THE PITTSBURGH GAZETTE.

PUBLISHED BY

WHITE & CO.,

GAZETTE BUILDINGS, THIRD STREET, NEXT DOOR TO THE POST OFFICE.

TERMS:

Daily paper.....$7.00 per annum.
Tri-Weekly.....5.00 "
Weekly, (in advance).....2.00 "
Do. to Clubs, at a reduced rate.

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One Square, (10 lines of Nonpareil or less) one insertion.....$0.50
One Square, each additional insertion.....0.25
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L. HARPER, Post.
ROB'T M. RIDDLE, Journal.
JAMES P. HARR & CO. Chronicle.
FOSTER & BROTHER, Dispatch
JOS. SNOWDEN, Mercury

PITTSBURGH, Dec. 1, 1849.

PITTSBURGH:

TUESDAY MORNING, DEC. 4, 1849.

☞ADVERTISERS are earnestly requested to hand in their favors before 3 P. M., and as early in the day as practicable. Advertisements not inserted for a specified time will invariably be charged until ordered out.

PHILADELPHIA NORTH AMERICAN,

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

☞SEE NEXT PAGE FOR LOCAL MATTERS TELEGRAPHIC NEWS, &c

RATES OF ADVERTISING.—Our readers will see that a moderate increase has been made by the publishers of the DailyPapers in this city in the rates of advertising. This became necessary in order to meet the increased expenses to which the Morning Press is subjected by the vast improvement which has taken place within a few years in the amount and kind of intelligence—an improvement scarcely equalled in any other branch of business. The increased rates are still, however, much less than in the eastern cities, or in any western city, and will, we feel assured, be cheerfully acquiesced in by our customers. Existing contracts will remain unchanged until the expiration of the time agreed on.

PROTHONOTARY'S OFFICE.—Geo. S. Hays, Esq., took possession of the Prothonotary's office, yesterday, with a strong force of experienced men, and will, we have no doubt, manage the office to the entire satisfaction of the people of the county.

HIRAM HULTZ, Esq., the late incumbent, retires to the pleasures of his farm, with the respect of the community, and the good wishes of those who have had business transactions with him during the last three years.

THE COLLECTOR AT PHILADELPHIA.—We have observed, with much regret, a suggestion in one or two Whig papers, favoring the rejection of collector Lewis. We pretend to no knowledge of the private griefs that may have produced such remarks—but we do know that while the enemies of Gen. Taylor are continually raising a false cry about the incompetency, dishonesty, and worthlessness of his appointments, it comes with a bad grace from Whig journals to act in concert with such feelings.

Mr. Lewis has always maintained the reputation of a fearless, honest, and upright business man, and although he may not have pleased certain persons in the selection of his official corps, and who could please all? it is unjust to the national administration to carry out this spirit. We shall feel indisposed to put much confidence in the fidelity or principles of a press thus covertly assailing the distinguished chieftain at the head of the government.

OUR RAIL ROADS.

Our neighbor of the *Journal*, in his paper of yesterday, in a long and elaborate article, controverts some positions of the *Gazette*, in relation to the duty of the citizens of Pittsburgh in regard to our Eastern and Western Railroads.

Before proceeding to a brief reply, which we shall make, however, in a very general manner, we wish to say, distinctly, that we never have, and do not now, oppose the Central Railroad. We emphatically disclaim all such intentions. We view it with no little state pride, and watch its progress with exceeding interest. No one can be more anxious for its speedy completion, or more desirous to promote so desirable a result, provided it shall not thereby interfere with a work still more important to Pittsburgh.

We take the ground that the Central Railroad is the peculiar work of Philadelphia, its erection contributing mainly to her interest, and without which she must consent to take a third rate position in the list of eastern cities. That Pittsburgh has a deep interest in the central road, no one can deny; and she has given the clearest evidence of this by subscribing *over one million* of dollars to that work. But her interest is indirect, while Philadelphia, is direct. Its principal interest to us is, that it will attract to its *western* communications, by which we can secure eastern trade. It will bring no customers to us from the east, but will rather have a tendency to take our customers to Philadelphia. It will afford facilities for the customers of Philadelphia to go to that market, and that is what she wants the road for. Only for its indirect effect in bringing to us western communications, its benefit to us will be exceedingly problematical, as it will bring Philadelphia into direct competition with Pittsburgh.

We further take the ground, that the true interest of Pittsburgh lies in promoting the construction of western facilities for intercommunication. Our market is in the West. Our manufactures are nearly all consumed in the West. The western people are almost our sole customers, and the chief competitors are found in that market, and from the eastern cities and towns. Our interest therefore is clearly indicated. It is to open up rapid and cheap communications with our western customers.

From these premises, we argue that it is the manifest duty and interest of the people of Pittsburgh to promote, by all necessary means, the speedy construction of our Western Railroad.

If we thought that the people of Pittsburgh were able to spare any capital to the Eastern road, without detriment to our western enterprise, we would not say another word. But we do not believe this. We all know how difficult it was to raire our subscription to the Ohio and Pennsylvania road to its present amount; and as it is, it will be absolutely necessary for the Directors of that road to apply to the people of Pittsburgh for increased means to push on their work rapidly, we deprecate endangering our own peculiar work, by assisting Philadelphia to do here.

The example of Wheeling has been held up for our imitation, and it is asserted that that city has contributed more to the Baltimore road than we have to the Philadelphia road. This is a mistake The subscription of Wheeling is $500,000; and that is all which the President of the Baltimore Company, in his estimates, expects to receive from that city. The Wheeling Bridge has been counted as so much done for the Baltimore road. But that is an argument, is against Philadelphia, as it is so much done by Wheeling towards a *Western* road, the very thing we want Pittsburgh to do. It will be seen, then, that Wheeling has only promised to do for the Baltimore road *less than one half* what Pittsburgh has already done for the Philadelphia road!

Our neighbor urges that our means should be given to bring the Central road here as speedily as possible, in order to compete with the rival road which taps the river ninety miles below. For this very reason, that the Baltimore road is calculated to interrupt our trade on the river, do we urge the speedy completion of our western road, that we may intercept the trade of Ohio before it comes within the grasp of Baltimore. We can no longer compete with Baltimore on equal terms, in the valley of the Ohio. We must stretch our iron arms beyond her, and compete for the trade of the West not on the river, but in the towns and villages, and at the doors of the farmers in the interior.

The Journal says our Western road might be delayed in its completion, and "suffer nothing by the postponement." Never was there a greater mistake. A delay in the Central Railroad would not be more injurious to Philadelphia, than a delay in the Western road, while to Pittsburgh the postponement of the latter would be an irreparable injury. Look at what is doing West us. All Ohio is alive projecting and building rail roads, and they are taking the direction east, to which they are the most strongly attracted by corresponding efforts. The best part of Ohio is now strongly attracted to Pittsburgh; but that postponement to them, and they would look towards Baltimore and New York To show what we have to contend against, on the side of New York, read the following extract of a letter written home from Sandusky, Ohio, by Horace Greeley, a few days ago:—

"Ohio is just entering in earnest upon the construction of railroads. That from this place to Cincinnati, through the Western half of the State, though cheaply constructed, is of immense utility to her own people and a great accomodation to travelers. Villages are rapidly springing up and expanding along its line; Cash for Wheat at living prices is driving back the dense forests, and supplanting them by fruitful fields, and if the region were rather more broken and rolling, so as to give rapid motion to the water and drive saws in the aqua. I know no section more inviting to settlers than Western Ohio. With all its drawbacks, it is setting and improving rapidly.

But this is not the natural course of travel from the Hudson and St. Lawrence, to the Ohio and Mississippi. That route is by way of Cleveland and Columbus, on which a railroad is now being vigorously constructed, which, when completed, will shorten the journey from New York to Cincinnati at least twelve hours, besides rendering it much more reliable and regular than it now is. When that and either the Hudson River or New York and Erie is completed, travelers will leave New York in the morning, step on board a magnificent floating palace at Buffalo or Dunkirk in the evening, enjoy a comfortable night's rest, land at Cleveland, and be whirled into Cincinnati in season for a late dinner or early tea. I think no Pennsylvania route even can, and I am very sure Baltimore and Ohio never can, compete either in speed or comfort with this. As it is, passengers will be ticketed through from New York to Cincinnati next season at a charge not exceeding $15, and I hope not above $15. The time required will average about sixty hours as yet, though the New York and Erie route may shorten it a few hours.

I believe the Cleveland and Columbus road to Cincinnati will be running next season—and completed through, but so as to connect with the Sandusky road below Columbus, and save several hours between the two extremities. The line from Cleveland to Pittsburgh, forming a continuation of the Pennsylvania Central Railroad to Lake Erie, is in rapid progress, and a good deal is done on my patches, on the Lake Shore Railroad, destined to traverse the whole Southern border of Lake Erie from Buffalo to Toledo, thus connecting the Western or Northern terminii of the Albany and Buffalo, New York and Erie, Pittsburgh and Cleveland, Cincinnati and Sandusky, with the Eastern terminus of the Michigan Southern Railroad. When that is completed, Chicago will be within 45 hours of New York, and Lake Erie abandoned to emigrants and merchandise."

Have we any time to lose in prospect of such vigorous competition? Will the people of Ohio consent to await our slow movements, and submit to a postponement which may run through a series of years? Never, Never!

We are sorry to see so much exertion on the part of the Directors of the Central Road—for we presume these appeals have their sanction—to obtain the capital of Pittsburgh for their noble work, without seeming to core what becomes of our Western enterprize. Philadelphia certainly can finish her great enterprise if she will. She is abundantly more able to do so than Pittsburgh is to carry her iron river two hundred miles into the heart of Ohio, and the latter is just as important to Philadelphia as the former. Let Philadelphia arouse herself, and say her work shall go on with all the rapidity which men and means can compel. The following appeal, from a correspondent of the Philadelphia Bulletin, is to the purpose, and should arouse them to do their appropriate work, and to do it without delay:—

"Why is it that this rail road progresses so slowly? It is only now open to Lewistown, 62 miles. Next spring, 1850, to be opened to Huntingdon—next fall, and perhaps not so soon, to Hollidaysburg. During the summer of 1850, a small distance to be opened between Bloomsburg and Johnstown—and after that, it is not known when, the remainder of the Road is to be finished—*provided the money is furnished.*

This road might have been in operation to Pittsburgh at this time, or, at farthest, by next spring. The whole length is through a cultivated country and easy of access, and there is no part of the work that would take longer to finish than the bridge across the Susquehanna, above Harrisburg. Is it not then the worst possible economy to occupy so many years in its construction, and thus increase the cost of the work, postpone the rich harvest of business, which its completion is sure to bring to Philadelphia? It is worse than false economy—it is positive waste. There is no Philadelphian who would be willing to abandon the road—an there should be none, who will refuse a liberal subscription, to enable the Company to put the whole work under contract and push it to completion."

There is good sound sense in this, and we hope it will be heeded.

We have made our article much longer than we intended, but have not half exhausted the subject. We will close now, however, by saying, that we presume our friends of the *North American*, who are complained of by the *Journal*, take the same view of the subject which we do. We know that hundreds of intelligent Philadelphians view it in the same light. They know that Pittsburgh has done her share for the Central Road, and that in devoting her present available means to the Western Road, she is benefitting Philadelphia as much as herself.

WESTERN STOCKS.—The Philadelphia Ledger says that there is a growing demand for the bonds of several of the Western cities, considerable sales of which have been quietly making during the past six months. As the Government and State stocks are nearly absorbed, and are largely above par, city bonds are likely to take their place as objects of investment. Several parcels of bonds, issued by cities and counties of Ohio, in payment for rail road stock subscriptions, have been taken for European account, mostly sent to Germany. The N. Y. Tribune says, there is likely to be a growing demand for these securities from that quarter. The remittances of stocks by the steamer on Wednesday were not large; but still large enough to show the direction of these securities; 1000 Pennsylvania 6ves, 35,000 Illinois Internal Improvement, and 3000 United States sixes of 1867—making a total of 10 to $50,000—went toward London.

GROWTH OF THE DEBT OF THE UNITED STATES.—On page 170 of the American Almanac, for 1850, a very reliable work, issued by Little and Brown, of Boston, the publishers of the revised edition of the laws of the United States, we find this table of the national debt.

1845	$16,801,647
1846	24,226,495
1847	42,659,650
1848	65,804,450

From this it would appear that between 1846 and 1848 our national debt increased $41,577,955.

HOGS.—The Paris Citizen, of the 23d inst, says "We have but little late news from the hog market. The warm weather has prevented sales in a great measure. On Monday a favorable change of weather gave an impetus to the market, and 4,000 head were sold at $2,10@$2,05, gross.

LOUISIANA ELECTION.—The full vote for Governor in 42 out of the 47 parishes in the State, exhibits an aggregate of over 34,000—very near equal to the vote cast at the Presidential election. We learn that the Representative elected from Vermillion, is J. W. Walker, a Whig. This gives the Whigs 51 members of the House, certain, with a chance for more. Conceding, however, to the Locos, all the other members, they can have but 46. The House will therefore be Whig by 5 majority, while the Senate is Loco by one.

THE THOMAS JEFFERSON.—The wreck of the steamer Thomas Jefferson, which ran aground near Waterloo, a short time since, floated down past Baton Rouge on Monday Week. She floated keel upwards, dragging two anchors until they stopped her about five miles below the town. Some men went out with skiffs, and having properly secured it, cut through the bottom and have since been employed in taking from the hold a quantity of whiskey, brandy, bagging, and rope, &c., forming part of the cargo.—*N. O. Picayune.*

"HERE'S TO YOU, HARRY CLAY."

"How every [illegible] heart will warm and bound towards our own "Harry of the West," as the remarks below, which he made in Baltimore, are read. We learn from the *Baltimore American* that Mr. Clay arrived in that city on Thursday last, from Philadelphia, and was received with a cordial enthusiasm which was the more marked, from the fact that it was entirely without preconcert or arragement, and was therefore the spontaneous tribute of those who participated in it, and who wished in this way to show their esteem and veneration for a distinguished statesman. The appearance of the car containing Mr. Clay was greeted by loud and continued cheering, and when he left the car and moved towards the carriage in waiting, the press became so great that it was with difficulty that he and the gentlemen accompanying him could make their way along, whilst the prolonged and enthusiastic cheering, showed the hearty welcome which all present were eager to extend to "HARRY OF THE WEST."

At the entrance of the depot Mr. Barnum had an open carriage, with four horses, in waiting in which Mr. Clay, accompanied by several gentlemen, took his seat. Here the cheering again broke forth, which Mr. Clay acknowledged by standing up and bowing to the assemblage. The carriage then proceeded at a rapid rate up Pratt street to Hanover, and thence to the City Hotel, whilst the crowd moved off almost *en masse*, and taking a more direct route reached the hotel before the carriage arrived there. Its approach was the signal for renewed cheering, which continued until Mr. Clay entered the hotel.

In a short time the cheering again broke forth, and continued until Mr. Clay made his appearance at one of the front windows on the second floor of the hotel. Repeated calls were then made for him to say something, which he declined, remarking—"We are too for apart, my friends, to do that," and stating that he would be happy to take them all by the hand on the next day

On the arrival of Mr. Clay at Barnum's, a signal was conveyed to a detachment of the Junior Artillerists on a hill near the Reservoir House, who immediately commenced the firing of a salute of one hundred guns in honor of his arrival. The detachment was under command of Capt. Marshall and Lieut. Brown, Col. Pickell being present and directing the firing of the salute

During the evening Mr. Clay received the visits of some of his personal friends, and after he had retired the Independent Blues' band were brought before the hotel and serenaded the distinguished inmate, performing some of their finest pieces in the most exquisite style.

At 11 o'clock yesterday morning Mr. Clay, in accordance with previous arrangement, took his position between two of the parlours on the lower floor of the Hotel. Both the capacious rooms were immediately filled almost to suffocation, and the wish being loudly expressed from all parts of the room that the venerable statesman should address them, Mr. Clay gratified them by making a few remarks.

We take the *American's* report.

"After referring to the warmth of the reception which had greeted his arrival here, and the strong evidences of friendship evinced towards him by those who then surrounded him, Mr. Clay proceeded to remark (so far as our memory serves us, for the crowd prevented the taking of notes) that the gentlemen of this city who had directed the letter to him had referred in connection with his return to the Senate to the great questions which had yet to be settled there—great, threatening, and alarming questions, which had arisen out of the war with Mexico, and the annexation to our Republic of territories formerly belonging to that country. All who were acquainted with these territories, he thought, must have reached the conviction to which his own mind and been brought, that under no possible circumstances was slavery likely to be introduced into the territories of California or New Mexico. The climate, the character of the country and its inhabitants, and their inn dustrial pursuits all forbade the likelihood of slavery ever being introduced there.

That question had, however, divided the people to an unexampled degree, and created animosities to a most lamentable extent. On the one side the prohibition of the introduction of slavery into these territories was urged with a resoluteness and perseverance which would indicate that those who urge it really believe that if this prohibition is not passed, slavery would be introduced. On the other hand the prohibition is opposed with an energy and a perseverance that would also seem to indicate that with them the belief exists that if the prohibition be not passed that slavery might certainly be introduced!—But, gentlemen, (said Mr. Clay,) I appeal to you—is there, under existing circumstances, any probability that the institution of slavery could be introduced into these territories?

Indeed, so far has the excitement growing out of this question arisen as to threaten the dissolution of the Union. I might have consulted prudence by saying nothing in reference to these exciting questions—but as you have referred to them in your letter, I have deemed it proper to thus notice that reference, and I would farther say that on one point I stand pledged under all circumstances and in all stations—that is, to stand by this Union!—(continued cheering.) If a dissolution I cannot see the remedy for any evil, whether real or imaginary—nothing, nothing could be gained—all would be lost by it. By the dissolution of the Union I see introduced with it all the calamities, all the miseries, and all the horrors of civil war. (Cheers) Entangling foreign alliances by the severed portions of the Union would follow dissolution, and wars—bloody, desolating and continued wars—would succeed. Some ambitious, upstarting military chieftain should seize the liberties of all, and convert the whole into one military despotism. We should then need no history of our country, but all that had been written in the Gospel concerning the Philip and the Alexander—might be read as applicable to us. (Renewed and continued applause.)

I have, continued Mr. Clay, already said more than I intended—(cries of go on, go on)—and I should be but ill repaying my thanks for the warm and cordial reception I met on my arrival here yesterday—for the splendid serenade which was given me last night, than which softer, more melodious, or more beautiful strains of music never reached the ear of monarch or sovereign—and for the kindly warmth of friendship and esteem which on this as well as on other occasions have been extended to me in Baltimore."

At the conclusion of Mr. Clay's remarks, nine cheers were called for and given with a zest which evidenced the enthusiasm that prevailed. As soon as the applause had in a degree subsided, Mr. Clay intimated that he had something further to say, and silence being obtained, he jocularly remarked that he had been in a service all his life in which he had been used to *upsets*, and he begged to remind those present that on his recent journey he was upset in a stage near Cumberland, and that his right arm had not recovered from the effects of the sprain then received. He should therefore be obliged to give his left hand to his friends, and he hoped they would treat that tenderly.

A passage was then opened, and for nearly two hours Mr. Clay kept his stand, whilst an almost continuous succession of visitors passed before him, all taking him by the hand, whilst with many he exchanged a few remarks.

The address which he made was uttered with much spirit, his voice seeming as full and melodious as we ever heard it, whilst his whole appearance betokened one who is enjoying a "green old age."

FROM THE PLAINS.—Yesterday evening, Mr. P. Perry arrived in this city from Fort Laramie, which place he left on the 5th of October, and Fort Kearney on the 20th of the same month. Mr. Perry brings but little additional news from the emigrants. A few companies had reached Fort Scott, the Fur Company's post, and would remain there during the winter. Others were pushing on to Fort Bridger, where they expected to pass the winter, and some others would go as far as the Salt Lake, and perhaps attempt to cross the mountains. Before leaving the Fort there was a heavy fall of snow, but it laid on the ground only a few hours. The weather was cold and bracing. In the Platte, at the crossing, there was some running ice.

Mr Perry gives some further and more distinct particulars of the engagement of Lieut. Ogle, of company V., United States Dragoons, with the Pawnees, which we noticed in our paper of Monday last. The circumstances are substantially as follows:

The mail from Fort Kearney to Fort Leavenworth, accompanied by three men, was stopped at the Little Blue by the hostile demonstrations of a band of Pawnee Indians. The carriers retreated back to the Fort. Lieut. Ogle, with twenty Dragoons, was sent out as an escort beyond the point of danger. At the Little Blue, the Indians commenced approaching him from various directions, and in small parties, until they had assembled over a hundred men. Lieut. O demanded to know their object, when they manifested hostile intentions.—He thereupon ordered his men to fire upon them with their holster pistols, and then with sabre in hand charge upon them, driving them into a ravine, where their horses could not act so effectively.—The pursuit was continued some time, and then Lieut. Ogle, with his party, returned in the direction of the Fort. Its impossible to state the loss of the Indians. A number were known to have been killed, and many more wounded. Seven of Lieut. O's party were wounded, two of them supposed to be mortally. Lieutenant O. was himself wounded by an arrow striking him in the mouth, cutting both lips, and his clothes completely riddled. The wounded, and an express, was sent back to the Fort.

Colonel Chilton, in command of the post, joined Lieutenant Ogle with a reinforcement, but they were unable to overtake the Indians. It was Colonel Chilton's purpose, in a few days, to go out with two companies and a piece of artillery, and whip the Pawnees into proper behavior.

The buildings and improvements at Fort Laramie were progressing rapidly, and when completed it is said, it will be one of the handsomest sites in the West.—*St. Louis Repub.*

FROM WASHINGTON.

Correspondence of the Pittsburgh Gazette.

WASHINGTON, Nov. 29, 1849.

The Free Soilers were to have had a caucus to night, but the non arrival of about one half the party, will doubtless cause it to be postponed. It is thought that they may keep quiet until after the regular Old line Democracy have held their conclave, and decided upon their course of party action, before they come to a conclusion as to the part in the pending contest which they shall play. I believe I told you yesterday, that Mr. Booth, of Connecticut, a decided Van Buren Free Democrat, had concluded to go into the regular Democratic caucus, but rather as a spy or an observer than as an actor. It is likely that his party associates may take the same course. It is likely they will attend that meeting, find themselves voted down, witness the nomination of a man they cannot possibly support, and then withdraw and nominate Mr. Wilmot, perhaps even Mr. Giddings. Certain it is, they will go for no Southern pro-slavery democrat. Mr. Wilmot has arrived. He talks modestly, and is probably sincere, when he says that he does not desire the nomination, and recommends that, instead of himself, Mr. Cleveland, of Conn., shall be set up as the leader of the forlorn hope in the present crisis. Gov. Cleveland was Cass elector last fall, but was elected to Congress last spring by the combined vote of the regular old Democrats and the Free Soil men. If his friends manage adroitly, it is very possible he may be taken up as a compromise. When accepting the nomination of the Free Soilers, however, he wrote a letter which, if brought to light on the interesting occasion of the decisive ballot, as it would be pretty certain to be, would effectually dispose of his claims on the support of the Southern members of the party.

Mr. Hamlin, the representative from your district arrived to night. He is quite a deeply laden with northern and western honorables, whose precious lives were endangered by the engine to which the train was attached running over a cow. The accident caused a detention of some two hours, but happily no injury to life or limb was occasioned by it.

The chief object of operations, preliminary to the opening of the political drama next week is at the new National Hotel. I have just returned from there, and a more interesting crowd I have never witnessed out of the walls of a play house. The number of candidates for the few paltry places about the capitol in the gift of the majority, is about equal to that of the members who are to decide upon the distribution of them. Here they are, profoundly consulting, bargaining and compromising among themselves, importuning, beseeching and flattering their approved good masters, upon whose yea or nay hang their destinies. Here, in respect to the Speakership, there is the usual, or rather an extra amount of canvassing, caucusing, prying, and pumping. Here are a knot of Southerners, comparing notes, damning the white livered Free Soilers and the black hearted Abolitionists, and concluding that they must give up Cobb, Boyd, and all other special favorites, and take little Bobby McLane, of Baltimore, as the most available aspirant. And there are a select coterie of Free Soilers, and lean, discontented Cassius like Democrats, including Wilmot, Wentworth, and other prominent disaffected subjects, sardonically grinning over the apparent discomfiture of the extreme pro-slavery disciples. The following is a specimen of their colloquy.

"Cobb," says one, "is a dead cock in the pit," McLane's the man they must unite on," says another.

"His opinions won't hurt him, for he has none." "His father's an accomplished Hunker, and no doubt keeps him advised of the proper course for a nice young man like him, in a peculiar situation, with fewer years than hopes."

It seems quite likely that the Southern men will unite upon McLane, and with their never failing tactics, their perseverance, energy, and indomitable will, they will be likely to whip in all the adherents of his northern competitors, before they know they may.

Among the candidates for Sergeant at Arms is Newton Lane, of Kentucky, who held that place in the 29th Congress, and came so near succeeding in the Louisville Congressional District against Col. Marshall.

Thanksgiving was generally observed here to day. The public offices were closed, and divine service was held in all the churches of the city.—The only kind of public parade, that was made, was a procession of an order of Temperance, which visited the White House in the morning, and then proceeded to attend the dedication of a Temperance Hall that has just been completed.

JUNIUS.

A FINANCIER IN TROUBLE.—A Washington correspondent of the New York Commercial Advertiser writes—

"The passage through the little state of Maryland, on the great route between the North and South; has become more perilous to a certain class of travellers than the terrors of Sylla and Charybdis.—Delaware still retains in her civil code that most unpopular and unamiable feature, imprisonment for debt. A few days since Mr. Walker, late Secretary of the Treasury, was returning from a visiting tour at the North. He had been on a visit to the famous Pottsville coal region. He was accompanied by his family. On his arrival at Wilmington he was arrested for a debt of $6000, and was threatened with actual imprisonment in Castleton Jail. His friend, Captain Swift, President of the Philadelphia and Baltimore Railroad Company, who had accompanied him upon his visit to the mines, were informed by telegraph of its situation, and promptly had an engine for a special train got in readiness, with which they proceeded to Wilmington from Philadelphia, and had him released by giving bail. I have heard of many recorded incidents of the like kind."

The Wilmington Gazette states that Henry Hicks, Esq., and the Hon. A. Porter were Mr. Walker's bail, and adds—

"He is sued as the *third endorser* of an *accommodation note drawn nine years* since in Mississippi, and for which *not even the drawer* ever received any *consideration*. He believes that the matter has been once contested at law, in Mississippi, and the present plaintiffs or their representatives defeated.

SPURIOUS NOTE.—The Bulletin, of yesterday says.-We were shown, this morning, a spurious two dollar note, purporting to have been issued by the Somerset county Bank, N. J. It bore the name of Wm. G. Steele, Cashier, and P. Dougherty, President, but they were miserable representations of the genuine. The note in question has been altered from the old State Bank, at Trenton. The public should be on their guard.—*Philadelphia N. American.*

For the Pittsburgh Gazette.

Sir Isaac Newton.

A scholar walked upon the shores of Time
And cast his thoughts afar,
And read the many mysteries sublime
Of sun, and moon, and star.

And Hermit Science in his hannts of old
Grew pale behind his flight,
And tales of evil in the shades were told,
And whisp'rings heard at night.

The weaker spirit that had never soared
Beyond the middle air,
Started to hear the vast unknown explor'd
By one that wander'd there.

While Superstition from her dim retreat
Turned up her scornful eye;
And Evil trembled on his gory seat,
And Doubt prepared to die.

But neither passion in the schoolman's breast,
Nor scorn which folly caught,
Nor strange complainings in the night express'd
Could change his glorious thought.

A Master Thinker, whose illumin'd soul
Shone with a lofty tone;
Under the teachings of a bright control
He moved in light above,

Telling of wonders which the common eye
Fail'd in its range to view—
Telling of glories in the azure sky,
And showing God anew.

Not as the framer of a sphere alone,
Held in his mighty hand,
But as a being whose eternal Throne
Holds myriads in command.

J. K. H.

Pittsburgh, 1849.

☞IT IS JUST WHAT IS WANTED—Say all who have ever used McLane's Vermifuge! Read the following letter from an agent:

SALUBRIA, CHEMUNG Co., N. Y., Feb. 20, 1849.

"J. RIDD & Co.—When your agent was here, I had just opened, and he left but a few dozen of McLane's Vermifuge, and I find it is going off very fast, and thus far it has given good satisfaction, and has proved to be just what the public wants, and we have got it agoing and I do not wish to get out. I have but one dozen left. When your agent was here, I think he told me some place to send if I should want more, but if he did, I have forgotten. Will you have the goodness to order for me six dozen more, on the receipt of this.

PETER PRYER."

For sale by J. KIDD & CO., No. 69, corner of Fourth and Wood st., Pittsburgh. (de3-4d wtw3

Pain! Pain! Market and Ferry streets.

DR. D. HUNT, Dentist Corner of Fourth and Decatur, between oct1-diyin

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