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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 on.

☞ W. H. Parker is Agent for this paper at Philadelphia and New York.

☞ Philadelphia North American.—Advertisements and subscriptions in 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.

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DEMOCRATIC WHIG STATE TICKET

FOR CANAL COMMISSIONER,
JOSHUA DUNCAN,
Bucks County.

FOR AUDITOR GENERAL,
HENRY SNYDER,
Northumberland County.

FOR SURVEYOR GENERAL,
JOSEPH HENDERSON,
Of Washington County.

Anti-Slavery 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 ROBINSON, Pittsburgh
T. J. HIGHAM, Lower St. Clair.
R. C. WALKER, Elizabeth.
JOHN MCCLURKEN, Robinson.
JAMES FIFFE, Snowden.

PROSECUTING ATTORNEY,
FRANCIS C. FLANIGIN, Pittsburgh.

COMMISSIONER,
EBENEZER BOYLES, North Fayette.

AUDITOR,
WM. FLYNN, Lower St. Clair.

COUNTY SURVEYOR,
D. N. COURTNEY, Ohio.

Hempfield Railroad.

The Washington county papers of this week, contain a report of Jonathan Knight, Esq., in reference to his reconnoissance of the proposed route of the projected Hempfield Railroad. It contains some curious information, and some admissions not very flattering to the project he advocates. We have not time, however, at present, to review his report, but may possibly do so for the information of our readers at some early day.

The route proposed by Mr. Knight, is to cross the Monongahela at or near Monongahela city, and to pass up the ravine of Pigeon Creek. A correspondent of the *Washington Reporter* suggests another route, by Peter's Creek. He proposes that the road cross the river near Elizabeth, in this county, and then to take up the valley of Peter's creek for some 16 or 18 miles to the head waters of that stream, thence across to Palmer's run, thence down to M'Clelland's run, thence up little Chartiers to Smith's mill where the Washington and Williamsport pike crosses it, and from that point take the route that has already been surveyed to Washington.

One of the principal arguments urged in favor of this route is, that the valley of Peter's creek is one of the finest coal fields in the country, while, on the route by Pigeon creek there is little or no coal. We wish our readers to notice this admission, as it is an important one. The route of a road from Pittsburgh to Washington, which we advocate, would be almost through a continuous coal field, while the route recommended by Mr. Knight, according to the admission of the Washington editor, would pass through a country almost destitute of coal.

The opening of books, for the taking of stock to the Hempfield road, takes place next Monday, when we shall see what prospect there is of raising two millions of money, or the one-tenth of it.

RAIL ROAD MATTERS.

In the *Post* of last Monday, is a leading article written in the usual personal and billingsgate style of the editor of that paper, when smarting under a knowledge that he has been properly exhibited before this community. He had, in a previous paper, made a statement grossly false in fact, and highly injurious to the interests of this city where ever his paper exerted any influence. He had asserted, that unless Pittsburgh now, at once, threw *all* her energies towards the construction of the Pittsburgh and Steubenville Rail Road, she would be hereafter deprived of the blessings and benefits of a rail road connection with the great commercial and grain growing regions of the South and West. We took occasion, in a few remarks, to show the falsehood and absurdity of this statement by directing the public attention to the magnificent work undertaken by the joint efforts of the citizens and cities of Pittsburgh and Allegheny, and the citizens of Ohio—the Ohio and Pennsylvania Rail Road—a work under contract, and the iron purchased for a length of more than 100 miles, and which, more than any other route which could be chosen, opened up to Pittsburgh the great commercial and grain growing region of the West. We pointed out some of the decided advantages which this route possessed, for a Western Rail Road, over the Steubenville project, and which must ever make it the great trunk line from the East to the West.

The Post's reply is characteristic of the narrow views which govern every thing which emanates from the pen of its editor. Self, and self-aggrandizement—these are the moving springs of his action—the motives which rule every act of his public career. Heedless of the public welfare, he sympathizes with a Factory Mob, or a Pudder turnout, if it will bring coffers to his pocket, or gain him what he fancies is a favorable notoriety; although the poor girls may starve for bread, from the withering effects of his advocacy, or the miserable worker in iron may lament his rash folly when vainly seeking for employment in other overstocked branches, while the wife, all unused to such and fortune, may seek for an opportunity to work for bread for her children abroad, who formerly found sufficient occupation in their care at home. Self is seen in his pertinacious opposition to the great interests of Pennsylvania, in his warfare against her cherished principle of protection, which was alike the honored principle of all her worthy sons, of all parties, until free trade born within her borders, from the foul deceptions practiced in the election of James K. Polk, became a political principle with a fallen and corrupt party. As self is his ruling principle, he fancies all others are governed by a like power, and he, therefore, attributes our advocacy of the Ohio and Pennsylvania Rail Road to the fact that we happen to reside in Allegheny! We are not a Pittsburgher, says this astute judge of human motives, but an Allegheny man, and hence our opposition to the Steubenville project. This is the burden of his column of tirade. He brings no argument to rebut our statements, which so conclusively show the superiority of the route chosen for our western road, but rails at Allegheny, poor Allegheny, as if Pittsburgh, and her humble sister across the river, were not one and the same in all their interests. What is Allegheny but a part and parcel of Pittsburgh, and as much identified with her interests as the people on Wood street, or Wiley street. Pittsburgh has spread herself over the rivers and the hills, and this population, as far as concerned, is one and indivisible in interest, and should be in feeling and affection. We are all Pittsburghers abroad, not Alleghenians, or Birminghamers. There should be no rivalry except in what promotes the good of the whole, as the interests of all are equally concerned.

Suppose the depot of the Western Rail Road should be in Allegheny of which the Post complains, is that not a part of Pittsburgh, and will it not benefit the whole city just as much as if it was located on Penn or Liberty streets. Is Pittsburgh never to exceed its present narrow limits? Is it to be forever bounded by the limited space which lies between Grant street and the Point. If so, where are the two hundred thousand inhabitants to find a location, which we expect will inhabit the city known as Pittsburgh in 1860? Will not all the level ground in the vallies, and even the very tops of the hills be covered, forming one of the most picturesque and glorious cities on the continent, and this known the world over, as Pittsburgh! Away, then, with such narrow and false views, and such miserable pandering to the lowest and most disgraceful prejudices, which the editor of the Post has used for want of argument on this occasion.

We have commenced and are progressing with a railroad which leads us into the heart of the great West, which connects us with the Lakes on one hand, and the Ohio river, at various points on the other, which carries us in a direct line, not only to Chicago and Galena, but to Indianapolis and St. Louis—a road which spans the magnificent valley of the Ohio from the Allegheny to the Mississippi; and places within our grasp, the great commercial and grain growing regions of the west in all their length and breadth: and shall we with the fickleness and folly of the idiot abandon it for another scheme yet uncommenced, which can only, even in the opinion of its fondest votaries give us similar advantages? Such superlative folly the editor of the Post, advises the citizens of Pittsburgh to pursue, and threatens them unless they follow his sagacious lead, with being forever cut off from that very trade which they are building a railroad to grasp.

Were we so disposed, we could ask him some very troublesome questions about his favorite route, and point out some matters which would not please its friends to hear. But we forbear. We quarrel not with the Steubenville project, but defend Pittsburgh interests which are attacked in her Western Railroad. We are perfectly willing that the Steubenville project should have all the benefit which may be derived from the Post's potent influence—All we ask is, that there shall be no misrepresentations of our Western road. The Post may advocate its favorite route to the full extent of its editor's ability, and we wish our Steubenville friend great joy of their eloquent and influential supporter. We shall see whether his vehement declaration that that road "*must be made*," will contribute to its advancement, and put the requisite funds into its treasury.

The Philadelphia Bulletin, in commenting on the Hempfield Rail Road project, says:

"The project of aiding in the construction of this road has never, so far as we are informed, been much considered in this city. It is amusing, however, to hear the Gazette talk of the Central Rail Road having "exhausted all the means" of Philadel. If she saw that it was important to her interests to construct this road, such a subscription could be raised, by strenuous efforts, as would shame our neighbors with the means of Philadelphia are not so easily exhausted."

We did not write "all the means," but "all the *years* means of Philadelphia." The compositors made our language stronger than we intended. We are happy to learn that Philadelphia is so strong in capital that she can spare a few millions more; but our friend of the Bulletin will not forget that she has the mountain section of her road to complete, and it she still has any spare means, we hope she will redeem her promise to us, to assist in our Western Rail Road, which will bring her more trade in one week than the Hempfield road in a month.

James Taylor, Esq., of Indiana county, has been nominated as the Whig candidate for Congress, in the Butler, Armstrong, and Indiana District. Mr. Taylor is highly spoken of, both as a citizen and a Whig. The Butler Whig says that his integrity as a man and his fidelity as a Whig are unquestionable, while wherever he is known he enjoys a degree of popularity among all classes of citizens that is but rarely attained. Mr. Taylor has already enjoyed the confidence of his fellow citizens in an official capacity, having served with distinction for several sessions in the State Legislature, and was subsequently elected, by an overwhelming majority, to the office of Prothonotary of the county of Indiana. In him we have all the elements essential to success, viz:—capacity, integrity, and availability. In his own county, we have ample assurance that he will poll an unprecedented majority, and shame on the Whigs of the other counties of the district if they fail to do him justice or falter in his support.

Butler and Lawrence.—In these counties the Whigs have their candidates in the field, and seem resolved to elect them. Daniel H. B. Brower, of Butler county, and Thomas Dungan, of Lawrence county, are nominated for the Legislature. Ebenezer McJunkin is nominated for prosecuting attorney in Butler, and James Pollock, in Lawrence. The Whigs will undoubtedly succeed in both these counties, if they try.

The proposal of Mr. Pratt, in the Senate, to make the United States pay for runaway slaves, is the most obnoxious proposition which has yet come from the South, and will be universally and pertinaciously resisted at the North, from principle. We cannot believe it will pass, but if it should it will raise a cry of repeal, which will startle the slaveholders from Virginia to Texas.

Beaver County.—John Allison, Esq., of Beaver, has been nominated as the Whig candidate for Congress, for the District composed of Washington and Beaver. This is an excellent selection, as Mr. Allison combines abilities with experience and integrity.

Archibald Robertson, Esq., is now seated for the State Senate, in the Beaver, Butler, and Lawrence District. Mr. Robertson is a first rate man, and will certainly be elected, as he ought to be.

For Assembly, Beaver has nominated Thomas Hamilton.

Fourth Ward—Allegheny.—The enumeration of this Ward has been completed. The number of inhabitants is 4452. This is slightly less than five to a taxable, which would give 4505, the number of taxables being 901. We still think our estimate of the population of our cities will turn out pretty near correct.

For the Pittsburgh Gazette.

RAILWAY TO THE PACIFIC

(CONCLUDED.)

Many have expressed doubts as to the feasibility of any of the plans proposed for effecting the construction of this long rail road, passing, on a large portion of the route, through what is now a wilderness.

No one can doubt—after what has already been accomplished in this country—that if it were *settled*, throughout, a rail road of that length would present no insuperable obstacles. There may be some Engineering difficulties, and portions of the line may be more than usually expensive, but from the reconnoissances of Col. Fremont, and others, it is fair to infer, that there is a rail road route (red by St. Louis to San Francisco, entirely practicable.

It is obvious, that the first step proper to be taken in reference to this great undertaking, is a careful instrumental survey from the Mississippi to the Pacific. Upon the result of such survey all future action must hinge; and without it, all that may be said or written, can only be with the view of directing public attention more prominently to the project.

Regarding it, there, as practicable, and that it *must* be made at sometime, and in some way, we should endeavor to bring together all the practical views we can find that have a bearing upon it, in order to induce the leading men of our country to apply their minds practically to its development.

If the funds were established, how long a period would be required for the settlement of the country through which it will pass? Along that very route, a good passable wagon road could be opened in *one year*, and many settlements effected at the same time. Emigration could be turned directly upon it by free grants of land to actual settlers, allowing them, if you choose, *alternate sections*, and reserving alternate sections to be disposed of hereafter, when the rail road should give a tangible value to the lands. The first grand movement on the part of the Government should be, an expression in Congress offering every facility to settlers, next the completion of the survey and establishment of the route, next the cleaning out and construction of the wagon road, the erection of military posts where they might be necessary, and the construction of a line of telegraph.

Ten families per day, during two hundred days, would make a settlement on every alternate mile from Independence to the Pacific So that all the habitable locations might be occupied in a *single year*. Some of the settlements in Wisconsin, and Iowa, have been quite as wonderful as this, without any remarkable aid or countenance from government.

All this, including the surveys, the formation of a good wagon road, and the first settlement of the region, might occupy about three years, at which time we are to consider the precise route of the rail road as fixed.

With these settlements all along the route of a good road, there could not be any very serious impediment to the transportation of a large body of laborers, to be employed in preparing the grading and bridging of the railroad. It is however, to be expected, that the labor through a comparatively wilderness, would cost somewhat more than similar labor through an old improved country, which would of course add something to the cost of the rail road.

It is believed that a rail road can be constructed from St. Louis to San Francisco, not exceeding 250 miles in length. Of this, we may set down 250 miles to be finished by the Pacific Railway Company, across the State of Missouri; leaving 2000 miles to be constructed by, or under the auspices of the General Government.

The average cost of grading and bridging rail roads, wide enough for a *double track*, across the States of Ohio, Indiana, Illinois, and Missouri, in an East and West direction, is less than $9,000 per mile. Allowing liberally for the enhanced price of labor, and keeping in view the general description of the route as contained in Col. Fremont's letter to the Philadelphia Convention, the estimated cost of grading and bridging, on the whole distance, may be assumed at $12,000, which, for 2000 miles, is $30,000,000.

To do this amount of work, it would require a constant force of about 15 men on each mile for 500 working days, which, it is supposed, would be afforded in *two years*. The aggregate force, during this period, being 30,000 men. Allowing for contingencies of every sort, I think that *three years* would be long enough to complete the grading and masonry.

Having the work brought to this state of *forward*ness, a question arises as to the most advisable method of proceeding with the heavy iron superstructure—the actual *railway*.

Ordinarily, on our eastern rail roads, when the road bed is prepared, the iron is transported, in part, over the railway, as it advances, and, in part, on common wagons, to the various points ready for it along the line—depending, in some degree, on the anxiety to have the road in operation. On a short line, the cost of transportation of the iron is of minor moment, but, on a road 2000 miles long, where the material must first be delivered at the two extreme ends, the transportation of the iron is an item of paramount consequence.

The grading being done, the road bed may be used in conjunction with the original wagon road, for hauling the iron upon, with common wagons This, however, is a very costly mode of delivering the material, as a few calculations will show.

Assuming that the heavy iron rails, spikes, and other appendages, of iron, weigh 150 tons to the mile, for a *single track*, the total quantity necessary for 2000 miles is 240,000 tons.

The average length of the hauling would be 500 miles. Allowing 1½ tons to each four horse wagon, travelling 20 miles per day, it would take 50 days for an average trip. Estimating the cost of each team at $4.00 per day, the cost of hauling each ton would be $133,33; 240 000 tons at $133,33 per ton, $32,000,000. This is a heavy item. But that is not all. We have seen that it requires one team 50 days to deliver 1½ tons, now, allowing 500 teams to be steadily engaged, and 250 days, every year, in which to haulling could be done, it would occupy over *six years*. It is true that a portion at each end, and at intermediate points, could be laid down and used for the transportation of the iron, which would reduce the cost, to some extent.

It, instead of delivering the heavy iron rails in the first instance, by wagons, the plan of laying down a light flat bar, of only one sixth the weight, should be adopted, the quantity of iron would be only 40,000, instead of 240,000 tons; the cost of delivering which, we may set down at $5,333 333

Add cost of delivering heavy rails,	$8,733,333
This sum deducted from $32,000,000 the estimated cost of wagoning, shows a saving of	$23,266,667.
The *flat bar* rail could be delivered, with the same force of teams previously assumed, in *one year!* With 31 locomotives, travelling an average distance of 125 miles per day, each carrying 100 tons nett, 240,000 tons of heavy rails could be delivered in *one year!* On this plan, then, there would be a saving of *four years of time*, and $23,266,667 of money—leaving out of view the immense gain of opening the road *four years sooner*.

It may be asked, why not employ a much greater force of *teams*, and thus shorten the period?

I answer, that it might even be found inconvenient to class a thousand teams, to manage, under any circumstances, to be assumed. It would be much easier to sustain the comparatively few hands necessary to manage the locomotives and transport the iron, than to provide for 500 teamsters, and 2000 horses for 6 years.

Proceeding with my estimate of the probable cost of the rail road, I set down, in round numbers, as the cost of delivering the iron, $8,000,000, which is $37 50 per ton.

Estimating the first cost of the iron delivered at Independence and San Francisco, at $62 50 per ton it would make the total cost delivered along the line, $100 per ton; equivalent to $12,000 per mile. Add $3000 for timber and and laying the superstructure and iron, gives a total of $15,000 per mile for a single track laid; or $30,000 per mile for the double track laid.

2000 miles at $30,000 per mile,	$60,000,000
Estimated cost of grading and bridging,	30,000,000
Add for tunnels, depots, water stations, crossings, repair shops, and machinery, $4,000 per mile on 2000 miles,	8,000,000
Add Equipment,	
100 Locomotives a $8000	$872,000
30 additional Locomotives a $8000	288,000
60 Passenger cars a $2000	160,000
40 additional Passenger cars a $2000	80,000
72 Baggage cars a $1000	32,000
2800 Freight cars a $400	1,120,000
1400 additional freight cars a $400	560,000
400 Gravel and Repair cars a $200	80,000
	$3,192,000
	$101,192,000
Add 10 per cent for contingencies, agencies, engineering, office expenses, &c.	10,119,200
Total estimated cost,	$111,311,200

Five hundred Passengers, and 500 tons of freight daily in each direction, at the rate of 2 cents per mile for each ton of freight, on 2000 miles, the assumed length of the road from the western borders of Missouri to the Pacific, would be,

1000 Passengers a $40 each	$40,000
1000 Tons of Freight a $60 per ton	60,000
	$100,000
$100,000 by 313 days per annum, running time,	$31,300,000
Deducting one half for Expenses of Transportation, Repairs, and wear and tear of road machinery, &c.,	15,650,000
Leaves net profit,	$15,650,000

Now, if the very cautious, should consider the estimate of business here presented too large let them take only half of it, and the net profit would still remain

$7,825,000

Or 7 per cent on the total investment, after providing a fund for the constant renewal of all wearing or perishable parts of the road and machinery.

Three years for the surveys, construction of the wagon road and settling of the region.

Three years for finishing the grading and masonry.

Two years for delivering materials and laying the first track.

Two years for delivering materials and laying the second track.

Total time *Ten years!*

But at the end of 7 years, there would be a continuous rail road on the *light-bar track*, over which passengers and freight could be conveyed from Ocean to Ocean.

It is no part of my present purpose enter into a general view of the vast benefits which the opening of a railroad thoroughfare across this continent, will confer upon our country, and upon the whole commercial world. This subject has been handled already, by Mr. Whitney, by the St. Louis, the Memphis, and the Philadelphia Conventions, by several Committees in Congress, and by many other distinguished individuals. On this point the opinion of the country is almost unanimous.

The best practical plan for building the road, is now the real issue before the people of the United States.

Mr. Degrand, and other gentlemen of Boston, have proposed the formation of a company, with a money capital of *two millions*; asking the general Government to loan them its credit to the extent of *ninety-eight millions*.

For the speedy completion of the road, this is certainly a more practicable plan than that proposed by Mr. Whitney; but the Committee of Congress express their opinion that such a measure can never be *carried*; regarding it as involving most of the objections they have raised to its construction by the government, and as requiring a much power into the hands of a few individuals. True, this opinion of the Committee does not settle the question. That matter still remains open for consideration; but I should regard it as a great national misfortune if by any present action of Congress the government should bind itself to Mr. Whitney in such a way as to prevent it from moving better on a more practical plan.

The chief objections to its construction by government, or by a company backed by government credit, arise from the *magnitude* of the undertaking—requiring so large an expenditure of public funds or public credit, which is about the same things, the danger of exciting high party feelings on account of the great interests to be controlled by it; management; and the risk of losing, if not a heavy outlay, in an unfinished condition, like the national turnpike. The plan proposed in Boston, would prevent the happening of this last named contingency.

All must admit that there are difficulties surrounding this great project, but surely they cannot be insuperable. If the public mind is not now prepared to settle down on any particular plan, and even if the general Government should not hereafter engage directly in the *building* of the rail-road, it might at least direct the necessary surveys, open the way freely to settlers, and complete a good common wagon road along the best route. These operations would require several years, and during that period, the inventive genius and enterprise of our countrymen will strike out some real practical method of doing the work at last.

If in the brief period of a few years, our people, without assistance from government, can construct a Rail Road from the Atlantic cities to independence, a distance of over *twelve hundred miles*, and comprising more than one-third of the whole route to the Pacific, it would be indeed strange if they could devise no plan by which the combined energies of a nation of twenty millions could effect its extension two thousand miles farther.

During the twenty-three years which have elapsed since the first rail-road was laid down in the United States, there have been about *eight thousand miles* finished and put into successful operation, at a cost of near $300,000,000; the work, principally of associative individual capital and enterprise.

There are now, completed, and in rapid process of completion, about *four thousand miles* of Rail Road, which have a *direct interest* in this contemplated extension to the Pacific, as they will draw upon them the immense *new business* to be thereby created. Our principal Atlantic seaports are all vitally concerned, commercially and through their large rail-road interests, in securing this extension with the least possible delay. In short, the interests of the people generally demand the opening of a grand trunk line across the continent.

The government, as a government, is deeply interested too, for it can be demonstrated, that this great line, as a national means of *defence* to the *whole country*, settled in the interior as it will be a few years, hence, will be more *valuable*, more *effectual* and infinitely *cheaper*, than all the forts and fortifications ever constructed or contemplated.

The rail-road connections through the present organized States, including a continuous chain from Maine to New Orleans, will be finished without the aid of the general government; and with the proposed Atlantic and Pacific chain binding together the two sides of the continent, our system of interior and exterior defences would be complete.

If our government could expend a hundred millions in a couple of years to establish territorial rights and obtain additional territory, why not expend a like sum in rendering the whole infinitely more valuable, and more secure? Especially when at the same time, the investment becomes a direct source of revenue to the people and the government.

This great subject has been ably treated by some of our best men. It has been investigated to some extent, but not enough. There are still many who from this circumstance, have been induced to regard the whole scheme as visionary—as too gigantic. It is gigantic, but so is the country that demands it. That it is not too gigantic for the age, or for this country, will appear to every intelligent man who will take the trouble to examine fully into its merits. Let the present Congress do its part in the good work, and all will be well.

Pacific.

Death of a Forger.—*Astounding Disclosures.—The Madison Bank Robbery, &c.*—Among the victims of the cholera on Monday night last, was a convict in the Indiana penitentiary, at Jeffersonville, named Root. The Louisville Courier, of the 10th, gives the following astounding disclosures made by him:

He was sentenced to the penitentiary for six years, under a charge of having robbed the bank at Madison, in, of some $28,000, and his sentence would have expired next month.

Our readers will recollect that this robbery took place about seven years since, and created great excitement at the time, and suspicion was cast upon some men occupying high places.

The money never was found, and to this day, as has been ascertained by memoranda kept by the bank, not a dollar of the stolen notes has ever been put in circulation.

Root was a man of bad character, and as he was at Madison about the time of the robbery, he was pursued, arrested, and on trial was convicted of the crime, although positively proved to have been against him, and notwithstanding he almost positively proved an *alibi*.

On his death bed Monday night, he freely confessed to a number of his crimes and crimes, and implicated as being connected with him in his forgery transactions a person who is at present a resident of this city, and who is now reputed to be worth his hundred thousand dollars! He, however, most earnestly and solemnly denied having ever had anything whatever to do with the Madison bank robbery, or of knowing anything about it either directly or indirectly."

Texan Common Sense and Patriotism.—While so many prodigious accounts are being given of the deadly things Texas means to do, and is going to put an end to the intolerable tyranny of the Government at Washington, and which have been made to link her with the ridiculous Southern and Mexican confederacy movement, Sam Houston, the General Government, the Senator from Texas, expresses sentiments like the following. He was declaring his dissent in the Senate to the "protest" of the Southern Senators, and his reasons for voting for the California Bill:

"He loved, (he said,) and the State he represented loved, this Union too well to countenance any treasonable design or movement. They had had their grievances, and could get them redressed by meeting in the Union, and they desire to get out of it again. He was in the Union, and could not be whipped out of it. His State would stand by the Union forever."

Improvements in Dentistry.

DR. G. G. STEARNS, late of Boston, is prepared to manufacture and set Mineral Teeth in whole and parts of sets upon Section of Atmospheric Suction Plates on Toothacus 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. jm19

DR. D. HUNT,
Dentist, Corner of Fourth and Decatur, between Market and Ferry streets. aug14w

ENCOURAGE HOME INSTITUTIONS
CITIZENS'
INSURANCE COMPANY,
Of Pittsburgh.

C. G. HUSSEY, Pres't.——A. W. MARKS, Sec'y
Office—No. 41 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 in the community for their prudence, intelligence, and integrity.

Directors—C. G. Hussey, Wm. Bagaley, Wm. Lariomer, Jr., Walter Bryant, Hugh D. Kirp, Edward Heazelton, Z. Kinsey, S. Harbaugh, S. M. Kier. aug22:d

☞ M'Lane's Vermifuge.—The effects of this truly extraordinary medicine are most satisfactory in all cases in which it has been tried. No other medicine has ever produced such effects so instantaneously. It has only to be administered, and relief follows as a matter of course. It has been used in the practice of the best physicians of our country, and by them pronounced equal, if not superior to any medicine ever offered for the expulsion of worms: "It is the very medicine which was wanted," is a remark addressed to the proprietors daily. Read the following:—

"This may certify that we have sold Dr. M'Lane's American Worm Specific, or Patent Vermifuge, the past year, and it has given undoubted satisfaction It is no imposition on the community, but is what the author recommends it to be—a universal specific for those afflicted with worms. H. HUGHES & CO.

Hicks's Ferry, Steuben Co., Sept. 7, 1849."

☞ For sale by J. KIDD & CO, No 69 Wood street. aug17-d&w8

Blind Restored to Sight by the Petroleum.

S. S. Linton—Sir: I wish to bear testimony to the medical virtues 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 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, 1849, and gave it a trial: the result is, the sight is restored and my eye well, except a little tender or weak when I look out in the sun. ANN IRELAND.

Mansfield st., Cincinnati, May 21, 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 20, 1850. E. C. GARRETSON

For sale by Keyser & McDowell, 140 Wood street; S. S. Seibert, 97 Wood st.; D. M. Curry, Allegheny city; D. A. Elliot, Allegheny; Joseph Doughass, Allegheny; also by the proprietor, S. M. KIER,

Canal Basin, Seventh st, Pittsburgh

Offices 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 20th of July last.

aug23:dtf WM LARIMER, Jr., Treasurer.

FALL IMPORTATION OF HARDWARE.
LOGAN, WILSON & CO.
129 WOOD STREET,

Are now prepared with a large and fresh stock of English, German, and American Hardware to offer upon such terms as cannot fail to please purchasers. Those wishing to purchase will promote their interest by looking through our stock, as they are determined to sell on the most reasonable terms. aug15

M'CORD & CO,
Wholesale & Retail Manufacturers & Dealers in
HATS, CAPS & FURS,
Cor. Wood & Fifth sts., Pittsburgh,

Where they offer a full and complete Stock of Hats, Caps, Furs, &c. of every quality and style, by Wholesale and Retail, and invite the attention of their customers and purchasers generally, assuring them that they will sell on the most advantageous terms. aug19:tf

R. P. TANNER & CO.,
SHOE WAREHOUSE,
52 Wood st, between Third & Fourth,

Are now receiving their very large and superior Fall Stock of
BOOTS, SHOES, AND BROGANS;

Also, BONNETS and FLOWERS, all of the latest style, and expressly adapted to the warm trade.

It has been selected with great care, and as to sizes and quality is not surpassed by any stock to be found either east or west. Our customers and merchants generally are invited to call and examine, as we are determined to sell on the most reasonable terms. Also, Goodyear's Patent Rubber Shoes of all kinds. aug22:dtf

DIED,

Yesterday morning, at 9 o'clock, James M'Dowell, in the eighteenth year of his age.

The funeral will take place this afternoon, at two o'clock, from his late residence, in Leacock street, Allegheny. aug23

At 2 o'clock, A. M., on the 22d inst. Mrs. Sarah consort of Joseph Pennock, Esq., aged 53 years.

The funeral will proceed to the Allegheny Cemetery, at 10 o'clock this morning. The friends of the family are invited to attend without further notice. aug22

Yesterday afternoon, Miss Jane Healey, eldest daughter of Capt. Alex. and Jane Hay.

The friends and acquaintances of the family are respectfully requested to attend her funeral this afternoon, at 3 o'clock, from the residence of her father, corner of Fourth and Ferry streets. aug23

[American, please copy.

S WHITING—50 bbls remaining on hand unsold. jy17 ISAIAH DICKEY & CO. Water and Front sts.

WANTED,

A STOUT well grown Boy, to take charge of a Horse and to render himself generally useful about a house and garden. One with some experience preferred. For name of advertiser, apply at this office. aug22:d1w*

New Goods! New Goods!

H. KLEBER has just received a fine lot of Brass Instruments of the best manufacture, selected by himself with great care, for this market, such as Valve Trombone, Sax Horns, Bugles, Cornets, Tubas, &c.; also, a fine selection of Music Boxes, playing two and three tunes; Flutinas, Accordeons, &c. &c Also, a perfect German and Italian Strings, and genuine Neapolitan E String, four lengths, a splendid article. SIGN OF THE GOLDEN HARP,
aug22 101 Third street.

WALL PAPER—A large assortment of Wall Papers, from 62½ to 84 per roll, just received for the fall trade by W F MARSHALL
aug21 55 Wood st

WHITE'S celebrated STICKING SALVE AND STRENGTHENING PLASTER price 12½c—A sovereign remedy for chronic rheumatic affections, weakness and lameness of most parts of the body, scalds, burns, sores, of most kinds, cuts, swellings, sprains, bruises, corns, and felons when first coming. Also, the most convenient and safe sticking salve for strengthening plasters and drafts on the feet.

For sale by S N WICKERSHAM
aug22 Cor. Sixth & Wood sts

LINSEED OIL—15 bbls just received and for sale by
aug22 BRAUN & REITER

PATENT BLACK—15 bbls just rec'd for sale by
aug22 BRAUN & REITER

FANCY PRINTS—5 cases new style Fall Prints just received by SHACKLETT & WHITE
aug22 101 Wood st

CASSIMERES—A few cases Fancy Cassimeres, of bright colors, just received and for sale by
aug22 SHACKLETT & WHITE

LINSEED OIL—20 brls for sale by
aug22 J SCHOONMAKER & CO

TRIESTE VERMILLION—1 keg just rec'd by
aug22 J SCHOONMAKER & CO

CHINESE VERMILLION just rec'd for sale by
aug22 J SCHOONMAKER & CO

ROSE PINK—5 kegs superior for sale by
aug22 J SCHOONMAKER & CO

TANNERS' OIL—20 bbls for sale by
aug22 J SCHOONMAKER & CO

LARD OIL—10 bbls for sale by
aug22 J SCHOONMAKER & CO

ALCOHOL—10 brls for sale by
aug22 J SCHOONMAKER & CO

STRAY COW.

TAKEN up by the subscriber, trespassing on his premises, near Wilkinsburg, on the road leading to Braddock's Field, a middle sized Cow, with a white stripe along her back, and the part of her belly, and face white, long small horns, supposed to be about six years old, and gives a little milk. The owner is also notified for feeding and stable charges, and take her away ARTHUR CLEELAND.
Wilkins tp., Aug. 22, 1850.—aug22:d1t&w2t

Extra Family Flour.

CONSTANT supplies of Worth's superior Family Flour will be kept for sale by ROBERTSON & RIPPERT
aug21:d10t 121 Second st

PLAID PLANNELS—A large assortment of Plaid Flannels just received and for sale at manufacturer's prices. H LEE
aug21 Liberty st

NOTICE.

THE first class of preferred creditors of the late firm of Mellon, Wade & Co., will receive call on the undersigned, at the office of C. C. Stockton, corner of Market and Third streets, and receive a dividend on the interest due them, by order of the Assignees.
aug21 JOHN FLEMING, Agt

Young Ladies' Literary Institute,

Corner of Penn st and Barker's alley, upper wing of Concert Hall building, entrance on Penn street, nearly opposite the Exchange Hotel.

THIS Institution will be re-Opened for the reception of Young Ladies on the first Monday of next month, (September) under the superintendence of Mrs P. DAVIS and DAUGHTER, late Principals of the city of Pittsburgh, Lessees.

For terms, see circulars, or apply to the principals.

REFERENCES.

Rev D. Elliott, D. D.	Rev Wm. Preston,
Rev. D. H. Riddle, D. D.	Rev. S. M. Sparks,
Rev. Samuel Wheeler,	Gen. J. K. Moorhead.
Rev. W. D. Howard,	Richard Edwards, Esq.

aug19:d3t

Carpets! Carpets!

WE are now opening a large assortment of Carpets at our Carpet Warehouse, Fourth street, consisting in part of the following varieties:—

Extra Superfine Ingrain Carpets,	
English and American Brussels do;	
Extra superfine three ply Carpets,	
Superfine do do	
4-4, 5-4, and 5-8 Tapestry Van Carpets;	
Superfine Ingrain Carpets,	
Extra fine do do;	
Fine do do;	
Common, all Wool do do;	
4-4, 5-4, and 5-8 Common Ven Carpets.	

Also, Stair Rods, Window Shades, Mats, Binding Oil Cloths from 24 to 36 inches wide.

The above goods will be offered to those wishing to purchase at prices lower than any other house in market. We invite the attention of all, to call and examine our stock before purchasing elsewhere.
aug20 W. M'CLINTOCK

RUGS! RUGS!

W. McCLINTOCK has just received at his Carpet Warehouse, No 75 Fourth street, a very handsome assortment of Rugs, to which we invite the attention of purchasers. aug20

TOBACCO—60 kegs twist rec'd for sale by
aug20 HARDY, JONES & CO

FEATHERS—3 bags for sale by
aug20 HARDY, JONES & CO

LEAF TOBACCO—50 hhds for sale by
aug20 HARDY, JONES & CO

FEATHERS—3300 lbs just rec'd for sale by
aug20 SHIVER & BARNES

BUTTER—Kegs and bbls just rec'd for sale by
aug20 SHIVER & BARNES

POTASH—8 bbls just rec'd for sale by
aug20 SHIVER & BARNES

INDIA RUBBER PACKING—200 lbs assorted thicknesses, from 1-20 to 1 inch thick. The above packing is prepared so that 700 degrees Fahrenheit will not affect it, and is superior to every thing else, as no substance has so much elasticity which stands so high a degree of heat, and may be used about all purposes where packing is necessary, viz:—steamboat plates, piston rods, steam joints, steam chests, cylinder heads, &c. For sale wholesale and retail by
J & H PHILLIPS
7 & 9 Wood st

COFFEE—55 sacks prime Green Rio for sale by
aug20 A CULBERTSON & CLOUSE

INDIA RUBBER BELTING—Just received, a large assortment of belting of various sizes, varying from 1¼ to 15 inches in width, for sale by
J & H PHILLIPS
7 & 9 Wood st

N.B.—All Belts sold are guaranteed to the purchaser to be superior to Leather in every respect, and to give satisfaction. Any Belts that prove deficient will be exchanged or the money refunded. aug20

HOSE!