THE PITTSBURGH GAZETTE,

PUBLISHED BY WHITE & CO.

PITTSBURGH:

THURSDAY MORNING, AUGUST 1, 1850.

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☞ T. S. Fallon is Agent for this paper at his several agencies in New York, Philadelphia, and Boston, and is authorized to receive subscriptions and advertisements for us.

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☞ Philadelphia Commercial List.—Subscriptions for this valuable paper, will be received and forward ed from this office.

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☞ Cincinnati Daily Gazette.—Advertisements and subscriptions, for this paper, will be received and orwarded from this office.

DEMOCRATIC WHIG STATE TICKET

FOR CANAL COMMISSIONER,
JOSHUA DUNGAN,
Of Bucks County.

FOR AUDITOR GENERAL,
HENRY W. SNYDER,
Of Union County.

FOR SURVEYOR GENERAL,
JOSEPH HENDERSON,
Of Washington County.

Antimasonic and Whig Nominations for Allegheny County.

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 MULDREAY, Robinson.
JAMES FIFFE, Snowden.

PROSECUTING ATTORNEY,
FRANCIS C. FLANEGIN, Pittsburgh.

COMMISSIONER,
EBENEZER BOYLES, North Fayette.

AUDITOR,
WM. FLYNN, Lower St. Clair.

COUNTY SURVEYOR,
D. N. COURTNEY, Ohio.

☞ FOR TELEGRAPH NEWS, &c.—SEE SIXTH COLUMN.

Pennsylvania Railroad.—We have had the pleasure of an interview with a gentleman who has just passed over the line of the Central Rail Road, and who has availed himself of rare opportunities of becoming acquainted with the state and prospects of that work, in which we are so deeply interested.

The line from Philadelphia to Huntingdon is in excellent order, and doing a good business, and meeting the expectations of its friends.

From Huntingdon to Hollidaysburg, the line will be finished sometime in the month of September, most probably by the fifteenth, and possibly by the first. They are laying down the rails at four different points, and are thus able to push the work with great rapidity.

There is, therefore, a certainty that by the first of October there will be continuous rail road communications from Philadelphia to Johnstown, using the Portage Rail Road across the mountains, which is in good order, and has had some new passenger cars placed on it lately. This will render but one transhipment necessary, at Johnstown, and will facilitate our communications with Philadelphia so greatly as to attract a large amount of the approaching fall travel and trade this way.

From Johnstown west to Hollver, some 22 miles, the work will be finished early next season, and time next summer. This brings the road into connection with the southern turnpike.

It is contemplated, also, to build a branch from the line to Blairsville, and it is highly probable that it will be done next season. This will connect the line with the northern turnpike.

It is not probable that the line will be entirely finished to Pittsburgh, so as to be in continuous use, before the spring of 1852. This is owing to the very heavy work in Westmoreland county—All the force that can work to advantage is now employed, and the work will be pushed with all the energy possible, but its completion cannot with certainty be calculated on before one year from next spring.

But by means of the Canal to Johnstown, we may expect to do a good business, this coming fall, and, by means of the canal and the two turnpikes, a heavier business the fall succeeding.!

We presume, however, that the line from this city to Turtle Creek will be finished this fall, or by next spring.

Eight miles of the mountain section, commencing at Johnstown, and going east, have been put under contract. All the work on the western end of the line is being performed in the most satisfactory and durable manner, the streams being crossed by stone arched bridges, and every pains taken to make the work a credit to the State. It will, doubtless, be one of the very best rail roads ever built in the country.

Ohio and Indiana Railroad.

This is the title of a railroad, to commence at the western terminus of the Ohio and Pennsylvania railroad, on the line of Kelley's road, beyond Mansfield, and to run in a north west direction, through Bucyrus, in Crawford county, to Fort Wayne in Indiana, and thence around Lake Michigan to Chicago. It is not expected that the whole of this mighty project will be accomplished in a very short time, but of its ultimate completion no one can doubt. The eastern section will, however, be commenced at once, from Bucyrus to the western termination of our line, the Commissioners of Crawford county having subscribed $100,000 towards the work. This great north western line should not be confounded with the great south western, the Bellefontaine and Indiana railroad, the eastern terminus of which is at the same point, and which is in rapid course of completion, and will connect us with Indianapolis and St. Louis, as the former will with Lake Michigan, Chicago, and Galena. Had any work ever constructed, fairer prospects than our Great Western Railroad!

The August number of "*The Mentor*" has come to hand. It fully keeps up the promise of the first number, issued in July, Geo. W. Bunn, Pittsburgh.

Mrs. Gen. Taylor.—The Philadelphia Bulletin broaches the subject of voting to Mrs. Gen Taylor, the remainder of her husband's salary for the current year, as was done in the case of Mrs. Harrison. General Taylor was in office one year and four months.

Population of Annapolis.—Mr. P. D. Sutton, Marshal, has furnished the Republican with the following statement, in reference to the population of the city of Annapolis. White citizens, 2,744; free blacks, 1,118; slaves 336. Total, 4,198. An increase of several hundred over that of 1840.

Arrival of Gen. Pacz.—The bark Fairmount, from St. Thomas, the 15th July, arrived at Philadelphia on Saturday morning, having on board General Paez and son. General Paez is apparently sixty years of age, of portly figure, and very dark complexion. Himself and party took rooms at Glass' Washington House, Chesnut street, and he was waited upon by a large number of citizens; including many foreigners. A good many ladies were among the visitors. Gen. P. proceeds from Philadelphia to New York.

Kossuth, the Hungarian Leader, denies that the "Farewell Address," which appeared after his arrival at Widden, in Turkey, so generally republished in this country, was written by him. It was a great piece of bombast. He makes this denial in a letter to a correspondent at Constantinople, of the N. Y. Journal of Commerce, dated Kutahya, June 14, and says:—I am not proud of my faculties, but, notwithstanding, I would feel ashamed should I have written any thing in my life so bad as this proclamation.

Among its sentiments was the singular one, that "My principles have not been those of Washington, nor my conduct that of Tell."

Death of Brigadier General Mason.—We learn from the Union that a telegraphic despatch was received on Saturday by Gen. Jesup, in Washington, announcing the death of that distinguished officer, Brigadier General (by brevet) Richard B. Mason, of the United States Army, who had returned from California. He breathed his last in St. Louis on the night of the 25th—a victim to the cholera.

Old Settler.—Capt. Osborn, of the ship Marcus of Fairhaven states, in a letter, that he found a terrapin on one of the Galliapagos Islands, that had the year 1600 marked upon his shell.

Case of the Steamer Creole.—A correspondent from Key West, of the Charleston Mercury, states that the case of the steamer Creole, of the Cuba expedition, came before the United States District Court for trial on the 19th. The Proctor for the defence, not being properly empowered by the owner to defend her, she was condemned by default, and ordered to be sold by the Marshal, after giving legal notice. The writer presumes an appeal will be taken to the Supreme Court. A letter to the Courier, says:

"The above case has created quite an excitement in our little community. It was the general wish that it should have been tried upon its merits and not have gone off upon a mere technicality, as was done in the application to make a claim. Affidavit was made by the agent in the case that Gen. Henderson, the charterer for the voyage, had authorized him, in a letter, to appear and defend the boat, also that the captain of the boat (Lewis, who had been arrested and sent to New Orleans) had authorised the said agent to appear for him. The register of the boat (showing a Mr. White, of New Orleans, owner) was also on file in Court. The agent made further affidavit that it was his belief that the owner would come on to this place, or send a power of Attorney, as soon as practicable, to put in a claim."

The Virginia Lynching Case.—The Piedmont Whig states that measures have been taken for the arrest of those concerned in the unlawful hanging of the negro Grayson, and expresses the hope that every offender will be brought to answer for his deeds.

A public meeting of the citizens of Fredericksburg, to express abhorrence at the recent outrage perpetrated in Culpepper county, was held on Friday.

Louis Philippe, his Family and his Fortune.—A letter from a friend of the Ex Royal Family, says:

"It is perfectly true that Louis Philippe regards a fusion of the two branches as the only reasonable solution in France. The Duchess of Orleans is not favorable to the proposition, but her opposition is by no means so great as some of the journals have pretended. In her conversation with the Ex King, she is very careful not to say any thing that could offend or annoy him on this subject, and at times she appears to be convinced by his arguments; and so great is the influence of Louis Philippe over his family, that it would not be astonishing to see the Duchess of Orleans become a convert to his views. The most affectionate intercourse exists between the Ex King and his daughter in law, but he talks with her as he would do to a man, and thus shows the reliance that he has in her judgement.

His favorite—I ought almost to say his pet—is the Duchess de Nemours. He appears absolutely to dote on her, and her devotedness to him is delightful to witness. The Duke de Nemours agrees fully with his father.

As to the Prince de Joinville and the Duke de Aumale, it is well known that they are not favorable to a fusion; but if the King should carry his ideas on this point to the extent of laying his intentions upon them, he assured that it would be religiously obeyed".

Major Noah says, there was at one time an attempt on the part of several European newspapers to create public sympathy for the poor Ex-King of the French on account of the extreme poverty and destitution to which the ingrate republicans had reduced him. All, however, who were afflicted with tender emotions at the sad idea, may dismiss their sorrow, for it appears that the old gentleman, like a prudent old gentleman, as he always was, has taken pretty good care amid the shaking of empires, and the wreck of his throne, to feather his nest pretty well. His private fortune has suffered great depreciation within the last two years, but still it yields him the snug little income of eight hundred thousand dollars a year, or thereabouts. This, by his will, he has divided equally among each of his eight children and grandchildren, leaving to each the moderate competence of one hundred thousand dollars a year, upon which, small as it is, we sincerely trust that they may be able to wriggle through life.

For the Pittsburgh Gazette.

EVANS' SAFETY GUARD.

Mr. Editor—I have lately seen in the newspapers, a number of statements from practical engineers, relative to the use of Evans' Safety Guards. I was very glad to see the subject brought up for the consideration of boat owners, engineers, and the public generally. I never could be induced to believe that an invention so valuable could possibly fail to receive justice at the hands of all sensible practical men. People are, at length, beginning to get their eyes opened about the matter, especially since the many explosions which have occurred within a very short time, and which have been attended with the loss of so many valuable lives.

A good engineer should be employed on every boat—a measure that Mr. Evans himself has always advocated; and show me a good engineer and I will show you a man who is never opposed to the introduction of any improvement, designed to assist him to get along safely. We have many very good engineers now running boats on our western rivers, and I believe they will all act on evidence that, no matter how capable and experienced they may be in their profession, they are nevertheless liable to accident. Often times the machinery gets wrong, while under way, and it is thought, to be something trifling that is wrong, which will occupy only a minute or two in the repairing; but it may take a much longer time, and the engineer's whole mind being fixed upon the repairs, whatever they may be, he may forget his boilers for the time being, and the water may be getting dangerously low all the time. I have known the very best of engineers to have been caught in this very way; but if they had had Evans' Safety Guards on their boilers, *they* would surely have given the alarm at the approach of danger.

For myself, I cannot believe that a boiler can be blown up that has the Safety Guard attached, when left free to act. *I have used them for few years in succession, and tried them several times during that period, and I never knew them to fail to go into operation at the proper emergency. And further, they would go into operation as perfectly and as soon at the end of the first years, as they did when they were first put on.*

I do hope, Mr. Editor, that all prejudice may now be cast aside, and full justice extended to this highly useful invention. All persons interested should honestly examine for themselves, and the result would be that Evans' Safety Guards would be incorporated into every steam boat as a necessary part of the machinery.

JAMES ATKINSON,
Of the firm of Scaife & Atkinson.

Pittsburgh, July 31, 1850.

Improvement in Gas.—A correspondent of the New York Herald says that a Mr. Andrew Walker, Jr., of Burke, Vt., has obtained a patent for a very great improvement in the manufacture of Gas.

"His invention simplifies the process of manufacturing coal or rosin gas, so as to materially lessen the cost, and at the same time furnish a superior light. The gas from his gas is the cheapest light now known—cheaper than oil, candles, or camphine; and the apparatus is so simple and cheap, that any building having two or more rooms to light, could afford to buy it and furnish their own gas, as any one could soon learn the process of making it. It is more perfectly purified than other gas, heavier, when burnt, it emits no smell or offensive fumes, and of course is more agreeable and healthy to use. It is now in successful operation at Lyndon Centre, Vt., where it can be examined and used by any one. There is no part of it patented or kept secret, and I understand that the inventor and his agent invites investigation, asking for no puffing or "long talk," but relying solely upon the merits of his improvements, which, he says, will, by use, show for itself."

Narrow Escape—A Gallant Editor.—The Marlboro (Prince George's County) Gazette, of Friday last, relates the following incident, in which it will be seen the editor performed a conspicuous part:

"On Friday morning last, when the waters in the western branch, at this place, were at their greatest height, Mr. Charles Hill's carriage driver attempted to cross with a lady to the village, but before they had fairly reached the abutment of the bridge, the horses lost their footing, and were swept by the current to the opposite bank of the river, where the progress of both horses and carriage was arrested by coming in contact with some drifted timber. The depth of the water at this place was some six or eight feet, and the current very rapid, and the carriage was soon partly filled with water. If it had been carried ten feet farther down the current, the lady and driver would inevitably have been drowned. As soon as the alarm was given, a number of our citizens hastened to the rescue of the lady, (Miss French, of Connecticut) Mr. Bloode, assistant of the Marlboro Academy, and ourself, swam to the carriage, and in a few minutes Miss F., who displayed great presence of mind in her perilous situation, was safely conveyed some hundred yards to the land. Mr. Bloode made a manly and successful effort to save the horses, which were floating on the water, and nearly drowned when he reached them. We were a little ahead of him, and had the pleasure of performing the most agreeable part of this aquatic excursion, viz: that of seeing the lady safely on shore."

The "Washington Union" states that Mr. Rhett, who in his recent speech at Charleston, S. C., denounced, among other things, the Tariff of 1846, (the present tariff,) himself voted for the bill, as did all the rest of the South Carolina delegation of Congress.

A Fine Patch has appeared in England, whose fame surpasses those of his illustrious predecessor. The subaqueous prodigy escaped into the water from an elevation of eighty feet, with a pair of boots in his hand, which he succeeded in getting on before he came to the surface.

From the Christian Advocate.

Letter from the Rev. Dr. M'Clintock.

Berlin, June 24.

Perhaps no place can afford to an American a more interesting first glimpse of German life and habits than Bremen. So much of the town is new, that one is not absolutely startled by the contrast between an old world city and a new one, as he might be, if his first impressions were received elsewhere. The town lies on both sides of the Weser—the part on the right bank being called the old town, and that on the left bank the new; but, in fact, the newest and best part lies outside of the ramparts of the old Town, or rather outside of what were the ramparts, for the fortifications have all disappeared, and beautiful walks have taken their place, surrounding the whole of the old city. Of the beauty of these walk, the extent of which is at least ten miles, I can give you no description, for we have nothing like them near any American city. Indeed I have seen no German city with a promenade in all respects so pleasing and attractive. Around on every side are large and elegant buildings, all erected within the last twenty years, and built in very good taste. No staring red brick, no narrow strips of building three or four stories high; but well proportioned mansions, either of stone, or else painted or stuccoed in imitation of stone.

The old town is entirely different. Instead of broad and regular streets, you find them of every degree of narrowness, and in all pose ble lines except straight lines. But even here the architecture is to a certain extent noble—the high peaked gables, fronting on the street, in many cases covered with curious carving—the multitudinous windows, with no less multitudinous panes of glass—the large donnays and the projecting cornices and the large eaves—are not less agreeable than striking; the whole aspect of a street thus built being in a high degree picturesque. The streets are well paved with square stones, and kept remarkably clean—to an extent indeed that a New York Alderman could hardly be made to believe. Even the narrowest lanes are entirely free from filth—and the same may be said of the business streets, which are kept in constant use. In show and bustle of business, Bremen is more like an American than a European city. The *Exchange* is quite a large building, in which the principal merchants gather at one o'clock, daily, to transact business. I found the place crowded at the hour appointed, with, I think, twelve to fifteen hundred merchants, all talking at once. A vast amount of merchandise changes hands here daily.

As Bremen is chiefly a commercial city, there are few sights for those who are looking for palaces and picture galleries. But the *Dom* or *Cathedral* is remarkable in more respects than one. It is an immense building, with space within, it is said, for 5000 persons, all of whom can see the preacher without difficulty. Its architecture resembles what is known as the early English style; and the whole impression of the interior is grand and noble. Under the church is a very curious vault, (called the *Leichen Gewölbe*) which has preserved bodies from putrefaction a number of corpses laid in it centuries ago. There was one that had lain here four hundred years; yet the body remains almost entire. The skin becomes tough and strong like sole leather, and the fleshy substance dries down under it into something like muscular fibre, instead of decomposing. Altogether it is a very singular exhibition; not the least *uncomfortable*, recounted the names and histories of the various tenants of the conservator vault, with the air and tone of a menagerie keeper showing up his animals.

As for the palaces of Bremen i the *Rath-haus* council house, an old and very fine building on the side of the market place. Within and without it is full of quaint and curious carvings and statues. Here again, the grand object of curiosity is to be found in the cellars, where is kept what is said to be the oldest wine in the world, kept in a large cask called the Rose. There are also twelve enormous hogsheads of old hock, irreverently enough, by the names of the twelve apostles. I asked the keeper which cask contained the best wine, and his answer was prompt, "Judas." I tasted the rose wine—the oldest and most famous—and found it about as palatable as spoiled vinegar. It is sold at the rate of about four dollars the pint!

Our wanderings about this beautiful town were greatly facilitated by the length of the days. Daylight lasts here in June until half past nine, and twilight until ten o'clock; so that I have several times been unconsciously beguiled of a whole evening in strolling among the green alleys and by the flower beds of the boulevards. I may remark, by the way, as a national peculiarity, that the public grounds of this and other German towns abound in flowers, present in great profusion and costly, and all in flowers, present in great profusion and costly, and all unprotected by any fence or wall. This is generally the case, too, with fruits or flowers in front of private dwellings. The habit of respecting such things has become a second nature here: I have seen the youngest boys running and frolicking on their way home from school, with their satchels on their backs, among these tempting fruits and flowers, but none seemed to dream of plucking them. By the way, again, the school boy's satchel here is a soldier's knapsack, with the books they have to study for which the boys are destined. In Germany every man must work (or play) at the soldier's trade for some years.

On Sunday, after preaching in the saloon of our hotel at one o'clock, and found the band playing on the ramparts for the pleasure of the public. This too is a universal custom of the German towns.

I left Bremen with regret, on the evening of the 10th of June, by the railway for Hanover. The railway station here, at the Bremen terminus, is a very splendid building—absurdly so indeed, if, as I was told, it cost about half a million of dollars. The arrangements for the comfort of passengers are of the most admirable kind. Your porter, depositing your luggage and gets you a ticket for it, and your trouble is all over till you reach the end of your journey, when nothing more is necessary than to give your ticket to another porter, who will deliver your things in good time at the hotel. The passenger cars are of two classes—or rather compartments, for all three classes are some times found in one car. The apartments of the first class are very elegantly fitted up, but four, or at most six persons are placed in each.

The second class is quite comfortable, though not quite so fine; they are about equal to the best cars in America. The third class of cars are without cushions, but in other respects good. In outward appearance all the cars are alike. The fares in the first class are nearly double those of the second; the second nearly double those of the third—"None but princes and Princesses" the Germans say, "ride in the first class; the better and wealthy merchants and professional men in the second; while many, of all ranks, will ride in the poorer classes, take the third. In all, the fares are very cheap, for instance, from Bremen to Hanover, 75 miles, the fare in the first class is $2.20; in the second, $1.30, and in the third $0.90—fares which would astonish our excellent friends of the Camden and Amboy railroad.

On the German railways every precaution is taken to prevent accidents—each car has its manager on the road—at every cross road there is a small watch house with a guard, and at definite points on the road, inspectors are constantly stationed. Great speed is not aized at—the cars generally averaging 20 to 25 miles an hour. The fruit of all these arrangements is, that railway accidents occur far less frequently in Germany than in England and the United States.

There were six of us in the *coupe* from Bremen to Hanover, of whom four were Germans, two of them ladies. They were all very chatty and communicative, especially after they found out that we were Americans. Throughout our journey, thus far, I have found this to be the case—the name of an American, seems to be a passport to the good will of the Germans. But the people are naturally affable and pleasant—the cities of Europe set for slices of the distinguishing John Bull, and, to some extent, his nephew, Jonathan, seems to have been denied altogether to the Germans—and along with the kindliness of feeling goes an outside show of politeness that is sometimes a little burdensome. I must see two bats a year in Germany, for one in America; a bow, or a simple touch of the hat, on meeting an acquaintance is not enough; the hat must be pulled off—and if you wish to be especially polite, it must be pulled off twice or thrice during a minute's talk in the street. So, too, phrases and expressions of politeness superabound in the language; I have not found myself so much bothered, in trying to speak German, with any thing else, as with attempting to reply to these pretty words and courtly salutations. In company I think I can get along very almost on five varieties of nice phrases, all of which should be met with prompt returns. It is very puzzling and difficult for strangers.

But I must get on! From Bremen to Hanover, the tract of country over which the railway passes is flat, and uninteresting; in our country so sterile a district would remain uncultivated; but here every foot of ground that can be made to produce anything is carefully worked. Even in the sandy plains we saw good fields of wheat and rye, and many a promising patch of potatoes, or flax, or hops, or tobacco, or beets, or turnips. The farms appear like one great field. In Germany the farmer lives in the village, and his fields are all carefully tended by herdsmen, who watch them as they feed all day long, and bring them into their enclosures at night. Here, for the first time, I saw the real shepherd, with his crook and dog. Of course, men could be spared for such work only in a country where labor is superabundant; in America it is doubtless cheaper to build fences than to pay herdsmen. Yet Nicholas Biddle wrote a pamphlet, many years ago, to show that the American system of fencing was a most costly as well as unsightly one—and perhaps he was right. Certainly the German rural landscape undisfigured by worm fences, makes a better show than our own, with the same natural advantages.

At New Orleans, the boat took on board a mammon *Alligator*, 26 feet in length, consigned to an amateur naturalist and a distinguished M. D. of this city. The animal was provided with a very strong cage, sufficiently so, it was thought, for any of his tribe, and in it he remained quietly until, as of his tribe, and in it he remained quietly until, as of his instinct, he began to suspect that he was leaving his swamps of his native land. Love of country, or perhaps strong adhesion to Southern principles, aroused the dormant feelings of his nature, and with one swoop of his ponderous tail, and a corresponding movement on the part of the head, he knocked the cage, as the saying is, into a *gin-sling*, and then moving slowly to the side of the boat, gently slid off into his beloved Mississippi, a few miles from Vicksburgh. We opine he was not long in getting back to the scenes of his early pastimes.—*St. Louis Republican*

Resources of Cuba.—The Island of Cuba, with one million of inhabitants, has a larger revenue than Scotland, with two millions. The most recent official account of the finances of Cuba, state the total revenue of the island from all sources to be 12,922,576 dollars, and the total expenditures 11,854,739 dollars. These expenditures include not only the public disbursements in the island, but the sum of 1,761,094 dollars appropriated for the general purposes of the nation. Spain, therefore, derives a net income from Cuba of 2,829,930 dollars, besides the benefit of quartering a large number of royal favorites and dependants of the ministry upon the fat offices of the island.

The history of the first steam ship that ever crossed the Atlantic is given in the New York Journal of Commerce. Captain Moses Rodgers, who commanded her was previously master of the steam boat Eagle, which plied for several years between Baltimore and the head of the Chesapeake Bay, in the "opposition" steam boat line to Philadelphia.

To the American steam ship Savannah, built by Crocker & Fickett, at Corlear's Hook, in this city, is universally conceded the honor of being the first steam propelled vessel that ever crossed the Atlantic ocean. From the memory of one of those who formed her crew, (Mr. A. Thomas, then fireman,) and believed to be, with one exception, the only survivor, we are enabled to give a succinct narrative of her voyage. According to his manders standing of the facts, she was built by a company of gentlemen, with a view of selling her to the Emperor of Russia. This company was organized through the agency of Capt. Moses Rodgers, afterwards her commander. The Savannah was a vessel of 350 tons, ship rigged; and was furnished with a horizontal engine. This was placed between decks—boilers in the lower hold.

The Savannah sailed from New York, "in the second year of the Presidency of James Monroe," to use the words of our informant, or in the year 1819. She first went to Savannah. The passage occupied seven days, four of which she was under steam. There she was chartered by the corporation, as an act of courtesy, to proceed to Charleston for the purpose of affording President Monroe, who was then on a travelling tour through the States, with a pleasure excursion.—For some reason, he failed to go and the steamer returned to Savannah. While there, forming an object of much attraction, she took a pleasure excursion to Tybee Light. From Savannah, she proceeded direct to Liverpool, where she arrived after a passage of eighteen days, during seven of which, she was under steam.

When about entering St. George's Channel, off the city of Cork, she was descried by the commander of the British fleet, then lying at that city. Seeing a huge mass of smoke ascending from the vessel, enveloping her rigging and overshadowing the sky, he naturally inferred that a vessel was on fire and in distress, and with commendable promptitude despatched two cutters to her relief. After passing her a few times, taking a full survey, and firing a few guns across her stern; the steamer was boarded. Finally being satisfied that all was right, the cutters bore away. The news of her approach having been telegraphed to Liverpool, as she drew near the city, with her sails furled and the American colors flying, the place was thronged throughout by thousand persons, who greeted her with the most enthusiastic cheers. Before she came to anchor, the decks were so crowded that it was with difficulty that men could move from one part to another, in the performance of their duty.

She was afterwards visited by many persons of distinction, and departed for Kronore, on her way to St. Petersburgh. She may have touched at Copenhagen, where she remained two weeks. During her stay, Mr. Hughes, the American Consul, went out in her on a pleasure excursion fourteen miles, accompanied by the king and other high personages. From Copenhagen, she went to Cronstadt and St. Petersburg. Not being able to get over the bar at the latter place, she lay opposite the city six miles distant. Here, too, she was visited by the American Consul, Mr. Campbell, and by the Emperor. Here, as at other places, she was an object of much wonderment. She, however, was not sold, as had been expected, and sailed for home, putting into Errington, in the quest of Norway, on the passage. From the latter place, she was twenty two days in reaching Savannah. On account of the high price of fuel, she carried no steam on the return passage, and the wheels were taken off. A similar course was adopted during a portion of the time occupied by the passage out from the United States. As it was nearly or quite impossible to carry sufficient fuel for the voyage, during pleasant weather, the wheels were removed, and canvass substituted. On nearing Liverpool, the more effectually to astonish the natives, the wheels were replaced. After the return of the steamer, the Savannah was purchased by Capt. Nat. Holdredge, divested of her steam apparatus, and used as a packet between Savannah and New York. She subsequently went aground on Long Island, and broke up.

Although Captain Rodgers was offered $100,000 for her, by the King of Sweden, to be paid in kemp and iron, delivered at New York, Philadelphia, and Boston, the offer was not accepted—the cash being wanted. It is said that $50,000 or $60,000 was sunk in this transaction.

Capt. Rodgers, the commander of the Savannah, died a few years ago on the Roanoke river, North Carolina. He is believed to be the first man that ran a steam boat either to Philadelphia or Baltimore. The name was named Stephen Rogers, and now resides at New London, Ct.

Apropos to this subject, we quote from an old file of papers, the following paragraph which appeared at the time of the arrival of the British steam ship Sirius, in 1838.

"The practicability of the undertaking (navigating the ocean by steam) was, in fact, already proved by American skill—the question now to be settled is, its economy, and its superiority to the usual mode of navigating; and this we admit will be due to British enterprise."

Tragical Occurrence.

Yesterday about noon one of the Chambermaids at the Delavan House, informed the proprietor that she had been unable to obtain admission into one of the rooms for two days. On Thursday she had left the door, which went round to put the rooms in order, that this room was fastened on the inside; and on making inquiry, found it was occupied by a lady who had come in the week previous from the west. As it is nothing unusual for persons so arriving to go to bed, and sleep nearly all day, this was not thought remarkable; but upon yesterday the chambermaid found the door still fastened on the inside, and on it quitting nothing had been seen of the occupant, though portions of a lady's wearing apparel could be seen through the key hole, it was resolved to force the door. This was done, and on entering, the occupant was found lying on the bed, quite dead and cold.

Coroner Wilne was immediately notified, and a jury empanelled, and it was ascertained that the last which had been seen of the unfortunate lady was on Thursday morning, when she had sent one of the boys at the hotel for a bottle of chloroform, which he had taken to her, and on his return, she had fallen, lying on the bed before her. Some spirits of lavender, and sulphuric of morphine were also found in the room. And it was at first thought that she had committed suicide by taking morphine or laudanum, and then chloroform to deaden her sensations. A further examination, however, showed that death had not arisen from taking laudanum or morphine, and the appearance of the stomach rendered it probable, that the deceased had taken some medicine which had operated very powerfully and caused great pain, to allay which, she had in all likelihood, taken an overdose of chloroform, which had caused her death, for a close examination did not show any evidence of premeditated suicide, but the reverse.

The young lady's name was ascertained to be Margaret Ann Thornton, and her family reside near Thornton's Ferry, in New Hampshire. From letters, papers, and memoranda in her trunk, it was found that she had, for two years past, been in Mississippi, and had been the principal in charge of the Jackson Female Academy, at Jackson, the capital of that State. A very strong letter of recommendation was found, signed by Charles G. Atherton and Franklin Pierce, both of whom have been U. S. Senators from New Hampshire, in which it was stated that her great grand father was Matthew Thornton, one of the signers of the Declaration of Independence, and her father's brother was formerly an officer in the U. S. Treasury Department, and then Charge des Affaires to Lima.

She was well supplied with clothing and money; had two or three valuable books in her trunk, and was evidently on her way to visit her family and relatives in New Hampshire, on whom the news of this sad catastrophe will fall with crushing severity, at a time when they were expecting to welcome her home to their midst. Her remains will be deposited in a vault by Coroner Winne, so that her relatives can remove them, if they desire to do so.—*Albany, N. Y. Register, July 27.*

Lynch Law in Texas.—The Brownsville papers of the 17th instant contain accounts of the execution of the notorious Bill Hassy, under Lynch law, for murdering Capt. Brennan; also, of similar executions of Mexicans for murders. The Indians continue troublesome near Brownsville, but are not numerous.

LOGAN, WILSON & CO.,
129 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 well extensive stocks and low prices will give entire satisfaction.

may6-dwtf

Improvements in Dentistry.

DR. G. O. STEARNS, late of Boston, is prepared to manufacture and set Block Teeth in whole and parts of sets, upon Suction or Atmospheric Suction Plates—Dentistry cured in five minutes, where the nerves are exposed. Office and residence next door to the Mayor's office, Fourth street, Pittsburgh.

Refer to—J. B. McFadden, P. H. Eaton. 1a1d

To City Merchants.

50,000 superior Safety Fuse for Blasting;
1,000 kegs Harrod's superior Blasting Powder;
1,000 kegs do do Rifle Powder.

The above will be sold to compete with any establishment in the world which we will guarantee be equal to. Leave your orders, they will receive prompt attention, by

J S DILWORTH & CO
31 Wood st

WANTED,

PLACES in our two cities, town or country around for a number of Clerks, Salesmen, Warehouse men, School Teachers, Laboring Men and Farmers, and a number of Boys and Young Men, Cooks, Chambermaids, House Keepers, Wet and Dry Nurses, and small girls of all sorts, supplied of families, &c.

Heavy borrowed men and all kinds of agencies attended to promptly on moderate terms. Please call at

ISAAC HARRIS'
Agency & Intelligence office, 5th st.

ADMINISTRATION NOTICE.

NOTICE is hereby given, that letters of Administration upon the estate of Solomon Schoyer, late of Allegheny city, Pa., deceased, have been granted to the subscriber, residing in Allegheny county, but last resort in Pittsburgh, Pa. All persons having claims or demands against the estate of said deceased are requested to make them known to the undersigned without delay.

JAS. W. BUCHANAN, } Administrators.
W. P. BAUM,

31 3t2dawtf

BACON—68 hds assorted on hand for sale by

ISAIAH DICKEY & CO
Water & Front sts.

SALERATUS—25 bags crude now in store

ISAIAH DICKEY & CO

TAR—120 bbls now landing for sale by

ISAIAH DICKEY & CO

COFFEE—100 bags in store, for sale by

ISAIAH DICKEY & CO

SPANISH WHITING—15 bbls for sale low, in store on consignment, by

ISAIAH DICKEY & CO

COD FISH for sale by

ISAIAH DICKEY & CO

CLAN ALPINES—1 case just rec'd from manufacturers and for sale by

H LEE
Liberty st.

BLANKET COATINGS—2 cases just received for sale at manufacturer's prices

H LEE

CASSIMERES—1 case fancy rec'd for sale by

H LEE

RED FLANNEL—1 case rec'd on consignment by

H LEE

SEAMAN BOAT BLANKETS—8 cases on hand, for sale low to close consignment by

H LEE

RED BLANKETS—8 cases just rec'd for sale by

H LEE

GREENWOOD GARDENS.

DELIGHTFUL Summer Retreat, 4½ miles below the city, on the bank of the Ohio River. A steam boat leaves the foot of Pitt street, below the Bridge, at the beginning of each half hour from 1 until 8 o'clock P. M., leaving the garden the last up at 10 P. M. Two lines of Omnibuses run from the west end of the Allegheny Bridge to the garden, one line (White's) running until 10 o'clock, P. M.

A MAIN

FREE MEDICAL LECTURE.

PROF. W. W. WALTERS, of the Reformed Medical Institute of Louisville, Ky., will deliver a Free Lecture on the Errors of Medical Practice, this evening, at half past seven o'clock.

DISSOLUTION OF PARTNERSHIP.

THE Partnership heretofore existing between the undersigned, has this day been dissolved by mutual consent.

S. R. JOHNSTON,
R. C. STOCKTON.

Pittsburgh, July 29, 1850.—jy30d3t

R. C. STOCKTON,

LATE Johnston & Stockton, BOOKSELLER, STATIONER, PRINTER, and DRUGGIST, corner of Market and Third streets, Pittsburgh, Pa. jy30d3t

BREAST PIN LOST.

LOST, on Sunday morning, between Second and Fourth streets, on Market and Smithfield streets, a small Topaz Breast Pin. The finder will be liberally rewarded by leaving it at the store of

JOHN MEGAHAN
81 Wood st

A SYSTEMATIC TREATISE, Historical, Siological, and Practical, on the Venereal Disease as it exists in the United States of North America, as they appear in the Caucasian, American, Indian and Equimaux varieties of the population. By Daniel Dick, M. D. Just received and for sale by

J H MELLOR
81 Wood st

TO CONTRACTORS.

SAFETY FUSE, by the barrel or M feet;
POWDER—1000 kegs Blasting, extra strength, Laflin's & Smith's manufacture.

J C BIDWELL, Agt.,
Water street

SUNDRIES—10 bbls large No 3 Mackerel;
10 half bbls do do;
100 bags prime Green Rio Coffee;
15 tierces fresh Rice;
40 kits No 3 Butter;
110 bbls N O Molasses in oak bbls;
Landing and for sale by

BROWN & KIRKPATRICK
144 Liberty st

BUTTER—8 kegs fresh, just received on consignment, and for sale by

J C BIDWELL, Agt.
Water st

FLOUR—25 bbls S F rec'd on consign, for sale by

S & W HARBAUGH

BACON—29 hhds prime Shoulders rec'd for sale by

S & W HARBAUGH

FLAXSEED OIL—4 casks prime for sale by

S & W HARBAUGH

LARD—A few bbls No 1 rec'd for sale by

S & W HARBAUGH

SUGAR CURED HAMS—10 tcs rec'd for sale by

S & W HARBAUGH

SODA ASH—10 casks rec'd for sale by

S & W HARBAUGH

STEAM BOAT COUNTERPANES—1500 received on consignment by

A A MASON & CO
62 Market st

CRAPES—103 pa all colors just rec'd and very cheap

A A MASON & CO

SILKS—Another large invoice of rich styles Dress Silks, just opened by

A A MASON & CO

HOUSEKEEPING GOODS—A fine assortment of these goods just received, which purchasers are respectfully invited to examine.

A A MASON & CO

Mosquito Netting.

MURPHY & BURCHFIELD have received a full supply of above article, white, barred, green, and blue, of the right width; also, blue and pink wire net for covering Chandeliers and Gas Lights, &c. jy30

TURPENTINE—10 bbls on hand and for sale low

J & H PHILLIPS
jy29

DR. D. HUNT,
Dentist. Corner of Fourth and Decatur, between Market st.
oct1-dlyis

BY MAGNETIC TELEGRAPH.

REPORTED & TELEGRAPHED FOR THE PITTSBURGH DAILY GAZETTE.

FOREIGN NEWS.

ARRIVAL OF THE STEAMER

CANADA.

One Week Later from Europe.

HALIFAX, July 31, 9 A. M.

The British steamship Canada arrived here at 7 o'clock, this morning, and sailed again for New York, with 125 passengers.

LIVERPOOL MARKET.

LIVERPOOL, June 20.

Cotton has advanced ¼ @ ⅛d. The sales of the week amount to 111,000 bales, of which operators took 52,000, and exporters 16,000. Fair Orleans is quoted at 8½; the market closing quietly.

Flour—The market is easier, and prices are nearly nominal.

Grain—Corn is dull, with sales of yellow at 1s, and of White 6d lower than former prices. Wheat is dull at a decline of 2d.

Provisions