THE PITTSBURGH DAILY MORNING POST.

J. HARPER, EDITOR AND PROPRIETOR.

PITTSBURGH, FRIDAY, OCT. 23, 1846.

The Pennsylvania Volunteers called Out.

A well-authenticated report reached this city late yesterday afternoon, says the Pennsylvanian of Tuesday, that the expected call upon the six Regiments of Pennsylvania Volunteers, who, in compliance with the requisition of the President, have offered their services to the Governor of this commonwealth, had been made. We are not yet acquainted with the destination of the troops, or the exact period when they will be required. But it is evident that the administration has resolved to push forward the operations against Mexico with great energy, and that, in order to do so, a large reinforcement of the forces at the seat of war is essential. The Pennsylvania Volunteers responded to the appeal of the Governor with becoming alacrity, and we have no doubt, that now when their active services are required, they will be ready promptly to make good their plighted faith. Already have the volunteers of the West and South won imperishable honor on the battle-field; and we doubt not their brethren of this great central commonwealth—which was felt so sensibly in the Revolution, and which sustained the country so warmly in the late war—will not dishonor the good name of their fathers. We are engaged in a conflict with a foreign foe. Already have our arms won immortal renown in the various encounters with the enemy. The war is just—it has been long provoked—and the national honor and the national character alike require that it should be prosecuted with the vigor that will terminate it speedily. In such an emergency, what true American will pause to fold his arms? All will, we are sure, stand by the country and the country's cause.

CONGRESSMEN ELECTED IN OHIO.

Democrats elected are		
Farren from the	1st	District.
Sawyer	5th	do
Dickinson	6th	do
Hamer	7th	do
Miller	11th	do
Case	12th	do
Cummins	16th	do
Fries	17th	do
Lahm	18th	do—9
Whigs elected are		
Fisher from the	2d	District.
Schneck	3d	do
Canby	4th	do
Taylor	8th	do
Edwards	9th	do
Duncan	10th	do
Evans	14th	do
Powell	19th	do
Giddings	20th	do
Root	21st	do—10

Leaving the Belmont and Perry districts to hear from. Cowen (whig) in the Belmont district beats Kennon, (dem) 700 in the counties of Harrison and Belmont. Monroe is to hear from, which gives a democratic majority of 10 or 1200. The Perry district was largely democratic in '44. The delegation will probably stand 10 whigs and 11 democrats

OHIO LEGISLATURE.

SENATE COMPLETE.

	Dem.	Whig.
Holding over	9	9
Licking	1	
Franklin, Madison, and Clark		1
Montgomery and Warren		1
Lucas, Wood, Hancock and Ottawa	1	
Pickaway and Fairfield		1
Jefferson and Harrison		1
Knox and Holmes		1
Summit and Portage	1	
Trumbull		1
Hamilton	1	
Butler and Preble	1	
Miami, Darke, and Shelby		1
Sandusky, Crawford, Seneca and Wyandotte		1
Lorain and Medina		1
Huron and Erie		1
Wayne	1	
Delaware and Marion	1	
Stark	1	
	18	18

THE HOUSE.

Returns indicate a small whig majority in the House.

MICHIGAN.—The congressional nominations in Michigan are as follows:—

	Democrats.	Whigs.
District 1—	Robert McClelland.	Edwin Lawrence.
" 2—	Edward Bradley.	J. Wright Gordon.
" 3—	Kingsley S. Bingham.	Geo. W. Wisner.

NEW JERSEY.—Thomas G. Combes has been nominated for Congress by the democrats of the 2d district.

IT IS NOT TRUE, as stated by the *Gazette*, that ADDISON GARDINER, Esq., has declined running as a candidate for Lieutenant Governor in New York. His letter, accepting the nomination, is published in the Albany Atlas of the 17th inst.

THE DEMOCRACY OF NEW YORK are making grand preparations to give SILAS WRIGHT a triumphant majority for Governor. They can do it. The election takes place on the 3d of November.

SILSBEE'S FAREWELL BENEFIT comes off at the Theatre to-night. An immense bill will be presented for the lovers of fun. There will be five pieces performed. Silsbee will tell five amusing Yankee stories; and there will be lots of songs and dancing. The Theatre will be crowded to overflowing, and we would suggest to Mr. Porter the propriety of enlarging the building, for half the people can't get inside to-night who wish to hear the prince of all Yankees tell some of his side-splitting yarns!

THE INDEPENDENT BLUES of Baltimore have appointed Sergeant Samuel S. Mills, to proceed forthwith to Monterey, to bring on the remains of their late commander, Colonel William H. Watson.

IMPORTANT.—The Charleston Patriot of the 16th inst. states that Major J. Graham, United States army, arrived in the Wilmington boat that morning on his way to the seat of war. He has instructions from the government to general Taylor, to terminate the *armistice, and advance.*

DEATH OF JUDGE CANNON.—The Hon. Fergus Cannon, one of the Associate Judges of Indiana (Pa.) county, and editor of the Indiana Republican, died on Saturday week.

NEW ATTORNEY GENERAL.—The President, on Saturday last, issued a commission of Attorney General of the United States to NATHAN CLIFFORD, Esq., of the State of Maine. The Union says:

"Mr. Clifford is now in Washington, where he arrived on Friday, and expects to leave it in the course of a few days, to make arrangements for his residence in this city. It is the first cabinet appointment which Maine has ever received, and we hazard little in the assertion that the mantle has fallen upon shoulders which are worthy of wearing it. Mr. Clifford is in the prime of life. On leaving the Congress of the United States, he left a name behind him of which any citizen may be proud. In the national councils, as well as in his own State, he has been distinguished by the integrity of his character, the firmness of his principles, and the talents of a politician as well as a jurist."

Atlantic and Pacific Rail Road.

REMARKS OF ASA WHITNEY, ESQ.,

Projector of the Atlantic and Pacific Rail Road, delivered before the Board of Trade, in the City of Pittsburgh, Tuesday Evening, October 20, 1846.

The meeting having been organized, Mr. BAKEWELL, the President of the Board, stated the object for which it had been convened, and then introduced Mr. WHITNEY to those peesent. That gentleman came forward and spoke as follows:

The project which is now introduced to you by your President, has been before the public, for some time past, and it may not be uninteresting to you to hear a statement of its progress thus far. After satisfying my own mind of its great importance to us as a nation, and to all mankind, and after a full examination into its feasibility and practicability, I decided to bring it before the people, believing that when understood it would receive the full and unanimous approval of our whole country;—and thus far my hopes have been fully realized.

I presented to the last session of the 28th Congress a memorial asking for a grant of land 60 miles in width, from which by sale and settlement, to build the road. The memorial was referred to committees in both Houses of Congress. The committe of the House of Representatives made a report in its favor, recommending it to the consideration of the people and to Congress, setting forth the importance of the subject, and recommending the lands as the only means by which it could be done; urging the necessity of immediate action, as the lands were fast being taken up, and soon the only means to accomplish the work would be gone.

In the spring and summer following I passed, (with a company of young gentlemen from different states,) over 800 miles of the route, due west from Lake Michigan. The object was to examine the surface and soil, and see if materials could be found suitable for such a work. As to soil and surface my expectations were more than realized. As to the materials, timber was found on the Lake and over a tract of 90 miles west of the Mississippi, but none beyond that for 1200 miles; and the timber for the road and also for houses for settlers must be taken on from the Lake by the road as it progresses. Stone sufficient for bridging was found, and an abundance of coal, on the Des Moines, on the Missouri, and by Capt. Freemont's report, and also by accounts of several travellers there is coal in and beyond the mountains, and I was satisfied in my own mind that the lands would sell and be settled sufficiently fast to furnish means to build the road.

During the last session of Congress I again presented a memorial praying for the grant of lands, and representing the plan by which I hoped to carry out the work. The memorial was referred to the committee on Public Lands in the Senate, composed of Judge Breese, chairman, Gov. Morehead, Gov. Woodbridge, Gen. Ashley and Judge Chalmers. The committee had the subject under consideration dwing the long session—examined it fully in all its bearings, reported unanimously in its favor and introduced a bill setting apart the 60 miles wide of lands as prayed for. The bill was passed to a second reading and ordered printed, with the report for the use of the Senate, and thus the subject remains ready to be acted on by the coming session of Congress. It has received the sanction and favor of Congress, and if the people will express their approbation of, and desire for, the work, it can no doubt be carried through the coming session.

The object of this road is: first, to open to settlement a vast tract of wilderness country, giving the settlers means to communicate with civilization, and get their produce to market, which could not be done without the road; and as an immense tract, more than 1200 miles of the route is without timber, would be the only means by which the settlers could get timber for buildings, and in the opinion of the committee would enhance the value of all the other government lands far beyond the cost of this road. The Report is full, lengthy and conclusive on this point. The second object, is to connect Oregon and perhaps California with us, identifying their interest with ours, giving them the only means to participate in the blessings and benefits of our free institutions, and the only means of intercourse between us, without which they must become a separate and distinct nation. Producing precisely the same commodities as we do, no exchange could take place, our only commercial channel would be around the Capes, a voyage of nearly 6 months; while Europe, the same distance from them, producing articles which we and they want in exchange for their and our commodities, would make them our rivals in the commerce with Europe; and as they would command the Fisheries of the Pacific, that valuable branch of commerce must be entirely lost to us. Placed directly opposite to Asia, and commanding that vast and rich trade, they would be unwilling to be embarrassed by a government so far off as to forbid the hopes of any benefit whatever from it, and they would of necessity separate from us and become our most powerful rivals; but this road would so bind and link us together that our object and interest would be one, each sharing the advantages possessed by the other.

The third and grand object is, to connect us with Asia, to bring the Old and New World together, to make our continent the thoroughfare and highway of nations, and to bring the entire commerce of the world across our continent. To show the practicability of this, it is necessary to refer to a map which I have arranged, showing our geographical position. It will be seen that we are placed directly in the centre of the globe, with the Atlantic on one side, 3000 miles across to Europe, with a population of 250,000,000; and on the other side of us the Pacific, a little more than 5000 miles across to Asia, with a population of 700,000,000. The commerce carried on by Europe and America, with Asia, amounts to an aggregate of imports and exports of near $250,000,000 annually. The time required to sail from London or New York to China is 100 to 150 days, on account of the moonsoons and trade wind; it requires one year to make a voyage from Europe or America to the ports of Asia and back. But with this road, (traveling at the rate of 30 miles per hour, which is only about half the speed of railroads in England,) the voyage from London—via New York—to China or Australia, may be made in 31 days; to Manila in 34; to Java in 35; to Singapore in 37; and to Calcutta in 39 days; being a shorter time than it can ever be possible for England to communicate with Calcutta, and from New York or other Atlantic ports to all places named, 10 days less time. There is not now, nor can ever be any route by which Europe can carry on commerce with Asia except *around the Capes, by the long sea voyage*, unless this road is built. The present overland route to India is only for the transmission of intelligence, at an enormous expense, and cannot be made a channel for commerce; therefore we have every reason to believe that this immense commerce which has been the source and foundation of all the wealth and all the commerce of the world, from the Phœnicians to the present day, must and will be entirely tributary to this road, and must all pass over it. The yearly saving of expense on the present commerce would be nearly $10,000,000, and the saving of capital employed in tonnage would be $30,000,000 more.

THE FEASIBILITY OF THE ROUTE.—I passed over 800 miles due west from the Lake, and found there would not be any one mile of a grade of more than 20 feet to the mile, the average much less, from the Missouri to the navigable waters of the Columbia. The elevations were taken by Capt. Fremont, as appears from his report. On this part of the subject the committee are very full, and says:

The distance from the South Pass, where the elevation is 7,490 feet, to the southern shore of lake Michigan, is about 1,400 miles, so that the ascent to be overcome in the whole distance would be no more than between 4 and 5 feet to the mile; and it has already been shown that the ground at the culminating point of the great South Pass was so level as to render it difficult to discover that precise point, and that "the traveller, finds himself on the waters that flow to the Pacific ocean." A consideration of the facts in the premises, thereof, leaves no doubt of the practicability of the proposed route for a railroad from the shore of the lake Michigan to the navigable waters of the Columbia river.

By Colonel Fremont's report of his exploration, pages 291 and 292, as also from his map accompanying the same, it appears that the mouth of the Kansas river is 760 feet above the gulf of Mexico; thence, to the crossing of the Republican fork, 516 miles, the ascent gradual to 2,300 feet more, or equal to 4 2 3 feet per mile; inequalities of surface very small.

The next 128 miles ascends 1,000 feet, or less than 8 feet to the mile.

The next 107 miles, to St. Vrain's fort, ascent 1,000 feet, or a little more than 9 feet to the mile.

The next 80 miles, ascent 1,300 feet—16 feet to the mile.

The next 18 miles, ascent 800 feet—over 42 feet to the mile.

The next 87 miles, towards the *pass*, ascent 200 feet, or 2¼ feet to the mile.

From this point a descent takes place, more irregular than the former ascent, to an elevation of above six thousand feet above the sea, and maintains a uniform elevation to the Beer springs, a distance of 515 miles, and 311 miles west of the *pass;* then the surface appears to be equally irregular 540 miles.

The next 178 miles is on a general elevation of 3,000 feet from the sea, or a descent of 17 feet to the mile.

From the last point, to the foot of the Blue mountains, is 282 miles, (the west side.) The elevations and depressions of this last distance vary so as to make an average grade of 10¼ feet to the mile; thence to Fort Vancouver the road descends 1,000 feet in 303 miles, or less than 3¼ feet to the mile.

All these elevations were taken by Colonel Fremont as the surface now is, and on the present traveled road; but it is believed that, by examination, a better and more direct route from the *pass* may be found, or that this one may be straightened and made much shorter and much reduced in grade.

THE ROUTE SELECTED.—The first consideration for any undertaking is the means for carrying it out, and as the land is the only means by which this great work can be accomplished, it is necessary to go where the lands are unoccupied and can be made available for the object. The western shore of Lake Michigan seems to be the only starting point to be had. In reference to this the committee says, that it is the only point where the public lands, suitable to produce funds to accomplish the work, can be had, because it is the point where material (particularly timber,) can be found, and which must there be prepared and taken onward, as the road progresses, to the mountains, because it affords a cheap and easy water communication with the Atlantic cities, to take laborers, materials, and settlers to the starting point, which necessary and important advantages cannot be had from any other point, except subject to long delays and great expense; because it is the only starting point which has a settled country around, such as Michigan, Illinois, Indiana and Ohio, to furnish provisions for the laborers and settlers until they can produce for themselves; because it has a direct water communication, by canal and lakes, with Pittsburgh, where the iron must undoubtedly be made; because it is nearer to *all* the Atlantic cities than any other point; because it is more central, and on the same or nearly the same parallel of latitude as the pass in the mountains, and gives to all a freer and better opportunity for a fair competition for its benefits. The committee would also state that New England and New York, Pennsylvania, Maryland, and Virginia, are *all* pushing their railroads into or to the State of Ohio, where they will all meet and go on in one, to join this road where it crosses the Mississippi, or between that river and lake Michigan; and when South Carolina shall have completed her road to Memphis, or through Nashville to the Ohio, the web will then be completed, and our vast country will be brought together at the grand centre in the short space of *four days*, allowing us not only to transport passengers, but *all* descriptions of merchandize and produce, from the grand centre to New Orleans, Savannah, Charleston, Richmond and Norfolk, Washington, Baltimore, Philadelphia, New York and Boston, and to the Pacific, in the same time—*four days*, and from the Pacific to any of the above cities in less than *eight days*, and to China in *twenty days*; so that we can bring our vast country together in *four days*, and the extremes of the globe in *thirty days*. A cargo of teas from China may then be delivered in any of our Atlantic cities in *thirty days*, and in London or Liverpool in less than *forty five days*.

THE COST OF THE ROAD.—Without an actual survey of the entire route, it is impossible to approach any where near to an accurate estimate; but from what we know of the route, comparing it with other works, it is believed that the road can be built in the very best manner, and cost when *all* complete for operations not exceeding $70,000,000,—allowing $15,000,000 of this sum to be required to keep the parts in repair and operation until the whole shall have been completed. The route being a most favorable one from the Lake to the pass in the mountains, the road would be on a perfectly streight line, with an average grade not exceeding five feet to the mile. From the Pass to the Ocean the grade would be higher, though not difficult, requiring no stationary power for tunnelling for the whole route. It is a well known fact to all present that the emigrants find no difficulty in taking their loaded wagons from Independence through to the Columbia river, and their animals without other food than the grass they find on their way; so that we all must admit the route cannot be difficult, and may therefore conclude the estimate is not far from correct.

I hope I have not failed to satisfy you fully of the great importance of, and necessity for this work, and of its entire feasibility.

We will next consider the means by which it is to be accomplished.

The opinion of many is opposed to the appropriation of money from the treasury, for the construction of roads and canals, and also opposed to government management of, or control over, such works; and therefore it would not be possible that such a work could be accomplished by the government, however important the object might be; even were it undertaken, it would be subject to changes by legislation each session of Congress, and most likely be made a political engine to perpetuate the power of the party which might possess it, and the work could never be completed. Nor can it be done by individual or corporate enterprise, because no man will invest his capital when he has not a reasonable hope of receiving some return during his lifetime. Nor can the road be built with money, even if it could be procured, because the entire route is a wilderness, and it would be impossible to carry on such a work except connected with the settlement of the country; so that as the road progresses, settlement shall keep pace with it. Therefore it appears that the Public Lands are the only means by which we can calculate ever to accomplish this work. The Senate's Committee on this point say "they are inclined to believe that the means proposed are abundantly sufficient for the end in view; and have no doubt of the expediency of applying such means to this great end. The means proposed to be devoted to it are vast, it is true, but the committee think not in disproportion to the grand and magnificent object to be accomplished by their proper application." It is on the lands of the first part of the route that the whole work is predicated; the first 7 or 800 miles from the Lake westward is all good, and the road through them would inhance their value so much as to make them produce an average of $1,25 per acre, as fast as the road can be built;—One mile of land furnishing means for two miles of road. The first 800 miles of good lands would build the road over 800 miles more where the lands are poor, and the lands onward to the ocean would furnish means to finish the road. Thus it seems we have the means which cost us nothing, and will, without the road, be forever useless to us. The money paid by the settlers for these lands goes directly to the people for labor, materials, transportation, &c., for the road; so that the people do actually receive the full pay for the lands, and have the road, with all its immense benefits besides; and as these lands will be purchased mostly by emigrants from Europe, it will add as much to the actual cash capital of the country as the road costs.

The plan by which I propose to carry out this project is a very simple one:

The Bill first sets apart 60 miles wide of the public lands from Lake Michigan to the Pacific for this purpose. It also provides that I shall construct at my own expense 10 miles of road, in the best possible means, to the satisfaction of a commissioner to be appointed by the government, when I shall have the right to sell five miles of the lands from which to reimburse myself; the other five to be sold and the proceeds paid into the treasury, to be held as a fund to build the road through the poor lands; and so on in like measure, till the road is finished through the good lands, when all this accumulated fund shall be subject to its continuance. It also enacts that the road as finished shall belong to the United States, and subject to the laws of Congress; that I am to have its free use for the construction of the parts unfinished, transportation of materials, &c. That if Congress shall so direct, I am bound to keep it in repair and operation for 20 years after it is completed, transporting government mails, &c., &c., free from charge to government; and at the expiration of the 20 years deliver it up to the government in good repair and fit for use, holding the surplus lands, if any, subject to this object. It further provides that by paying 16 cents per acre for all the lands hereby granted, then the road and all shall become individual property, subject to the laws of the state through which it may pass the same as other individual property. It also enacts that I shall make such arrangements as may be necessary with any state through which it may pass, so that the rights of any state may not in any way be infringed upon or interfered with. It also provides that the government shall appoint a Commissioner, whose duty it shall be to watch over and attend to the interests of the government and report to each session of Congress; and it also provides, that if the work is not commenced, and sufficient assurance is given to the commissioner that it will be continued, within two years after the passing of this act, then the lands revest in the United States, and all occupants of, and settlers on, said lands arrangement or agreement with me, shall be entitled to pre-emption rights, and subject to pay to the United States the government prices for the lands.

Thus, gentlemen, you have the whole plan or project in its simple form. It is intended that from the sale and settlement of these lands the road can be built. The greater part of the land will be sold to emigrants from Europe or people of our own country, in such lots as they may desire or have means to buy, from 20 to 100 acres, either for all money or half money and half labor on the road; thereby leaving them the means to prepare a home and the necessaries of life, until they can produce a crop from their own lands, thus saving an immense amount of money, from a want of means to furnish food for the first year.

The important results to flow from this work might be enlarged upon, but the time will not permit. It will bring our vast country together at a grand centre in the short space of three days, and the entire world in 25 days to the same centre. It will make the commerce of all the world tributary to us, the centre of, and thoroughfare for all. It gives us the command of the Pacific and Indian oceans and the Chinese seas. It gives us a belt of population from ocean to ocean, speaking the same language, with the same habits, the same modes thinging and acting, the same objects and interests, the same moral code and the same religion, placed opposite to the darkest heathenism, with a free and frequent intercourse. Its moral and political influence will sweep all before it,—it will carry the light which is to illumine the world.

I appears to me, gentlemen, that this is a subject of vast importance to your city. Your position gives you the entire control of the important article of iron, which forms nearly half the cost of this great road. The facilities for transportation by Canal and Lakes precludes the possibility of any competition, and the Iron for this work will amount to between 20 and 30,000,000. The building of this road must force the completion of all the important roads from the Atlantic cities to it, and through your city must undoubtedly pass one of the great thoroughfares which is to take all the European commerce with all Asia across this continent. The present commerce now ready to pass over this road agreeable to the carrying capacity of ships, would amount to more than 1,000,000 tons per annum; which, at a half cent per ton per mile for this road, amounts to more than $14,000,000, and as there would be no dividends to provide for, the road only requiring an income sufficient to pay for its repairs and operation, the half cent per ton per mile would be ample. For the roads which lead from it to the Atlantic, at one cent per ton per mile, which is ample to make good dividends, where there is a sufficient amount of business, would give a yearly increase of more than $12,000,000 more—making the commerce of the world tributary to this road in the annual sum of more than $26,000,000. By this it will be seen that the transportation across our continent will not cost any more than the lowest price per ship. A ton weight of Teas will measure two tons of 40 feet, and the lowest price I have ever known is $18 per 40 feet, and often as high as $30. $7 would be a fair freight from China to Oregon, and at ½ cent per ton per mile, would be $6 to the Lake, and one cent per ton to the Atlantic would be $5 more, making in all but $18. The saving in time and interest on capital would be clear gain; so there can be no doubt but this vast commerce can *all* be brought over this road. But to those in the centre a still greater saving would be made. Now your Teas and other Merchandize, the Products of Asia, are brought from the Atlantic to you; with the road you would save two freights, the one from the road to the Atlantic, and from the Atlantic to you; so that your teas at Lake Michigan, the termini, would cost but $13 freight, whereas all things considered the same, without this road, they would cost $23 freight.

Mr. WHITNEY here concluded his remarks, but before taking his seat, he said if any persons present desired to ask him questions on points not sufficiently explained, he would be happy to answer them.

Mr. FORWARD asked if Teas were not much injured by the long sea voyage? The answer was that the best qualities of Teas would not bear the long sea voyage; crossing the equator twice injured them very much; that for that cause the best Teas did not come to this country or to England, but were taken to Russia, overland on camels, at an enormous expense, requiring twelve months from Kiatkha to Moscow. But by this road the Teas for Russia and *all* other countries could be brought without injury, as the whole route would be in a latitude from 38° to 50°.

Mr. WILLS asked, if the canal across Panama should be built by the French government, before the completion of this road, what effect would it have upon it? The answer was that the road would close the canal, as the business on the road could be done cheaper and with a great saving of time; that the sea voyages to and from Panama was long and dangerous—no harbors on either side—no country to sustain a population, and the climate such as to injure animal and vegitable products, as would render them useless or nearly so; which is the case in a considerable degree with Pork, Beef, Lard, &c.,

PITTSBURGH THEATRE.

MANAGER.....C. S. PORTER

Prices of Admission:

First Tier, 50 cents. | Second Tier, 37½ cents.
Third " 20 " | Pit, 25 "

PRIVATE BOX, 75 CTS.

MR. SILSBEE'S BENEFIT.

FRIDAY EVENING, OCT. 23, 1846,

Will be acted a new Yankee drama entitled the

NICK OF TIME.

To which will be added the

YANKEE ABROAD.

To be followed by

THE QUEER SUBJECT.

After which the

SPECTRE BRIDEGROOM.

Comic Song.....MR. MESTAYER.

To conclude with the last scene of the

HYPOCRITE.

Doors to open at 7, performance to commence at 7½ precisely.

GOLD PENS—A large additional supply of the best makers, received by
oct 20 W. W. WILSON.

SOLAR LARD LAMPS, for centre tables, study, Hall, Church, Factory, and Steam Boat use, a handsome assortment, made by Cornelius & Co., just opened by (oct20) W. W. WILSON.

TABLE CUTLERY, of the first quality, for family use, received by
oct20 W. W. WILSON.

POCKET CUTLERY AND RAZORS—A very superior selection may be found at
W. W. WILSON'S,
oct20 cor of 4th and Market sts.

CLOTHING! CLOTHING!! CLOTHING!!!

The Three Big Doors vs. The Western World!!!

150,000 WELL SELECTED GARMENTS

NOW made and ready to be offered on the most liberal terms to my old customers and the public in general. The Proprietor of this far famed and extensive establishment, is now just returning from the Eastern cities, at much trouble and expense, just completed his fall and winter arrangements to supply his thousands of customers with one of the most desirable stocks of Clothing ever before offered in this or any other market west of the mountains. For neatness in style and workmanship, combined with the very low price which they will be sold for, must certainly render the old unrivalled Three Big Doors one of the greatest attractions of the western country. It is gratifying to me to be able to announce to my numerous friends at home and abroad, that notwithstanding the extraordinary efforts which I have made to meet the many calls in my line, it is with difficulty I can keep time with the constant rush that is made on this popular establishment. It is a well established fact, that my sales are eight or ten times larger than any other house in the trade, and this being the case on the amount sold, I can afford to sell at much less profit than others could possibly think of doing if they wished to cover congenial expenses. I intend to make a clean sweep of all my present stock before the beginning of next year; coming to this conclusion, I will make it the interest of every man, who wants a cheap winter suit, to call and purchase at the Three Big Doors.

JOHN M'CLOSKEY.

CHEAP AND USEFUL FAMILY MEDICINES, for sale wholesale or retail, in any quantity to suit customers.

Dr. Isaac Covert's Balsam of Life;
Dr. B. F. Green's Anodyne Cordial;
Dr. Thatcher's Celebrated Eye Water;
R. T. Ford's Indian Vegetable Syrup;
" " Nerve and Bone Liniament;
J. Hawley's Vegetable Salve;
" " Vegetable Anti-Bilious Pills;
Dr. Evans' Pills;
" " Soothing Syrup for Children;
Ward's Cure for Corns;
Dr. Hunt's Pills;
Dr. F. Faulkner's Vegetable Elixir;
Peck's Conservative Hair Lotion;
Albinais' Pills;
" " Black Salve;
" " Toothe Ache Drops.

I. HARRIS, Agt. and Com. Merchant,
oct21-4t No. 12, St. Clair st.

Peremptory sale of Choice Real Estate.

AT 2 o'clock, P. M., on Saturday the 24th inst., will be sold on the premises, four valuable building Lots, situate on the south side of Second street, between Smithfield street and Cherry Alley, each 20 feet front, and extending back 80 feet.

Also, four lots having each a front of 20 feet on the north side of Front street, and extending back 80 feet, adjoining the above.

Also, That valuable lot of ground on the north side of Fourth street, between Wood and Smithfield streets, having a front of 45 feet and extending back 120 feet.

Also, All that large and valuable lot of ground adjoining the last mentioned, having a front of 60 feet, on south side of Diamond Alley, and extending back 120 feet.

Title indisputable. For further particulars enquire of Mr. George Anshutz. Terms at sale.
oct20 JOHN D. DAVIS, Auctioneer.

Allegheny County, ss.

IN the Court of Quarter Sessions of said County:

In the matter of the application of the Inhabitants of sections Nos. Nine and Eighteen of the plan of the City District for admission into the City of Pittsburgh, under the name and style of the "Seventh Ward of the City of Pittsburgh."

And now, to wit, October 17, 1846: The Court order an election to be held on the thirty first day of October inst., at the house of William Wilson in said 18th Section, between the hours of two and six o'clock, P. M. And Robert Porter, C. S. Eyster, and James C. Cummins, are hereby appointed to hold said election, and that at least ten days notice of the time and place of such election be given in the Pittsburgh Morning Post, and Chronicle, in accordance with the Act of Assembly of March 1st, 1845.

From the record, JOHN YOUNG, Cr.,
oct20 *Clerk.*

NOTICE is hereby given to the qualified voters residing within the bounds of the ninth and eighteenth districts, in Pitt township, that in pursuance of the above order, an election will be held on Saturday, the 31st October inst., at the house of William Wilson, Minerville turnpike road, between the hours of two and six o'clock, P. M., of said day, for the purpose of determining whether the said sections 9 and 18 shall be admitted into the city of Pittsburgh as the seventh ward.

ROBERT PORTER,
C. S. EYSTER,
J. CUMMINS.

Superior Building Lots for Sale in the Fifth Ward.

EIGHT Lots, fronting on Penn street, opposite the mansion of Dr. Shoenberger, the corner on Adams street. 22½ feet by 100, the others 20 feet each by 100, all extending to Spring Alley.

Five Lots fronting on Liberty street, at and adjoining Factory street; each 20 feet by 160 deep to Quincy street, opposite the new Catholic Church, on these are erected seven frame buildings.

Title indisputable and a liberal extension of payment to suit purchasers. They will be sold to close the concern. Apply to Michael Allen, or Lewis Hutchison, at their warehouses, or to James S. Craft, Esq., at his office, 80 Fourth street.

☞A variety of Cotton Machinery, viz:—Cards, Mules, &c., still on hand for sale on very reasonable terms, and time, on large sales. oct19-d3m

MERCHANTS AND MANUFACTURERS BANK,
Pittsburgh, Oct. 16, 1846.

AN election for thirteen Directors of this bank for the ensuing year, will be held at the Banking house, on Monday, the 16th of November next.
oct19-1m W. H. DENNY, Cashier.

NOTICE.

EXCHANGE BANK OF PITTSBURGH,
October 16, 1846.

AN Election for thirteen Directors of this Bank will be held at the Banking House, on Monday the 16th day of November next.
oct17-d1m THOMAS M. HOWE, Cashier.

BANK OF PITTSBURGH,
October 16, 1845.

AN Election for thirteen Directors of this Bank for the ensuing year will be held at the Banking House, on Monday the Sixteenth day of November next. [oct16-d1m] JOHN SNYDER, Cashier.

WANTED SOON—Several good cooks, and girls for all work; apprentices for the carpenter, hatter and shoemaking business; places in stores and warehouses, and on steam and canal boats, for several good hook-keepers, salesmen and agents; also for a number of schoolmasters, mechanics, farmers, laborers, hostlers and boys. Also, wanted to borrow on bond and mortgage or notes of hand well secured, several sums of money. Money lent out and borrowed. Places wanted for a number of colored men and women, boys and girls. All kinds of agencies attended to for moderate charges, and the public patronage thankfully solicited. I. HARRIS,
oct17-1w Agency Office No. 12 St. Clair st.

Security to Purchasers.

Entered according to Act of Congress, in the year 1844, by C. V. Clickener, in the Clerk's Office of the District Court for the Southern Dist. of New York.

Each box of GENUINE SUGAR COATED PILLS has upon it the Signature of the Original Inventor. C. V. Clickener. All others are counterfeit.

CLICKENER'S SUGAR COATED VEGETABLE PILLS are the first and only Medicine ever known that will *positively cure*

Headache, Giddiness,	Measles, Salt Rheum,
Rheumatism, Piles,	Heartburn, Worms,
Dispepsia, Scurvy,	Cholera Morbus,
Small Pox, Jaundice,	Coughs, Quinsy,
Pains in the Back,	Whooping Cough,
Inward Weakness,	Consumption, Fits,
Palpitation of the Heart,	Liver Complaint,
Rising in the Throat,	Erysipelas, Deafness,
Dropsy, Asthma,	Itchings of the Skin,
Fevers of all kinds,	Colds, Gout, Gravel,
Female Complaints,	Nervous Complaints,

And all other diseases originating from impurities of the blood.

☞They have cured, since their introduction, over 2,000 persons, who have been given up as hopeless cases, by the most eminent Physicians.

☞They are patronized and recommended by men of the highest distinction, among whom are—

Hon. David R. Porter,	Hon. Henry Clay,
Hon. John Q. Adams,	Hon. Daniel Webster,
Hon. Martin Van Buren,	Hon. J. C. Calhoun,
Gen. Winfield Scott,	Col. R. M. Johnson,
Hon. James K. Polk,	Gen. Lewis Cass.

☞Their virtues are so infallible that the money will be returned in all cases they do not give universal satisfaction. Although but two and a half years have elapsed since these celebrated Pills were first introduced to the public, the sale of them in the Eastern and middle States has far exceeded Dr. Clickener's most sanguine expectations. During the past year, alone, no less than 10,000 gross of boxes have been sold in the State of New York, 6,000 in Pennsylvania, 4,000 in Maryland, 3,000 in New Jersey, 2,000 in Delaware; and 9,000 in the New England States, requiring the constant employment of 27 hands, exclusive of printers and engravers. In the same period, upwards of 200,000 copies of the "Family Doctor" have been ordered by agents in every section of the country. These facts must show, conclusively, that Dr. Clickener's Sugar Coated Pills, besides being the very best medicine in the world, are held in the highest estimation by the public.

We might extend this publication to an indefinite length, if we deemed it expedient to publish all testimonials we have received, not only from agents but individuals and families, who have experienced the benficial effects of Clickener's Sugar Coated Pills, but we deem it unnecessary. The most incontestible evidence of their unprecedented success, are the numberless Imitations and Counterfeits which have already appeared, notwithstanding the brief period they have been before the public. Even some of our staunchest pill makers have had the audacity to imitate the Capsule of Sugar, in order to disguise the ingredients of their vile compounds, and palm them off for the "real simon pure." Such paltry shifts cannot last long without exposing their hideous deformity. Truth and honesty must inevitably prevail over rascality and deception.

For sale in Pittsburgh by WM. JACKSON, *at his Patent Medicine Warehouse*, No. 89, Liberty street, head of Wood st., Pittsburgh. Price, 25c. per box.

Dr. Clickener's principal office is 81 Barclay street, New York.

☞Beware of an imitation article called Improved Sugar Coated Pills, purporting to be patented, as both the pills and the pretended patent are forgeries, got up by a miserable quack in New York, who, for the last four or five years, has made his living by counterfeiting popular medicines.

☞Remember, Dr. C. V. Clickener is the original inventor of Sugar Coated Pills, and that nothing of the sort was ever heard of until he introduced them in June, 1843. Purchasers should, therefore, always ask for Clickener's Sugar Coated Vegetable Pills, and take no other, or they will be made the victims of a fraud. oct 19-d1y

For Cash Only.

TWO second hand Pianos, in good order, for sale very low, at P. BLUMER'S,
oct21 No 112 Wood st., 2d door above 5th.

TO GERMAN FARMERS.

890 ACRES of Farming Land, near St. Mary's settlement in Elk County. It adjoins the lands of Bensinger & Co., who are the founders of that settlement. To a few German Farmers, wishing to emigrate to that section where they can enjoy all the advantages of a new settlement, and where the ordinances of the Catholic religion are daily administered, these Lands afford the same comfort and facilities as other lands, that cost twice or three times as much. St. Mary's settlement now numbers about 2500 souls, and is increasing rapidly. Should a sufficient number unite and purchase the whole tract, an exchange will be made for other property near Pittsburgh. For further particulars apply to
L. WILMARTH, Penn street,
oct17-tf Or to V. SCRIBA, Wood street.

Shingles.

125 M just received by Canal, for sale by
oct17 L. WILMARTH,
Penn st., between Irwin and Hand.

Glass.

40 BOXES 10-12 Window Glass, Lorentz & Hamilton's brand. L. WILMARTH,
oct17 Penn st., between Irwin and Hand.

Books.

PROYERBIAL Philosophy;
Life of Swedenborg;
Green on Gambling;
Boswell's Life of Johnson;
Wirt's Life of Patrick Henry;
Goldsmith's Works;
Morris' Works;
" Burns' do;
" Byron's do;
" Shakspeare's do;
" Milton's Prose Writings;
" Poetical Works;
Female Biography;
For sale by H. S. ROSWORTH & CO.
oct17 No. 43 Market street.

FLOUR—23 Barrels, fresh ground—just received and for sale by MARTIN & SMITH,
oct17 56 Wood street.

BUTTER.—10 kegs Butter, a very good article, just received and for sale by
MARTIN & SMITH,
oct17 56 Wood street.

Port Wines.

25 QUARTER Casks of the following brands:—Osborne, Tuash, Hunt, Newman, Roupe & Co., Taylor, Fladgate & Co., Pure Juice, Pure 1840, Superior, Finity, Extra Fine and Burgundy, of various vintages, just received through importers from places of growth, which we offer upon accommodating terms, wholesale or retail. STERETT & Co.,
oct19 Market st., cor. Front.

Madeira Wines.

36 QR. Casks of Bruce, Star, Tinta, Blandy, Rose, Blackburn. N. G. & Co., I. B. S., Oliveira & Co., Malmsey, Sicily, Canary and Cogwell's, together with a general assortment of Lisbons, Malagas and Teneriffes, all of which we offer to the trade by the original Package or otherwise at favorable prices.
STERETT & Co.,
oct19 Market st., cor. Front.

Sherry Wines.

6 QR. Casks of Pale, Brown, San Lucar, Labe and Duff Gordon Sherries.

Also, 20 cases of Xeres, Cortes and Gold. These Wines in casks and bottles are the finest gr