# THE PITTSBURGH GAZETTE.

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☞ ADVERTISERS are earnestly requested to hand in their favors before 5 P. M., and as early in the day as practicable. Advertisements not inserted for a specified time will invariably be charged until ordered out.

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

☞ PHILADELPHIA (NORTH AMERICA)—Advertisements and subscriptions to the North American and United States Gazette, Philadelphia, received and forwarded from this office.

☞ PHILADELPHIA COMMERCIAL LIST—Subscriptions for this valuable paper, will be received and forwarded from this office.

BALTIMORE AMERICAN—Subscriptions and advertisements for this paper received and forwarded free of charge from this office.

☞ CINCINNATI DAILY GAZETTE—Advertisements and subscriptions, for this paper, will be received and forwarded 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 BUTLER.

FOR ASSEMBLY,
MORGAN ROBERTSON, Pittsburgh.
T. J. BIGHAM, Lower St. Clair.
R. P. WALKER, Elizabeth.
JOHN MCCLESKEY, Robinson.
JAMES PIPPS, Snowden.

PROSECUTING ATTORNEY,
FRANCIS C. FLANEGIN, Pittsburgh.

COMMISSIONER,
EBENEZER BOYLES, North Fayette.

AUDITOR,
WM. FLYNN, Lower St. Clair.

COUNTY SURVEYOR,
D. N. COURTNEY, Ohio.

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

We had no mail from Baltimore, Washington, or New York, yesterday, and were therefore without our usual sources of intelligence.

THE SANITARY COMMITTEE—The absurd reports which are circulated in relation to the health of the city, would be entirely prevented, if our authorities could be induced to discharge the duties which they have agreed to perform. We do not believe there is a city in the United States, of the size of Pittsburgh, where there is not a regular Board of Health, and periodical and authoritative reports made of the rate of mortality, and the disease. If this were done, it would be strikingly apparent that these pernicious reports are false, and the character of our city, for its general good health, would be permanently established. When shall we have judicious and permanent sanitary regulations?

MISSOURI—The Post asks us how we like the news from the Old North State? We will use the Yankee's privilege of answering a question by asking one. How does the Post like the news from Missouri, that strong hold of Locofocoism? Be the war, we are in good hopes that the Whigs have carried, not only several members of Congress, but the majority of the Legislature. This will enable us to elect a Senator to supply the loss of Mr. Mengum.

JOHN BAUSMAN, Esq., has withdrawn from the Washington Reporter, with which paper he has been connected for several years past. J. W. P. White, Esq., who has lately been associated with Mr. Bausman, is now sole editor and proprietor of that influential Whig paper. Mr. Bausman has conducted the Reporter with tact and success, and it has acquired a very flattering position under his control. We wish him a continued prosperity in other walks of life.

### Health of the City.

We perceive, by our exchanges, that most extravagant reports have gone abroad in relation to the health of the city, which represent the cholera as prevailing to a most alarming and destructive extent. To us, in Pittsburgh, these stories simply excite a smile at their ridiculous exaggeration; but to allay the fears of those who have friends here, and who feel an interest in our welfare, we deem it a duty to give these rumors a formal contradiction. We have had some little cholera, in the upper and new wards of the city, and some mortality from cholera morbus and disorders of the bowels, originating chiefly from an improper use of vegetable diet, or excessive exposure, but none of these diseases have existed in an epidemic form, and the sporadic cases, from greater caution being exercised, are becoming daily less. We do not believe there has been any greater mortality here this year, notwithstanding the few cases of cholera, in proportion to our population, than in any previous year, when there were so many predisposing causes of disease.

Our city is now as healthy as any city of its extent, in this hot and sickly season of the year could be expected to be, and we do not doubt there is less mortality here, than in the same amount of population in the counties surrounding us, proverbially healthy as they are.

Pittsburgh, from the first visit of the cholera to this country, has remained almost exempt from its ravages, while less healthy places have been most terribly scourged. Whether this is owing to our freedom from vegetable miasms, and the noxious exhalation from stagnant and sluggish waters, which produce so much suffering in the region west of us, or whether our much abused coal smoke is the shield which wards off the pestilence, we cannot say. True it is, we have so far measurably escaped, and our city can boast of as good general health, under the blessing of Providence as any city in the Union.

MAIL STAGES TO SANTA FE.—The contractors for carrying the U. S. mail between Santa Fe and Independence, Mo., were to start their first coach from the latter point on the 1st inst. A stage drawn by six mules, is to leave both termini of the line on the first of every month. Stations have been prepared for relays and provisions; a strong guard will attend each vehicle, and the trip is expected to occupy from twenty to twenty five days.

THE MONTEGUTOS.—The St. Louis Republican says that the Medical Board of Inquisition applied for to ascertain the sanity of the elder Montesquion, is not yet appointed, because the counsel for the defence have not expressed their willingness for the inquiry. The brothers are at the Charity Hospital, apparently in excellent health, riding and walking frequently.

Lord Norbury was celebrated equally for his wit and for his severity as a criminal judge. At one time, as a special commissioner appointed to try the culprits in one of the Irish rebellions, he had in the course of his sitting convicted a great many. "You are going on swimmingly here, my lord," said a counsel for the prisoners. "Yes," answered his lordship significantly, "seven knots an hour."

CHANGE OF GOVERNMENT IN FRANCE.—Since the return of President Napoleon from Compeigne, rumors of a change in the government have revived. We learn, from a letter of the Paris correspondent of the London Standard, the following particulars of the design. General Changarnier having resisted overtures to effect a coup d'etat, the Elysee is said to rely now on the Count Montalembert, for obtaining the consent of a sufficient ly large number of the Assembly to accomplish a change in the Constitution. The plan proposed is to create a Senate, into which 210 persons of distinction have agreed to enter. Count Montalembert is to be made President with a *carte blanche* to do all he thinks calculated to promote the interests of the church. He is known to be indifferent to legitimacy, and not particularly attached to Parliamentarism. His whole ambition is to serve the church. He sees that Louis Napoleon has a strong hold on the small farmers and peasantry, and is a better position than any one else to found a sort of liberal despotism.

THE APPROPRIATION BILLS IN CONGRESS—The present Congress is in no hurry to pass the appropriation bills in the fact that their own pay is not yet involved. There is an unexpended balance, sufficient for the pay of Congress for one or two months. The sailors' wives, who are waiting for their half pay, will have to wait, probably, till the patriotic pockets of the members are in danger, then a bill will be rushed through in haste.


From the Cincinnati Gazette, August 6th.

**Cholera in the West.**

At Louisville on Thursday last, the interments of persons who died of cholera were 9, of other diseases 8. On Friday, of cholera 9, of other diseases 0. The total number of interments in Louisville during the week ending on the 25th ult., according to an official report, was 209. Of the number, 102 died of cholera, and sixty eight of other diseases.

At Henderson, Ky, 6 deaths have occurred from cholera.

The Madison, Indiana, Banner of the 1st inst., says:—

"We learn that Mrs Driggs, who lives about 3 miles from the city near the railroad, has lost six members of her family by cholera within the last two weeks. Two others were under medical treatment yesterday, and not expected to survive."

The epidemic has appeared in several new localities in Ohio, but not in an aggravated form.

A correspondent at Oxford, Butler Co., writes us the following note:

"One word respecting the cholera. Last year, while the cholera prevailed in Oxford, my small quince trees, in a nursery of several hundred, stopped growing, no pea green stems nor leaves on the ends of the limbs; and the leaves on my bearing quince trees turned a very dark color, and many of my unions rotted in the ground. After the cholera left Oxford, my quince trees recovered their natural color and appearance. This year I have heard of no case of cholera in Oxford, and my quince trees have not ceased to grow, and my unions have not rotted in the ground. From these circumstances I concluded the cholera was in the atmosphere last year."

Melancholy accounts reach us from Circleville in Pickaway county. Henry H. Howard, Sheriff of the county, and Dr. H. Taylor, an experienced physician, were among the earliest victims of the destroying pestilence.

The Circleville Herald, of Friday last, says:

"At this hour of our writing, (Aug 1, 10 A. M.) there is a considerable excitement in regard to cholera, and we feel safe in saying that Circleville has never witnessed a more trying season than just at this time. The entire absence of the previous epidemic here last year, and the remarkable good health of our place the present season, until within a few hours past, had, perhaps, thrown our citizens off their guard, and induced a spirit of confidence upon which the present state of things operates as a powerful rebuke. Within less than forty eight hours, four of our citizens, in the prime of life and and full health, have been summoned into eternity. A beautiful little girl of nine summers, whom we yesterday looked upon as a picture of life and health, now also sleeps in the dust. We hear flying reports of other cases, but trust they may prove unfounded. Many, actuated by fear, have already left town, and others are continually going."

At Columbus, on Friday, the Board of Health reports nine deaths of cholera and three of other diseases.

At Chicago, 30th July, 20 deaths of cholera, and 4 of other diseases; 31st of July, 8 of cholera, and 3 of other diseases.

At Louisville, on Friday, 2 deaths of cholera, and 13 of other diseases.

At Vincennes, Ia., during the week ending 1st August, the Gazette reports 7 or 8 deaths of genuine cholera.

**Death of Commodore Jones.**

Commodore Jacob Jones, whose very dangerous illness we mentioned on Saturday morning, we are now pained to announce, expired during the same evening, at his residence on Chestnut street. He died in his eighty third year, and, therefore, as full of age as of honor. His name has long stood third on the list of Captains of the Navy of the United States, Commodores Barron and Stewart being his only seniors.

At the late hour at which we received the intelligence of his demise, it is not in our power to prepare a detailed sketch of his life and services, such as would properly accompany this announcement. We are only able to mention that he was born in the State of Delaware, which will ever be proud of his memory, and is referred to the glorious sea fight on which his fame is founded, as the affair of the Wasp and the Frolic, when his country will never allow him to be forgotten. This action was fought on the 18th of October, 1812, and hence was one of the earliest, as well as one of the most brilliant, of the naval victories of the war. Considering, in fact, the marked superiority of the British vessel in the number of her guns, with the vastly disproportioned loss inflicted upon her, it may be almost ranked, as it has often been pronounced, the most decisive action which was fought; and it was deemed by foreign critics to present an extraordinary evidence of the superiority of American over English naval gunnery. The Wasp, if our recollections serve us, had but sixteen guns; the Frolic twenty two. The late commodore commanded the action, which was a close one throughout; and within the first seven minutes, succeeded in bringing down several of the Wasp's spars and sails, and in especial her main top mast, which, with the main topsail yard, fell in such a manner as to render most of her head sails unmanageable during the remainder of the conflict. In this crippled state, however, and with an exceedingly rough sea, the Wasp continued a deadly and most effectual fire; until, finally, having cleared and grappled her antagonist, boarders were called, and, led by Lieutenant Biddle, rushed on board the Frolic, to find her deck a scene of blood and carnage, with no living persons to be seen save the man at the wheel and three officers, who threw down their swords in token of surrender.—The very ceremony of hauling down the flag required the aid of American hands, and was performed by the use of Lieutenant Biddle. The Wasp so fire killed and so many wounded, that of the Frolic was thirty killed and fifty wounded, the vessel herself a perfect wreck; and all his was the result of a conflict of only 43 minutes' duration. No wonder this victory was deemed of so similar and important a character by the Legislatures of New York, Massachusetts, Delaware, and we believe other States, voted Commodore Jones their thanks, with swords and pieces of plate, that Congress conferred upon him, his officers and men, a handsome pecuniary testimonial—his prize and his own vessel, as will be remembered, having been captured immediately after the fight, by the Pointiers seventy four; and that the government promoted him, as a mark of its approration, to the command of the frigate Macedonian, if he deserved the honor; he deserved the firm he required, which was not a little; as he deserved the regard of a multitude of friends, who knew how to prize the many virtues of his private character.—*North American, Aug. 5.*

The Lake Superior Journal, published at Sault St. Marie, of July 31, says:

**Heavy Masses of Copper.**

We have seen passing our office, for a week past, immense masses of native copper, of such weights as to require two teams to a wagon; and we take from Mr. McKnight's Shipping Books the weight of a few masses from the Cliff and Minnesota mines.

The following are from the Cliff:—4 470; 4,600; 4,036; 4,000; 4 256; 4,200; 4,300; whole weight, 29 852.

Every piece, it will be noticed, weighs two tons or more, and many of them are cut from masses weighing many tons. Such immense masses of pure copper were never before known in the history of mining. This truly wonderful deposite of the pure metal is peculiar to Lake Superior; and if these mines continue to increase in richness, as they are opened deeper, the greatest difficulty will be in cutting these large masses into pieces small enough for shipment. This is really a difficulty already, and this is the reason pieces of such unwieldy size are shipped.

The copper is too tenacious and compact to be broken in pieces by blasting, and it has to be cut up with a long chisel, three fourths of an inch in width, by chipping off piece after piece with a heavy hammer. By this slow and expensive process these large masses of native copper are cut up into pieces for shipment. An inventor of some machine for sawing or cutting this copper, by steam power, would strike a vein of good fortune.

The Minnesota mine is turnout out masses of the same description, and of the same great weights.

Here are four pieces lately sent down:—4,720; 4,050; 3400; 2,465; whole weight, 14 641.

The schooner Spartan, Capt. Fuller, cleared at this port, on the 10th inst., with 56 masses of copper, which weighed 57 1674-2000 tons, of which 13 weighed under 700 lbs. And the docks here, and at the mines, are filled full of masses of the same enormous size. And all these constantly increasing shipments of this metal have to be carried across the portage, and shipped again, after being lifted on and off from carts and handed over four times, attended with great expense and delay, and all for want of a canal three fourths of a mile in length.

CONGRESSIONAL GEOGRAPHY.—A resolution of the House of Representatives requested the President to send information concerning the seizure of the Island of Tigre, in the State of Nicaragua, by the British, &c. The President, in his answer, politely informs the House, that he is not aware of the existence of any such island in that State, and presumes the resolution has reference to the island of the same name in the Gulf of Fonseca, in the State of Honduras. The House stands corrected in its geography.

The Locusts in Monmouth County, N. J., appear to be creating considerable excitement among the farmers. The Hightstown Record says they have already commenced their ravages on the forest trees, the twigs, in many instances, look as though they had been nipped by an early frost.—Pears are entertained that they will extend their ravages to the peach orchards; which, if realized, will be of serious consequence. The sting is said to be a deadly one; and on Monday a boy, aged 12 years, was stung by a locust, and died in a few hours afterward.

FIFE HENRY WARREN.—The efficiency with which Col. Warren has discharged the onerous duties of Assistant Post Master General, are universally conceded even by the "bitter end" portion of Locofocoism, which, at first, assailed him with furious vindictiveness.

The duties of Col. Warren's position require patience, frankness, prompt decision, and efficient action—and these qualities he possesses in an eminent degree. The testimony from every section of the Union concurs in awarding to him the credit at honor of attending to his official duties, and *doing up the work* more promptly and satisfactorily than has ever been done before; and we are gratified to notice that his services are appreciated, and that he will continue to do "the people's work" in his present position.—*Cin. Gaz.*

"There is no saying shocks me so much as that which I hear very often, that a man does not know how to pass his time. It would have been but ill spoken by Methuselah, in the nine hundred and ninety ninth year of his life." So says Dowley.


From the Erie Commercial, Aug. 5.

**Explosion of the America.**

It becomes our painful duty to announce another distressing Steamboat disaster. On Wednesday morning last between twelve and one o'clock as the steam boat America was on her downward trip, and when about thirty miles below this place, one of her boilers burst with a tremendous and fearful explosion. It was the forward part that burst, and the whole top was torn off for several feet back, laying the floor entirely bare. The force of the steam spent itself forward and upwards; and the lower deck immediately above the boilers, was literally blown to pieces.—The fire from the furnaces was thrown into every part of the boat; but by the campaigns accustomed by the steam and water, and by some exertion on the part of those who were not disabled, it was prevented from doing any injury.

The destruction of life to the firemen and those about the boilers was terrible. One poor fellow, it was said, was caught under the front of the furnaces which was blown off red hot, and literally roasted to death. Another was thrown in about the machinery, where he was crushed and torn to pieces. Others were immediately suffocated by the burning hot steam.

In one instant the cabin was filled with the scalding steam, and penetrating into the state rooms, it awoke the quiet and unsuspecting sleepers, in the dead darkness of midnight, to terror, agony and death. Some in a half waking, half distracted state, tortured, and maddened with pain, and uncertain as to the real extent and extent of their danger, leaped overboard, and immediately sunk and perished in the dark waters.—The shrieks and screams of the unhappy sufferers described by those who escaped bubbles were heart rending and terrible.

As the boat was not so much injured as to be in danger of sinking, as soon as the steam and smoke had cleared away, and the confusion and trepidation had been somewhat quieted, lights were hoisted as signals of distress, and was raised and the boat headed towards the shore.—The Alabama, bound up, coming along soon afterwards, towed her up to this port.

The scene of suffering witnessed on board after her arrival, is in vain to attempt to describe.—Five were already dead when the boat reached the wharf. Some were still walking about though suffering most intensely. Others were lying in different parts of the boat, unable to rise or move through a full strong to suffer. One man distracted with pain, and disposing of relief, called out for some one to cut a vein and let him bleed to death, in order that he might escape his intolerable suffering.

One poor Irish family, consisting of the parents and five children, were scalded—the mother and three of the children very badly. It was a scene to melt the stoutest heart.

Our Pittsburgh citizens flocked to the boat in great numbers, as soon as the news of the accident was known, and every assistance which skill, sympathy, and kindness, could suggest, was given to the unfortunate sufferers. Still another died, till against Thursday morning, six more were added to the list of those who had ceased to suffer. Several have since died. Some have entirely recovered to return to their homes. Others still linger in the hospital, or in families who kindly took them in—for all who were living were removed from the boat on Thursday. The whole loss of life cannot be estimated with accuracy, as some, though how many is not known, were undoubtedly drowned.

The following is a list of the dead, all hands on the boat:

Chas. Potter, 3d Engineer
James Kinklin, Fireman.
Michael M'Cocklin, Fireman.
William Brown, Waiter.
One, name not known.

The following is a list of the injured, as fully as we are able to obtain it:

Michael Haggerty, Buffalo, severely. Since dead.
Michael O'Conner, Providence, R. I., very severely. Since dead.
Patrick Welch, Buffalo, N. Y., severely. Since dead.
Joseph Stanelid, Durham, Connecticut, died on Wednesday, and was buried by the I. O. of O. F.
Jerry O'Conner, wife and five children, county Kerry, Ireland, wife and two children severely. Jerry O'Connor and wife since dead.
James Murphy, Boston, Mass., severely. Since dead.
Thomas Fushee, Buffalo, N. Y., severely. Since dead.
Peter Honberry, since dead—residence not known.
Wm. H. Burnett, Ballston Springs, New York, slightly.
Patrick Hawley, Cleveland, severely.
Archibald Lindsey, Montgomery county
Partick Henly, Buffalo, severely.
Timothy Luce, Ohio, severely.
D. Romsey, Westfield, severely.
J. Downing, Jr., Albany, slightly.
Richard Retallick, Columbus, C. W., severely.

Correspondence of N. American & U. S. Gazette.

**The Central Rail Road.**

PITTSBURGH, July 30, 1850.

Having just reached Pittsburgh by the Central route from Philadelphia, I propose to say a few words respecting its positions and prospects. We left the depot, at the corner of Eighth and Market streets, at 8 P. M., and reached Huntingdon at 20, minutes before 8 A. M., a distance by rail road of 204 miles. The old depot from which we started is long been a disgrace to the city, and the sooner a suitable one is built the better. In my opinion, Penn Square is the only proper place for it. Two fine rail road stations have recently been built in Baltimore, and in New York, and even from which the passengers start for York and Harrisburg, is a noble structure, and an ornament to that enterprising city.

As usual, we were detained an hour before leaving sight from the Inclined Plane; but as the new road to avoid it is nearly done, I trust that in less than sixty days that nuisance will be forever abated. The work has taken rather longer time was expected, but is now at the lowest prices and have it done in the quickest time, are generally found to be incomprehensible things. After leaving the Plane, we were carried over the Columbia Rail Road to Lancaster, a distance of 18 miles. The passenger cars travel now as fast as they ought to do on that road in its present condition, but the State ought to lose no time in straightening its crooked places and putting its track in order.

The Railroad from Lancaster to Harrisburg has been much improved, and is now in fine order, with a heavy rail. At Harrisburg we stayed half an hour to dine.

From Harrisburg to Huntingdon we had a most delightful ride on the new rail road. The scenery is splendid, the railroad first rate, and the cars luxuriously comfortable. We reached Huntingdon before dark, and we were sorry to leave the excellent Kagle's Hotel, Capt. Gleason. We passed a pleasant evening, and slept on board the boat. The captain told us that he had been boating on the Juniata canal for sixteen years, but that he felt that in a few weeks his occupation would be gone.

I inquired particularly as to the time when the rail road connection between Huntingdon and Hollidaysburgh would probably be made, and was pleased to learn that there was every probability of its being accomplished by the first of September.—Most of the track is already laid, and the company will be ready to lay down the rails as soon as the grades are closed. This is a matter of the first importance to the trade of Philadelphia, for the coming fall.—By connecting with the Portage Rail Road, it will give us a continuous rail road of 275 miles from Philadelphia to Johnstown, and will do away with two of the three transhipments now required.

We crossed the Portage Rail Road in four hours and a half. The road is in tolerable order, and new eight wheeled passenger cars, have recently been put upon it. It is remarkable with what entire freedom from accidents the passengers are carried with its inclined planes, has been worked for sixteen years. It was planned in the infancy of the rail road system, and is a fright and, and the only way through which it passes was then a wilderness. So many houses have since been erected along the line, that, for miles together, they look like a continuous village, and the numerous way passengers that crowd the cars do not add any thing to the comfort of through travellers. As the road belongs to the State, the multitude of agents, of various grades employed upon it, are appointed with reference to their being of the same stripe in politics with the Canal Commissioners. The road answers its purpose as the connecting link between the canals; but a new road over the mountains must speedily be made, free from inclined planes, and from political management. We were gratified to learn that about eight miles of the mountain division of the Pennsylvania Rail Road had just been put under contract.

From John town to a point near Blairsville, we had the pleasure of seeing that the new road was in active progress. The rail road distance from Johnstown to Pittsburgh will be seventy eight miles, and the force employed on this part of the line is about three thousand men. This shows that the work on the Western Division is pressed with great energy. It is intended to have part of it in use early next season, but the deep cuts in Westmoreland county will necessarily require more time than other parts of the line. As many men will be employed in them as can work without being in each other's way.

Pittsburgh was dull place now. The Ohio river is low, and when that is the case, Pittsburgh is always dull. How would the citizens of Philadelphia feel if there were but three feet of water in the channel of the Delaware. Every body hopes for rain. Last year, for three months, the Ohio river, all the way from Pittsburgh to Cincinnati, was of very little use. At Cincinnati, the passengers left the river by rail road for Lake Erie, and so they do now.

The remedy for this is the Ohio and Pennsylvania rail road, the construction of which has been undertaken by the cities of Pittsburgh and Allegheny, in their corporate capacity, together with many citizens of Pennsylvania and Ohio. This road, with its branches, will connect Pittsburgh and the Pennsylvania Railroad with Cleveland, Columbus, and Cincinnati, and the west west. It will be 155 miles long, and where it will terminate in Ohio, two great trunk lines will take off, one leading to Indianapolis and St. Louis, and the other to Chicago.

Western men have undertaken this work.—Pittsburgh feels the necessity of it, and so would Philadelphia if her road was completed without it. It is almost as necessary to the Pennsylvania rail road as a tender is to a locomotive engine.—The grading and bridging are going on finely, and eleven thousand tons of rails have recently been purchased. It is believed that passengers will come through in the cars from Cincinnati, Columbus, and Cleveland, to Pittsburgh, as soon as they do from Philadelphia. It will be a happy and a proud day for Pennsylvania, when both of these rail roads are completed. PHILADELPHIAN.

A VERY MODEST AND MODERATE REQUEST.—The Albany Evening Journal says, "we ask only the privilege of working in the Whig ranks without being stoned."

"Here you little rascal, walk up and give an account of yourself. Where have you been?" "After the gals, father." "Did you ever know me to do so when I was a boy?" "No, sir—but mother did."

SAUT RAIL ROAD.—Ground was broken on the 26th inst., on the Portage Rail Road, and some 20 men are now at work grading and blasting on the line of the road, and along the route of the old "canal," on the place where the canal ought to be. —*Lake Superior Journal.*

**Blind Restored to Sight by the Petroleum.**

S. S. LINTON—Sir: I wish to bear testimony to the medical virtue of the Oil called Petroleum. I was for a long time afflicted with a badly inflamed and very sore eye, so much so as to lose sight entirely for about three months, with very little hopes of ever recovering the sight, and but a slight prospect of having it relieved of the soreness; my attending physician was unsuccessful in making a cure, or in giving relief, and afforded me but little encouragement. I heard of the Petroleum about the 1st of April, 1850, and gave it a trial: the result is, the sight is restored and my eyes well, except a little tender at week when I go out in the sun. ANN IRELAND.

Mansfield st., Cincinnati, May 24, 1850.

S. S. LINTON—Sir: I have been afflicted with Piles for ten years, and have tried other remedies, without permanent relief, until I heard of the Petroleum. I have used only one bottle, and think I am entirely cured. I recommend it to all who are afflicted with Piles. I have known it to be good for sore eyes.

Cincinnati, May 30, 1850. E. C. GARRETSON

For sale by Kayser & McDowell, 140 Wood street; R. E. Sellers, 57 Wood st., D. M. Curry, Allegheny city; D. A. Elliott, Allegheny; Joseph Douglass, Allegheny; also by the proprietor, S. M. KIER,

jy4 Canal Basin, Seventh st, Pittsburgh

MCLANE'S WORM VERMIFUGE.—The following order shows at once the demand for and the excellence of this great medicine. Certificates have been so multiplied in favor of this Vermifuge, that we consider it unnecessary to add any more.

"YORK, July 28th 1847

"J. KIDD & CO—The Vermifuge left us so sale some time ago by your agent, is all sold. It sells very rapidly, and gives great satisfaction. As we are entirely out of the article, and having frequent calls for it, you will please send us some immediately.

C. A. MORRIS & CO."

☞ For sale by J. KIDD & CO, No 60 Wood street. aug2-d&wst

Office of Ohio and Penna. R. R. Co, Third st
PITTSBURGH, August 5 1850.

THE Stockholders of the Ohio and Pennsylvania Rail Road Company are hereby notified to pay the eighth instalment of five dollars per share, at the office of the Company, on or before the 20th day of August. The ninth instalment on or before the 20th day of September. The tenth instalment on or before the 20th day of October next.

☞ The 7th instalment was called for on the 25th of July last.

aug2d1tf WM LARIMER, Jr., Treasurer.


**Improvements in Dentistry.**

DR. G. O STEARNS, late of Boston, is prepared to administer and set his Teeth in whole and part of sets, upon suction or Atmospheric Suction Plates—Tooth extracted in FIVE MINUTES, where the nerve is exposed. Office and residence next door to the Mayor's office, Fourth street, Pittsburgh.

REFER TO—H. M'Faddon, F. H. Eaton. 1s19

DR. O. HUNT,
Dentist, Office—Fourth street, next door to Market st. nov1-dly

ESCURACK HOSE INSTITUTIONS
CITIZENS'
INSURANCE COMPANY,
Of Pittsburgh.

C. G. HUSSEY, Pres't.——A. W. MARKS, Sec'y.
Office—No. 41 Water street, to the warehouse of C. GIBBONS.

THIS COMPANY is now prepared to insure all kinds of property on houses, manufactories, goods merchandise in stores, and in transitu vessels, &c.

An ample guarantee for the ability and security 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 productive wealth and integrity.

DIRECTORS—C. G. Hussey, Wm Bracken, Wm. Lav[illegible], Wm. Eyre, Hugh D. Sharp, Edward Heazelton, Z. Kinsey, S. Harbaugh, S. M. Kier. [illegible]

LOGAN, WILSON & CO.
120 WOOD ST., ABOVE FIFTH.

Have just received large additions to their SPRING STOCK OF HARDWARE, CUTLERY, &c Imported by late packets from England, and to which they invite the attention of the trade. Low prices for cash or approved credit. Give them a call. [illegible]

SALERATUS—22 casks Saleratus, 25 cas pulverized do, for sale by WICK & McCANDLESS.

POTASH—14 casks Potash, a fine article, for sale by [aug8] WICK & McCANDLESS.

AROMATIC TOBACCO—132 bxs Myers' superior Aromatic Tobacco for sale by WICK & McCANDLESS

FLOUR—140 bbls superior Flour for sale by [aug8] WICK & McCANDLESS

POTASH—7 casks rec'd and for sale by aug7 S & W HARBAUGH

FLOUR—30 bbls "Amity Mills" rec'd for sale by aug7 S & W HARBAUGH

BACON—Shoulders, Sides, and Hams for sale by aug7 S & W HARBAUGH

S. BAIRD } WM. A. IRVIN.
BAIRD & IRVIN,
COMMISSION MERCHANTS and Bill Brokers, No 114 Second street, Pittsburgh. aug7

BAIRD & IRVIN

WOULD inform the public, they have taken the warehouse formerly occupied by the late Mr. Solomon Schooley, 114 Second street. Having a large and commodious warehouse, they would invite the attention of persons having goods to consign or store. They will also give attention to the purchase and sale of Notes, Drafts, Bonds, &c. aug7

Young Men's Library and Mechanics' Institute.

THIS Association has just received and placed on its shelves a collection of valuable Miscellaneous Books, amongst which are:

Boyle's Historical and Critical Dictionary, 5 vols.
Hambolt's Cosmos.
Tickenor's History of Spanish Literature;
Neander's Church History;
Gil Fremont's Oregon and California;
Weisbach's Mechanics;
Chemical Technology;
Professor Agassiz's Scientific Tour to Lake Superior;
Squier & Davis' Monuments of Mississippi Valley.

Besides a choice selection of Popular Literature.

The subscription list of the association embraces a number of persons, who have a beautiful assortment of the choicest Engravings, Lithographs and Cartoon Sheets. Those in Pennsylvania Avenue, are equally for good dwellings, and the Cartoon Sheets, Fourth street, Cornelius st.,