THE PITTSBURGH GAZETTE.

PITTSBURGH:

FRIDAY MORNING, DEC. 14, 1849.

☞ Advertisers are earnestly requested to hand in their favors before 9 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.

MATTERS PERSONAL.

D. N. White, Esq.

Dear Sir—The remarks in your paper, of this morning, seem to indicate that my communication in the Journal of Wednesday was designed to convey the impression that you were unfriendly to the Central Pennsylvania Rail Road. Nothing, I assure you, was more remote from my intention, and nothing, to my own knowledge, would be farther from the fact. Your labors and the whole course of the Gazette, bear ample testimony to the untiring zeal, industry, and ability with which all the great measures to promote the best interests of this city and county, have been advocated from first to last, of which the friends of these great works, are all, and none more deeply sensible, than

Your obedient servant,

WM. ROBINSON, Jr.

Thursday.

We accept of General Robinson's explanation in the kind spirit which we believe dictated it.—We should regret exceedingly that any misunderstanding should interrupt the friendly relations which have so long subsisted between us, and which have been greatly strengthened in the entire accordance of opinion which has existed in relation to that great Pittsburgh work, the Western Rail Road.

The editor of the *Post*, in his exceeding kindness to give us a hard hit, overshot the mark, in his paper of yesterday. He published a commendation of us by the *Philadelphia Sun*, which we were too modest to place in our own columns, and by way of an offset copies an article from our columns which he fancied would greatly annoy us, but of which we feel decidedly proud.—We ask for no higher compliment than the Post has unwittingly paid us. Will Mr Harper try it again?

The Rail Road Controversy.

The communication, signed "Observer," in another column, is from the pen of one of our old citizens, who has always taken a warm interest in the welfare of this community, in which his own is intimately bound up, and who has the knowledge and ability to give to his exertions most decided effects. He tells some truths which will arouse our own citizens and startle those of Philadelphia; but which, we trust, will only be productive of beneficial effects.

He takes us to task for permitting the *Journal* to get an advantage in the rail road controversy, from our neglect to reply to its last article. It is due to ourselves to say, that we had prepared a reply which was crowded out the day it was written, and which was afterwards suppressed from motives of kindness to the Central Rail Road, its friends having expressed to us their fears that the controversy might affect unhappily the rapid progress of that great work. If we have thus been deaf to the interests of Pittsburgh, in not entering into the controversy with more ardor, they must attribute it to too great a desire to avoid even the appearance of opposition to that work.

That we have tried to avoid the whole controversy which "Observer" opens up, is well known to those friends of the Central Road, and others with whom we have conversed. We were in hopes that the causes of complaint, originating from the course pursued by the Directors of that road, would be removed speedily, and thus save the pains of a public remonstrance; but the exceeding urgency of the friends of that road in pressing for additional subscriptions, the suggestion thrown out that the Western road might be postponed, and the proposition submitted by the late report of the President, as to the propriety of stopping the work in Westmoreland county, leaving its further progress conditional on the subscription of $500,000 more in this city, has so exasperated the public mind, that we have been unable longer to prevent a hearing of the whole subject. If the interests of the Central road shall in the least suffer thereby, the blame will wholly fall upon those who have pressed a further subscription at so inopportune a moment, when it was well known that one main condition on which the first subscription was obtained had been disregarded. That there may be no misapprehension in regard to the condition referred to, we copy from the Minutes of a Meeting of the Board of Directors of the Pennsylvania Rail Road Company, held June 23, 1848, the *fifth* recited condition on which they agreed to accept the subscription of one million of dollars by Allegheny county, as follows:—

"*Fifth*—That the amount of the corporate subscription, by the County of Allegheny, with the additional sum of one million of dollars, *shall be expended in the construction of the Pennsylvania Rail Road from Pittsburgh* EASTWARDLY, to the Allegheny Mountains.

Extract from the Minutes.

S. V. MERRICK, President.

Attest—Oliver Fuller, Secretary.

It would have been a sufficient reply, had we chosen to have used it, to all the arguments in favor of a further subscription, to have said, that it would be time enough for such a request to be preferred when the conditions of the first had been complied with. That we did not make use of it, was for reasons sufficiently apparent in our whole course, and which we have adverted to above; and we will now reiterate our most ardent desire that all these causes of controversy may speedily be removed, and the road progress to a rapid and successful completion. The interests of Philadelphia and Pittsburgh are, in a good measure, identical, and there ought to be none but the best feelings between them. In building her Western Rail Road, Pittsburgh is only constructing a most important and vital extension of that work,—she not less so to Philadelphia than to Pittsburgh,—and if we, who are in a better condition to judge of its importance than the citizens of our sister city, regard any postponement or delay exceedingly hazardous, they should cheerfully acquiesce in the decision, believing it to be dictated by the joint interests of both cities, and of the whole State.

Our thanks are due to Gen. Larimer for a copy of the "Proceedings of the Iron Convention," recently held in this city.

The great National Monument at Washington, says the Baltimore American, has now reached a height of fifty feet, and begins to develope itself to the eye in all the beauty of its majestic proportions. A steam engine of seventy horses power has been erected and put in operation, by means of which blocks of several tons weight are raised to the top of the work in a minute and a half. A derrick connected with the engine affords facilities for hoisting at four different points at the same time. Several of the States have already brought to the ground their offerings of stone, and it is to be hoped that a like action will speedily be had on the part of all the members of the Confederacy. The position allotted to these stones is at each landing of the great stairway, in the wall fronting the ascent. There will be more than fifty of these landings, and it has been suggested that recesses should be left in which, upon a grand occasion, to be hereafter specified, the blocks of stone shall all be deposited with appropriate ceremonies, preserving the historical order of the States from whigh they came.

Important Decision.—We understand from the Boston Transcript that the Supreme Court decided on Saturday morning, in the case of Pool vs. the City of Boston, that a watchman who, in the course of his duty, detects an incendiary, cannot claim a reward offered by the city, for the detection and conviction of incendiaries—maintaining the general principle of law, that no public officer has a right to claim a reward for doing what he is obliged by duty to do. Judgment was rendered for the defendant.

The newly appointed Charge to Venezuela, L. Navitz Steele, Esq., accompanied by his lady, has left Baltimore on his way to Caracas. He sailed from the Delaware yesterday in the barque Venezuela for Laguayra, and carries with him the kind wishes of many friends.

New York Hotels.—The following are the assessments of the leading hotels of New York city:—Astor House, $100,000; Irving House, 258,000; New York Hotel, $125,000; French's Hotel, $130,000; Howard House, $110,000.

For the Gazette.

CENTRAL RAIL ROAD.

Messrs. Editors—I have been a quiet but not uninterested observer of a controversy which has employed the pens of the Gazette and Journal, for the last two weeks, in relation to the propriety of an additional subscription, on the part of this community, to the capital stock of the Central Rail Road Company. It has enlisted other pens than yours, and, among them, that of the worthy President of the Western Road, who, by way, I suppose, of repelling the suspicion of secret hostility to the former, has thought it not unworthy of him to draw his weapon in its defence. I hope, therefore, that I shall be excused for interfering with a remark or two of my own.

It has been strongly urged, by the Journal, that this community has not contributed its proper quota towards the construction of the Eastern Road. Whether it ought to have contributed any thing towards an enterprize which belongs, almost exclusively, to Philadelphia—which her own necessities absolutely required her to undertake and complete—which stood in the same relation to her as the Western Road does to us, and which, if not calculated to drain us of our money and our customers, was, at the best, of but secondary consequence to ourselves, is a question which would bear an argument, at all events, if it were worth while to enter into it now. Nothing has, however, been done, and I shall not, therefore, stop at present to question its propriety.

I confess, however, that I have been not a little surprised at the suggestion, that, while we had contributed freely of our means to the construction of the Western Road, we had done injustice to our Eastern friends, by a most niggardly, parsimony in respect to them. I wish, for the sake of this community, that the charge had been well founded, and that we could have said, with truth that Pittsburgh had done even as much for the West as for the East, because we should then, at least, have had a Rail Road *insured*, and, perhaps, well nigh finished, into the very heart of Ohio, and in the direction of our most valuable custom'ers! You answered the charge by a reference to our county subscription, which was triumphant and conclusive. It was met, however, by a suggestion, that the county had lent no more than its credit—that it incurred no risk whatever, because the interest on its bonds were guaranteed by the Company, and that, therefore, its contribution was just no contribution at all. You had made out most clearly that our subscription here, instead of falling short, had far exceeded our proportion when the population and resources of Philadelphia, and the vital importance of the road to that city, were fairly considered. Trusting, however too much to the information and candor of the Journal, you suffered yourself to be imposed upon and silenced by what was neither more nor less whether wilful or otherwise, than a sheer misrepresentation.* It is not true, allow me to say, that the subscription of the County of Allegheny, or, in other words, the payment of her interest, is guaranteed by the Company. It is admitted that the Company has undertaken to pay the interest on her Bonds, *until the Road is finished*. That, however, is precisely what she has undertaken to do to every Stockholder, upon his instalments. It is a part of a plan or device, for making the Stock popular, not unlike that of the old banks of 1824, which paid large dividends *out of their Capital*, in order to keep up the value of their Stock; a course of conduct which is, by the way, now interdicted, under the heaviest penalties. If this be an advantage to the County, in staving off the payment of interest, by liquidating it, for a time, out of the Capital Stock, or, in other words, out of her own money—and it is a very doubtful advantage indeed—it is one which is shared in common with the other Stockholders.

But even though you had been wrong on this point, there are other considerations which would form a sufficient answer to any additional appeal to this community. They are such as demand, instead of assistance, an immediate *remonstrance* at our hands.

It will be recollected that by the terms of the Charter, or, perhaps, of a Bill of the same Session, granting the Right of Way to the Baltimore and Ohio Rail Road Company, it was proposed that, in case the Central Rail Road Company should put the first fifteen miles of its Road from Pittsburgh Eastward under contract, within a given time then the privilege granted to the other Company should not take effect. Under this stimulus and, in order to shut out a rival, the contracts were made accordingly, but, being made only with a view to a *literal* compliance, without regard to the spirit of the Act, which they supposed they might violate with impunity, they were no sooner made than abandoned, and no further progress was subsequently made, as none was intended, on this part of the road. That it was the intention, however, of the Legislature, whatever may be supposed to be the wisest policy on the part of the Company, that they should begin contemporaneously, at both extremities, is perfectly evident. It is admitted by themselves that their plan is a different one, and it is justified in the article of Col. Robinson, as well as the three of others who have written on the subject. It was scarcely worth while, therefore, for the worthy Colonel, who admits the delay, to refer it to the difficulty of selecting between conflicting routes. It is a sufficient answer to this that, for the first fifteen miles, there has been no difficulty at all.

The policy to which I refer is, however, distinctly avowed in the late Report of the Board of Directors to the stockholders in Philadelphia, and the question is there distinctly put, whether they shall not carry on their work, with their present means, to the Loyalhanna—forty miles from Pittsburgh—and there leave it until we shall assist them with another half million of dollars, to complete it to this city. That any disposition should have been found here, even to acquiesce in this Report, much less to recommend any additional aid under the circumstances, is only to be accounted for by supposing that the terms of our county subscription have been entirely forgotten by our own people, as they have certainly by the Company.

Allow me to say, therefore, for the information of those who seem to have overlooked the fact, that by the terms of our subscription, assented to by the Company, it was expressly and solemnly stipulated, that they should expend the amount thereof, together with an additional million to be furnished by the Company, in constructing the road from Pittsburgh eastward to the Allegheny Mountains. It is now gravely proposed to expend it all at a distance of upwards of forty miles from this city, without constructing a mile of road within the county which has given it, and either to leave a gap for an indefinite period, of that length, or to compel us into an additional subscription, for the purpose of filling it up! It is worthy of remark, moreover, that in pursuance of this policy, about $250,000 of our bonds have been already issued, and applied to the purchase of iron, to the amount of 4,000 tons, which will, of course, be used far from us, and for the benefit of other people, who have subscribed nothing!

Now, Mr. Editor, I will not enter into any controversy with Col. Robinson, or any body else, in relation to the *wisdom* of the policy which the Company may have adopted. So far as regards their interests, as a Company, they may be right enough in pushing their road westward in a continuous and unbroken line, and leaving the residue to be *wagoned* over by us. They are not at liberty, however, to look merely in that direction. They are bound by their contract, to regard the interests and wishes of this county, and those interests, perhaps unfortunately for the policy of the Company, do not happen to coincide exactly with theirs. It was the intention of this people that our own money should be laid out, in the first place, within our own territory and for our own benefit. It is their opinion, moreover, I humbly think, that it would make a good deal more road by being expended here than along the almost impracticable ravines of the Allegheny Mountains, and Laurel and Chestnut hills, and the gap unfinished by them be very much diminished in length. I think I may venture to say, in addition, that if there is a deficiency of means, and the road is to remain unfinished, it is not our intention that the chasm should be *here*—that we subscribed under the belief that our $1,034,000 would, at least, make road enough to open up a large and fertile tract of country to our market—that we are determined that the agreement shall be carried out in good faith, and that at all events, until there is such a change of policy as we have a right to demand, no more bonds of the County of Allegheny will be issued. And whatever the unreflecting advocates of the road, who so strangely overlook the interests of Pittsburgh, may say, no subscriptions will be made by our people.

I have but one other remark to make, and that is suggested by the communication of Col. Robinson. He has been pleased to inform us, by way, I suppose, of allaying the public anxiety, that he is advised by the Chief Engineer, that the whole of the line from Philadelphia to Pittsburgh will be placed under contract, and the pledge made to the County of Allegheny redeemed during the present winter. It is strange, however, that he should have given heed to any such suggestion, much less have indorsed it himself, with the evidence which was thus before him, in the Report of the Board of Directors, that so far from having made any such determination, they had just gravely submitted to the stock holders the question of the propriety of suspending the whole work indefinitely at the Loyalhanna, in language which expressly contradicted that suggestion. Colonel Robinson will, perhaps, be able to explain.

OBSERVER.

* See editorial.

Chloroform.—A melancholy accident, which occurred recently in Glasgow, Scotland, from the use of chloroform, is related by the London Medical Times. Dr. Adams, resident physician to the Clyde street hospital, having occasion to use chloroform, inhaled it himself to try its strength, but without any serious consequences. Repeating, however, this experiment, and incautiously increasing the dose, the effect was fatal. He fell back and immediately expired.

Mail Robber Arrested.—On Thursday last, Joseph Ottinger, Esq., the efficient mail agent of the Post Office Department, arrested William S. Hunt, now or late Postmaster at Erwinna, Bucks county, for depredations on the mails. Mr. O. is now on his way to the west, for the purpose of endeavoring to detect the depredators on the mail between Pittsburgh and Erie, where there is something wrong.

River and Harbor Improvements.

In the Document containing the Estimates of Appropriations required for the public service of the year ending the 30th June, 1851, and recorded copies of which were, under authority and requirement of law, laid before Congress by the Secretary of the Treasury, at the opening of the present session, we find the following estimates for Rivers and River and Harbor improvements, which we extract for the information of the very large class of our readers who feel great interest in the subject.—*National Intelligencer.*

For surveys for the defence of the frontier, inland and Atlantic	$15,000
For military and geographical surveys west of the Mississippi	20,000
For continuing the surveys of the Northern and Northwestern Lakes	25,000
For survey of the harbor of Mobile, in reference to its improvement	5,000
For continuing the Delaware breakwater	50,000
For improvement of Savannah harbor and the removal of the wrecks	30,000
For repairs of sea-wall at the harbor of Buffalo, New York	14,000
For continuing the improvement of the harbor at Cattaraugus creek, New York	15,000
For continuation of the works at Dunkirk, New York	15,000
For continuation of the works at the harbor of Erie, on Lake Erie	30,000
For continuation of the works at Connemut harbor, Ohio	15,000
For continuing the improvement of the harbor at Ashtabula, Ohio	15,000
For the further improvement of Grand River harbor, Fairport, Ohio	15,000
For the continuation of the works at the harbor of Cleveland, Ohio	20,000
For continuing the removal of obstructions at Black river, Ohio	10,000
For continuing the improvement of navigation at the mouth of Vermilion river, Ohio	10,000
For continuing the works at Huron harbor, on Lake Erie	6,000
For continuing the preservation of the harbor at Sandusky city, and improvement, &c	12,000
For the further improvement of River Raisin harbor, Michigan	14,000
For steam dredge equipment and discharging scows for Lake Erie	20,000
For continuation of breakwater at Plattsburgh, on Lake Champlain	15,000
For continuation of breakwater at Burlington, Lake Champlain, Vermont	15,000
For repairs and working steam dredge on Lake Champlain	9,000
For continuation of the works at Fort Ontario, Lake Ontario, New York	15,000
For continuation of the works at Oswego, Lake Ontario, New York	40,000
For continuing the improvement of Big Sodus bay, Lake Ontario, New York	10,000
For continuation of the works at Oak Orchard creek, Lake Ontario, New York	10,500
For further removal of obstructions at the mouth of Genesee river, New York	20,000
For a steam dredge equipment and discharging scows for Lake Ontario	20,000
For further improvement of the harbor of Michigan city, Indiana	30,000
For continuing the improvement of the harbor at the town of Southport, Wisconsin	15,000
For further improvement of the harbor of St. Joseph, Michigan	20,000
For continuing the works at the harbor of Milwaukee, Wisconsin	20,000
For continuing the improvement of the harbor of Chicago, Illinois	15,000
For continuing the construction of a harbor commenced by the citizens of the town of Racine, at the mouth of Root river, Wisconsin	15,000
For steam dredge equipment and discharging scows for Lake Michigan	20,000
For the improvement of the Ohio river below the falls at Louisville, and of the Mississippi and tributaries, and the Missouri and Arkansas rivers	200,000
For the improvement of the Ohio river between Pittsburgh and the falls at Louisville	60,000
For removing raft of Red river, and improvement of the river	50,000
For the removal of obstructions to the navigation of the harbor of St. Louis, together with the balance of old appropriation	50,000
For continuing the improvement of the navigation of the Hudson river, near Albany, New York	50,000
For connecting the waters of Indian river and Mosquito lagoon, at the Hanover, Florida	5,000
For improvement of the harbor of Dubuque, Iowa	20,000
For the repairs and preservation of harbor works on the Atlantic coast	50,000

From the Brownsville Press.

A TRIBUTE OF RESPECT.

A respectable number of the citizens of Brownsville, on receiving information of the death of their late worthy townsman, George Hogg, met at the house of Israel Miller, and after an interchange of sentiments expressive of their feelings on the occasion, it was resolved by those present to publicly testify their respect for the memory of the deceased.

Whereupon the meeting was organized by appointing Israel Miller, Chairman, and Wm. Sloan, Secretary.

A committee of five persons was appointed by the chairman, to draw up resolutions, expressive of the views of the meeting, who, after a brief consultation, reported the following:

Whereas, our late worthy townsman, George Hogg, has been removed by death from among the living, therefore, we deem the present a fitting occasion to testify our respect for the virtues that distinguished the life of the deceased, and to mingle our regrets with those who mourn his loss. We consider that society, by the death of Mr. Hogg, has lost one of its most valuable members—one who had made himself useful in his business relations with others, and more than all, had a heart to feel for the unfortunate, and a hand ready to relieve the wants of the needy. In his intercourse with others, he was kind and affable—in his private dealings, rigidly and strictly honest, and in his charities liberal and munificent. He never used the means he was so amply possessed of, in injuring or oppressing his neighbors, but on the contrary, he rejoiced in the prosperity of all. He lived and acted, as though he owed duties to society superior to his own mere individual aggrandizement. A faithful observer of the duties of the Christian, he testified his devotion to the cause of religion by his exemplary conduct, and by his liberal support of the Ministry. No narrow sectarian views controlled his liberality, for it extended beyond the limits of his own church and ministry. By his death, his career of usefulness has been suddenly cut off, and his family deprived of an affectionate parent. Therefore,

Resolved, That we deplore the death of Mr. Hogg, as a public misfortune, and that we mingle our regrets with the family of the deceased, on the irreparable loss they have sustained.

Resolved, That the proceedings of this meeting be signed by its officers, and published in the "Brownsville Free Press," with a request to the papers at Uniontown, and the Pittsburgh Gazette to copy.

Resolved, That the Secretary transmit a copy of these proceedings to the family of the deceased.

Israel Miller, Pres't.

Wm. Sloan, Sec'y.

C. C. Langdon, Esq., was re-elected Mayor of the city of Mobile, on Monday of last week, by a majority of 330 votes over C. Le Baron, Esq. Both the candidates are Whigs, but the latter run as an independent candidate. Mr. Langdon is the editor of the Mobile Daily Advertiser.

Emigrants to Liberia.—A letter from J. B. Pinney, corresponding Secretary of the Colonization Society, which we find in the New York Observer, says:

"Over *four hundred slaves* are at this moment soliciting an immediate passage, their *freedom* depending upon it!

"*Nine* families of slaves, varying from two to sixty in each family, are offered freedom, and expect to leave in the next packet, which sails on the 1st of January. These are all in North Carolina and Virginia. More than one hundred and fifty emancipated by the will of one christian disciple in Georgia, are waiting to go by the 1st of February. A large number in Mississippi, Tennessee and Kentucky, are similarly situated."

James Lenox, Esq., of New York, has contributed $500 to the Washington Monument.

The five medical students in Syracuse, arrested a few days ago, for robbing a grave, have been examined and held to bail in the sum of five hundred dollars each.

Mr. Clay.—A Washington letter, alluding to the great men of the Senate, says:

"But first and foremost among all, towers the Great Western of Kentucky, Henry Clay. He drops into the House, to see what is going on, but there soon gathers around him a group, which prevents him from seeing much beyond the group about him. He is watched, and noted by every body. Time deals gently with him. His health and spirits are good, his step firm—and he looks like having a long lease of life even now."

The State of Deseret.—There is a delegation in Washington from the Mormon settlement at the Salt Lake, in Oregon, whose chief design is to secure, if possible, the admission of Deseret into the Union as a State. From the showing of the delegates themselves, they have not to exceed 20,000 inhabitants upon the area of territory they seek to have brought into the Union as a State.—They could probably secure an act giving them an organization as a Territorial Government, and this has been suggested to them by a number of members of Congress. One of the delegates states that from twelve to fourteen thousand emigrants will leave Europe this winter in time to cross the country for Deseret by the opening of the spring, and that they have all embraced the Mormon faith.—*N. Y. Express.*

How to Secure Independence, or Make a Fortune.—Take earnestly hold of life, as capacitated for, and destined to a high and noble purpose.—Study closely the mind's bent for a labor or profession. Adopt it early, and pursue it steadily, never looking back to the turned furrow, but forward to the new ground, that ever remains to be broken.—Means and ways are abundant to every man's success, if will and action are rightly adapted to them. Our rich men, and our great men, have carved their paths to fortune and fame, by this eternal principle—a principle that cannot fail to reward its votary, if it be resolutely pursued. To sigh or repine over lack of inheritance, is unmanly. Every man should strive to be a creator, instead of inheritor. He should bequeath instead of borrowing. The human race, in this respect, want dignity and discipline. It prefers to wield the rusted sword of valorous forefathers, to forging its own weapons. This is a mean and ignoble spirit. Let every man be conscious of the God in him, and the providence over him, and fight his own battle with his own good lance. Let him feel that it is better to earn a crust, than to inherit coffers of gold. This spirit of self-nobility, our country learned, and every man will discover within himself, under God, the elements and capacities of wealth. He will be rich, inestimably rich, in self-resources, and can lift his face proudly to meet the noblest among men.—*N. Y. Sun.*

The value of the manufactured iron imported into the New York, from the 1st of March to the 1st of September, 1849, six months was $4,155,480 58.

Iron Foundry in California.—A Company of about fifty mechanics, &c., sailed from Cherryfield, Me., on the 27th ult, for California, and who intend establishing an Iron Foundry and Saw mill there.

Delaware Canal.—It is with pleasure, says the Philadelphia Ledger, that we are enabled to present the following statement of the prosperity and increased productiveness of the Delaware Division of the Pennsylvania Canal, for the fiscal year ending on the 30th November. This Division of the State Works is under the supervision of W. K. Huffnagle, Esq., a gentleman much esteemed in his social relations, and, as the gradually increasing profit of work under his charge proves, worthy the confidence and regard of the State. The statement exhibits the receipts and expenditures on the Division, and shows the former exceeds the latter by the enormous sum of $95,131

Length of Canal 60 miles, from Easton to Bristol.

RECEIPTS.

Tolls collected at Easton	$158,717 30	
" New Hope	17,745 06	
" Bristol	22,203 89	
		$198,666 24

EXPENSES.

Repairs and supervision	$62,049 45	
Pay of Collectors & Weigmasters	3,293 27	
Pay of Lock Keepers	5,494 97	
		$32,837 79
Receipts over expenses		$165,331 45
Annual interest on cost		69,206 34
Surplus fund		$95,124 61
Tolls for 1848	$175,101 81	
" 1849	196,709 24	
Excess for 1849	$21,607 43	

Winter Arrangements of the Cunard Steamers.—During the winter months the steamers composing the Cunard Line will sail from New York, Boston and Liverpool, as follows:

Cambria, from Liverpool,	for Boston,	Dec	15, 1849
Canada, " "	for New York,	"	22, "
" " "	for Boston,	Jan	12, 1850
" " "	for New York,	"	26, "
" " "	for Boston,	Feb.	9, "
" " "	for New York,	"	23, "
" " "	for Boston,	March	9, "
" " "	for New York,	"	23, "
" " "	for Boston,	April	6, "
Canada, from New York,	for Liverpool,	Dec	12, 1849.
Farren, from Boston,	for "	"	19, "
Hibernia, from New York,	for "	"	26, "
Cambria, from Boston,	for "	Jan.	9, 1850.
Canada, from New York,	for "	"	23, "
" from Boston,	for "	Feb.	6, "
" from New York	for "	"	20, "
" from Boston,	for "	March	6, "
" from New York,	for "	"	20, "
" from Boston,	for "	April	3, "
" from New York,	for "	"	17, "
" from Boston,	for "	May	1, "

☞ Fever and Ague, and Bilious Complaints.—Although long known as a sovereign remedy for chronic cases of Hepatic derangement, the proprietors of Dr. M'Lane's Liver Pills were not prepared for the following gratifying evidence of their capacity and curative powers in Ague and Fever, and Bilious complaints:

Madisonburg, Nov. 29, 1847.

Messrs. Kidd & Co: About one year ago I was laboring under a very severe attack of Ague and Fever, but by the use of M'Lane's Liver Pills I was soon restored to perfect health. I believe them to be the best medicine for Bilious complaints that has ever been offered for sale in this section of the country

"JAMES SHARPE."

For sale by J. KIDD & CO., No. 60, corner of Fourth and Wood st., Pittsburgh. [dc14 d&wlw3

A Cure and Certificate at Home.

☞ Read what is said of the Petroleum.—I hereby certify that about two weeks ago I was seized with a violent attack of vomiting and purging Cholera Morbus, with very distressing pains in the stomach and bowels, which was completely relieved by two teaspoonful doses of Petroleum, taken in a little water. I slept soundly the first dose, I slept soundly and comfortably for three hours. [Signed]

HENRY WISE, Jr.,

On board the steam boat Ariadne.

Pittsburgh, Dec. 11th, 1849.

I am Captain of the Ariadne, and was a witness to the astonishing effects of the Petroleum, in the case of Henry Wise, who is one of the hands on the boat.

[Signed] NIMROD GRABELL.

Pittsburgh, Dec. 11th, 1849.

☞ See general advertisement in another column. dc13

The Mayoralty.

The name of Alderman A. G. REINHART will be submitted, by his friends, to the consideration of the approaching Whig Convention, as a suitable candidate for the Mayoralty of Pittsburgh. nov9-tc

☞ **Wm. Algeo** will be a candidate for the Mayoralty, subject to the nomination of the Whig Convention. oct30

☞ **Henry Wilkeson** will be a candidate for the Mayoralty, subject to the nomination of the Whig Convention. nov1

☞ **Alexander Bush, Esq.**, the present Mayor of Allegheny, will be a candidate for re-election, subject to the nomination of the Allegheny Whig Convention. nov10-tf

☞ We are authorized to announce that B. C. SAWYER will be a candidate for the Mayoralty, subject to the nomination of the Whig Convention. nov22-tc

☞ C. L. MAGEE will be a candidate for the office of Mayor of the City of Pittsburgh, subject to the decision of the Whig Convention. nov21

Mayoralty.

The undersigned most cheerfully suggest the name of THOMAS DAFT, Esq., of the Eighth Ward, Pittsburgh, as a worthy candidate for Mayor, at the ensuing election, subject to the decision of a Whig and Antimasonic Convention, and would add, if uniform good health, an honest heart, and a sound head, furnish the highest claims to public favor, then ought our candidate, to be successful.

nov27-tc MANY EIGHTH WARD VOTERS

FIRST WARD PRIMARY MEETING

☞ The Whig citizens of the First Ward of the city of Pittsburgh will meet at the house of Mrs. Jane Little, corner of 4th and Ferry Streets, on Saturday the 15th December, inst., at 6½ o'clock, P. M., to nominate candidates for Alderman and other Ward officers for said Ward.

MANY CITIZENS

December, 1849.

☞ Premium 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 luxury in families, and particularly for sick rooms.

BakER's Cocoa.—An improved Chocolate preparation, being a combination of Cocoa nut, tapioca, invigorating and palatable, highly recommended particularly for invalids. Prepared by W. Baker, Dorchester, Mass., and for sale by A. JAYNES, at the Pekin Tea Store, No. 70 Fourth st. inch14

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 Mayor's office, Fourth street, Pittsburgh.

Refer to—J. B. McFadden, F. H. Eaton. [s19

DR. D. HUNT,

Dentist, Corner of Fourth and Decatur, between Market and Ferry streets. oct1-dlyin

JOB PRINTING.

BILL HEADS, CARDS, CIRCULARS, *Manifests, Bills Lading, Contracts, Law Blanks*, HAND BILLS, LABELS, CERTIFICATES, CHECKS, POLICIES, &c. &c.,

Printed at the shortest notice, at low prices, at the Gazette Office, Third street.

India Rubber Paste.

RECEIVED this day, from the Philadelphia Factory, 10 gross Bottles of that valuable article of India Rubber Paste, for Boots and Shoes; sold wholesale and retail at the India Depot; also, at the following places:

Braun & Reitzer, Druggists, Liberty street.
William Jackson, Shoe Dealer, Liberty street.
R. E. Sellers, Druggist, Wood street.
S. N. Wickersham, Druggist, Wood street.
W. E. Schmertz, Shoe Dealer, Smithfield street.
John Detwiler, Lamp Store, Smithfield street.
John Parker, Shoe Dealer, Federal st., Allegheny
D. M. Curry, Druggist, Ohio st., Allegheny

dc14 J. & R. PHILLIPS, 4 Wood st.

Anti-Masonic and Whig Convention.

☞ The Delegates to the Anti-Masonic and Whig Convention of 1848, for nominating a candidate for Mayor, are requested to meet at the Common Council Chamber, in the Old Court House, on Saturday evening, the 15th inst., at 7 o'clock, to make arrangements for a new Convention, &c.

dc14-2t WM. McCANDLESS, Chairman.

WM. H. JOHNSTON,

FORWARDING & COMMISSION MERCHANT, No. 112 Second street, Pittsburgh. dc14

DRIED BEEF—20 tierces Sugar Cured, in store and for sale by SELLERS & NICOLS dc14

LARD GREASE—16 bbls in store and for sale by SELLERS & NICOLS dc14

TALLOW—11 bbls just rec'd and for sale by SELLERS & NICOLS dc14

LARD OIL—15 bbls Conkling's No 1, Winter Strained, in store and for sale by SELLERS & NICOLS dc14

LINSEED OIL—30 bbls in store and for sale by SELLERS & NICOLS dc14

SPIRITS TURPENTINE—15 bbls, in prime order, in store and for sale by SELLERS & NICOLS dc14

FLOUR—50 bbls Beaumont & Hollingsworth's superior Pastry Flour; 100 bbls Superfine, for sale by SELLERS & NICOLS dc14

FINE SPONGE—200 lbs just rec'd and for sale by J KIDD & CO, 60 Wood st dc14

RHUBARB ROOT—100 lbs for sale by J KIDD & CO dc14

PERUVIAN BARK—75 lbs just rec'd and for sale by J KIDD & CO dc14

LIQUORICE—500 lbs Sicily Liquorice; 200 " Calabria " for sale by J KIDD & CO, 60 Wood st dc14

INDIA RUBBER PACKING—Just rec'd, 200 pounds Packing, for Steam Engines, sold wholesale and retail, at the India Rubber Depot, No. 5 Wood st. dc14 J. & H. PHILLIPS.

FLOUR—150 bbls in store and for sale by WM H JOHNSTON, 112 Second st dc14

ONIONS—20 bbls rec'd and for sale by WM H JOHNSTON dc14

TOMATOES—247 jugs, a delicious article, in store and for sale by WM H JOHNSTON dc14

APPLES—100 bbls rec'd and for sale by WM H JOHNSTON dc14

COTTON—160 bales prime, new crop, for sale by JOHN GRIER dc14-2t

SUGAR—12 hhds fair N. O., new crop, rec'd and for sale by C A CULBERTSON, No 145 Liberty st dc14

MOLASSES—20 bbls N. O., new crop, rec'd and for sale by C A CULBERTSON dc14

SUNDRIES—5 bales Cotton; 44 bags Feathers; 10 sacks Wool; 6 dox Lamb Skins, with wool; 3 dox Sheep Skins, 1 dox " " dressed; 48 bbls No 1 Lard; 1 tierce

To arrive on steamer Fort Pitt, and for sale by ISAIAH DICKEY & CO, Front st dc14

FIRE BRICK & TILE—A large assortment for sale by ISAIAH DICKEY & CO dc14

PIG METAL—20 tons, suitable for Foundy use, just rec'd and for sale by HARDY, JONES & CO dc14

COTTON—6 bales just rec'd and for sale by HARDY, JONES & CO dc14

CEDAR CEDAR—A lot of Cedar Logs, consigned to L. Cohen or Crozer, will be sold by parties if not called for within 30 days GEO B MILTENBERGER, 87 Front st dc14

CALICOES—4 cases, fast colored, at 6½c per yard, now opening at A A MASON & CO'S No 60 Market st dc14

FLANNELS—27 cases and bales Red, White and Yellow Flannels, including a large lot of Brown Barred and Waste Country Flannels, now opening at A A MASON & CO'S dc14

CHEAP MOUS. DE LAINS—3 cases good style, fast colored M. de Laine, at the extremely low price of 11c per yard. A A MASON & CO, No 60 Market st dc14

OHIO MAMMOTH GIRL.

THIS young Lady, the greatest Wonder of the World, is now exhibiting herself in Pittsburgh, at the DIAMOND HOUSE, in the Diamond Market Square, where a spacious Hall has been splendidly fitted up for the occasion. She is only 17 years of age, yet has attained the almost superhuman weight of 430 pounds. She may be visited for three days and nights, Dec. 12th, 14th, and 15th.

☞ Admittance, 12½ cents. dc13-3t*

Christmas and New Year Approaching!

ELEGANT AND SUBSTANTIAL BOOKS,

In Magnificent Antique Binding, for the Holidays.

JAMES D. LOCKWOOD, Bookseller and Importer, 63 Wood street, has received a beautiful collection of Illustrated Books, bound in the most splendid manner by the best London and American binders—among them may be found:

Pearls of American Poetry; magnificently illuminated.

Lays of the Western World; illuminated in gold and colors.

Wordsworth's Greece; richly illustrated.

The Preacher; illuminated by Owen Jones, and bound in carved wood.

The Song of Songs; illuminated by Jones.

Flowers and their Kindred Thoughts; illuminated by Jones.

Heroines of Shakspeare; illustrated.

Mrs Jameson's Characteristics of Women; illustrated. dc13 JAMES D LOCKWOOD, 63 Wood street.

SUPER BED BLANKETS—Persons wanting to supply themselves with a superior quality of Bed Blankets made of very fine wool, will find them at the Dry Goods House of W R MURPHY, North East corner of Fourth and Market sts

☞ A supply of Brown, White and Barred HOSE MADE FLANNELS—Also, White Domestic Linsey, received and for sale low.

Wholesale Rooms up stairs. dc13

SUGAR HOUSE MOLASSES & GOLDEN SYRUP.

S—26 hhds St Louis Refinery S H Syrup Molasses; 23 " " " Golden Syrup; for sale by JAMES A HUTCHISON & CO, Agents for St Louis Steam Refinery dc13

LEAD—1260 pigs Galena Lead; 2500 lbs *Bar Lead*; in store and for sale by JAMES A HUTCHISON & CO dc13

SHOT—40 kegs assd, all numbers, for sale by JAMES A HUTCHISON & CO dc13

HECKER'S PREPARED FARINA—Recommended by Medical Colleges, Hospitals, and Physicians, as