THE PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO

PITTSBURGH

FRIDAY MORNING, OCT. 25, 1850.

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

The Administration.

The annexed brief but comprehensive view of the character of the Administration, and of the estimation in which it is held by the whole country, is from that independent and excellent paper, the Alexandria Gazette. It is the dictate of a candid and well informed judgment, and it is seldom that there are found in any journal so many truths in so few lines. So obviously just, indeed, are these views of the Administration, that we doubt if there could be found an intelligent man, not a mere trader in party politics, who would be willing to dispute their correctness:

"The course of the Administration is so eminently national and patriotic that we see it is extremely difficult for the opposition presses to direct any serious assaults against its measures. It presents no points which are open to its antagonists, for it confines itself strictly to the proper discharge of its duties, and the full execution of the laws.—It does not meddle with the affairs of the country; it does not go out of its way to seek for popularity; it does not trim its sails to catch any popular breeze; it does not interfere with matters foreign to its legitimate business. We have an Administration that has already given proof that it means well—and it is daily showing that it *does* well. As long as it pursues this course, it deserves the approbation of the people, however much it may be annoyed to be obstructed by the mere politicians of the day, who are forming combinations for selfish or party purposes."

A DISUNIONIST DECEIVED.—Mr. James Smith Rhett, who recently made himself notorious by urging the immediate withdrawal from the Union of such Southern States as were "not lost to all sense of shame, of ruin, and disgrace," received one hundred and ninety four votes in the city of Charleston, where he was a candidate for Congress. If this expression reflects the estimate in which such odious sentiments are held, we may consider it as exhibiting a more healthy state of opinion than we had anticipated from all the indications. These Rhetts, like the Smiths and Philipses of the North, are the men who live by fanatical agitation, and who expect, through its agency alone, to acquire position and power. It would not seem, from the recent illustration, that they were always successful.

THE RIO GRANDE.—We find in the Washington Republic a report by Major W. W. Chapman, U. S. A., containing an account of the exploration of the Rio Grande, recently made by Captain Love, of Texas, who left Ringgold Barracks (opposite Camargo) on the 11th of March, in a large keelboat, and ascended to a point one thousand and fourteen miles above, whence he returned arriving at his place of departure on the 11th of August. The place reached by Captain D. was within one hundred and fifty miles, by land, from the town of Paso, and two hundred and ninety one miles, by water, above the mouth of the Pecos river. He was here arrested by falls, named by him Babbitt's Falls, impassable even to the skiff, in which he had penetrated from "Brooke's Falls," forty seven miles below; the latter being the highest point reached by the keelboat.

We have no space this morning for details respecting the portion of the river below Brooke's Falls; but, generally speaking, it may be stated, as the result of Captain Love's examination, that in seasons of high water, lasting for five months in the year, it is—or could readily be made—navigable to small class steamers to the mouth of Devil's river, six hundred and seventeen miles above Ringgold's Barracks; whence it may be ascended, with some difficulty, by keelboats two hundred and eighty three miles further, to a spot fifty six miles above the "Grand Indian Crossing," (two hundred and twenty one miles above the Pecos,) where the Camanches and other tribes pass the Rio Grande, when making their annual excursions into Mexico.

FROM HONDURAS.—By an arrival at New Orleans, the Picayune has received the Belize (Honduras) Watchman to the 28th ult, from which paper the Picayune extracts the following intelligence:

From recent intelligence it would appear that the belligerent parties in Yucatan, instead of ceasing, have recommenced hostilities with the utmost rigor. The Indians in the interior have again attacked the Spaniards, and driven them from several towns; indeed from what we can learn, they have now risen with renewed determination, so that, as far as we can foresee, the prospects for peace are further off than ever, and we apprehend that that country will now become the arena for scenes of similar strife and turmoil which has before torn up the different States of Central America. The Indians being so much more numerous than the Spaniards, they must inevitably gain the ascendancy if they persevere, despite the assistance rendered the Spaniards by foreigners.

By intelligence received from that quarter, we are informed that the Spaniards left Bacalar on the 5th inst., for the purpose of ransacking the corn fields and plantations made by the Indians, who, hearing of their intention, met and gave them battle, killing four officers and several soldiers.

On the 9th, a troop of one thousand Spaniards, divided into three companies, advanced toward Cuichinha, and were again met by the Indians, who attacked and beat them on all sides. A deserter from Bacalar says that all the troops are afraid, and are deserting whenever they can.

From Guatemala we have received no later intelligence than appeared in our last, but judging by the quantity of goods daily shipped for that State, we presume that matters are progressing and on the improve. Business again assuming its usual turn is an evident sign that confidence is once more being restored in the Government.—This State is far before the others in every respect—business, civilization, &c.—and its inhabitants are almost serious in all their efforts to enhance their revenues in the estimation of all the foreign powers, and will no doubt succeed in establishing a character and reputation, should peace be permanently restored.

DISTRESSING OCCURRENCE—*Lady Poisoned*—Mrs. ——— Henning, late a resident of Louisville, left her home some two weeks since on a visit to her sister, Mrs. Ferguson, who resides near Carrollton, Ky. On last Wednesday, Mrs. Henning, by invitation, dined at General Mercer's house, who is a neighbor of Mrs. Ferguson. Soon after partaking of the hospitalities of a dinner with the General, who is now seventy years of age, and almost blind, Mrs H. felt nuseasiness at her stomach, and asked for a little carbonate of potash, conceiving it to be her sickness. General Mercer went to the cupboard, and helped the lady. After drinking the draught she was seized with violent pains and giddiness, and in two minutes her visitor left her, and in fifty minutes she was a corpse. On examination it was found that the old General, by being able to see distinctly, had taken hold of the wrong bottle, there being two of like appearance, in the cupboard, and had administered by mistake, cyanurate of potash, a deadly poison. The good old General is inconsolable. Tis a mistake, he says, will embitter his existence. He had throw a cloud over the end of a long and happy life in the glorious State of Kentucky; yet no one attaches even the least suspicion of blame to him. The loss of Mrs. H. was, to her family, a sudden and terrible affliction. Her body was taken to her friends for interment.—*Cincinnati Com.*

SHIPMENT OF GOLD DUST.—We can safely say that the shipment of gold from this country, during the month of August, exceeds that of any other month since the discovery of the mines. The amount is almost incredibly large, verging on three millions of dollars. This sum has been regularly manifested, and is exclusive of the parcels carried through by private hands.

The following exhibits the amount by each steamer:

August	15, per Carolina,	$150,000
"	15, per Columbia,	350,000
"	31, per Oregon,	1,700,000
"	31, per Northerner,	339,124
Total,		$2,999,124

—*Alta California.*

OCEAN.—In reference to some of the books of the custom house, by permission of Col. Collier, the following fact was noted down: Since the 1st of August to the 13th of the present month, there was shipped from this port, in various vessels, $5,112,850; while, during the same period, the import of bullion amounted only to $295,000, the most of which came from Mexico.—*Alta California, 15th Sept.*

APPOINTMENTS BY THE PRESIDENT.

Thomas Butler King, Collector of the Customs, San Francisco, California.

Samuel Barney, Collector of the Customs, Monterey, California.

A. Randall, Surveyor of the Customs, Santa Barbara, California.—*National Intelligencer.*

From the Philadelphia North American.

PENNSYLVANIA RAILROAD EXCURSION.

OPENING TO HOLLIDAYSBURG.

A most delightful excursion was made on Thursday and Friday last, over the Pennsylvania Railroad, from Philadelphia to Hollidaysburgh, to celebrate the completion of the road to the latter point, and its junction there with the Allegheny Portage Railroad, by means of which a continuous line of railroad is now open from this city to Johnstown, a distance of two hundred and eighty miles. The event was one full of interest to Pennsylvania, and more particularly to Philadelphia, and was honored accordingly. At half past eight o'clock on Thursday morning, about three hundred gentlemen, invited to participate in the festival, entered a special train of cars at West Philadelphia, near the Market street bridge, at the temporary station on the line of the new road to avoid the inclined plane.

The works at this end of the line are of the most extensive, costly, and substantial character, and have elicited the warm encomiums of all our citizens who have observed their progress. The old "permanent bridge" has been replaced by a magnificent structure, not yet completed, although passable for pedestrians and carriages, which is intended to accommodate the railroad and its business, in addition to serving as a thoroughfare for ordinary vehicles between the east and west banks of the river. The old stone abutments of the permanent bridge have been somewhat extended and used for the new structure, being excellently built and very substantial. The passage ways have been reduced to a level to accommodate the railroad, and a strong and solid roadway has been raised leading from the bridge on each side of the river, until the level reaches a corresponding grade in Market street, on the east, and in the railroad on the west.

The free communication of the streets is preserved by massive stone archways under the road. A short distance above the temporary station is an iron bridge. Beyond this, the depot for locomotives is situated, with its appurtenant buildings—This car house is a very capacious circular edifice of brick, handsomely constructed, and having a lofty conical roof. It encloses a large space.

From Harding's Ferry Hotel, where the road turns off to pierce through the high ground which bounds the Schuylkill on the west, the cutting is deep and heavy, through the hardest gravel conglomerate of which yield most excellent building material. Having passed between these rocky sides, the road enters a fine rolling country, composed of a succession of undulating hills, revealing here and there picturesque landscapes. Pleasant little hamlets dot the way side, at times ensconced among the trees, and again coming openly and boldly up to the invading railroad with their white washed cottages. In a distance of eight miles over which this road passes, there are but two or three cuts of any depth, and generally the road is as even as natural grade, bearing a striking contrast in this respect to the dangers and delays of the old road by the inclined plane. The ascent in the course of the eight miles of the new road is so gradual as not to be perceived, and is travelled over by the cars with the same locomotive which takes them to the end of their journey.

At the point where the State road intersects the Westchester road 22 miles above the city, the elevation is 743 feet above tide water. The traveller cannot fail to remark the difference between the rails of the new road and of the old State road.—The former are of an improved pattern, the H rail, weighing 65 lbs. to the yard, and of the most substantial kind. The cars passing over them with a comparatively easy motion and little noise. All of the road from Harrisburgh westward is also composed of this improved rail, which assists materially in the rapidity of travel.

After passing the elevation above noticed, the road descends 355 feet to the Brandywine valley at Downington, the grade being 28 feet to the mile, and then rises, crosses the Brandywine near Coatesville, and ascends the North Valley Hill at Mine Ridge Gap, by a grade which is continued on either side of the summit of the hill or mount for about 3-4 of a mile to 42 feet per mile.

Thence the road glides into the Lancaster valley, passes the city of Lancaster, and descends to the Susquehanna river by a grade of 35 feet per mile. At Duncannon, a mile beyond Lancaster, it connects with the Harrisburg and Lancaster Railroad, which extends through Mountjoy, Elizabeth and Middletown to the capitol. On the line from Philadelphia there are several costly and beautiful viaducts. One over the Valley creek is 535 feet long, and 72 feet above the water. One over the Big Conestoga is 1412 feet long, and one over the Little Conestoga 504 feet. Near Elizabethtown the road passes through a tunnel 550 feet in length. The scenery on this road increases in beauty as the traveller proceeds westward.

At this season of the year it is particularly attractive, attired as it is in all the glories of autumn. An elevated ridge which cuts through Chester county, for some distance parallel with the railroad, presents a continuous horizon of forest trees of every variety of hue, with the intermediate space occupied by fertile plains and smiling villages, and, as a part of the picture, the Brandywine, Conestoga, and other streams, wind their serpentine ways through green meadows or thickly wooded valleys. Perhaps the most beautiful view before reaching Harrisburg, is the perspective of the forest valley from the summit of one of the ridges walking it in, before reaching Paoli. The impurpled hue of the woods, the paths winding by their sides, the thickly scattered and cheerful homesteads of the farmers, who cause the valley to smile beneath their culture—these must be seen to be appreciated. At Harrisburgh, the new road continued by the Central Railroad Company commences, following the course of the Susquehanna to the mouth of the Juniata, where it leaves the former and follows the valley of the Juniata to effect a passage through lofty ridges which appear on every hand, and are never out of sight. At Tuscey's Mountain, a tunnel of 1150 feet in length has been found necessary. The scenery for many miles above and below this point is of the grandest description. In several places, the Juniata, which here descends to an inconsiderable stream, passes through steep gorges, on either side of which abrupt mountains stretch far away in the distance. At Jack's Narrows, the scenery actually partakes of sublimity. Here the road approaches the mountains, which opening apparently to let it pass, then seem willing to be completely blocked up by an insurmountable barrier, which lifts its towering crest to heaven. The road, however, by following the windings of the stream, penetrates a narrow defile, by sufficient to afford a passage. On which ever side the traveller now looks, he beholds a panorama of mountains ascending steeply from the very edge of the road to a height of 1200 feet, resting in successive terraces, and presenting to the road a front like the sides of a pyramid.

At Fastoria there is another beautiful mountain pass or gorge, but not equal to this. But from every where after leaving Harrisburg, the eternal forest is all around, and has no limits except in the valleys where cultivation catches the sun with ripening crops. The mountains are in many places covered with immense quantities of loose stones or rocky boulders, collections of which seen in the distance appear like black patches in the midst of the shining robes which now cover the mountains in their very crests. It is impossible to decribe the beauty of the Juniata valley.

The "Blue Juniata" has been celebrated in song and story, and is worthy of the admiration it has excited, for it is one of the most beautiful streams in Pennsylvania. The Susquehanna, with its broad bosom studded with green islets and numberless rocks peering above the waters forms a peculiarly interesting sight. The water is singularly transparent and clear, and as it is generally shallow, the bottom may, in most places, be seen covered with pebbles, or long dark grass.

The party which started on Thursday was composed of the editors of the city press, the City Councils and Commissioners of the Districts of Philadelphia, with a number of distinguished gentlemen, among whom we paticularly noticed the Hon. James Buchanan, ex-Secretary of State; Hon. William M. Meredith, ex-Secretary of the Treasury, Hon. Joseph R. Ingersoll, Judge Kelly, Brevet Brigadier General Riley, of California; Major General Patterson, late of the U. S. Army; William D. Lewis, Collector of the Port of Philadelphia; W. J. P. White, Postmaster of the city; Peter C. Elmaker, Naval Officer, and the members of the Legislature from the city and county. The party dined at Harrisburg.

Friday morning was damp and misty, and the clouds were not only above us, but around us. Up to this point the road had capered on by impercepible ascents, until we found ourselves far above the level of the sea.

A rapid run soon carried the train to Hollidaysburg, which was the western terminus of the excursion. Here the Allegheny Portage Railroad commences, and crossing the Alleghenies by ten inclined planes—five on each side of the mountain—reaches Johnstown. The mountain summit at Blair's Gap is 2325 feet above the level of the ascent of the road from Hollidaysburg being 1399 feet in ten miles, and the descent to Johnstown 1171 feet in twenty six and a half miles. The cars are drawn up and let down each plane by an endless rope, attached to a stationary engine at the head of it. This gigantic achievement of art it is intended to supersede, with all its dangers, by a new road now partly in course of construction, to avoid the steep by a circuitous route around the mountain. The distance will be but moderate, and the grades easy and practicable, being only eighty four feet in a mile. On the Hollidaysburg road and Johnstown road sixteen feet in a mile will be required. The new road leaves the old one a short distance east of Hollidaysburg.

After a brief stay, the party started on its return, and in a few hours reached Lewistown, where a sumptuous entertainment was provided in the depot, to which the guests, after grace had been pronounced by Rev. Dr. Suddards, did simple justice. When this was accomplished, the President of the company, Colonel W. C. Patterson, arose, and opened the proceedings by an admirable speech, well conceived and elegantly expressed.

Mr. Patterson was followed by speeches from several other distinguished gentlemen, among whom were Hon. James Buchanan, Mr. Meredith, General Patterson, and Hon. J. R. Ingersoll.

The whole proceeding is represented as interesting and imposing, and the scene will long be remembered as the inbeginning of an important epoch in the commercial interests of Pennsylvania.

CHOLERA.—The number and names of persons who have died of cholera, in this city, from 6 o'clock on Monday evening until 6 o'clock Tuesday evening, are:—

Adam Wise, 5th street,
John Ridgely, Dock street.

We have heard of no new cases of Cholera within the last twenty four hours, and no deaths. There is evidently an abatement of the disease, and some cause to hope for its gradual disappearance amongst us.—*Steubenville Gaz., Oct. 25.*

[COMMUNICATED.]

DIED at the residence of his Father, in Allegheny city, on the night of the 23d, MR. SAMUEL HERRON, after a brief illness of six days.

In the demise of this young man, the friends of the deceased have sustained a sad, a mournful bereavement—one which earth can never replace—a breach in the happy family circle, which none but they who experience it, can properly realize. He was one, whom all, with whom he had any intercourse, respected and esteemed. He was amiable—he was kind. All his actions, both public and private, manifested that he was possessed of a pure heart and a christian spirit, overflowing with love to mankind.

If an act of mercy and kindness was to be shown, he was ever ready to perform that. If compassion was called for, the tear of sympathy would fall from his eye, unreproved. But he is gone, and his friends are now shedding many tears for him.—But since God in his inscrutible Providence has urged his claim upon him, by calling him away from earth to a haven of rest eternal, why should they feel sad? It is for them, as they look upon the casket robbed of its jewel, to weep and mourn over their long separation, but not so with him—his immortal spirit has taken its upward flight, has made its abode in the realms of exlatic bliss, in the regions where all is spiritual, and where naught exists to mar its peace, or disturb its repose in the bosom of its God. His death has left a vacuum here on earth, but we trust it has filled a seat in Heaven. His voice is hushed in death, but another is added to God's choir above, singing in nobler, sweeter strains, than those of earth, chanting loud Alleluias to his Redeemer God.

We pop not friends for him—he has gone to a better country—a purer, a heavenly one; but seek rather that "better part" which he possessed, so that when your race is run, you may, with him, be prepared to sit down around your Father's throne on high—and let all be admonished to make sure work for eternity—seeing "that we know not the day nor the hour in which the Son of Man cometh."

THE MEXICAN BOUNDARY PARTY.—Letters have been received at the Department of the Interior from the American party of the Mexican Boundary Commission, dated at San Antonio the 29th ult. The party reached that point on the 27th, generally in good health. Notwithstanding the extreme heat to which they were exposed on the march from the coast to San Antonio, (about 150 miles,) the party had suffered very little from sickness; but three or four cases of fever occurred among the menjonly one, of which was severe, and he is now convalescent. Although the party had suffered little from sickness, it had not, we are sorry to learn, escaped other disasters more distressing than sickness. On the route on the Texas side, numbers belonging to the party, in a quarrel, ran away with a Mexican owner of a rancho near where the party were encamped for the night drew his pistol and killed his adversary. The Texan immediately mounted himself, and he was placed in confinement by the Commissioner, Mr. Bartlett, to be delivered over to the civil authorities for trial, but in the course of the night he eluded his guards, took possession of a pony, and made his escape. Every thing that could be done to manifest their sympathy and to console and make amends to the family, was done by the Commissioner and his officers.

A few days after this, another case of murder occurred among the party, even more shocking than the above. A Texan teamster had for several days frequently insulted one of the men of the party—a Indian boy, called Jose Cenna—a very worthy man—and endeavored to draw him into a fight. Tennant at length said that if the other would lay aside his weapons, he would give him a fair fight, and accorded his proposition by throwing his own knife away. The Texan instantly mounted on the defenceless man, plunged his bowie knife in him, and killed him on the spot. Before he could be seized, the murderer leaped on a horse and escaped into the neighboring chaparral, but was instantly pursued by a mounted party, was captured, placed in irons, and on reaching San Antonio was delivered by Mr. Bartlett to the civil authority. The preliminary examination of the case was going on when the mail left San Antonio.

The letters are silent as to the time when the expedition would proceed on its route; but as by the requirements of the treaty the surveying party must reach Paso at El Paso by the 4th of Nov. (a month), no pressure, remains but a short time at San Antonio. At this place the Commissioner had been obliged to purchase ox teams for his wagons, the horses procured being inferior and unserviceable.—*Nat. Intelligencer.*

From the California Courier, Sept. 1st.

The Explorations of the Pacific Coast.

The joint commission of the army and navy of the United States, detailed by congress to explore the whole coast of the United States lying on the Pacific ocean, with reference to its permanent defence, adaptation to naval establishments, and other important specified particulars, returned to this place a few days since, having completed their labors. The commission is made up of three from the navy and three from the army. Capt. L. M. Goldsborough, Capt. Van Brunt, and Lieut. Lines, Hunt, are of the navy. Col. J. L. Smith, Major Cornelius Ogden, and Lieut. D. Leadbetter, belong to the army.

The coast of California, north of San Francisco, including the whole of Oregon to 49 deg., has been thoroughly examined, and valuable information obtained. In the course of this examination and after visiting our possession lying along the Straits of Fuca, Admiralty Inlet, Puget's Sound, etc etc, up to our boundary line at the 49th parallel of latitude, it became necessary to explore Bellevue Harbor, on the north east part of Vancouver's Island, in order to obtain a fresh supply of coals for the propeller Massachusetts. This vessel was transported to the place of her service for the special purpose of accommodating the commission, and for conveying its members to the places entrusted with their prescribed duties. At that place an abundant supply of bituminous coal, of an excellent quality for steaming purposes, was readily procured; but as Beaver Harbor was reached via the Gulf of Georgia, and thus by what is termed the inside passage, and the north about Vancouver's Island was completely circumnavigated, and that the party in question went as far north as 51 degree.

Coal was found to exist in immense quantities all around and about Beaver Harbor, and also on the seaward side of Vancouver, opposite that harbor and on the main land (adjoiny) opposite and still to the northward. The beautiful harbors of Victoria and Esquimalt, the former a settlement of the Hudson Bay Company, were visited by the commission. Esquimalt is described as one of the very best anchorages that can be conceived of for ships of any draft or size whatever. Both these places, it must be remembered are on Vancouver's Island, and lie along the Straits of Fuca. After accomplishing all that we required in the quarters mentioned, the commission next directed its attention to that part of our coast comprised from the Southern cape of the Straits of Fuca to Columbia River, and then to that river itself, together with its tributaries. In the course of these examinations, we learn that a party was despatched to visit carefully a large and well sheltered harbor, known thereabouts as Shoalwater Bay, and having the entrance of some 30 miles north of Cape Disappointment, or in the neighborhood of midway from that Cape to Gray's Harbor.

The prosecution of this service confirmed the fact that the waters of the harbor and those of the mouth of the Columbia, approach each other within a very short distance—a distance involving a portage as it presents no serious difficulty for weeks. At a boat was hauled over it by a dozen or so of Indians, without any great difficulty. It is thought that Shoalwater Bay is destined to become a point of material consequence in many respects. Its average length (that is of the bay proper) is some twenty miles, and its breadth, somewhat great. The bar, too, at the entrance, is understood to present no serious obstacle to the admission of ships of the largest class at all seasons of the year.

But one of the most remarkable features of this place is, that a ship may probably approach Baker's Bay, or Cape Disappointment, via the entrance, within some six or eight miles. It abounds, however, with sand banks, but there are good channel ways between them, and the depth of water is adequate to admit of a summer's lake. On leaving the Columbia, and coasting along to the southward, the commission touched off the Umpqua, and ascertained that its last water was practicable for commercial purposes, under certain circumstances. Indeed, an American schooner was, at the time, lying at anchor in the river, and had reached her position without difficulty. The lands at the Umpqua valley are described as being even more fertile than those of the Willamette, and the proximity of those valleys is a matter of singular importance. Upon inquiry, we learn that the examination of the Umpqua by the commission have proved highly interesting, and we are certainly happy to observe that our government is already engaged in the preliminary step towards fortifying our Pacific possessions, and availing itself of their admitted advantage for naval establishments.

Seamen in Captivity among the Arabs.

Report of Commander L. M. Powell to the Navy Department relative to American seamen said to be in captivity among the Arabs on the West Coast of Africa.

U. S. SHIP JOHN ADAMS, MADEIRA, August 28th, 1850.

SIR—I have the honor to report in obedience to the instructions of Commodore Gregory, I sailed on the 19th July inst from Porto Praya for the Gambia, in order to communicate with Richard Lloyd, Esq. who had kindly given the Commodore information relative to several American seamen said to be held by the Trarzar Arabs, near Portandic, for ransom. The sum demanded, as Mr. Lloyd informed me, was not less than $800 in hand, and $1000 if he could get it.

On my arrival at Bathurst I entered into an arrangement with Mr. Lloyd, paid him $800 in hand and gave him to understand that when the men were delivered, if they had been well treated, I should pay to him the remainder, to wit, $200, for the ransom in full.

Mr. Lloyd informed me that he doubted very much the truth of the story told by the Moors, who gave the information, and who were intent on reopening the extinct trade of Portandic, and who may have resorted to this pretext for getting a trading ship there once more. But he gave the information as he got it, and it was probably true. But that if, on reaching Portandic, the Arabs and men were not forthcoming in a day or two, I might rely on it that there was neither faith nor truth in these people or their story.

Having completed my business at Bathurst, I sailed for Portandic, and anchored on the coast on Thursday evening, 25th July. The next morning, at an early hour, I despatched Acting Lieutenant J. Higgins with two boats, to endeavor to open communication with the Arabs. Lieutenant Higgins ran the coast down from the Angel Hills to the vicinity of Portandic—a range of some twenty miles of coast. Portandic has not a solitary inhabitant, and, in fact, the only persons who appeared were a board of fishermen, (four or five) some of whom swam off to his boats. He spent the day in fruitless inquiries, and returned on board at night. At an early hour the next day the same officer proceeded as at first, with like success, and again on Sunday. The boats were anchored close to the shore, in the little bay of Portandic, with flags flying, and now and then giving a trifling present of tobacco, &c., to the only persons who appeared, to wit, the fishermen first seen. Save these, if there were any dwellers on the coast, none came near them.

I wrote a note, addressed to the chief, MOOTAR, whose Arabic name I copied from his autograph, furnished by Mr. Lloyd, and secured it to a pole, and charged the fishermen with the care of it, which was left on the site of Portandic. It was to the effect that a ship of war had been sent according to his request, that the ransom had been paid to Mr. Lloyd, which he (Mootar) could obtain when the men were produced; the Senegal close by—to take them there; and the certificate that they were in Christian hands in Senegal would be sufficient. If the men be in captivity, they can interpret the letter to the chief. But I doubt the truth of the whole story; or, if true, whether they will be given up. Senegal is only sixty or seventy miles south of Portandic, and there people are in constant communication with the French Colonists there. They could have been ransomed through this channel, at any time, if in captivity; that is, had the design actually existed.

I regret that our efforts failed to procure any information, or throw any light on this subject.

I am, sir, very respectfully, your obedient servant,
(Signed) L. M. POWELL,
Commander U. S. ship John Adams.

To the Hon. the Secretary of the Navy.

From the St Joseph Gazette, Oct 9

Rail Road Convention.

According to appointment, the delegates to this convention assembled at this place on Monday last. The Convention was organized by calling Mr Cook, of Hannibal, to the chair, and A. W. Doniphan, of this place, acting as Secretary. Capt. R. M. Stewart, being called upon, briefly explained the object of the Convention; after which a committee was appointed to draft resolutions.

But two delegates were in attendance, yet, notwithstanding, the proper spirit was manifested, and measures were taken which it is hoped will secure the further and speedy prosecution of the enterprise.

Speeches were made by Messrs Jories and Fox, and the greatest enthusiasm prevailed. Resolutions were passed expressive of the sense of the Convention, and a meeting of the stockholders called at Bloomington, in Macon county, on the first Monday in November next, to take measures for the commencement of the work, at the earliest possible period. It is hoped that this meeting will be fully attended, and that the work will not be retarded, by any indifference manifested on the part of those interested.

The Convention also passed a resolution requesting each county on the proposed route to appoint one man in the county to address the people, and solicit subscriptions for stock. If this is properly attended to, we may confidently expect to see the road in progress of construction at an early day—With the appropriation which has been made, we have now the means to make the road, and it is only necessary that proper exertions be made to secure the requisite stock to do the work.

As the Secretary failed to furnish us with the regular proceedings of the Convention, we must defer their publication till next week. The following are the resolutions reported by the committee

WHEREAS, The citizens along the line of the contemplated rail road from Hannibal to St. Joseph, are fully convinced of the practicability of said road, and of the incalculable benefits that would result to the people on the whole State, and to the people of northern Missouri particularly, from its construction—in developing the rich mineral resources of the country through which it will pass, and opening a ready market for the agricultural products of one of the most fertile regions upon earth, and by securing at the western terminus of said line, the great starting point for California and Oregon—Therefore

Resolved, That in the opinion of this Convention, the time for prompt and efficient action has arrived, and that we recommend a meeting of the stockholders to take place at the town of Bloomington, in Macon county, on the first Monday in November next, to make suitable arrangements for the immediate commencement of the work on said road.

Resolved, That we recommend the opening of books for the subscription of stock in every county along the line of said road, and that suitable persons be immediately appointed in each county to address the citizens of their respective counties, and take such subscriptions.

Resolved, That we recommend to the people of the several counties along said line, to petition to the County Court to take a reasonable amount of stock in said road.

From the National Intelligencer

International Law.

The exposition of the modern working of the Law of Nations, now in course of preparation by Mr. Edward Everett, will no doubt prove generally acceptable, and serve many useful purposes. International Law has usually been so complicated in its modes of the cancelling of arbitrary distinctions and exceptions, and by its extension beyond the primary disputes of governments to questions affecting the subject of States, springing from the relative position and differences in the internal administration of these States, that we may suppose much need to exist for its expositions. The practical recognition of those rights and obligations which serve as the foundation of International Law, are now much more frequent and complete. International Law however, is valuable though it may be in letter, yet in spirit it is a binding element in society. It has checks against violent infringement, but these checks exhibit no uniformity and possess no certitude. Thus, while in minor circumstances reparation is forcibly sought and readily accorded, the prime principles of equity which served to guide Grotius, Puffendorf, and Vattel, are virtually disregarded, considerations of relative strength being allowed their place. Lord Ashburton's hope of its peace to what is styled the Balance of Power. New territorial acquisitions or deductions in any way affecting the balance, are not to be tolerated. Jealousy keeps guard over it; and jealousy is strong, and, if need be, will be cruel. A just estimate of the value of this Balance of Power is to be gained by looking at its cost—despite of Governments, impelled by common interest, and the lesser States held in thraldom—The elementary principles of International Law, daily recognized, would not only give to the latter their freedom, but to the former the most ample pledges for the continuance of its peace. Public opinion is an other check—a powerful but insufficient one. The same necessity by which Poland was overpowered, and which, if the Hungarians be permitted to be subjugated, can always be pleaded as a set off. It will only be when the United States, by means of its new commercial importance which the Nicaragua Canal will afford it, become a high political influence in the decisions of the European Cabinets, that the present artificial Balance of Power will be destroyed, the notions of the prerogatives of nations, and of the right to their own choice, and International Law be perfected, and its principles vindicated.

"THE BLUE NOSES."—This curious specimen of natural history, which has attracted considerable attention among the scientific and others, is now being exhibited in this city, at the corner of Mate and Eagle streets. It is about 31 inches in length, with skin and hair like the monkey tribe generally. It (she) walks erect, and the feet and thigh bones, and other parts of the members of locomotion being adapted to this, show that it is intended and not acquired "walking." The feet are long, and the "big toe" projects from the side instead of being in line upon the foot of a human. The *genus homo*—kind part—is perfect, which is not the case in any other animals. The arms, too, are similar to those of the *genus homo*, there being a perfect development of muscles. They are long—hanging down so as to reach the floor when standing. The *cognomen* is like that of a man, which is another peculiarity, and a property distinct from that of animals. The face is decidedly that of the *genus homo*, with the exception of the eyes, which are of different shape, and are lighted up with more intelligence than those of monkeys or baboons. The hand is misshapen—the fingers being long, and the thumb not fully developed—the former evidence of being designed for climbers, for which they were much used in the wild state of the species.

The Orang Outang has hitherto been considered as the connecting link between man and the brute creation. But the discovery of this tribe—which has been named "Bush negroes"—show that there is still a nearer approach to the lowest degree of humanity. The "Bush Negroes" are, in fact, the most low of the human family, and, if not nearly merits all the praises that have been lavished upon it. It is safe and infallible. Volumes of certificates might be produced, showing its great medical virtues.

☞ For sale by J. KIDD & CO, No 84 Wood street.
oct14-dawtf

REMARKABLE CASE!!

EVIDENCE IN OUR MIDST!!

MR KIDD—Sir, I cheerfully comply with your request that I would give you an account of the almost miraculous cure of my little daughter's eye by the aid of your "Petroleum."

She was attacked with a very sore eye in February or March last, when I immediately applied to the best medical aid in the city, by whom it was pronounced "a very bad eye" and all gave me no hope of doing her any good. After which I took her into the country to an old lady, who had been very successful in curing sores, who told me that she could do nothing, as she would certainly lose not only that one, but also that the other would follow—it being a scrofulous affection of the blood. And I do certify that at the time my father (J. H. Vanno) came to the conclusion that we had better try your "Petroleum," she was almost blind, of one eye. It is now about two months since she began its use, and she can now see with both eyes as good as ever she did, and, as far as I can tell, I believe she has, with the blessing of be Almighty, been cured by "Petroleum."

Yours, respectfully,
CHARLES VANNOR COLLEN

Pittsburgh, Sept. 30, 1850.

For sale by Keyser & McDowell, 140 Wood street; R. E. Sellers, 57 Wood street; D. M. Curry, D. A. Elliott, Joseph Douglass, and H. P. Schwartz, Allegheny, also by the proprietor, S. M. KIER.
oct 7 Canal Basin, Seventh st. Pittsburgh

FALL IMPORTATION OF HARDWARE.

LOGAN, WILSON & CO.

139 WOOD STREET,

Are now prepared to offer a large and fresh stock of English, German, and American Hardware to offer superior inducements to buyers. Merchants wishing to purchase will promote their interest by examining our stock, as they are determined to sell on some 30 days time. 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 Whole sale and Retail, and invite the attention of their customers and purchasing public 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 styles, and expressly adapted to the western trade. It has been selected with great care, and as to size and quality is not surpassed by any stock to be found either east or west. Our numerous friends 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:df

ENCOURAGE HOME INSTITUTIONS

CITIZENS'

INSURANCE COMPANY,

Of Pittsburgh.

C. G. HUSSEY, Pres't. ——— R. 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 generally.

An ample guaranty for the stability and integrity of the Institution, is afforded in the character of the Directors, on the most of whom the community have favorably known to the community for their prudence, intelligence, and integrity.

Directors—C. G. Hussey, Wm. Bagaley, Wm. Lariner, Jr., Walter Bryant, Hugh D. King, Edward Heazelton, John Haworth, S. Harbaugh, S. M. Kier. aug30

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 20th of July last.

aug6:dtf WM LARIMER, Jr. Treasurer.

Improvements in Dentistry.

DR. G. G. STEARNS, late of Boston, is prepared to manufacture and set BLOCK TEETH in whole and parts of sets, upon suction or Atmospheric Suction Plates.—TOOTHACHE CURED IN FIVE MINUTES, where the nerve is exposed. Office and residence next door to the Mayor's office, Fourth street, Pittsburgh.

REFERENCE—J. B. McFadden, F. H. Eaton. la19

DR. D. HUNT,

Dentist. Corner of Fourth and Decatur, between Market and Ferry streets. oct1-dlyin

THE MAYORALTY.

MR. WHITE—Please announce the name of WILLIAM RIDDLE, of the Fourth Ward, as a candidate for Mayor, at the ensuing election, subject to the nomination of the Whig Convention, and oblige

MANY WHIGS OF THE SECOND WARD.
oct19:dtf

MR. WHITE—Sir—You will please announce the name of GEORGE C. MORGAN, as a candidate for the Mayoralty, subject to the ratification of the Whig Convention. Mr. Morgan's claims will be strongly urged by a host of friends, he being both capable and honest. MANY CITIZENS
[oct22:nt]

MARRIED.

On Thursday, the 24th inst., by the Rev. T. B. Lyman, GEORGE S. LOVETT, Esq., of Washington City, to CAROLINE, daughter of Anthony Beelen, Esq., of this city.

DIED,

Yesterday morning, at 12½ o'clock