Pittsburgh Morning Post.

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PITTSBURGH POST.

WEDNESDAY MORNING.....NOVEMBER 28.

PITTSBURGH.

ITS MANUFACTURES, COMMERCE, AND RAILROAD POSITION.

In the article published in the April number of the *Merchant's Magazine*, we ventured the opinion, and endeavored to give substantial ground for it, that Pittsburgh was destined by nature, with the aid of capital and art, for three great purposes: 1st, as a manufacturing city; 2d, as a supplier of coal for all time to large portions of the North, South, and West; and 3d, as a distributor to the West of the goods, manufactures, and merchandise of the East and foreign countries, and a distributor to the East of the produce, stock, and industrial products of the West.

This opinion, we think, is fairly, logically, and necessarily deduced from a consideration of the various elements which have always built up wealthy and powerful commercial and manufacturing districts; from a careful survey of her geographical position, climate, relations to the West, East, North, and South; her numerous and cheap water communications; and from the nature and varied character of the surrounding country, and the wonderful subsoil and surface resources for which, when fully developed, she will be the outlet and beneficiary.

We have already, at some length, considered the first two branches of our subject, and after having given some account of the amount and variety of her present multiform products, we will address ourselves to the discussion of the last branch.

And here, at the outstart, it is proper to observe that it is cause for regret that this city, or its merchants, have never deemed it necessary or useful to collect, record, and statedly publish exact and reliable statistics of her imports and exports; the establishment, extension, condition, and variety of her manufactures and commerce; the consumption of raw material, and the kind, quality, and distribution of the various converted fabrics. It is by the periodical and persevering collection of such valuable statistics, that public attention is directed and influenced, that population and capital are attracted, and that the full measure of a city's wealth and power is widely known and appreciated. The absence of such a system, while it makes the task of a volunteer more arduous, at the same time renders it more necessary. We are glad, therefore, to be able to announce the late organization of a Merchants' Exchange, one of the earliest and most important duties of which will be to gather for publication important commercial and industrial statistics. It is *our* desire to present only a fair, moderate, and, we think, reliable account of the various branches of Pittsburgh manufacture.

Considering the abundance and variety of raw material, the many facilities for a cheap conversion into the merchantable product, the proximity and requirements of an ever-increasing and ever more accessible market, it is difficult to account for the neglect of many branches of manufacture there, which, it would by obvious to the slowest comprehension, must of necessity yield a speedy, sure, and very fair return. Capital is really needed, and *must* come from abroad. Pittsburghers see clearly and know well the advantages for and the profits resulting from the establishment of certain branches, yet such have been the business additions and money requirements caused by the completion of railroads, and the great increase of western demand, that every available dollar is actively employed. It is patent to all, that present manufactures multiplied in numbers and varied in amount as they may, will be as nothing to what there will be in twenty or thirty years. We have already mentioned the peculiar fitness there is in establishing locomotive, passenger, and freight car factories, for railroad bar and railroad supplying factories, for woolen and flour mills, for factories of wood screws, heavy and fine cutlery and hardware, copper and brass wire, and small work for carriages, wagons, &c., and in fact establishments for every description which require chiefly the employment of metals or wood, which are costly in manufacture, and which need near and good markets, and cheap and speedy conveyance thither. Some of the many companies in New England, whose small dividends have lately been exposed in the public prints, would change the locality and direction of their investments, it would most assuredly be a profitable change.

There are now in Pittsburgh and immediate vicinity, 29 rolling mills, having 176 puddling furnaces, 121 heating furnaces, and 235 nail machines, consuming annually 82,500 tons of pig metal, 16,500 tons of blooms and scraps, and 6,275,000 bushels of coal; producing 395,000 kegs of nails and spikes, and an aggregate product of 80,800 tons of merchantable iron and nails, employing $4,775,000 of invested and working capital, and 2,720 hands.

Included in the above, is one small rolling mill at Brownsville, which is owned and has a warehouse in Pittsburgh; one mill for rolling "imitation Russia" sheet iron, situated on the Monongahela, which has an agency for the sale of its products at Pittsburgh; one very extensive forging mill, which rolls much of the iron it consumes, and three mills which chiefly produce spring, American blister, and plow steel, elliptic springs, hammered axles, vices, anvils, cultivator teeth, &c., &c., and one T rail mill, consuming 9,000 tons of metal per annum.

The demand for iron products of every variety has been of late unprecedentedly large, and notwithstanding the excessive cost of pig metal and blooms, the various mills and factories are overpressed with work, and all the rolling mills, with one temporary exception, are running "double turn," as it is called, or night and day. The quality and finish of the iron and nails manufactured, excels most that are imported, and is fully as good as any that are made at home. From 20 to 30 puddling furnaces will be added during the coming summer, and a number of nail machines erected; and if Congress is not again troubled by the prosperity of American skill and industry, and is content to let alone the present *ad valorem* tariff, which, by an unforeseen combination of accidents, has ceased to work harm, the iron trade will most probably continue active and prosperous for years to come. Most of the furnaces in Pennsylvania which were sold out by the sheriff on account of the paralyzing effect of a competition between foreign pauper and American free and well-paid labor, are now again on blast. Although not exactly a Pittsburgh interest, yet, as much of the stock is owned there, and it is situated near it, it may not be out of place to mention in this connection a mammoth rail mill which will go into operation about the first of May. The chartered capital is $1,000,000. The company owns thousands of acres of timber, coal, and iron ore lands. They have eight coke furnaces, with capacity to turn out 720 tons of pig iron per week; have 60 puddling furnaces, 5 scrap furnaces, and 12 rail pile furnaces; they have 4 "squeezers," run by separate engines of 80 horse power, 4 sets of rolls run by separate engines of 150 horse power, one engine of 150 horse power for rail mill, and a fourth engine of 60 horse power for machine shop. The machinery is of the most perfect and powerful character, and when in full operation, will be able to turn out 120 tons of rails every 24 hours, which can be cheaply transported either east or West. This, we believe, is the largest rail mill in the world.

There is one copper smelting establishment, consuming 1,000 tons of Lake Superior ore, and producing over 500 tons of refined metal in the form of "cake" and ingots. In connection, there is a copper rolling mill, producing annually 250 tons brazier's sheets, 25 tons locomotive "fine strips," and 40 tons of copper-pressed bottoms, all of which, at the present prices of copper, would be worth $700 each per net ton of 2,000 lbs. An extensive brass foundry has just been added for the manufacture of brass metal and sheets, but no estimate of course can yet be made of the annual yield. Pittsburgh is very largely interested in the copper business in all its varieties and relations. Her citizens claim to be the pioneers in Lake Superior copper mining. They, in connection with a few Boston capitalists, owned and worked the first mine, the celebrated "Cliff," which is now yielding such enormous quantities of copper. Many of the companies have been formed from Pittsburgh capitalists; and the appended table will show how many mines are, in great part, owned and controlled there:

	No. of shares.	Present value per share.	Amount held in Pittsb'h.	Total
Pittsburgh and Boston Mining Co.	6,000	$145	2,000	$290,000
North American	10,000	75	7,000	525,000
National	10,000	50	8,000	400,000
Ohio Trap Rock	6,000	28	4,500	126,000
North Western	10,000	18	4,000	72,000
Ridge	10,000	6 50	7,600	48,250
Meadow	10,000	4	4,800	19,000
Adventure	10,000	2	4,000	12,000
Iron City	10,000	2	7,600	15,000
Fire Steel	10,000	2 25	8,000	18,000
Collins	10,000	3	9,000	27,000
Eureka	10,000	1	5,000	5,000
Pittsburgh	20,000	1 50	15,000	22,500
Arctic	10,000	1	6,000	6,000
Bluff	10,000	1	7,000	7,000
Pittsb'h and Isle Royal	10,000	4	8,000	32,000
Held in Pittsburgh				$1,213,750
Held by Pittsburghers in other cities				418,250
Total, in round numbers				$1,632,000

There is in Pittsburgh an establishment called "Eagle Steel Works," manufacturing cast steel of all varieties, bar, shear, and sheet. They have three converting furnaces, five heating furnaces, and eighteen melting furnaces. They employ about 60 hands, many of them imported from England, and consume annually 750 tons of iron, one-third of which is Swedish. The steel produced by these works has been repeatedly tested, and is found fully equal to the best English imported. The extensive file factory has been abandoned, but many file shops are now conducted by their former workmen.

There are, as nearly as can be ascertained, 48 foundries which cast iron. They may be divided into two classes, those which make chiefly steam engines, and those which make hollow ware, grates, and stoves, heavy and light machinery, car wheel, mill gearing, iron fronts and railing, wagon boxes, andirons, school furniture, plow castings, decorative and fancy work, and innumerable other useful articles. Of the former there are 9; some very extensively engaged in this branch, while others partake of the business of both classes. In the manufacture of steam engines they consume yearly 3,200 tons wrought iron, 9,250 tons of pig, employ 640 hands, and produce 120 steam engines every year. Net capital $640,000. Five of these engine shops have boiler yards attached, producing not less than 250 boilers annually. There are besides five more boiler yards in the city, carried on as an independent business. They manufacture 240 boilers per annum, weighing on an average 5,000 lbs each, employ 130 hands, and have a capital of $125,000. In the second class of foundries, there are 29, consuming annually 19,275 tons of pig, employing 825 hands, and having a net capital of $775,000. Many of these are very extensive, manufacturing the heaviest mill gearing, cotton and sugar mills and presses, copper mining machinery, railroad castings, chilled wheels, shafts, machines for punching, drilling, and planing iron, &c., &c. One owns the patent for drilled rollers, and is the exclusive provider for the whole United States. Another owns the right for Pennsylvania and Maryland to manufacture Fisk's metallic burial cases, which will employ a large number of skillful hands; three have, in connection with their foundries, freight-car factories, and produce 450 per annum; two or three are exclusively engaged in making cotton machinery, and a like number in making grates and stoves; two make locks, latches, scales, and malleable castings. The heaviest establishment of all is the Eagle Pitt Works, and deserves a somewhat special mention. Besides their regular heavy and elaborate products, they have done much work for government. Some years since, they built two iron steamships of 400 tons burden each, the "Geo. M. Bibb," submarine propeller for the Gulf of Mexico, and the "Jefferson," revenue cutter, which was taken apart and transported to Lake Ontario, and is, we believe, still living and in active service. From 1842 to 1847, there were cast, bored, and mounted at these works 522 cannon, weighing 1,787 tons, and 22,189 shot and shell for cannon and howitzers, weighing 541 tons. During the years 1851, 1852, and 1853, they cast and bored 76 cannon, weighing 206 tons, and are now engaged on a government order for 24 guns of the heaviest calibre, called "Columbiads," having a 10-inch bore, and throwing a 124-pound shot. Lieut. Rodman, of the army, and for some time connected with this establishment, is the inventor of a new and important principle in the casting of ordnance. The cannon is cast hollow, and a constant and ever-renewed stream of water forced in, thus cooling the interior first, instead of, as was the old plan, casting solid, and allowing the outside to cool first. The effects are more equal strain, and more density and toughness where such qualities are most needed. Cannon cast by both methods have been subjected to most powerful tests, and the result has been that those cast on the new principle bear five and six times the number of charges of those cast by the old method. In 1852, these works consumed 2,225 tons pig iron, 1,000 tons wrought iron, employed 260 hands, and produced 10 blast cylinders, 10 large first-class steam engines, 300 tons boilers, and 100 freight cars, besides other important work. There have been built also at these works, two steam revenue cutters, one steam frigate, one submerged propellor for Lieut. Hunter, and one large river steamer, all of iron. Of the fate or condition of these steamers, we have no knowledge. The amount of pig iron, blooms, and scraps consumed in Pittsburgh, would be, from the foregoing estimate, which is as close as can be arrived at:

Steam engine foundries	Tons 9,275
All other foundries	19,275
Rolling mills	82,500
Total	111,375

It would be impossible to make any estimate even approximating the truth of the amount of wrought iron consumed by the various factories of Pittsburgh, but it would rise to many thousand tons.

There are in Pittsburgh ten flint or crystal glass factories, with fifteen furnaces, all in full operation night and day, engaged in the manufacture of all varieties of table and ornamental glassware, druggists' jars, tinctures, &c. They have a net capital of $650,000, employ 600 hands, and consume annually 600,000 bushels coal, 400 cords wood, 550 tons lead, 300 tons soda and pearl ash, 250 tons fire clay, 1,500,000 feet boards, 600 tons of straw and hay, and 1,800 tons of sand.

Fourteen window glass furnaces, with a net capital of $400,000, employing 600 men and boys, consuming 725,000 bushels coal, 5,510 cords wood, 4,950,000 feet lumber, 1,200 tons soda, and producing annually 145,000 boxes glass, worth near $580,000. Included in the above are six furnaces situated at various distances from Pittsburgh on the Monongahela, but which are chiefly owned, their business transacted, and their products sold at Pittsburgh. The products of the lower furnaces generally go under the denomination of "country glass," and are inferior in quality to what is called, in contradistinction, "city glass." Some of the window glass factories are at present making glass of great beauty and size, also fine varieties of plate, Boston, concave, and show-window glass.

Eleven phial and bottle factories, with a net capital of $260,000, employing 650 men and boys, consuming 275,000 bushels coal, 5,250 cords wood, 2,750,000 feet of lumber, and 880 tons soda; and producing annually 176,000 boxes of every variety of black and green bottles, flasks, phials, &c., worth at present rates $385,000. There are 8 window glass and 1 bottle factory, which, being at present out of blast, are not included in the estimate.

There are five cotton factories, running 29,300 spindles, 671 looms, and consuming yearly 6,350,000 lbs. cotton, 375,000 bushels coal, 120,000 lbs. starch, and 10,000 gallons oil; employing 1,350 hands, chiefly girls, and producing annually 7,794,000 yards cloth, 5,594,000 lbs. cloth, yarn, carpet chains, &c., of value equal to $1,281,000. About 200 looms will be added during the coming summer, which would make the annual consumption of cotton altogether equal to 16,000 bales.

There are 2 very extensive establishments manufacturing locks, latches, coffee, and paint mills, counter, hatch, hay, and railroad scales, malleable castings, &c., &c. Capital invested, $250,000: consume 1,600 tons pig metal, besides many tons of copper and zinc, in the manufacture of brass for keys, lock facings, &c., and a large amount of wrought-iron; employ 400 hands, and produce goods annually to the amount of $450,000, which are distributed from Mexico, on the southwest, to Nova Scotia, on the northeast, including both Canadas.

There are 13 forges and heavy blacksmithing works, many of them using steam and forging hammers, consuming 16,000 tons of bloom and wrought iron yearly; employing 350 hands, and a net capital of $400,000, and manufacturing large quantities of railroad axles, hog chains, anchors, chain cables, cranks, shafts for steamboats, and sugar mills, tobacco screws, bridge work, and heavy jobbing for steamboats and railroads.

There are 6 establishments, all employing steam, and of a largely increased custom and capacity every year, which manufacture in all axes, hatchets, shovels, spades, hoes, hay and manure forks, mill and cross-cut saws, picks, mattocks, &c. They have in all a net capital of $200,000; consume 200 tons of best steel, 2,500 tons of wrought-iron, and employ 300 hands. Of the two which make axes, one will produce 12,000 dozen, and the other 2,000 dozen yearly.

There is another factory making vices alone, and still another making solid box vices, hammered axles, crowbars, sledges, hammers, timber, mill, cotton, and tobacco screws, &c.

There are 5 separate establishments for founding brass, which among them make bells, every variety of common and patent cocks, metallic packing, locomotive castings and mildings, decorative works, &c.

Eight more or less extensive factories for working copper, making copper tubing, pipes, vessels, engine and steamboat work, &c.

There are several establishments which are extensively engaged in making Britannia, japanned, sheet iron, and tin ware, which they send their products throughout the West and South, and to the lakes.

Also, one large steam-dog for making heavy tools and machines, such as planing machines, turning lathes for dressing iron, punching and drilling machines, slide rests, &c.

There are four large factories for making fire and burglar-proof safes, heavy locks, vault doors, and iron shutters, which employ about 150 hands, have a net capital of $160,000, and, besides their jobbing work, make annually 1,500 safes, which, at an average value of $60, would be worth $90,000. These safes are extensively distributed throughout the West, have been repeatedly tested, and are reputed to be as good as any made elsewhere.

There are two silk thread factories, consuming 75 tons of best and toughest iron, and making, at an average of 12 lbs. to each barrel, 12,500 per annum.

There are 4 white-lead factories, with capacity to produce 240,000 kegs of lead every year, worth, at current prices, $500,000. Also about 70 tons of litharge, and a large amount of red lead. There are 2 soda factories, in Pittsburgh, and 1 in Tarentum, near the latter place, which sends its product there for sale. The largest of these has an invested capital of $80,000, employs 100 hands, consumes yearly 15,000 tons of material, coal, limestone, salt, sulphur, &c., and manufactures 10 tons daily, or 3,000 tons yearly. At least 1,000 tons of soda are consumed in Pittsburgh yearly, more than is not used much of its product abroad.

There are 3 large flour mills, using steam, consuming 50,000 bushels of wheat per annum, at a cost of $2 per bushel, and yielding 1,000 barrels of flour per day, which is entirely consumed in the home market.

There are 2 breweries, which, we learned, away, one little distance, and which transact their business at Pittsburgh, 28 breweries, 15 of which employ steam. The net capital of the 28 is $400,000, amount to 50,000, manufacturing, at the rate of 1,000 barrels per week, and using in the process 2,000,000 pounds of hops, 2,000,000 of malt, 2,000,000 of sugar, and 1,000,000 of Indian corn. They consume annually 1,000,000 bushels of barley and Indian kernels, and produce 15,000 barrels of beer, and 1,000,000 gallons of common beer. They consume annually 1,000,000 bushels of barley and Indian kernels, and produce 15,000 barrels of beer, and 1,000,000 gallons of common beer. They consume annually 1,000,000 bushels of barley and Indian kernels, and produce 15,000 barrels of beer, and 1,000,000 gallons of common beer. In addition to this product, they send, per annum, 15,000 barrels of ale, and 1,000,000 gallons of common beer, which are sent to the country and at Liverpool. Capital employed, $400,000. The amount of manufactures by which the great breweries could be supplied, and the interest of capital invested, would be in fact a good market for all the grain and hops produced in the country, and would be a large item in the home trade.

There are 2 establishments for the exclusive manufacture of cracers and pilot bread, one employing steam, and 2 not. The aggregate yearly consumption would be at least 10,000 barrels of flour, and the product would rise above 10,000 tons. The water, lemon, and soda crackers, sweet and butter crackers, are much in these mills, have a wide celebrity, and are largely distributed both East and West.

There are at present in operation 7 steam tanneries, manufacturing into every variety of common and patent leather, 25,000 hides yearly, amounting in value to $212,000. The department of tanning is a new feature in the leather trade there, which, from a small commencement, is now said to nearly one-half of all the leather manufactured, with a rapidly increasing demand. In addition, there are a number of smaller concerns, some that manufacture sheepskins, and all kinds, to the value of $70 or $80,000 annually. Pittsburgh, as a market for the country tanned leather, is increasing daily, offering to country tanners the most promising inducements, which bid fair to make her a chief Western center for leather and hides.

There are 15 planing mills operated by steam, with a capital of $200,000, producing flooring boards, &c., equal to over 10,000,000 feet annually. This planed and dressed lumber goes as far West as St. Louis, and as far South as New Orleans.

Thirteen steam saw mills, which, on an average yield of 1,000,000 feet, would produce nearly 20,000,000 feet of lumber per annum. Pittsburgh is the cheapest lumber market for all varieties, in the whole United States; and every railroad which will be built through Western Pennsylvania, will largely increase her supply and variety. The lumber trade of the Allegheny is now immense. The whole valley, which is watered by that river and its tributaries, is covered for hundreds of miles with the densest and most luxuriant forests, chiefly of white and yellow pine, spruce, hemlock, and poplar, with a fair intersprinkling of ash and hickory. When this region is fully cleared of its almost limitless and valuable surface growth, it will become one of the most exceedingly fruitful districts in our country—distinguished as that country is for its fertile soil and prodigal productiveness—and offers very many inducements to settlers from the East and from foreign countries.

Land, on account of its hitherto being shut out from markets and so closely covered with forests, is ridiculously cheap; the country is healthful, and the climate healthful and temperate.

The Allegheny Valley, Sunbury and Erie, Warren and Franklin, and Erie and Pittsburgh roads, which will shortly be built, will intersect and lay open the iron ore, limestone, coal and lumber stores of this magnificent region through, and its wealth will and cannot fail to cover it at no distant day with a crowded, thrifty, and industrious population. The Allegheny Valley road alone will largely increase the lumber trade of Pittsburgh, and will also convey much of it to New York and Eastern Pennsylvania. A few lumbermen alone in North Ridgeway township offer, if freights be favorable, to send over 10,000,000 feet. The amount of sawed lumber coming down the Allegheny and its tributaries, the Clarion, French Creek, Tionesta, Conewango, and others, is estimated at from 150 to 175,000,000 feet annually, chiefly white pine, 200,000,000 pine shingles, 30,000,000 lath, and 20,000,000 cubic feet of square timber. The lumber rafts are prepared at the saw mills, which will number over 200, running from one to eight saws; they are then floated down with the spring freshet. About one-third of them are stayed and distributed at Pittsburgh; the remaining two-thirds are sold to the different towns and cities on the Ohio, as far down as the mouth.

The Valley of the Monongahela, which is now being opened throughout its entire extent by the Connellsville Railroad and by slackwater navigation, grows a different and more solid character of timber, chiefly the tougher varieties of oak, hickory, ash, cherry, poplar, locust, and bird's-eye maple, so that almost every variety of wood used for manufacturing can be obtained at Pittsburgh at a little more than half the cost which its scarcity compels elsewhere. This is a very important consideration in the establishment of such branches of manufacture as consume large quantities of wood, and must, as soon as Pittsburgh resources and advantages become better and more widely known, attract there many large workshops in branches of production not yet conducted.

The time appears to be rapidly passing away when peculiar favor should attach to a product because it is of Eastern make; and Western merchants are beginning to find that they are as well served nearer home. The saving in freight and in cost of construction of very many Eastern products, such as carriages, wagons, cars, locomotives, &c., &c., when they can be built just as well and cheaper, and when they can be immediately launched on a very cheap water route, *must* eventually lead to the establishment of many varieties of manufacture which are now found nowhere west of the Allegheny Mountains. Among the branches which consume much wood, are—

1st. The cabinet furniture business, which is carried on extensively at Pittsburgh, and forms an important interest amounting annually to over $500,000, and employing 420 hands. There are very large establishments of the most complete description, with all the modern appliances for turning, in the construction of common furniture and chairs. They principally markets are, Ohio, Pennsylvania, Virginia, Kentucky, and Tennessee. There are at least 15 smaller establishments, which, although they produce largely, yet have a more limited and local market. There are many additional factories, with and without steam, which consume an immense amount of wood, and which distribute their products throughout the West, as well as West Pennsylvania—barrels, kegs, boxes, tubs, buckets, looking glass frames, trunks, detached carpentry and joinery work, &c., &c. Details would require entirely too much space.

There are 7 carriage manufacturers who send their products abroad, chiefly to Tennessee and Kentucky. They have a net capital of $320,000, employ 325 hands, and produce about 1,200 of omnibusses, coaches, carriages, phaetons, barouches, and buggies, per year. Many specimens of admirable work, which have been purchased by citizens of Pittsburgh, and other Western cities, have given great satisfaction, and are fully equal in style, finish, appearance, and endurance, to the best of Eastern manufacture. This branch of business, on account of cheapness of iron, wood, conveyance, &c., is destined to a large increase.

There are 2 very extensive wagon factories, where are manufactured every year an almost incredible number of light and heavy wagons, every description, drays, carts, trucks, &c. Most of their products go far West—many of the wagons and timber wheels to Texas and the South. The larger of these establishments supplied our army while in Mexico with most of the camp and baggage wagons, gun carriages, &c.

There are at present only two pork and packing establishments, but these capable of the slaughter and packing of 7,000 hogs per season. The other killed and packed during the last season was more, owing to some other causes, a want of confidence in prices, and our ground here, that should have been packed there, were sent to various points East. For the same reason, which have operated against the great business, so many new houses of business there, we have no report of Western and Eastern commodities, as every industrious and enterprising department of Western trade has as yet been telling, there are new industries to be added, and be in future a very prominent branch. There are certainly many advantages to induce large investment. The climate is in the highest degree favorable, and the raising large numbers of hogs, and there is the natural result, that they can be barreled to completion, will be small, and we are credibly informed that hogs can be bought in Pittsburgh from Western cities at an expense of 50 cents per hundred less than can be obtained in Eastern markets. Pittsburgh is now than any other market, at an average difference of 25 cents per hundred, Pittsburgh's market, the cost of the same, the greener meat, fed, &c., and consequently more and lighter packing pork, as the cured product can be shipped at all seasons of the year, and by the same reason, a better article for Eastern markets.

There are 2 rectifying establishments, at present turning out 10,000 gallons of whiskey per month, one a new establishment for the business of distilling and rectifying spirits from corn, and the other for rectifying whiskey which is distilled from rye, which is the Monongahela region, and is, although the product still bears the name of Monongahela Whiskey.

On the Allegheny river and tributaries, and through all the whole country surrounding Pittsburgh, are located numerous salt works. As near as can be ascertained, there are now in operation about 40 wells, annual product 60 tons best and most flourishing, about 50,000 bushels, for the least productive, 6,000. Besides these there are 70 which are at present lying idle. To prove productive, they are bored near a plentiful supply of bituminous coal, of which large quantities are used to evaporate the water and to crystalize the salt. The quality of the salt thus produced, is equal to any other, whether obtained at home or abroad, as the annexed analysis by Prof. Booth, of salt taken from the Kiskiminetas, and by Dr. Peterson, of Allegheny, Pennsylvania, testify:—

Varieties	Chloride of sodium or common salt	Chloride of magnesia	Muriate of lime
Fine salt, Allegheny, Pa.	96.57	0.71	0.72
Liverpool	98.52	0.00	0.00
Turk's Island	99.00	0.00	0.00

Varieties	Sulphate of magnesia.	Sulphate of lime, or plaster of Paris	Insoluble matter, chiefly sand
Fine salt, Allegheny, Pa.	none	trace	trace
Liverpool	0.16	1.20	0.12
Turk's Island	none	2.00	trace sand

Besides the numerous factories and branches of manufacturing interest enumerated and described somewhat at length above, there are others which may deserve some special mention, although, however any detail. To wit:

One factory with over 60 complicated machines, and employing 60 hands, for making blue cut tacks, brads, shoe, cut, clout, and finishing nails, iron and copper rivets, &c. One for making nuts and bolts of all varieties and sizes.

One star candle factory and mill, employing 18 hydraulic presses, for the purpose of expressing from lard the oleine and stearine. Over 10,000 barrels of lard are used annually, the oleine of which is converted into lard oil, and the stearine into star candles.

One which makes all sizes of wrought spikes, small and large rivets, &c. One factory situated at Brighton, but having stock and warehouse in Pittsburgh, for making all sizes of wire, rivets, sieves, safes, &c. Three or four factories of agricultural and gardening implements.

Six paper mills at Pittsburgh and neighborhood. Six rope-walks for the manufacture of hemp and manilla rope, twine, &c. Three extensive establishments for sawing, dressing, and cutting stone, making burr millstones, &c.

One establishment exclusively engaged in making railroad spikes, by a lately patented and wonderfully efficient machine, turning out from 5 to 7 tons of spikes every day. One very large mill for the manufacture of oil cloth, window shades, &c.

Two chemical works for the manufacture of nitric and sulphuric acid. Two extensive gas works, one in Pittsburgh and one in Allegheny, charging only $1 80 per 1,000 cubic feet. Three water works, two for Pittsburgh and one for Allegheny.

All the above employ steam in their operations.

Also, we may pass with a mere mention, many minor establishments, which in the aggregate add much to the value of Pittsburgh products. From 10 to 20 furnaces for the conversion of coal into coke. Factories for woolen goods, woven garments, and crash; for cards used in cotton and woolen machinery; for harness, trunks, riveted hose, and saddlery hardware; for sickles, surgical, dental, and surveying instruments; for earthen, stone, and yellow Rockingham ware; for fire, building brick, tiles, and marble work, for the manufacture of Chilson's furnaces, and copperizing iron; for the manufacture of gas and water pipes, chandeliers, oil, lard, and fluid lamps; for bellows, Venetian blinds, shutters, lead pipe—and, finally, yards where are made in large numbers flats, canal, and keel boats, barges, steam tugs, and boating work generally.

Steamboat building, though mentioned last is one of the most important branches of Pittsburgh manufacture, and in their construction, equipment, and management, employs an immense number of artisans of many different trades. The effect of railroads thus far constructed has been greatly to increase, rather than diminish the river trade. Numerous steamers arrive daily, laden to the guards with the cereals and other produce of the South and West.

Contrary to expectation, and owing to the great demand for river shipment at points on the Western waters, freights are high, steamboats are selling at a greatly advanced price, and the numerous boat builders are driven to the wall with work, and are hotly pressed to fill their orders. Chiefly on account of the great abundance of the required varieties of timber, and of other materials usually employed in building, steamers are built better and cheaper at Pittsburgh and vicinity than at any Western port, and, in consequence, more are built and fitted out there than at any other two or three cities in the West.

For the year 1853, 59 were enrolled on the custom-house books of Pittsburgh; and in 1854, the number of new boats launched, some of them of unusual size, power, and carrying capacity, will rise above 80. The improvements which have of late years attended the construction, the adornment, and the appointments of river steamers, for burden and for passengers, have been numerous and of great value. The very large and powerful boats which have lately been launched as passenger packets between Pittsburgh and Cincinnati, are superb specimens of workmanship, with furniture and decorations of the most gorgeous and elaborate order, and complete in all that can administer comfort or pleasure to the traveler. These splendid floating palaces are over 250 feet in length, have an actual carrying capacity of from 800 to 1000 tons, cost from $60,000 to $80,000 each, and more with great care and softness. A boat is now being built at one of the yards for the St. Louis trade, of 1,080 tons burden by custom-house measurement, but of an actual carrying capacity of full 1,700 tons. This immense boat will soon be launched and completed, no less than $80,000. There are other boats now in process of construction, which are designed and built on an entirely new plan, with the purpose of carrying large amounts of freights on very little water. They will have each two wheels at the stern, two powerful double engines, will be of unusual breadth of beam, and so arranged as to carry 1,500 to 2,000 tons on three feet of water. If this experiment shall be successful, of which there can be little doubt, it will be of inestimable aid to the Pittsburgh carrying trade in seasons of low water.

Pittsburgh boats are all built on the high pressure principle, and will average about 300 tons by custom-house measurement, to which fully one-half must be added for actual carrying capacity, making an average of 450 tons each.

Owing to the irregular method by which the department Western custom-house books are kept, it is almost impossible to arrive at, with any accuracy, the aggregate *tonnage* of Pittsburgh. The official report on Commerce and Navigation, published by the Treasury Department for 1852, records the steam tonnage of various Western cities thus:

	Permanent steam tonnage.
Louisville	13,818
Wheeling	4,280
Pittsburgh	16,758
Cincinnati	19,101
Chicago	32,646
St. Louis	52,715
Baltimore	72,274

This table is manifestly disproportioned and unjust to Pittsburgh. The amount of steam tonnage registered on the custom-house books at Pittsburgh

Tonnage	76,256 tons
Add one-third for actual carrying capacity	25,419
Which we understand to be the aggregate steam tonnage of the steamers originally built and owned at Pittsburgh, for the duty of the custom-house charge, but it is now, or has been, condemned, sunk, or lost in the district, were deducted from the above amount, the aggregate tonnage would be very materially reduced.

On account of Pittsburgh would be incomplete, did we not mention some few of the public edifices which add beauty to the city, give many conveniences to citizens, and many of which serve also as mementoes of the generosity of the honest dead.

Five cases have been lately completed two covered bridges, which for property of design, excellent workmanship, and general commodiousness, are not surpassed anywhere.

A new custom-house, built in the Greek style, covers one with a beautiful post-office and United States court rooms, and costing $115,000, has just been occupied, and Pittsburgh importers have just been relieved from their own custom-house.

A United States marine hospital has been finished some years, and is now occupied. Three hospitals, erected and sustained by private charity, have lately gone into operation. A very beautiful house of refuge, capable of lodging and comfortably providing for 150 inmates, is now receiving the finishing touches. Having a moderate approbation by the State, this fine edifice will be a monument of private munificence.

Three costly Gothic churches will be completed during the present year—one for the Presbyterians, one for the Methodists, and one for the Episcopal Church. This last will be a structure of unusual splendor and size, and capable of containing 8,000 persons.

At convenient distances from the cities on the Allegheny and Monongahela, are situated the Allegheny and Pittsburgh poor houses, while a third for the county of Allegheny, will shortly be completed.

The court-house, with county jail attached, is a noble and imposing building of stone, and has been very much admired. Its cost was over two hundred thousand dollars.

The penitentiary for West Pennsylvania, looking like some old feudal castle, with its turreted walls, is a State institution, and is situated in Allegheny City.

The United States arsenal and government machine shops, with officers' houses attached, occupy some beautiful and tastefully decorated grounds near the city lines, on the Allegheny river.

Each city has also very extensive rural cemeteries, with delightful shades, running waters, commanding prospects, and rare and costly shrubbery. In the absence as yet of shaded public grounds, these cemeteries are the frequent resort of both citizens and strangers. There is a very strong hope that a large area of waste common, now lying on the route of the Allegheny, will be shortly converted into shaded public parks. In event of a consolidation of the two cities and adjacent boroughs, a bill for which is now before the Pennsylvania Legislature, it is probable that the bridges between the cities will be free, and these grounds immediately improved.

The third position, that Pittsburgh is destined for much Commerce, and as a *distributor*, both for the East and West, the limited space yet remaining for us, compels to treat as briefly as possible.

A careful study of the map of the United States, a survey of the great natural highways of the North, South and West, and of the directions and tendencies of advancing population and trade, a consideration, moreover, of the position of the chief seaboard cities, and the related directions of the growing centres of Western population and Commerce, between which two groups of cities there must always be an interchange of commodities and values, will most clearly demonstrate the commercial value of the position of Pittsburgh. We do not fear claiming too much. Occupying a central point between the North and South, situated at the base of the western slope of the Allegheny Mountains, at the conjunction of three navigable rivers, which give her command of 20,000 miles of cheap navigation, and that too at a most convenient distance and proper direction from five important Eastern cities, Pittsburgh stands *the door of the West*. Where she does no lie in a direct line between Eastern cities and their opposites in the West, her cheap water navigation, which terminates with her, and gives choice of five markets, will procure her large quantities of freight and much travel for points beyond her.

The various railroads which will shortly be completed, and which will connect her in the directest line with every important city, either East or West, as low down in latitude as Washington on the one side, and Memphis on the other, are expected to benefit her in divers ways. It is apparent that railroads may go through even a large place which has no local advantages, where freight breaks no bulk, and where there is no object for any stoppage in transitu, and still receive no large accession of population, or increase in value or influence; but where a city has already become a trade centre and busy mart of commerce and manufacture, and the market of a large region of country unusually rich in agricultural and mineral wealth, every completed road increases her population, her wealth and power, makes an additional section of country dependent on her, enlarges the market for her produce and manufactures, and advances her material welfare in many unexpected ways.

Most undoubtedly, to her position at the one extremity of river navigation, Pittsburgh, without (until very lately) a single railroad, owes whatever commercial importance she is possessed of, and is the main cause why railroads have been projected and built with reference to her; and if that river were navigable the whole year round for heavy draught steamers, no number of railroads that could be built would ever be able to approach it in the carriage of freight or in value to Pittsburgh.

The position with reference to water navigation, is building up Chicago and Buffalo at each extremity of the lakes; it has built New Orleans and New York in part.

At seasons of good water, heavy freights are carried from Pittsburgh to St. Louis and Nashville for 25 cents per 100 lbs.; to New Orleans and Dubuque, for from 30 to 40 cents per 100 lbs.; and no railroad, no matter how cheaply it may be constructed, or how low its running expenditures may be reduced to, will ever be able to compete with water navigation at such rates. It is a fixed and well known law of commerce, that unless certain influential causes operate in attracting trade out of regular courses, it will seek the nearest and cheapest way to market, and so intelligent and sensitive is it, that, other things being equal, as soon as better and cheaper transportation facilities are afforded, as soon as freight can be carried one cent cheaper per 100 lbs., and more especially if time, rates, and distance be favorable, it will be there with immediate recognition of the fact, and commence to flow in