF J. WEAVER, Jr., corner of Market and First streets, wholesale and retail. For sale, in glass, by the bottle, or dozen—

THE CITY RENT IN THE COUNTRY

1 Leger Pierre, vintage	1822,	'26, '27, '30, '34, '43.
1 Old Maglory Cognac, vintage	1822,	do 1826;
1 Old Pale Nectar,	do	1826;

The following are for sale in half pipes and quarters, octaves, or at retail by the demijohn:

Leger Pierre Cognac, vintages	1822,	'26;
Lafayette	do	'26, '30, '46;
Grand Depuy & Co.	do	'40, '42;
Pinet, Castillon & Co.	do	'41;
Old Maglory Cognac,	do	'35;
do Pale Champagne,	do	'42;
do Cognac,	do	'47;
Champagne Cognac,	do	'44, '47;
James Hennessy,	do	'47;
Cocq,	do	'47;
Old Pale Nectar,	do	'46;
Pelevoisin,	do	'46;
Rastean Charruyer,	do	'47;
J J Depuy, Bordeaux,		'46;
Chatonet,	do	'47;

Together with several other varieties. These Brandies are of the highest proof. Many of them are old, and embrace all the fine flavors and higher grades from Rochelle, Bordeaux, Cognac and Armignac—None better nor cheaper.

Buyers can rely upon obtaining pure articles at the establishment of the subscriber

aug18 JACOB WEAVER, Jr

AMERICAN BRANDIES.—A few dozen old Peach Brandy, bottled in 1845

25 bbls 1847 Peach Brandy, made from the ripe and not the dry fruit

Old Apple Brandy in bbls

Old American Brandy, in pipes.

A few doz Cherry Brandy, bottled in 1839

Blackberry Brandy by the case or bottle

aug18 JACOB WEAVER, Jr.

CREAM CHEESE—137 bxs just rec'd and for sale by J B CANFIELD.

aug18 119 Front st, bet Wood and Smithfield

ECLECTIC MEDICAL INSTITUTE, CINCINNATI, OHIO.

THE NEXT ANNUAL COURSE OF LECTURES in this Institution commences on the first Monday in November next, and continues till the 15th day of March following. A preliminary course commences on the first Monday in October, and