THE PITTSBURGH GAZETTE.

PITTSBURGH.

FRIDAY MORNING, JAN. 11, 1850.

☞ ADVERTISERS are earnestly requested to hand in their favors before 6 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.

A Communication of the Church Union question in reply to the article signed by Dr. Riddle and others, has been received and was intended for to day's paper, but has been crowded out by the report of the Railroad proceedings. It shall appear to-morrow.

OUR WESTERN RAILROAD.—A large space in our columns to day is taken up with the interesting documents laid before the Stockholders of our Western Railroad, at the annual meeting yesterday. The satisfactory progress which has been made in this great work, and the brilliant prospects which open up before it, must be exceedingly gratifying to our citizens, as the work itself will exert a most important influence upon our prosperity and future destiny. Those who have charge of the road, for the ensuing year, during which it can be nearly finished, have a great responsibility upon their hands, and their management of it will be very anxiously and carefully watched. They have our most earnest wishes for a most triumphant success.

The report of Gen. Robinson is a well written, interesting, and very encouraging document, evincing a thorough acquaintance with the subject under consideration; and the letter of Mr. Roberts is expressed with that definiteness and perspecuity which render all his reports so intelligible, and perfectly satisfactory. No effort has been wanting, we are fully satisfied, on the part of any officer of the Company, to forward its interests to the full extent of their power.

We are glad to learn that the difficulties existing at Rochester, at the mouth of the Beaver, have been satisfactorily adjusted, and that the work on the sections between that point and Brighton will be commenced immediately.

OUR RAIL ROAD PROFITS.

COLUMBIA RAILROAD.—From a statement of receipts and expenditures of the Philadelphia and Columbia Railroad, for the fiscal year, ending Nov. 30, 1849, we learn that

The total receipts were	$587,726 64
The total expenses	260,544 28
Net profits	$327,182 36

This is equal to 5 per cent, on $4,000,000, the cost of the road and machinery—a, very handsome return for the investment.

If the Philadelphia and Columbia Rail Road, with all its present disadvantages, pays a dividend, for the last year, of 8 per cent, which is hardly a fair test of its actual profits, as the year past has not been a large carrying year—what may we compute the profits of the Pennsylvania Central Road to be, when it shall be finished to Pittsburgh—with an unbroken chain of rail road communication to Cincinnati, St. Louis, and the Western Lakes, via Cleveland.

Annual Meeting of the Stockholders of the Ohio and Pennsylvania Rail Road Company.

In pursuance of notice, and in accordance with the requisitions of the charter, the stockholders of the Ohio and Pennsylvania Rail Road, held their annual meeting in this city, yesterday, January 10, 1850, at 10 o'clock, A. M.

Gen. WM. LARIMER, Jr., was called to the Chair, and James M. Cooper, was appointed Secretary.

The President of the Company, Gen. WILLIAM ROBINSON, Jr., on behalf of the Directors, then presented the Annual Report, which was read, and, after some verbal explanation, adopted.

Report of the Board of Directors

TO THE STOCKHOLDERS OF THE OHIO AND PENNSYLVANIA RAIL ROAD COMPANY.

The Report of the Board of Directors submitted to the Stockholders on the 15th day of January, 1849, embracing only a few months of the then corporate existence of the Company, was necessarily confined to a brief detail of the incidents connected with its primary organization—a statement of the amount of Stock subscribed, which was barely sufficient to authorize the issue of Letters Patent, and the limited operations of the Engineer Corps, in preliminary explorations and surveys of the country through which the road was designed to penetrate. The Company was then in its earliest stage of infancy, with limited means, adverse interests, conflicting opinions, and jealous rivals, to contend with, at every step of its progress.—The Board has now, however, the pleasure to congratulate you on the disappearance of many, if not all the minor difficulties, and a accession to the Stock of the Company, from $500,000, to over one million of dollars, subscribed by responsible individuals and corporations. The amount of Capital Stock though yet inadequate to the entire completion of the whole work, was, however, deemed fully sufficient to authorize the Board in placing a large portion of the work under contract, which has, accordingly, been done, from the mouth of Beaver to the Ohio State line, a distance of 23 miles. From a point near the intersection of the Cleveland and Wellsville Road to Massillon, 29 miles, and 5 miles of the only difficult part of the route, near and eastward of the town of Wooster, an aggregate of 50 miles.

The line from hence to Big Beaver, 25 miles, is now nearly prepared for letting, and it is designed by the Board to place it under contract in season to commence the work early in the Spring, and prosecute it for the tract within 12 months from the commencement of the work, together with the Division from Beaver to the State line.

The subscriptions in Columbiana County yet fall short of the sum which the Board deem necessary to authorize it in placing the work in that County under contract; the assurances, however, recently given on that subject, justify the conclusion that the subscription will speedily reach the required sum, and that portion of the work proceed simultaneously with the Ohio River line, and closing the contracts continuously from hence to Massillon. Beyond that point, to the 5 miles letting, near Wooster, heretofore adverted to, the character of the work is so favorable that it can be readily completed in a very short period; time economy, therefore, would dictate a brief suspension of that interval of the Road until the heavy jobs, near Wooster, have been for some months in progress, all of which can be completed simultaneously with the Eastern Division.

The contractors commenced work about the 1st of September last, and have been steadily prosecuting their respective contracts, several of which are nearly completed, and the whole from hence to Wooster, 130 miles, may be prepared for the rails by the Spring of next year, notwithstanding, on one or two sections, near the mouth of Beaver, the work has been suspended in consequence of the exorbitant demands for damages for the right of way. These obstacles will speedily be removed, either by compromise or legal adjudication, in season to recommence on the sections referred to early in the Spring, and completed simultaneously with that portion of the Road now progressing. In the mean time, the Company has sustained no loss by the delay; on the contrary, it will be largely the gainer by the suspension, inasmuch as the most moderate computation of damages demanded for the Road, way through section 25, at $1 per rod, would have amounted to $17,000 or $18,000, for which the owners are now willing, we understand, to take between $4 and $5,000.

You will have perceived, from preceding remarks that it is the design of your Board, should no unforseen obstacles arise, to place under contract the whole line not heretofore let, between this city and Wooster, at a very early day, and prepare the road bed for the rails which it is believed, with adequate means, may all be accomplished within the present year, with the exception of a few heavy contracts to be completed in the following spring. If the requisite funds are provided by the Chief Engineer that the whole line can be in use, and trains running to Wooster in the autumn of 1851.

Where the undulations of the country require the line to deviate from a level, the grades in all cases are less than 50 feet to the mile, and there is no curve of a less radius than 1000 feet. From Wooster westward, by Loudonville and Mansfield to the intersection with the Cleveland, Columbus and Cincinnati Rail Road, and the proposed point of junction with the Bellefontaine and Indiana Rail Road, the distance will be, about 59 miles, requiring no grade exceeding 26 feet per mile.

It is highly gratifying to perceive the rapid and growing importance which the work you have undertaken has assumed in one short year. It is ultimately and inevitably, (in connection with the Pennsylvania Rail Road surmounting the barrier of the Alleghenies,) force them to become our tributaries, by the fact that we shall offer at every point of contact with their roads a difference of distance to the seaboard, varying from 80 to 140 miles in our favor; then will these roads, which heretofore operated to abstract, pour in from the South-west, and the North-west, from the Ohio and the Lakes, like their own natural tributaries, an exhaustless stream, swelling the tide of trade and travel to overflowing upon the great central avenue through Pittsburgh and Pennsylvania.

A single illustration will suffice. Thus, a traveler from Cincinnati to New York or Philadelphia, those great emporia of commerce, will, at Columbus, be as far advanced on his journey, by taking the Ohio and Pennsylvania Rail Road, as though he had traveled the whole distance from that city to Cleveland, and when even at Cleveland, by taking the route leading through Pittsburgh, he would be eighty miles nearer New York; and should Philadelphia be his destination, he will be 260 miles nearer his journey's end than by pursuing the Lakes, or even by a lake shore route —should the right of way be ultimately obtained from the constituted authorities of Pennsylvania. Figures, it is truly said, lie not. The distance from Columbus to New York, via Pittsburgh and Philadelphia, is ascertained by the results of experimental surveys to be 660 miles. The distance from Cleveland by the Lake or Lake Shore to New York, is 665. The distance from Columbus to Cleveland, 133 miles, actually saved. Time is economy; distance is money; and the rate of fare, regulated as it will be by distance, is money, and all combined must and will regulate the great stream of travel. The same causes and the same reasoning prevail with regard to the influence of our roads from the Lakes as from the Ohio. Thus, at Cleveland, a traveler is 80 miles nearer New York, by the Pennsylvania routes; at Sandusky, by the Mansfield Road, 54 miles are saved, and at Toledo, Adrian, and every point on the Southern Michigan Rail Road, on to Chicago, the young queen of the Lakes, the same relative advantages in time, distance, and economy of travel prevail.

Your Board of Directors are without a doubt on their minds, as to the selection of route in its geographical and business relations with the State of Ohio. A more southern direction would have involved topographical characteristics in the nature of the country which would have absorbed all, and more than all the geographical difference in distance, and with the passage of the Ohio River, an enormous amount of expense in construction and future repairs, not to be listened to in view of another obstruction of navigation below this city. But, coupled with the unchartered territory of Virginia, and separate corporations in Ohio, forming insuperable obstacles, not only in the outset, but for all time to come, in the management and economy of its whole future operations. Similar objection may with equal propriety be made to the Wellsville route, with the additional objection, that we should have been confined to the valley of the river for 25 miles further, only to seek an outlet on the table lands of Ohio, by continuing on their and along the crooked and narrow valley of Yellow Creek, confined by high, precipitous hills on either side of the road for 18 miles, to encounter a summit 82 feet more elevated than our own, to reach at last a point on their road, which we reach by our present line, by a shorter distance, to Cleveland, and also in our progress westward, than if we had adopted their route; passing, in the meanwhile, through a highly cultivated, open, and populous country; whilst on the other, we were shut off from communication, on one side by the Ohio River, and the confined and narrow valley of Yellow Creek, as before mentioned, denying that access to the open country which ought to constitute the chief ailment of every judiciously located rail road. But if any further argument was required to exhibit the manifest impolicy of giving the key of your road to the Wellsville Company, it is conclusive, in that we have attracted by our northern bend, as it is called, the Erie road to us at Beaver Valley, adverted to more fully hereafter, as also to the amazing pertinacity with which that company and its affiliated presses have assailed your undertaking, and their eager anxiety that we should connect our line as a mere appendages to theirs, which shows that we enjoy advantages over their route of no inconsiderable value.

We advert to these relations, not in the spirit of jealousy—we feel no such sentiment with regard to them, nor, would it be at all consistent with the security of the interests of the Stockholders, or the trade of this city, to have adopted a part of either of the lines referred to, as we should thereby be surrendering the *key* to companies who might find it their interest to throw embarrassments in the way of the great thoroughfare, and easy access to this city. The one is without any charter through Virginia, involving the passage of the Ohio, at Steubenville, and the other is its geographical direction, hostile to our interests, and calculated to intercept the trade below us, on the Ohio.

Had your Board unwisely selected a more Southern route through Ohio, it would not have offered one additional inducement for the people to and travel to adopt it as the thoroughfare to the East, whilst it would have surrendered the teeming regions bordering on, and west of the Lakes; forever, to the facilities of lake navigation in summer and throughout the year to a Lake shore road, if that ever should be constructed.

But this contrast comprises, not by any means, all the advantages which the enlightened policy of your Engineer in Chief (to whom the choice of the route was exclusively referred) has selected. At the contemplated terminus of your road, and where it will intersect the Columbus and Cleveland Road, the Directors of the Bellefontaine and Indiana Railroad, now being located, intend to commence their Road, which connects with that to Indianapolis and Bellfontaine Railroad, now under rapid construction, to the flourishing capital of Indiana, and thence to Terre Haute on the Western border of that State, forming one continuous Central Railroad from the Delaware to the Wabash, appropriating to itself the business of all the roads constructed and in progress from the Ohio to the Lakes. It would swell this report to tedious and unnecessary extent, to dwell at length on the variety of details demonstrative of its prospects in the future. Most of the Stockholders are aware of the great amount of travel and trade which seeks the Ohio at Beaver, the nearest point on the Ohio to all the eastern counties of the Western Reserve, with its active enterprising population and miscellaneous productions, approaching still nearer to them, at our most northerly point, and thence parallel to that whole section of Ohio throughout our line, affording them greater facilities to this, and the eastern markets than they enjoy through the Lakes, and hence securing their entire patronage.

Penetrating the County of Columbiana, the third in population of Ohio, and Starke County, at Massillon, the great emporium of the wheat of Ohio, 100 miles distant from Pittsburgh—thence through Wooster, in Wayne, and to Mansfield, in Richland County—these four Counties standing by the last census, in the following order, compared with other Counties of Ohio in population; thus, Richland was the 24, Wayne the 6th, Starke the 8th, and Columbiana the 3d, and together producing more wheat than any other four contiguous Counties in the United States, as the following table will show:

Counties.	Bush. Wheat.	Lbs. Wool.	Population.
Columbiana,	445,834	215,426	46,375
Starke,	753,977	89,163	34,803
Wayne,	753,621	119,026	35,906
Richland,	506,685	103,521	44,532
	2,460,017	527,142	125,321

reaching the heart of the most populous and fertile Counties of Ohio, hitherto without an outlet for a great portion of the year, with numerous populous towns, and flourishing villages, every few miles along the line, and offering a marked difference of distance, as well from Cincinnati and the Ohio River, as from the Lakes, to passengers and trade seeking the Atlantic cities—the future destiny of your road cannot remain a matter of doubt in the mind of any reflecting and judicious investigator.

We have stated in a former part of this report that our route possesses decided advantage over any northern route—and the difficulty of the country between Wheeling and Columbus is such that we believe that, if the proposed rail road route between these points should be located with grades of less than 50 feet per mile, the distance by rail road from Columbus, by Wheeling, to Baltimore will be found to exceed the distance from Columbus by Mt. Vernon, Wooster, and Pittsburgh, to Baltimore through Harrisburg and York. In addition to which, on the southern route are the Alpine grades of the Baltimore and Ohio Rail Road, encounter in crossing both the Laurel Hill and the Alleghony Mountains, while on the Central route the grades are so much more gentle, that the equated distance from Columbus to Baltimore will give a great advantage to the line through Pittsburgh, as a rail road communication between these cities.

Since the adoption of the northern route for our rail road, passing near Green Valley, in Beaver County, active measures have been taken by influential parties to construct the Pittsburgh and Erie Rail Road, some time since chartered by the Legislature of Pennsylvania, from the town of Erie, on Lake Erie, through the counties of Erie, Crawford, Mercer, and Lawrence, to connect with our road at its northern bend in Beaver County. The construction of this rail road will be of great importance to the interests of the Ohio and Pennsylvania Rail Road Company. It will make forty miles of our road, part of a trunk line to Erie; will open a new, rich, and populous country; will give a convenient route to Buffalo and the Falls of Niagara; and will be an effectual check upon the Cleveland Rail Road Company; as it will give to the trade of our road, both from the east and from the west, a choice of two rival routes to two of the best harbours on Lake Erie. This is one of the most important advantages that we have gained by adopting the northern route through Beaver County.

The Company, having received the bonds, will now be able to commence making arrangements for their organization; and as soon as that can be effected, without injury to the financial credit of the cities which have issued them, it is the intention of the Board to put the line under contract down to Beaver.

Of the County subscription of Stark County, Ohio, which amounts to seventy five thousand dollars, six thousand five hundred dollars have been paid in cash, and sixteen thousand dollars in the bonds of the County, making twenty two thousand five hundred dollars, and being the amount of the three instalments of ten per cent each which have been called in.

With these remarks the Board presents a statement of the financial condition of the Company, exhibiting the receipts and expenditures since its organization, for the various departments of the service, all of which is submitted by order of the Board of Directors.

W. ROBINSON, President.

After the reading of the above report, S. W. ROBERTS, Esq., the Engineer in Chief, read the following letter, after which he made some very interesting remarks on the present state and prospects of the road, which will, we presume, be mostly incorporated in his annual report:—

Letter from the Chief Engineer.

PITTSBURGH, January 9, 1850.

To the President and Directors of the Ohio and Pennsylvania R. R. Co.

GENTLEMEN—It was my intention at this time to have submitted to your Board a detailed statement in writing, of the operations of the Engineer Department, during the past year; but I am not able to do it now, because I have been absent from Pittsburgh for a fortnight, attending in Philadelphia as one of the agents appointed by the constituted authorities of Allegheny County, for the purpose of accelerating the completion of the rail road between Pittsburgh and Johnstown.

The early completion of the Pennsylvania Rail Road is so important to the interests of the Ohio and Pennsylvania Rail Road Company, that the gratifying prospect of it which now exists, cannot fail to be satisfactory to the stockholders of your company.

The reports which I have made, in person, at every meeting of the Board, have kept you fully informed of my acts and doings as your chief engineer. In addition to the strictly professional duties which have devolved upon me, I have labored, at the request of the Board, to promote the general interests of the company in various other ways, and have made a number of long journeys for the purpose, in every case paying my own expenses.

The general route of your road is now determined, a large part of it is finally located, and fifty miles of it are under contract. The whole line extending from Pittsburgh westward for a distance of about 180 miles, can be finally located, and ready to be put under contract in the coming spring, so far as the labors of the Engineer Department are concerned. The work of that department has been kept constantly ahead of the progress of the financial department of the Company's affairs, and also of that of obtaining releases of the right of way.

It will be remembered by the Board, that from the time of my first interview with them, I have constantly urged the great importance of their obtaining by their agents, settlements of the right of way before work is put under contract. I now desire to repeat that opinion in the strongest manner. All experience shows that, in too many instances, men who are most anxious to have a rail road pass through their property, when they find that the line has been finally located, think it expedient to object to the line as adopted, and set up large claims for damages, believing that they will thus obtain money as damages, in addition to the rail road and its advantages. The best means of preventing this evil is to settle the damages before the line is adopted, or put under contract by the Board.

The calculations of the Resident Engineers, so far as the final location is made, corroborate my original conjectural estimate, that ten thousand dollars per mile in Pennsylvania, and five thousand dollars per mile in Ohio, will be sufficient for the Grading, Masonry, and Bridging of the road, for a single track and country; the grades being kept in every case, below fifty feet to the mile. This will be a cheap road, for one of such commanding importance. A first class superstructure, with heavy iron rails, will of course be required, and that will cost about ten thousand dollars per mile.

A good modern rail road is the best means of communication now known. It is impossible to name its advantages, without first incurring the cost of its construction, and if there were five along the line, and who are to be directly benefited by the work, are not willing to invest a fair share of their own money in the enterprise, they should reasonably expect others at a distance to do so.

So long as I remain in the service of the Board, I shall endeavor to see that the money devoted to construction, is economically expended; but the work cannot be cheaply done, unless the money to pay for it, is promptly provided. The information obtained to the stock of the company, increases the value of the stock already subscribed, by increasing the ability of the company to press the work forward to final completion. That road, or any considerable continuous part of it, shall be promptly completed, without financial sacrifices, I am thoroughly satisfied of the profitableness of the stock, as well as of the usefulness of the road.

Every effort ought to be made to increase the stock subscriptions both in Pittsburgh and along the line. The counties through which the road passes will be greatly benefited by its construction; lands will be increased in value, and facilities for access to market will be greatly improved. Property holders along the line can well afford to make additional subscriptions; and the work can only go forward as the instalments are paid up.

The Ohio and Pennsylvania Rail Road will stretch the right arm of the city of Pittsburgh, in *one unbroken line*, into the heart of the State of Ohio. It is the only road that can do this. Pittsburgh has already put her hand to the plough, and she is impelled by every consideration of interest and interests not to look back, until she has driven her iron furrow, in one continuous line, through the richest part of Ohio, thereby draining its fruitful fields, and connecting with numerous rail roads now in progress in the interior of that State, to build up at this point one of the most important manufacturing and commercial cities of America.

Of the fifty miles under contract, several of the light sections are nearly completed and the heavy work at the summit is progressing satisfactorily. I am gratified that the Board has directed the contractor to recommence the work at Rochester, the progress of which was suspended on account of the difficulty of obtaining the right of way, and I trust that the same may soon be the case at those points where difficulties still exist.

The time for the completion of the Ohio and Pennsylvania Rail Road, is much more a financial question, than it is an engineering question. The work is scarcely any very heavy work upon the line; *and with ample funds, and a clear right of way, there is no no section which could not be finished, ready for use within twelve months from the time of the commencement of the work upon it.*

It is my intention, in a short time, to prepare and submit to the Board, an extended report on the state of the work, and the condition and prospects of the company. The Resident Engineers, who have just come in from the locating parties, are in attendance with their papers, plots, and profiles, for the information of the Board. Those gentlemen, Mr. Edward Warner, on the Eastern Division, and Mr. Jesse R. Straughan, on the Western Division, have fulfilled their duties in a highly praiseworthy manner, and the conduct of all the junior members of the Engineer Department, has been satisfactory.

Respectfully submitted,
SOLOMON W. ROBERTS,
CIVIL ENGINEER.

At the conclusion of Mr. Roberts' remarks, some discussion took place on the subject of apportioning the direction between Ohio and Pennsylvania, but without any definite action being taken, the meeting adjourned *sine die*.

WANTED TO PURCHASE, 1 Negro BOY and a Negro GIRL, to be slaves for life, to be of the ages of 12 to 16. The seller will be required to give good titles and a Bill of Sale. Address A, through the Post Office, stating price, which will be attended to immediately. The Negroes are wanted for family use. jan10

We clip the foregoing from the Baltimore Sun, and we take the occasion of asking the question of our Democratic brethren who are so exceedingly anxious to suspend Diplomatic relations with Austria, on account of her cruelty towards her Hungarian subjects—Why those nations who look upon slavery as an abomination to christianity, humanity, and civilization, may not with equal propriety refuse to hold intercourse with a government which boasts of the largest amount of liberty, and at the same time permits slaves to be daily sold under the hammer, even at the Capital of the Nation!

The Massachusetts Legislature met and organized at Boston on Wednesday, by the choice of Marshall P. Wilder, as President of the Senate, and Eusiga H. Kellogg as Speaker of the House, both Whigs: after which, the two Houses proceeded, with the Governor, to the old South Church, escorted by a volunteer company, and there listened to a sermon from President Hitchcock, of Amherst College.

Professor W. H. Allen, late Professor of Philosophy and Belle Lettres in Dickenson College, Carlisle, Pennsylvania, was duly installed (at a reduced salary) in Philadelphia, on the 1st inst., President of Girard College. Hon. J. R. Chandler made a most eloquent speech, which called forth an equally eloquent reply from the new President.

THE HON. BAYLIE PEYTON AT PANAMA.—The Honorable Baylie Peyton, Minister to the Republic of Chili, accompanied by his daughter, having arrived at Panama, and being too late to procure a passage on board the British steamer New Granada, had to tarry in that city, until the departure of the next steamer, the 27th of December, when he was to proceed to Valparaiso, and thence to Santiago. The civilities of the city were tendered him by the Governor of Panama.

The citizens of the United States sojourning at Panama, wishing to offer some mark of respect to their country's Envoy and Minister Plenipotentiary, invited him to a public dinner, which came off at the American Hotel on the evening of the 1st of December.

Late accounts from India represent that the attempts of British capitalists, during the last two or three years, to cultivate cotton in the district of Dharwar, from which much was expected, have signally failed. In 1847–'48 about 20,000 acres were cultivated. It is now ascertained that the crop has rapidly decreased, only 4,000 acres having been under cultivation the past year.

LITERAL BEQUEST.—Mr. L. H. Buckley, who recently died in New London, Conn. has left a considerable sum, which is to remain at interest till it reaches $50,000, when it is to be applied to the erection and maintenance of a free school, for the admittance of residents of New London.

ANOTHER NEWSPAPER DOG.—The Albany *Knickerbocker* boasts of a dog "connected with that office" who excels in sagacity all the other newspaper dogs recently noticed. He belongs to one of the carriers, and was in the daily habit of accompanying his master, and serving upwards of six hundred papers. The carrier was taken sick the other day, and could not carry his rout, but the dog undertook the duty, and, accompanied by an office boy, stopped at the house of every subscriber. Strange to say, he did not miss a subscriber, and in this respect he showed himself even more faithful than some carriers!

The steamer Alabama arrived at New Orleans on the 4th instant from Chagres, having on board a quarter of a million of dollars' worth of California gold dust.

Honorable John P. Gaines, lately appointed Governor of Oregon Territory, Mr. Hamilton Secretary of the Territory, and William Strong, Judge for the District, took their departure from Brooklyn on Thursday last, in the steam ship Supply, which also carries out stores for the Pacific squadron.

A PARLIAMENTARY DEFINITION.—*Comprehensive Measure*—A measure that will take every body in. *Punch.*

Horne Tooke, being asked by George III when her played at cards, replied, "I cannot, your majesty, tell a king from a knave."

England can import wools from Australia, a distance of 1,600 miles, as cheap as from Hamburgh distance 160 miles.

A monster eel, weighing thirty two pounds, was caught in the river Conan the other day. It occasioned considerable trouble to its captors.

A notice has been issued from the General Post-office, that newspapers will not be forwarded to the United States, unless the postage, one penny, is paid in advance.

FROM HARRISBURGH.

Correspondence of the Pittsburgh Gazette.

HARRISBURGH, Jan. 7, 1850.

This being petition day in the House, very little other business was transacted. A few bills were read in place, and presented to the Chair, but nothing of general interest took place in this body; nor anything of local or special interest to your readers. The session was altogether a brief one; and the members seem in no hurry to harness themselves regularly to the lumbering car of business. The younger members, as the school boy said, have not yet exactly got the hang of the House; and as the old ones have generally made their maiden efforts, there is no particular hurry of business or rush for the floor. All parties seem to be willing to get fully acquainted with each other and the House, before they proceed to rut each other up.

The excitement in regard to the recent misunderstanding between Mr. Parker and the Speaker of the Senate, in regard to the Chairmanship of the Apportionment Committee, has considerably abated. It is understood now, that the mutual explanations made by these gentlemen on Saturday, were the result of an arrangement between them, by which Mr. Brooke was to resign the Chairmanship of the Committee, and Mr. Parker was to be appointed in his place; while Mr. Parker was to resign the Chairmanship of the Committee of Internal Improvements in favor of Mr. Brooke. At present Mr. Packer holds the Chairmanship of both these Committees. If such was the arrangement, however, he will of course decline the latter.

The denunciations against Mr. Best have not abated in their fury. The Keystone, of Saturday morning, pours out two whole columns of wrath upon his devoted head. It is a little remarkable too, that in the course of these remarks, the editor acknowledges that the politics of Mr. Best have long been doubtful, and intimates that he never had the confidence of the Locofoco party. This shows the real character of this whole indignation movement. It is designed to drive an acknowledged independent man into party traces. I perceive that he has also been hung in effigy in the columns of many of the Locofoco papers; but all these things will eventually rebound upon their authors. The people know very well how to appreciate such intemperate exhibitions, and will assuredly visit them with a just retribution. If Mr. Best will carry himself like a man in this new position, the people will applaud his firmness and bear him up above the puny assaults of his enemies.

A proposition was presented in the Senate to day, for the printing of a daily "Legislative Record." This would be an advisable thing for the members; and its eminent utility, would justify a liberal appropriation.

Several bills have been presented for New Bank Charters, and also to extend the Charters of old ones. My impression is, however, that there is but little disposition to increase the Banking Capital of the State, continuously from hence. I desire to repeat that opinion in the strongest manner. All experience shows that, in too many instances, men who are most anxious to have a rail road pass through their property, when they find that the line has been finally located, think it expedient to object to the line as adopted, and set up large claims for damages, believing that they will thus obtain moneys as damages, in addition to the rail road and its advantages. The best means of preventing this evil is to settle the damages before the line is adopted, or put under contract by the Board.

The calculations of the Resident Engineers, so far as the final location is made, corroborate my original conjectural estimate, that ten thousand dollars per mile in Pennsylvania, and five thousand dollars per mile in Ohio, will be sufficient for the Grading, Masonry, and Bridging of the road, for a single track and country; the grades being kept in every case, below fifty feet to the mile. This will be a cheap road, for one of such commanding importance. A first class superstructure, with heavy iron rails, will of course be required, and that will cost about ten thousand dollars per mile.

A proposition was also presented to day, providing for the election of Attorney General and his deputies, by the people. This bill will probably pass both Houses. It is the prevailing impression that these offices ought to be filled by popular election.

"HOW PENNSYLVANIA GOT ITS NAME.—We extract the following from one of a series of articles in the Boston Transcript, entitled "Dealings with the Dead:"

Whoever coveted the honor of being the creditor of royalty found a willing customer in Charles the Second. In 1681 that monarch, in consideration of £16,000, due from him to the estate of Admiral Penn, conveyed to William the district now called Pennsylvania. He himself would have given it the name of Sylvania; but the King insisted on prefixing the name of the grantee. Full powers of legislation and government were bestowed upon the proprietor. The only limitation was a power, reserved to the Privy Council, to rescind his laws within six months after they were laid before that body. The charter bears date March 4, 1681. It first occurred to call his domain New Wales, and nothing was the matter with Delaphians from being Welchmen but an objection from the under Secretary of State, who was himself a Welchman, and was offended at the Quirk-respecting upon."

A SHIP PASSAGE ACROSS THE ISTHMUS OF PANAMA.—Such a project appears to have been started in London, which has been received with favor. The plan is to connect the rivers Atrato and Neipi, between which the granitic chain of the Cordilleras dips to a pass of but a few hundred feet in height. A deputation of the promoters has had an interview upon the subject with Lord Palmerston, at the Foreign Office. His Lordship received the project favorably, requested a further interview when the plans were more matured, and expressed his willingness to consider how far facilities might be afforded through the Board of Admiralty to any expedition sent out by the projectors to explore the district and survey the line of the proposed opening from sea to sea. The plan is at present under the consideration of several parties of capital and influence, some of whom are largely engaged in the trade of those seas; and, should their decision prove favorable, it is intended to dispatch forthwith an engineer, in company with some able assistants, to the spot.—*Providence Journal.*

NOVEL CONVENTION.—Late foreign papers inform us that a convention has been held in London, composed of 207 avowed thieves, who assembled thus, in order to devise means for procuring an honest livelihood. Doubtless it was the work of some pious and benevolent persons, as we notice that the meeting was opened with prayer, and the singing of a hymn. They addressed a respectful memorial to Lord Ashley, asking if they might reasonably hope to obtain an honest living in the British Colonies, to which he responded in the negative, unless they formed a settlement on the frontier of the wilderness in America.

Dr. Dickson, the great English medical reformer, writing from London, says that, rejecting blood letting, leeching, and the entire *tragic* of old practice, he is earning a professional income of two thousand pounds a year, giving certificates of only nine deaths, and one of these a cholera case. He began the agitation of medical reform when connected with the British army in India, and has pursued it in England until the old conservative fabric of medical practice is shaken to its base.

SEVEN REQUISITES OF FEMALE CHARACTER.

One evening lately, in our family circle, the conversation turned on "female character," and the various elements of its composition. The subject narrowed by degrees till the question came to be what were the main requisites in a good wife? There being considerable diversity of opinion, and room for endless argument, it was agreed that each should write on a slip of paper certain qualifications, in the order deemed most important. The number of points in each list was to be limited to seven, and those which were found in greatest number in all the lists, were to be regarded as the decision of the company. When the papers came to be examined, there was great variety in the elements noted, and still greater, in the order, as might be expected from the different ages and characters of the voters. But by a very decided majority, the following points, in the order given, appeared as the

SEVEN ELEMENTS OF THE BEST WIFE.

1. *Piety.*
2. *Sense.*
3. *Temper.*
4. *Education.*
5. *Manners.*
6. *Beauty.*
7. *Riches.*

1. *Piety*—By this I do not mean any peculiar creed, or mode of religion, but simply the recognition of principles and motives of action, other than those which are "seen and temporal." Piety believes in things "unseen and eternal," with such regard to the Divine will, as declared either in conscience or in the works and word of God.—Amid the tide and surges of life, piety, like an anchor, sure and steadfast, moors the soul to that which is beyond this vale of natural vision; and where piety is wanting, there is neither comfort in loving, nor safety in trusting.

2. *Sense*—By this I understand natural capacity, bulk of mind, soundness of judgment; all that is included in the word, better understood than described, "*common sense.*" As Pope has it, in one of his admirable couplets:—

"Good sense, which is the only gift of heaven;
And though no science, fairly worth the seven."

3. *Temper.*—By this I do not mean mere sweetness or amiability of disposition. A country parson was telling Paley how happy he was in his domestic life, having been married thirty five years; and never having the slightest difference with his spouse; "How insipid!" was Parley's expressive reply. There is more than sweetness wanted in a good temper. A woman must have mettle or spirit, as well as meekness and suavity, to entitle her to the attribute of temper.

4. *Education.*—By this I do not understand what in modern phrase are accomplishments, many an intelligent and well-informed man can neigher sing, nor play, nor speak any other language than her own tongue, and yet may be well educated. To be able to write and converse well, and be reasonably well-informed on subjects commonly current in the circle in which she moves is enough to entitle her to the name of an educated woman.

5. *Manners.*—How often do we see every natural and acquired excellence neutralized by disagreeable manners! How often, on the other hand, has plainness, shall I say ugliness, appeared loveable, and a multitude of faults been covered, by the charm of a frank and winning manner! There is a life and power in this attribute, deservedly placing it in the above mere form or feature, which in marble, or on canvass, can be equally admired. Beauty can be imitated by art, but who can paint or imitate with equal truth the vivacity, elegance, dignity, attractiveness of manner?

6. *Beauty*—This quality speaks to other senses than the ear, and therefore there is no need for the tongue describing it.

7. *Riches.*—This element, not of female character, but of an eligible wife, is, alas! too well understood to require remark or explanation.

Reader! have you ever known any individual combining all these qualities? I have known many women, and loved some; but never had the good fortune to meet with this seven-fold excellence. I mean of course having a large proportion of each of the elements; for it is taken for granted that a certain amount of each one of them must exist in every wife in civilized society.—Also, it is taken for granted that there is not deformity, disease, or other positive drawbacks to union.

ANCIENT BUILDINGS IN VIRGINIA.—The most remarkable of all the buildings in the Northern Neck, is that of Stratford, County of Westmoreland, on the south of the Potomac, for a long time the property of the Lees. It was built by Mr. Thomas Lee, father of Richard Henry Lee. He is known by the name of President Lee, or Governor Lee, having been President of the King's Council, and Governor of Virginia, while a colony. While Governor, his house burned down, and either the British Government or the merchants of London built this house for him at great expense. There is, we presume, no structure like it in our country. Probably some ancient seat was the pattern. The bricks were brought from England, and are of the best quality. The wall of the first story is two feet and a half thick; the second story, two feet. The present number of rooms in the main building is ninety. Originally there were more. The late Richard Henry Lee, of the Revolution, took down some of the partitions. The present hall is large enough for four rooms. There is also a stable, which, with the space allowed in our city stables, would hold one hundred horses.

When it is considered that all these buildings are of brick brought from England, and the whole work of the best kind, it is not to be wondered at that tradition makes them to cost sixteen thousand pounds sterling.—*South Church.*

☞ INDIANA—STATE OF DR. M'LANE'S VERMIFUGE.—Among the hundreds of letters, certificates and notes received by the proprietors of this most valuable medicine, the following is selected to show its character, and the effect of its use in a distant part of the West. The Messrs. Colton are dry goods' merchants, but are also agents for the sale of the choicest medicines.

WINCHESTER, Ind. Sept 20, 1847.

Messrs. Kidd & Co.—We have used to get a lot of M'Lane's Vermifuge last spring, prepared by yourselves. So soon as the Vermifuge was introduced in our community, the demand became so great for it that our stock was soon exhausted. It has produced the best effect wherever it has been used in this section, and is very popular among our people. We are desirous of obtaining the medicine hereafter direct from you ourselves, as it sells more readily than any other medicine we keep. Please send us a large supply immediately. D. J. & J. W. COLTON.

For sale by J. KIDD & CO., No. 69, corner of Fourth and Wood st., Pittsburgh. jan4 d&wiwS

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. After having taken 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 dec13

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.

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

Improvements in Dentistry.

DR. G. G. 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 not dead. Office and residence next door to the Mayor's office, Fourth street, Pittsburgh.

REFERENCE—J. H. M'Fadden. F. H. Eaton. jan9

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

BAKER'S BROMA.—An improved Chocolate preparation, being