THE PITTSBURGH GAZETTE

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PITTSBURGH.

TUESDAY MORNING, JUNE 18, 1850.

Antimasonic and Whig Nominations.

FOR THIRTY SECOND CONGRESS,
THOMAS M. HOWE,
OF ALLEGHENY.

FOR SECOND SESSION, THIRTY FIRST CONGRESS,
HARMAR DENNY,
OF PITTSBURGH.

FOR SENATE,
JAMES CAROTHERS,
OF WILKINS.

FOR ASSEMBLY,
MORGAN ROBERTSON, Pittsburgh.
T. J. BIGHAM, Lower St. Clair.
R. G. WALKER, Elizabeth.
JOHN MCCLOSKEY, Robinson.
JAMES FIFFE, Snowden.

PROSECUTING ATTORNEY,
FRANCIS C. FLANEGIN, Pittsburgh.

COMMISSIONER,
EBENEZER BOYLE, North Fayette.

AUDITOR,
WM. FLYNN, Lower St. Clair.

COUNTY SURVEYOR,
D. N. COURTNEY, Ohio.

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

The *Post* insists that the Steubenville route is the shortest and best rail road route to Cincinnati. It is possible it may be ten or fifteen miles shorter, by crossing the country direct, and bridging the Ohio, but it is far from being the best, and we do not believe it could be travelled in so short a time as the Ohio and Pennsylvania Railroad. The *Post* makes the distance from Pittsburgh to Columbus, by way of Steubenville, 193 miles. By way of the Ohio and Pennsylvania Railroad, the distance will be about 210 miles. As the route has not been located, however, on some portions of the Steubenville line, the probabilities are that there will be very little difference in the distance by the two routes.

But there is no probability that there will ever be another bridge erected across the Ohio river. This will render it necessary for the Steubenville road to connect with Pittsburgh by way of the river, which will lengthen their route some thirty miles, giving the decided advantage in distance to our Western road.

As the *Post* remarks, however, it is useless to debate the question now. Our Western road will be built, and we have no objection to see another road connecting us with Ohio, through Steubenville, erected also, provided no obstruction is made to the navigation of the river.

He asks us two questions, in regard to the terminus and depot of the Ohio and Pennsylvania Railroad, which we will cheerfully answer, whenever the matter has been decided by the Directors. In the present state of indecision, in regard to the depot, it would be useless to give more conjectures and opinions. We can say one thing, however, with confidence, that we have no doubt the depot will be located at a point which will be most advantageous to both cities, and that the propriety of the selection will be acquiesced in by the business community generally.

THE COAL BUSINESS.—The immense increase of our shipments of Bituminous Coal to the east was noticed in our commercial column, a few days ago. The wonderful increase of the demand on the eastern and southern waters, and the probable prospective increase, are well delineated in the following article from the *Louisville Journal.*— Our coal fields are of more real value than California gold mines:

"THE COAL TRADE OF THE OHIO.—Very few of our readers have any correct idea of the importance which this trade is assuming. The amount of coal now annually mined on the banks of the Ohio and its tributaries, cannot be less than thirty five millions of bushels, worth, at the points of consumption, not less than two and a half millions of dollars. The rate of yearly increase is probably not less than 20, and perhaps 25 per cent. At New Orleans, this rate of increase is said to be more than 33 per cent. per annum; and the yearly consumption of that city is said to have reached 3,000,000 of bushels. Lieut. Maury, in a letter to Robert Triplett, Esq., predicts that in ten years, and after a rail road or canal has been made over the Isthmus of Panama, the demand for our Ohio river coal on the Pacific side of that Isthmus will amount to 30,000,000 of bushels a year. It appears from his statement, which is confirmed by the elaborate work of Mr. Taylor, that there are no coal mines between Cape Horn and Vancouver's Island, and that the Panama and San Francisco steamers are now supplied with Liverpool and Pennsylvania coal at a cost of some $30 per ton, and that by rail road or canal, our coal could be furnished at less than one third of that price.

The ocean steamers, now touching at New Orleans, are great consumers of this fuel, some of them taking on board 20,000 bushels at a time. To the increase of these steamers we can fix no limits.

A new and large demand for our coal must soon spring up on the "coast," for the manufacture of sugar.

Twenty years ago, the idea of using coal as fuel on river steam boats was regarded as preposterous, and now it is a question whether this will not, in a few years, be the fuel exclusively used on boats between Pittsburgh and New Orleans.

LANCASTER COUNTY.—The Union and Tribune, of yesterday, brought us the resolutions passed at the Whig County Convention, held in Lancaster, on the 5th inst. They breathe the true Whig fervor, and are worthy of the Old Guard, from whom they emanated. It will be seen from the following that they give the national administration no half way support:

Resolved, That in Zachary Taylor, as Chief Magistrate of the Nation, we have been most fully justified in our every anticipation. That he has amply verified every promise made, none may deny. In his honesty, integrity and patriotism we have entire confidence.

Resolved, That as Pennsylvanians, we feel a deep sense of gratitude to the chief magistrate of the nation, for the solicitude in behalf of the industrial interests of Pennsylvania, and the nation generally, and his earnest recommendation to Congress, to afford them a just protection; and we still look to the present Congress to do speedy justice to those already long suffering interests, and give that protection to industry so urgently demanded.

Resolved, That the Whigs of the Union, having succeeded in electing Zachary Taylor, and placing him in the Presidential chair, it is the duty, not only of the Whig party, but of all its representatives to support his nominations, and sustain the measures of his administration.

The other resolutions congratulate the Whigs of the State on the present lofty position occupied by the party; express a just pride in the distinguished representative of Lancaster in Congress, Hon. Thaddeus Stephens; declare that his vindication of the Union is worthy of her highest admiration; and that he has fully justified the confidence reposed in him. They reiterate Governor Johnston's sentiments in relation to slavery, return him thanks for the proper exercise of his constitutional veto to prevent the deprivation of a large portion of our citizens of a just representation in the Legislature; and congratulate Pennsylvania on the Governor's able vindication of the legislation of our State in regard to slavery. In the following manner they express their opinion of the general course of Governor Johnston while in office:

Resolved, That William F. Johnston, the present distinguished Whig Governor of Pennsylvania, has, in the administration of the government, fully sustained the most sanguine anticipations of the Whig party; and as Whigs of the "Banner County," we take great pride in this tendering to him this tribute of respect and esteem for his eminent services to the Whig party of the Commonwealth.

FROM MEXICO.—The New Orleans Picayune has received files of the Monitor Republicano, of the city of Mexico, to the 31st ultimo:

The Congress had been convoked in extra session the twentieth of this month. The most important business will be the arrangement of the Treasury. On this, says the Republicano, depends the salvation of the Republic.

The cholera was making considerable ravages in Valladolid. Up to the 13th of May, there were 201 deaths. The average number of deaths per day was twenty.

The Republicano publishes the report of the Committee on Credit on the English debt, which, it appears, amounts to fifty five millions of dollars.

For the Pittsburgh Gazette.

THE HEMPFIELD RAIL ROAD.

The greatest difficulty in the way of this project is this. It must pass through Virginia; and yet no respectable portion of the people there will ask for a charter from that State. Wheeling is so situated that she *dare* not. By extraordinary influence that city has the Baltimore and Ohio Rail Road chained to her fortunes. She accomplished this through the votes and influence of the delegates from the counties through which that road passes. By the same votes the schemes of the Parkersburgh people were defeated.

Now, let Wheeling ask their Legislature for a charter for a Rail Road from their town to connect with a Rail Road that passes four hundred miles through Pennsylvania, and avoids entirely Marshall, Tyler, Monongalia, Harrision, Marion, Preston, and Hampshire counties, Virginia; what favor could they then hope for in that State or in those counties? The refusal of that Legislature to let the Baltimore Company connect with the Ohio river below Wheeling, was an extraordinary favor to that city; but let Wheeling attempt to divert trade from that State to Pennsylvania, and she will at once find her kind mother converted into a harsh step dame; and Fishing creek and Grave creek will no longer be treated as *aliens.* Even Parkersburgh would begin to look up, if Wheeling *dare* look seriously towards the Hempfield Rail Road. The old Dominion is not the State to foster a child to cut her own throat. The people of Wheeling understand this matter perfectly, and it will be long, very long, before they will ask for a charter for a Rail Road to "the western boundary of Donegal township."

They have their hand in the lion's mouth, and while it is there, they dare not look Pennsylvania ward, and their misfortune is, they *dare* not withdraw their hand if they *could*, and *could* not if they *dare.*

Wheeling is a pet child of Virginia, but she is well chained; at the instance of that pet, Virginia refused to grant the right of way through Brooke county for a rail road to Pittsburgh; and Ohio county cannot now, with any decent face, ask what she before urged Virginia to refuse to her neighbor.—She was very patriotic and indignant when her neighbors wished to make a rail road into Pennsylvania. With what propriety then can she ask for the privilege of making one in the same direction, after all the favoritism she has received from her mother State.

But suppose the application made to the Virginia Legislature for a charter for a rail road to run perhaps fifteen miles in that State, and then connect with one running four hundred miles through Pennsylvania. This road would afford a rout to Philadelphia and New York more than a hundred miles shorter than the Baltimore and Ohio Rail Road, and by the way of Harrisburg, and New York some twenty miles shorter than by the way of Cumberland. The rout, in respect to grades and curves, would be vastly superior, so that, if this Hempfield road were once made, the Baltimore Road would not have business enough to pay the *boarding* of the greasers, let alone wages.

How is it possible that any legislature would, after having compelled that Company to run up along the Ohio river some thirty odd miles, merely to accommodate Wheeling, after having introduced into the charter the most extraordinary and oppressive condition, that the Company shall charge no tolls on any part of the road between the Monongahela river and Wheeling, until the entire line is completed and in use, will now pass a bill for another road to rob that Company of all hope of future business, to deprive Virginia of all the advantages expected from the Baltimore Road, and bestow them upon Pennsylvania. Why the thing is utterly preposterous? Virginia is not yet demented. Nor is she wicked enough to incur the infamy of such legislation.

I have not yet seen a Wheeling paper noticing the Hempfield Rail Road bill, but I venture to say, that no demonstration in its favor will be made there. The country through which the Baltimore Road is to pass, would frown indignantly at such a demonstration, while Parkersburgh and Fishing Creek folks would grin with delight. But Wheeling people are not to be fooled by the *dark* luminaries of Westmoreland; they are not going to put their hands into that trap. C.

For the Pittsburgh Gazette.

Mr. EDITOR,—It as been thought strange by some that Alexander Hilands, Esq., declined being a candidate for the Legislature before the recent Antimasonic and Whig Convention.

It is well known, that in the same meridian there were other candidates canvassing for that office, whose friends had exerted their influence in his favor for the Senate, and it would have savored strongly of a want of magnanimity towards those whose conduct had been so generous towards himself. He could not, therefore, with propriety, have consented to an act so replete with injustice to his friends. JUSTICE.

FROM WASHINGTON.

Correspondence of the Pittsburgh Gazette.

WASHINGTON, June 13.

Violent Scene between Mr. Clay and Mr. Benton—Excitement in the House —Truculence of Toombs—Meeting of Whig Members on the Tariff.

There were high scenes in both Houses to day. The prot ability that the compromise or omnibus bills is about to pass the Senate seems to exasperate Old Bullion beyond all bounds of endurance. One of the most painful altercations and scenes of violence and intemperation I have ever witnessed in the Senate took place this afternoon. Mr. Seward complained early in the day's debate over the northern boundary of Texas, that the compromise scheme had been the true cause of delay, and must be held responsible for the fact that after six months of time had been wasted California was still an applicant for admission to the Union. Mr. Clay replied with much animation, and some unnecessary severity, charging upon the enemies of the compromise that they had thrown obstacles in the way of business and progress by dilatory and useless motions. Mr. Seward rejoined, defending his declaration with sound arguments and facts. But Mr. Benton replied to Mr. Clay in quite another strain, and dwelt, with great force, upon the change of position by Mr. Clay himself, showing, from his speech of February last, that he was then decidedly in for of the separate consideration of California. He read a long extract from this speech containing quite a schedule of reasons against the connection of California with other subjects of legislation.

Mr. Clay defended himself from the charge of inconsistency, and retorted it upon Mr. Benton, by referring to the statement that, during the canvass in Missouri, last summer, Mr. Benton had declared himself hostile to the project of a State government in California, and, consequently, opposed to her admission.

Mr. Benton denied the correctness of that report. Showed that he was in favor of the admission of California, as a State, long before the period referred to by Mr. Clay, and brought documents to prove it.

Mr. Clay then produced a letter from a Mr. Reed, of Missouri, elicited, probably, by Hon. W. A. Hall's enquiries upon this same point, of Mr B.'s consistency, to the effect that the writer had heard Col. Benton treat the idea of a State government in California with contempt and disapproval.

Mr. Benton now became greatly excited. He declared that no man should speak to him in that manner—no man should bring here stray letters from any body to impugn the statements personal to himself which he made upon this floor.

He had proved, by chapter and verse, all he had said. The letter was a calumny. He cared nothing for the author; he looked only to the publisher—the promulgator of the libel. He who adopted it, made it his own. He was a calumniator, and he would brand him with an iron so hot that it would leave the mark of a calumniator upon his cheek so deep as never to be effaced.

Mr. Clay rose pale with indignation. He repelled the imputation with scorn and contempt, and he threw it back into the face of him who sent it, who might place it in his casket of calumny. Mr. Clay was proceeding with a yet severer retort, when his friends persuaded him to sit down.

Mr. Clay was indiscreet in introducing the letter after Mr. Benton had positively denied the statement it was intended to corroborate; but the manner of Mr. Benton was so intensely violent as to repel sympathy, and outrage all sense of propriety.

In the House, Mr. Toombs undertook to play the part of a truculent assailant of every body with whom he happened to come into contact.—He charged northern members in general, and Mr. Winthrop by name, with factions and blind hostility to the South, and her institutions, on account of a vote just given in Committee, against some abstraction supposed to involve those rights. His misrepresentation was immediately noticed by Mr. Duer, Mr. Winthrop, and Col. Baker. Mr. Wing threw repelled the imputation with such indignant emphasis that the redoubtable Georgian forthwith resorted to a hint of pistols and coffees upon hypothesis. Mr. Duer and Mr. Baker becomingly concerned in the dispute raised by Toombs' braggadocio, plainly intimated to him that he was uttering what he knew to be untrue, as to the motives of northern men, in reply to which it was remarked that Bobadil the second did not renew the pistol and coffee argument.

The whole debate, in the House to day, was of high interest, but I have no time to allude to it at greater length.

On Monday evening last a few Whig members of the House called upon Mr. Meredith, at his residence, to consult upon the subject of the tariff—The meeting consisted principally of members of the Pennsylvania, New York, New England, and Ohio delegations, with a few southern Whigs.—The present depressed and suffering state of the principal industrial, and, particularly, the manufacturing interests, was fully discussed, and the mode of remedying it. Mr. White, of New York, and others, were in favor of a select committee of the House to take the subject into consideration, but it was at last resolved to refer the matter, or rather to leave it in the hands of the minority of the Committee of Ways and Means. It was arranged that the Secretary of the Treasury should prepare a bill, which should be reported to the House, if the majority of the above committee would permit it to be, as the report of the minority members. It was resolved that specific duties should be restored, as the only mode of preventing frauds. JUNIUS.

WASHINGTON, June 15.

The Tariff—Appropriations—The South Yielding Thereon—The Omnibus—A Calculation.

Perhaps I should be a little more particular in what I have to say of the late important Tariff movement, than I was in the haste of closing my last letter. I do not know that there is any impropriety in stating that Mr. Meredith, the able and indefatigable Secretary of the Treasury, is expected to prepare the bill which will be revised, and, if acceptable, adopted, by the minority of the Committee of Ways and Means, and by them laid before the House and the country, as the plan for the adjustment of this great question upon which the Whig party and the Administration are ready to stand. In the nature of things, the details of all bills of this character must be arranged and set forth at the Executive Departments. It was done by Mr. Forward, in 1842, and so notoriously by Mr. Walker, in 1846, that a great deal of discussion subsequently took place as to the immense amount of bills paid for the forage and subsistence of those auxilliaries that were brought from the custom houses in every corner of the land. A report from the minority of the Ways and Means Committee, Messrs. Hampton, Vinton, and Duer, may be looked for within the month, showing the true state of the country, and tracing the causes of its depression directly to the operation of the present Tariff. I have no doubt, however, that Bayly will contrive to forget what he said, relative to interposing no objection against the action of the minority report, and that, with his consent, no report nor bill will ever be presented. The bill will propose no half way measure, but specific protective duties, under which the industry of the country will thrive, and the wages of labor maintained, or brought back to that standard which prevailed during the existence of the law of 1842. Should these mitiatory proceedings be carried forward to the happy result of a determinate settlement of this great question, so immediately affecting the prosperity of the people, throughout the length and breadth of the Union, one of the most deplorable gaping wounds of the country will be cured, and finality will have been given to discussions, during the continuance of which business must always remain in an uncertain and unhealthy state. That result would also redound greatly to the credit and reputation of the present able and energetic head of the Army Department, and to the gentlemen engaged in this incipient effort to mature a scheme for the rescue of the national industry from its present state of suffering and misery.

That high-top-loftical gentleman, Bayly, of Accomac, lineal descendant of the Grand Turk, and twin brother of North Wind, has condescended to obey the order of the Committee of Ways and Means, and to report all the appropriation bills not before presented to the House, with the rather important exception of the civilland diplomatic. The sirs of this exalted individual have been highly offensive to some of the members of the House, and yesterday Mr. Schenck took occasion to speak of him, and to him with some little freedom, whereat he puffed Torth his feelings and his wrongs towards Mr. Schenck, and the House at large. But disregarding him and his wind, the Committee of the Whole pocketed the bill, and passed upon one of them on the spot, which action the House continued—*nem. con.*

There was some dissatisfaction that this day should have been taken from the time appropriated to the California Bill, and I doubted the policy, but it seemed the thing could not be helped.—Besides it was certainly well to accept this sign of grace and repentance from the faction presuming to call itself "the South," which has time and again publicly and privately threatened not to allow one dollar of appropriations for the support of any brand of Government to pass the House, until their demand as to slavery were coincided with.

By way of testing my skill, I offer you the following speculations on the subject of this pending Compromise, or adjustment, or Omnibus Bill, giving it all its titles. A final or at least a decisive vote upon the bill will be reached before the close of next week. What and how many lost speeches and dying confessions of expiring orators may be made, I know not, but I assure you that Senatorial as well as human patience will be exhausted within another week. The bill, in my opinion, will pass by something like the following vote:

	Free States. For the Bill.	Against the Bill.
Maine	0	1
New Hampshire	1	1
Massachusetts	1	1
Rhode Island	1	1
Connecticut	0	2
Vermont	0	1
New York	1	1
New Jersey	2	0
Pennsylvania	1	1
Ohio	2	0
Indiana	0	0
Illinois	2	0
Michigan	1	1
Wisconsin	0	2
Iowa	2	0
	13	15
Slave States.		
Delaware	2	0
Maryland	2	1
Virginia	1	1
North Carolina	2	0
South Carolina	0	2
Georgia	2	0
Florida	1	0
Alabama	1	1
Mississippi	1	1
Louisiana	1	1
Texas	2	0
Arkansas	0	1
Tennessee	1	1
Kentucky	2	0
Missouri	1	1
Slave States	19	10
Add Free States	13	15
	32	25

Bradbury, Phelps, and Borland are expected to be absent. Barnwell, the recently appointed Senator from South Carolina, will no doubt arrive in season to take part in the final result, whatever it may be. JUNIUS.

FROM NEW YORK.

Correspondence of the Pittsburgh Gazette.

NEW YORK, June 13.

The arrival of the Canada and the Viceroy, has thus far been of no effect save the stagnation of business until the mail arrives. Politics and business abroad seems as dull as with us, and a more quiet state cannot well be imagined.

The Erie bill loan upon income certificates was made yesterday, and realised ninety per cent and upwards, one bid ranging as high as 92 1-2 per cent. The aggregate of bids was $6,635,000, and the amount to be sold only $2,500,000, a discrepancy that shows the abundance of money and the confidence people have in the road. To day 90 3-8 is freely offered for the scrip, but there are few sellers. For Pennsylvania 5's 96 is offered—United States 6's, of 1867, 116; Reading Stock 48 3-4. Most Stocks are dull under the influence of hot weather.

An experiment is to be made at the Astor House with a new light, the invention of Mr. Paine, an optician residing at Worcester, Massachusetts, who has been made notorious by several attempts upon his life. He claims to have discovered the means of decomposing water by the act of electricity, and the production of gases not only competent to light and warm the city, but to give motive power for all our machinery. If he succeeds in lighting the Astor House for one week, he has been guaranteed for the patent right in the United States a sum variously estimated at five and ten millions of dollars. An experiment at the Astor House, if successful, will give his invention a world wide celebrity, and stamp him as the most wonderful inventor of modern or ancient times. People who have seen the light produced are sanguine that it will supersede all gas works, and give us a light equal almost to that of the Sun at noon day.

A few facts are disclosed this morning by one of the dailies, in relation to the underground life of this city. It is stated—and there is no reason to doubt the assertion—that there are localities in this city where boarders are taken at the rate of 9, 18, and 37 1-2 cents for per week each, including lodging. The market to which the eaterers for the sumptuous tables afforded at this price, is the swill tubs and receptacles of broken victuals throughout the city—The furniture of these "hotels" is a table and benches. Upon the table the whole mass of scraps is found, and the three shilling lot turned loose for a quarter of an hour's scrambling, the second class then are given their chance, which the nine penny boys look on wondering whether any thing will be left for them. When their turn comes, it may well be supposed that no very fastidious appetites are brought to the "festive board;" but that of animals alone can the eaters be termed. For lodgings, the 37 1-2 cent people have bare floors, save a little straw, the 18 cent tribe have boards alone, while the ninepenny class have only the privilege of sauntering up, or sleeping out of doors, as the room may be abundant or scarce.

A Committee of the Common Council have reported in favor of a series of rail roads, commencing at the Battery and extending up Washington street, and thence across the town through the various avenues of the extreme point of population. The rails are to be grooved, and the wheels of the cars tongued, so that no obstruction shall be offered to carriages as by the present plan. The roads would pay, and there are plenty of people to build them, and as there is very little prejudice here against cars in the street, there is every reason to think that we shall see rail roads enough to rid the citizens of the greater part of the omnibus nuisance.

Markets generally are dull. Cotton is firm, with a good business for export. Flour is in good request, but the speculative feeling, based upon a stock at the west has been checked. Wheat is firm, but corn, since the Canada came, is held lower.—Pork is in more request, but prices are unchanged. Lard 6 7-8@7c. Whiskey is 20c. Sugar and coffee are held firmly, with small sales. Tinned pork better, and has sold at 7c. Tobacco is firm, with a speculative demand. C.

From the Journal.

Steam Explosions and Evans' Safety Guards.

We extract the following from the report of the Commissioner of Patents, read in the Senate of the U. S. at its last session. It is in reply to a communication from the Commissioner, on the subject of steam boiler explosions; and the reply of Mr. Gray to us such strong testimony in favor of Evans' Safety Guard, that we would be wanting in duty to the public, and regardless of justice to our fellow mechanic, not to publish it. We have all along, believed that this invention would survive the storm of persecution with which it was at first assailed, and that justice, slow but sure, would be the reward designed to be by the great body of our engineers and practical men. The invention has been improved by Mr. Evans, in many material points. The fusible alloy, used in the "guards," cannot be injured by use. It makes no difference how long in use, or how much exposed to heat, *it cannot lose its property of fusion*, and will not require a greater degree of temperature to melt it than it was originally designed. We learn that Mr. Evans has devoted the last three or four years to the attainment of important improvements, and that the guard now presented to the public challenges all objections. We hope that such toil and perseverance, devoted to so noble an object, will meet with due reward, and that our engineers will cast aside all prejudices, and extend the hand of friendly regard to this beneficial improvement.

CENTRE HOTEL OFFICE, St. Louis.

SIR:—In answer to your interrogations, I respectfully answer in their order, &c.

* * * * * * *

In the year 1841, I built a boat in Pittsburgh, the boilers had been used in another boat. At the earnest solicitation of Capt. May, of that city, I was placed on those boilers 'Evans' Safety Valve,' at the time, much against my own judgment. A year or so after, when running the coast, from the darkness of the night it became necessary to lay up. Retiring to bed, I gave orders to the Engineers to have steam up by daylight; the Engineer, as I afterwards learned, passed the order to the mechanic, and went to bed also.

The watchman, sometime before daylight, fired up, and raised steam before it was yet light. The old safety valve in due time commenced to blow off its contents. The noise alarmed the cook, who ran to see what was the cause, and not being capable of working the engine so as to supply the boilers with water, the steam increased rapidly, and 'Evans' valve' went off and gave the alarm to myself and the engineer. As soon as I ascertained the cause of the escapement of steam, I caused the fires to be cooled down, and the man head was taken out of the boiler to ascertain the fact if Evans' valve could be relied upon or not. On examining the water, after the man head was taken out, I found the water had sunk in the boiler to a stage below the water safe, which was the cause of the explosion by Evans' valve, and I believe, had not the valve been upon the boilers, they would have blown up.

To the known other circumstances occurring on boats on which this valve was placed, *and I am firmly of opinion, that when Evans' valve is left free to act,* NO EXPLOSION CAN OCCUR ON BOATS.

Very respectfully, &c.,
THOMAS GRAY,
Surveyor and Inspector,

To COMMISSIONER OF PATENTS,
Washington City.

We cannot understand why, for several years, this invention has been completely overlooked and allowed absolutely to go out of use when its value as a safe guard is altogether above dispute or question. Our own opinion has been fixed and firm in its favor, and we are confident that if the public attention can be directed to it, it will be brought into general use.

THE CUBAN AFFAIR—*The Contoy Prisoners.*—The Washington Republic says that despatches were received on Wednesday at the Navy Department, from Captain Tatnall, of the United States steam frigate "Saranac," which were written off Key West, on the 2d of June. Their contents are thus substantially stated:

"We learn that Captain T., on his arrival at Havana, on the 25th ult., found that the Spanish General of that Island was extent to that place, in the war steamer Pizarro, from his pursuit of the Creole, after the affair at Cardenas, brought with him as prisoners, the crews and other persons found on board of two captured American merchant vessels; that Commander Randolph, of the United States sloop of war Albany—which, with the Germantown, Commander Lowndes, was then off the harbor—and the United States Consul had called on the Spanish authorities for information in regard to the prisoners, but had received nothing further than that they had captured two American vessels with American papers, from New Orleans, a part of the invading force, and that they held proofs of their criminality; that they had refused to comply with the demand of Commander Randolph, to be permitted to see the prisoners and the evidence, and referred him, in due season, to the court before which they would be arraigned.

Captain Tatnall further found that no depositions or information, in relation to the capture, had been filed in the consul's office, and that nothing more was known than what had been gathered from the Spanish authorities.

At the close of an interview which he had with the Captain General, Captain T. informed the latter, that as he had refused to permit Commander Randolph and our Consul to examine the evidence against the vessel, he should be bound, if he felt in with the convoy, to demand and enforce a satisfactory explanation. He did not, however, fall in with the convoy, nor did he captured vessels go to Havana—they having, in all probability, been ordered elsewhere, to avoid a collision with our men-of war.

The captured vessels were afterwards ascertained to be the barque Georgiana, and the brig Susan Loud, which, in concert with the Creole, had rendezvoused at or near the island of Contoy. A number of men and arms were then transferred from the former to the latter, which she subsequently landed at Cardenas, the Captain of the brig accompanying the expedition as pilot, leaving his vessel under the charge of his mate. He subsequently testified that he was COMPELLED to serve.

Contoy is a barren and uninhabited island, belonging to Yucatan, situated off Cape Cartouch, directly opposite and near to Cape St. Antonio, in Cuba, and in a position from which an invading force could, with equal facility, make a descent on the north or south side of that island.

Captain Tatnall left Havana on the night of the 26th ult., and the coast of Cuba on the 27th ult., taking with him the Albany and the Germantown, and proceeded to Key West, where he arrived on the 28th ult., for the purpose of looking after the invaders, and aid the authorities there, if it were necessary. On his arrival he found all quiet, the greater part of the invaders having, in various ways, left the island. He there learned from the judicial authorities that, from depositions made before them, no doubt whatever existed of the connexion of the Georgiana and the Susan Loud with the expedition, but that a part of the men found on board had seceded from the main body, either from a change of purpose, or from having been imposed upon in regard to their destination.

Leaving the "Albany" and "Germantown" at Key West, Capt. Tatnall returned in the Saranac to Havana, on the 29th ult., having on board Judge Marvin, of the Federal Court, at Key West and Mr. Douglass, the Collector of the Port, who accompanied him with a view to acquaint the U. S. Consul at Havana fully with all the facts favorable to the prisoners.

In an interview which Capt. T. had with the Spanish authorities, in company with Judge Marvin, the latter unofficially informed them that the affidavits made in his Court had established the fact that the men referred to had refused to accompany the expedition to Cardenas, and had, therefore, committed no aggression against Cuba. The authorities replied that they were themselves somewhat of that opinion, and that their treatment of the prisoners corresponded with that belief—that the latter were well housed and taken care of, and that after certain preliminary forms, which the laws rendered imperative, and which applied equally to Spaniards, the United States Consul and their friends could have access to them.

Under these circumstances, and, above all, as the Spanish authorities in Cuba have been promptly notified by the United States Consul acting under instructions from the State Department, that the President intends to claim that the American prisoners taken at Contoy have not been "guilty of any crime for which, by the laws of civilized nations, they should suffer death," and that if one of them be unjustly punished "it may cost the two countries a sanguinary war," all apprehensions as to the safety of the then misguided men may now be confidently dismissed.

PAINE'S "GREAT DISCOVERY."—*A Bonafide Concern.*—The experiment of lighting the Astor House, New York, by Paine's newly discovered process, will test the credit of what is asserted of it. The Tribune says:

It is expected that a trial will be made within a month, as soon, indeed, as the machine can be prepared for the purpose. The experiment will be tried under the eye of the proprietors and other gentlemen; and collusion or trick will be impossible. Every means will be taken to insure a fair trial; all the parties being as desirous of success as Mr. Paine or his friends can be.

The conditions are, that Mr. Paine shall bring a machine of his construction to New York and produce at a nominal expense, say five cents per thousand cubic feet, gas enough to light the Astor House for six successive nights. Before he commences, parties who are to buy out the patent paid two years—to be paid over to Mr. P. as soon as the trial is declared successful. This is by the way of bonus or guarantee, in case there should be a failure to pay over to him the sum of one million. Which is to render those parties part proprietors of the invention.

The value of the patent for the United States (the city of Worcester excepted, which is reserved for Mrs. Paine,) is fixed at ten millions of dollars, and a joint stock company is to be formed to manage it. In this company Mr. Pedrick is to hold from one third to one half of the stock; on the remaining part which he sells, the million handed over immediately on the success of the experiment is to be considered as an instalment, and the balance is to be made up by sales of rights. Thus the parties buying in will receive no dividends until Mr. Pedrick shall have been fully paid. Such is the arrangement agreed upon between Mr. Pedrick and these gentlemen. If the trial here should prove successful, it will no doubt be carried into effect; if not, the New York speculators will lose nothing, and the invention will be heard of no more at present. We devoutly hope for a successful result, though we shall not be very keenly disappointed by a failure.

By a correspondent of the Tribune, it appears that Professor Henry, one of the most scientific men in the country, says Paine's discovery is nothing, for it is in opposition to one general law that the force exerted by the bodies separated could not be greater than that required to separate them. Considerable of the scientific argument of Professor H. is given, to which the Tribune says:

The whole of Professor Henry's reasoning is obviated by the assertion that Mr. P. does not separate the gases, but produces them contemporaneously from two separate bodies of water, converting one of these bodies entirely into oxygen and the other into hydrogen gas, according as the positive or the negative pole of his electrical machine is inserted into either. Thus from the water yielding oxygen no hydrogen is produced, and *vice versa.*

Mr. Paine claims to generate electricity, not by a galvanic battery, but by means of ordinary magnets, except that into the bellows he has introduced a substance never before employed for that purpose. What this substance is, is the secret and the only secret which he does not now communicate to the public.

MULTUM IN PARVO.—The New Orleans Crescent, a neutral paper, very justly remarks:—"We have never known a better abused administration than General Taylor's. If he does any thing, it is wrong, if he does not, that also is wrong.

A "MANIFEST DESTINY" MAN.—Walter Savage Landor publishes an article in the Examiner, in which he predicts that the United States will proceed in annexing foreign States and establishing in them the English language and laws, until the Union will embrace all fraternities and climates!

☞ WORMS.—As this is the season of the year when worms are most formidable among children, the proprietors of M'Lane's Vermifuge beg leave to call upon parents, soliciting their attention to its virtues for expelling of these annoying and often fatal enemies of children. Their invention is by a physician of great experience in Virginia, and after using it for several years in his own practice, and finding its success so universal, he has been induced at last to offer it to the public as a choice and certain and excellent remedy. Call and purchase.

☞ For sale by J. KIDD & CO, No 60 Wood street.

jel3-d&w3

LOGAN, WILSON & CO.,
139 WOOD ST., ABOVE FIFTH,
Have just received large additions to their
SPRING STOCK OF HARDWARE, CUTLERY, &c
Imported by late packets from Europe, and to which they would especially call the attention of purchasers, believing their very extensive stock and low prices will give entire satisfaction.
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ENCOURAGE HOME INSTITUTIONS.
CITIZENS'
INSURANCE COMPANY,
Of Pittsburgh.
C. G. HUSSEY, Pres't. ..... A. W. MARKS, Sec'y.
Office—No. 61 Water street, in the warehouse of C. H. GRANT.
THIS COMPANY is now prepared to insure all kinds of risks, on houses, manufactories, goods merchandise in store, and in transitu vessels, &c.
An ample guaranty for the ability and integrity of the Institution, is afforded in the character of the Directors, who are all citizens of Pittsburgh, well and favorably known to the community for their prudence, intelligence, and integrity.
DIRECTORS—C. G. Hussey, Wm. Bagaley, Wm. Lariner, Jr., Walter Bryant, Hugh D. Ritty, Edward Heazelton, Z. Kinsey, S. Harbaugh, S. M. Kier.
ap26-d

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 Principle. 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. M'Fadden, F. H. Eaton. jel9

Scald of the Foot and Ankle Cured.
MR. EDS.—I am desirous of making known to the public the great efficacy of your PETROLEUM in my own case, which was severe scald of the foot and ankle; upon removing the stocking, the skin peeled off with it, and left nothing but the bare surface. I expected to be laid up all winter from the effects of this scald, but we applied the Petroleum freely, by means of a flannel cloth saturated with it; at first, the application was painful, but in a very short time the pain abated. I had no pain in one hour afterwards, in five days from the time of the application of the Petroleum, I was able to go to work. I take pleasure in stating these facts for the benefit of other sufferers, and am desirous that they should be made public. I would also state, that I find immediate relief from the use of the Petroleum, in burns, from which I am a frequent sufferer owning to my business about the engine. I would recommend it as the most prompt and certain remedy for burns I have ever known.
(Signed.) JOHN ALLISON
Sharpsburgh, Allegheny Co.
Pittsburgh, April, 1850.
Bor sale by Keyser & McDowell, 140 Wood street; R E Sellers, 57 Wood st; D M Carry, Allegheny city; D A Elliott, Allegheny; Joseph Douglass, Allegheny; also by the proprietor, S. M. KIER,
Canal Basin, Seventh st, Pittsburgh
ap27

DR. D. HUNT,
Dentist, Corner of Fourth and Smithfield sts
Market st ocl1-d1y

GREENWOOD GARDENS.
THIS retreat is now at the height of its beauty—Welton & Co's., flying horses will remain a few days, affording fine amusement. Strawberries are now ripe and served up fresh from the vines. Ice creams and other refreshments in abundance. The steamer Hope leaves the Pitt street landing at the beginning of each hour, from 9 o'clock A. M. until 10 P. M. for 5 cents. Tickets of admission to the gardens 15 cents, redeemable for the same amount in REFRESHMENTS—free admission to children when accompanied by their parents—also to select parties. Season tickets furnished by applying to the proprietor. Closed on Sunday. J. McKAIN.

BIDWELL & CO.,
FORWARDING MERCHANTS,
Glasgow, Pa. (Smith's Ferry Post Office)
Having permanently located at this place, a new and substantial Wharf Boat, we are prepared to receive and forward promptly to all points on the river, and Sandy and Beaver or Ohio Canals. B & Co.
Glasgow, June 15.—jel8

1850.

BIDWELL & BROTHER,
FORWARDING MERCHANTS, ROCHESTER, Pa.,
(Beaver Point.)
☞ Agents for BIDWELL'S PITTSBURGH AND CLEVELAND LINE; ERIE AND BRADVILLE LINE TO ERIE; WARREN AND NEW CASTLE PACKETS; towing and shipping between Pittsburgh and Rochester by steam boats Michigan, Lake Erie, and Beaver.
☞ Goods receipted and promptly delivered to all places on the Canals and Lakes, at the lowest rates. Shippers will please direct goods to "Bidwell's Line."
J. A. BIDWELL,
Water st, Pittsburgh.
BIDWELL & CO., Glasgow.
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FOR RENT.
THE house now occupied by Major W Wade, on Anderson street, Allegheny City, within a short distance of the Hand Street Bridge. It has eleven rooms, bn a house, wash house, carriage