The Morning Post.

L. HARPER, EDITOR AND PROPRIETOR.

PITTSBURGH:
THURSDAY MORNING, JUNE 15, 1848.

DEMOCRATIC NOMINATIONS.

FOR PRESIDENT,

LEWIS CASS,

OF MICHIGAN.

FOR VICE PRESIDENT,

WM. O. BUTLER,

OF KENTUCKY.

DEMOCRATIC ELECTORAL TICKET.

SENATORIAL ELECTORS.
WILLIAM BIGLER, of Clearfield.
DAVID D. WAGENER, of Northampton.

REPRESENTATIVE ELECTORS.

I. HENRY L. BENNER, Philadelphia County.
II. HORN R. KREASS' do City.
III. ISAAC SMUCK, do County.
IV. A. L. ROCKHOFF, do do
V. JACOB S. YOE, Montgomery do
VI. ROBERT E. WRIGHT, Lehigh do
VII. WILLIAM W. DEWING, Chester do
VIII. HENRY HALDEMAN, Lancaster do
IX. PETER KLINE, Berks do
X. BERNARD S. SCHOONOVER, Monroe do
XI. WM. SWETLAND, Wyoming do
XII. JOSIAH BREWSTER, Tioga do
XIII. JOHN C. KING, Clinton do
XIV. JOHN WEIDMAN, Lebanon do
XV. ROBERT J. FISHER, York do
XVI. FREDERICK SMITH, Franklin do
XVII. JOHN CRESWELL, Huntingdon do
XVIII. CHARLES A. BLACK, Greene do
XIX. GEORGE W. BOWMAN, Bedford do
XX. JOHN R. SHANNON, Beaver do
XXI. GEORGE P. HAMILTON, Allegheny do
XXII. W. H. DAVIS, Crawford do
XXIII. TIMOTHY IVES, Potter do
XXIV. JAMES G. CAMPBELL, Butler do

FOR CANAL COMMISSIONER,

ISRAEL PAINTER,

Of Westmoreland County.

IN THIS PAPER THE LAWS OF THE UNITED STATES, TREATIES, RESOLUTIONS OF CONGRESS, &c. ARE PUBLISHED BY AUTHORITY.

Morning Post Job Printing Office,
CORNER OF WOOD AND FIFTH STREETS.
☞ See advertisement on the first page.

☞ *Advertisers are requested to hand in their favors before 6 o'clock, P. M. This must be complied with, in order to insure an insertion. When it is possible, an earlier hour would be preferred.*

☞ F. W. CARR, United States Newspaper Agency Bus Buildings, N. E. corner of Third and Dock streets, and 400 North Fourth street—is our only authorised Agent in Philadelphia.

☞ Single copies of the Morning Post, may be had at the Store of George M. Bridgin & Co., S. E. corner of the Diamond and Ohio street, Allegheny City. All advertisements left there before 5 P. M. will be inserted the next day.

Democratic County Convention.

At a meeting of the Democratic Committee of Correspondence, for Allegheny County, held at the Court House on the 27th of May, the following Resolution, amongst others, was adopted:

Resolved, That the primary meetings for the choice of Delegates to the County Convention, be called for Saturday, the 17th day of June next, at the usual times and places; and that the Convention meet on the Wednesday thereafter, at the Court House, at 11 o'clock, A. M.

Public Documents.

We tender our acknowledgements to the Hon. Messrs. Brodhead and Cumming, of the House of Representatives, for their attention in forwarding public documents. Hon. E. Burke will also please to accept our thanks for a copy of his most valuable and interesting Report on the affairs of the Patent Office, during the last year.

Michigan Senator.

We learn that E. Farnsworth, Esq. has been appointed to the Senate of the United States, from the State of Michigan, to fill the vacancy occasioned by the resignation of the Hon. Lewis Cass.

HON. MOSES HAMPTON.

"Wheel about, and turn about, and do just so!"

The long agony is over: the terrible conflict that has been going forward for some months, has closed: the Mexicans, it is said, have agreed to make peace; and the platform made by Moses Hampton, when he opposed the Ashmun amendment; when he voted to sustain the war with Mexico; and when voted that the war was a just and constitutional act—has been adopted by the Whig party of Allegheny county.—As we have all along predicted, Mr. Hampton has been re-nominated for Congress, over all competitors and rivals! How this mighty revolution has been accomplished, it is not for us to say: but that it is a mighty one, no one can deny. We could readily imagine many motives, that might operate with Mr Hampton, prompting him to throw himself, "solitary and alone," into the breach between his country and "the apologists of Mexico:" we could easily account for his declaring that he would go with the friends of his country, even though no other good "Whig" in all the land should do so: but that which has brought so wonderful a change over the Federal party of this county, is beyond our power to imagine.

All the mighty influence of the dignified, and influential, and able "Whig" presses of the county, has been exerted against him, or but tardily given in his favor: all the influence of the most active and resolute young "Whigs," of the city and county has been against him: and yet he has been nominated. "Whom the gods would destroy they first make mad," is an expression that embodies more of truth than any sometimes be supposed; and we cannot imagine that there has ever been a time when the truth involved in it, was made more fully manifest than it will appear, in the result of this nomination. Upon the nomination of Zachary Taylor for the Presidency, by a majority of the Philadelphia Convention—calling itself a "Whig" convention, and of making nominations. Some contended that all the offices should be taken up at once, while others were unwilling to hazard the chances of friends in their desperate system. It was finally agreed that the offices should be marked for separately.

For the purpose of brevity and accuracy we append the ballotings on all the offices below. It will be observed that the following persons have been selected:

For Register—John Scott.

For Recorder, H. Nixon of Allegheny.

For Commissioner, Thomas Fairman, of Third Ward.

For Clerk of Court, D. M'Curdy, of Elizabeth.

For Auditor, John K. Foster, of

During the ballotings, which occupied almost the entire afternoon, there was considerable music to those who were mere lookers on. Various were the resolutions offered, with amendments, and singular enough were the dispositions made of some of them.

The Convention was considerably annoyed by interlopers; and not less than a dozen attempts were made to move those who were not delegates outside the Bar.

Mr. M'Faden offered the following, while names were being presented for Clerk of Court:

Resolved, That Joseph Kerr Esq., be removed outside the Bar.

This was seconded and adopted unanimously.—The unfortunate object of the resolve moved leasurely out, but returned in a few minutes, apparently unconcerned. He had taken a great interest in Daniel M'Curdy's welfare, and was merely watching that there should be no unfairness on the part of the Secretaries, whom he charged with being favorable to Mr. Brush.

It was suggested by some one that T. L. M'Millan, Esq., was opposed to Taylor. Mr. M'M. being present, came forward and declared himself a sound Whig and in favor of the nominees.

"Of course he is," said a voice; "until he leaves the Convention."

It was suggested at one stage of the proceedings that Mr. John Willock, who was named for Commissioner was a Hale man. Mr. Gracey vouched for the orthodoxy of Mr. Willock.

Previous to the fifth ballot, a committee on Resolutions was appointed, who at the close, reported the Resolutions adopted at the Ratification meeting on Tuesday night, which were adopted.

REGISTER.

	1st bal.	2d	3d	4th
Wm. J. Marks	25	40	36	36
Hugh M'Cormick	10	8	w	
John Scott	19	21	44	52
John Mackey	20	17	11	w
Geo. M. Bollman	11	7	w	
F. C. Flannegin	9	1	w	

RECORDER.

	1st bal.	2d	3d
Magill,	15	4	w
M'Dowell	18	17	w
Nixon	27	45	59
Connor	2		
Bronot	3		
Hays	19	26	35
Van Kirk	6		
Ewen	4		

CLERK OF COURTS.

	1st bal.	2d	3d
J. M. Brush	21	30	42
D. M'Curdy	37	43	52
John Horner	26	18	w
L. Young	6	4	w
Geo. Watson	5		
T. L. M'Millan	4		

COMMISSIONERS.

	1st bal.	2d
Thos Fairman	22	47
Wm. Benson	14	7
Moses Borland	9	5
John Willock	8	6
Jas. D. Glean	10	7
A. Kerr	19	17
Jas. B. M'Lean		3
Thos Davidson	6	2
J. C. M'Clure	4	
B. A. M'Vay	2	

AUDITOR.

	1st bal.	2d
John Emerick	5	
John Foster	35	71
Wm. Sutch	13	2
John Byers	20	21
J. Johnston	3	

Proceedings in Council.

EXTRA MEETING.

Tuesday, June 13, 1848.

Council met, present, Messrs. Armstrong, Bell, Cunningham, Hartley, Jones, Leonard, Lewis, Livingston, McClelland, McCollister, McKelvy, Mitchell, Palmer, Sawyer, Schaffer, Schurer, Scott, Stimple, Stoner, Von Bonnhorst, Wilson, and President. Mr. Robinson President in the chair.

The President presented the Report of the Special Committee appointed to confer with the President of the Pennsylvania Rail Road Company, together with an opinion of the City Solicitor and a communication from the President of the Road to the Councils on an Ordinance granting certain privileges to the Pennsylvania Rail Road Company. Report read and accepted: Ordinance read twice, and on motion of Mr. Von Bonnhorst, the Ordinance, report, and accompanying documents ordered to be published in the American, Gazette, Post, and Journal: concurred in by S. C. They are as follows:

To the Select and Common Councils of the City of Pittsburgh.

The undersigned Committee, to whom was referred the communication of S. V. Merrick Esq., President of the Pennsylvania Railroad Company, respectfully report—

That in view of great advantages which may reasonably be expected to result to the city and county from completion of the Pennsylvania railway and its termination in the city of Pittsburgh, a liberal spirit should be manifested by Councils in aid of so important an enterprise, and no hindrance or obstruction be imposed which is imperatively necessary for the protection of the interests of the city.

The President of the Company, in his communication to the Committee, has submitted for the consideration of councils two distinct applications.

First—for a position for a depot on navigation and,

Second—for a free access to that position by steam. And with those plans, and diagrams by which these requisitions are plainly illustrated and intelligible.

For the location upon which to erect a building to be used in distributing the merchandize carried upon the Railroad, the President of the Co. has selected the place usually denominated the "Point." He says: The only site within the limits of the city which will meet the requisition of the Directors, is at the confluence of the two rivers," and the intension of the Co., is, if that location be granted, to erect their depot on the slope of the wharf, the land side resting on Water street, the river side resting on piers started from the water line—the length of the building to be about eight or nine hundred feet, and its width about two hundred feet, extending from Liberty street across Penn street, to the extreme end of the Point.

Whether the Councils have the power to grant to the Company the use and occupation of the wharf, has been submitted to the City Solicitor; as a question of law, for his written opinion. That opinion, it is expected, will accompany this report. It is not improbable, however, that the terms of the Company's Charter are broad enough to admit of their obtaining the site chosen by their complying with the requisitions contained therein.

Your Committee have thought it inexpedient to grant to the Company the privilege of erecting their depot across Penn street, unless a passage, about thirty feet in width, can be secured by which free and easy access may be had between that street and the river, and through which horses, carriages, wagons, and other vehicles may pass without hindrance or obstruction.

Under these restrictions, your Committee recommend that Councils grant the request of the President of the Company as to the location of the depot, at an annual rent of three thousand dollars, for nine hundred feet, in the same proportion for any less quantity they may occupy, the rent to begin to accrue at and from the occupation of the building.

Your Committee also recommend that the second requisition of the Company be also granted, so far as to permit them to construct their railroad along Ferguson and Liberty streets to the Depot, reserving, however, to Councils the right to designate whether the cars shall be propelled by horses or steam, and that the present as well as the future councils, shall, at all times, have full power to make such regulations in that respect as experience may suggest.

GEO. W. LAVNG,
M. ROBERTSON,
L. R. LIVINGSTON,
SAM'L. M'KELVY,

Committee.

Pittsburgh, June 13, 1848.

To the Select and Common Councils.

Gentlemen:—Having been called upon by you for a legal opinion in relation to the power of the city to grant to the Central Railroad Company the right to construct a depot, extending from Liberty st. to Duquesne way, and from Water st. to low water mark, on the Monongahela river, I would suggest the propriety of granting to the Railroad Company the privilege they ask in the form of a lien under such restrictions as you may deem advisable, care being had that the city do not bind themselves for more, or better title than they possess.

There has for a long time existed a doubt in the minds of many as to the title of the city in that portion of the Monongahela wharf, yet all their doubts, even if well founded, can be overcome by the plan suggested. I have not examined into the validity of the title, for the reason that in the present case it is not necessary. The city can grant to the Railroad Company all the rights which it would have of erecting a building thereon, for like purposes, without in any manner becoming liable for defective title.

The Railroad Company may, after the lien is given, perfect their right to hold possession, as against any other person who might set up a claim, by application to the Court of Quarter Sessions, in the manner directed by the 11th and 12th sections of their charter.

The plan suggested, it appears to me, is the one most advisable for the city to pursue, as it may be done without incurring any risk or hazard whatever.

Very Respectfully,
C. G. LOOMIS, Solicitor for city.

Pittsburgh, June 7, 1848.

To the Joint Committee of Councils, on the Rail Road Depot.

Gentlemen:—The subject upon which you are called upon to deliberate is one of great moment to the trade and prosperity of your city, and I cheerfully acquiesce in the request of your chairman, Mr. Layng, to lay my views before you in relation to it, which will be done as briefly as possible.

The Railroad Convention having advised the commissioners to subscribe on behalf of the County to stock in the Pennsylvania Railroad, on condition that the terminus should be within the City of Pittsburgh, it is essential to the acceptance of that condition that I should be enabled to satisfy the Directors, that a suitable site can be had for the establishment of the Merchandize or distributing depot, and that facilities to reach it will be granted—and as the power to grant these facilities rests with the Select and Common Councils, their action in the premises will be necessary before the Directors can act.

Upon the adjournment of the Convention, my first object was to seek a location.

The principles which will govern the Directors in relation to this question, are—First, a position on Navigation. Second: Free access to that position by steam.

It is the intention of the Directors to establish Three distinct depots: One beyond the built limits of the city. Its objects being for work-shops, storage of Engines and Cars, and the regulation of Trains. One for passengers, which will probably be located some where on the line below the Canal; and a third for the distribution of merchandize. It is this last which occupies attention at this time; on the judicious location of which will depend the usefulness of the road. For in view of competition with other roads, the trade will depend materially on the cheapness of transportation. The saving of expense to the trade must be a cardinal object, as a very small addition may have the effect of governing its direction.

In viewing the localities of your city, I have been able to find but one position within its limits which will meet the requisition of the Directors, and fortunately it is the one to which public opinion appears to have been almost universally directed: at the confluence of the two rivers.

This locality possesses most admirable qualities for the purpose, being situated midway between the line of wharves on the two rivers. It affords equal facilities for access to both, and no doubt can exist on the mind of any one who has watched the growing prosperity of Pittsburgh, that in a very few years the wharf room on both rivers will be insufficient for its extended trade. On obtaining the most judicious estimates of the value of private property on the point, it was found that the cost of the quanti y of ground required, would far exceed any amount which would be considered justifiable in the Directors to expend for the object; besides which, a sufficient length for the buildings, which will eventually be required, about eight or nine hundred feet could only be obtained by closing Penn street, and by opening a cross street in the rear of the Depot.

In viewing the difficulties which were presented, a plan suggested itself, by which, with the consent of the City authorities, the public property might be made available for this purpose, and at the same time increase the revenue of the City from wharfage. This plan I now present for your consideration, and I do so with more freedom, because the County of Allegheny being largely interested in the cost of the road, any saving that can be effected in its cost, will be a direct gain to the County and City.

The plan will be explained itself by an examination of the Diagrams herewith presented.

The road is laid out to enter the city on Ferguson street, which it traverses the whole length, and thence at the old city line crosses into Liberty street, the only street of sufficient width, which it follows to the point on Water street. Now, I propose to erect the Depot upon that street, or on the slope of the wharf. The land-side resting on Water street, the river side resting upon piers, started from the low water line, leaving a street of sixty feet in width, between the Depot and the buildings facing Water street. Thus, the passage round the city plot will remain open for the public, and accessible round the point as at present. It is confidently believed that the vast importance of this location of the Depot to the trade of Pittsburgh will induce the Councils to acquiesce in the view taken, especially as the revenues of the city are not impaired, but will be largely increased by a wharfage charge upon every boat that comes to unload at the Depot. The City of Pittsburgh having been mainly instrumental in imposing the condition on the Company, which I beg to assure you is very acceptable if it can be fulfilled, I am led to hope that the constituted authorities will do all in their power, to enable the Company to accept it.

In reference to the privilege of laying rails in the streets, I need only express my confidence, that it will be promptly granted. But the importance of the privilege of using steam power, I will illustrate by a single fact. The cost to the Baltimore and Ohio railroad company, last year, for the use of horse power in the streets of that city, (about the same distance as will be required here, say two miles,) was upwards of thirty five thousand dollars, while the cost of Steam power over the rest of the road, was, one hundred and twenty four thousand dollars; or less than one thousand dollars per mile. Whether the horse power required for an equivalent trade, will impose a tax on that trade of thirty three thousand dollars. The saving of such an amount is an important item; and, with entire confidence that the city authorities will never exact any regulation to embarrass the trade, without sufficient cause, I am quite satisfied, that in granting it, this time, the privilege asked, that they shall not only limit the speed through the streets to four miles, at which rate the trains will be perfectly manageable; but that they shall reserve the right to regulate the power hereafter, if the mode of conveyance should be found dangerous to life or property.

Familiarity with this subject satisfies me, that all objections, if any exist, will be removed by short experience; for it cause the facility with which the street is kept clear by steam power, is decided advantage, in point of convenience, over horse power a train of thirty cars will be taken at once to the depot; while if horses are resorted to, the same number of cars will be divided into fifteen sub trains, each requiring three horses; which will incumber the street for a long period. No danger from fire need be apprehended, as coal or coke will be exclusively used.

I am with much respect,
S. V. MERRICK, Pres't Penn. R. R. Co.

Whereas, a convention of the citizens of Allegheny county assembled on the 31st day of May 1848, upon the call of the commissioners of said county to advise with them upon the propriety of subscribing to stock in the Pennsylvania Rail Road Company, and whereas the said convention did advise the said County Commissioners to subscribe for 20 thousand shares of said Railroad stock and whereas the said county convention did advise the said County Commissioners to impose a condition to said subscription, to wit: That the said company should finally establish the terminus of their road within the limits of the city of Pittsburgh:—

Therefore, fully acquiescing in the views of the convention, as to the importance of the trade and prosperity of the city of Pittsburgh, that the terminus of said road should be located within its limits, and at a point convenient for its shipping interests, and that every facility ought to be given to said Company in the location of an access to their depot, not only as regards the convenient use of said road to the commercial and manufacturing interests, but in view of the fact that the city of Pittsburgh has become by the act of the County Commissioners a partner, and interested in the success and profit to be derived therefrom.

Therefore, Be it ordained, &c. By the Select and Common Councils of the city of Pittsburgh, that the right is hereby granted to the Pennsylvania Rail Road Company to enter and lay down rails through the streets of said city to, wit: along Ferguson street to a convenient point, to curve into Liberty street, thence down Liberty street to the river; and that the said Company shall have the privilege to traverse said streets with their cars and machinery; provided that, after passing the curve aforesaid it, shall not be competent for said company to exceed at any time a speed of four miles an hour, under such penalties as may hereafter be ordained and enacted by these Councils. Provide', also, that the said company shall at all times hereafter be subject to such rules and regulations as may be found necessary for the further protection and security of the persons and property of the citizens of said city.

Sec. 2. Be it further ordained and enacted, &c., by the authority aforesaid, that for the construction of a depot to accommodate the trade of the city of Pittsburgh, upon, and from said railroad, that there be granted, and the said authorities do hereby grant to the Pennsylvania railroad company, so long as the said depot may be required by the said Pennsylvania railroad company, the use of sufficient ground on the levee, or water front, of the city, upon which the said Company may construct the necessary buildings, beginning at the point opposite the corner of Liberty street, extending at right angles with Water street, two hundred feet to low water mark, and thence to the Allegheny river—at a rent of $3,000 per anumn, for 900 feet, or in the same proportion for any less quantity that the company may occupy and use. Provided, that the said company shall cause Water street to be laid out at least sixty feet in width from the north side of said depot, and that the river side, and ends of said depot shall be fenced on, piers, so that free access to said levee shall at all times be unobstructed by foundation walls, and kept open for public use, and that the right to have a passage, at least thirty feet in width, opposite Penn street, through, and by which carriages, wagone, drays, and other vehicles may have free access between the said Penn street and the river. Provided, also, that the occupancy of said ground, by said company, shall not interfere with the right of the officers of said city to collect wharfage on said levee as though such depot had not been erected thereon.

Sec. 3. Be it ordained, &c. that any ordinance inconsistent with this ordinance be and the same is hereby repealed.

Adjourned to meet on Thursday evening next, when the whole matter will be disposed of.

☞ Lieutenant Deas, who, it will be recollected, swam the Rio Grande to meet a Mexican maid, and was taken prisoner, but was afterwards released, and fought gallantly at Monterey, and did good service elswhere, for which he was promoted to a captaincy, has got into another difficulty, been court-martialed and dismissed from the service, is now on his way home to await the issue of an application to the Executive in his behalf, by many of his friends in the army and elsewhere.

☞ Barker & Co. have taken the field for Taylor and Fillmore. They abuse Cass, Butler, Irishmen candidates, and respectable people generally, all in the same breath. The market people are mightly annoyed by these fierce invectives. No bones have been broken, no reputations injured, and no harm done in any respect that we know of.

The Mysteries and Miseries of New York.—Part V of this thrilling story is out, and for sale at Mogse's.

We have received, also, from Morse "The Elder Brother," one of Beaumont and Fletcher's admirable comedies adapted for stage representation.

Greenwood Gardens, *Manchester*.—The public are respectfully informed that in addition to the well known attractions of this Fashionable resort, it will be visited, this evening, by White's Brass Band, when the lover of music may expect an unusual treat amid the moonlight shade of this lonely and romantic spot.

The steamer leaves the Garden at 10 o'clock, for her last trip up.

☞ On last Friday night, some malicious person or persons, entered the African Methodist Church, on Wylie street, and entirely destroyed the fine full-length picture of Bishop Allen, intended to hang in the back of the pulpit. As yet there is no clue to the perpetrators.

Insurrection and Massacre at Martinique.—By the British mail packet Great Western, from St. Thomas June 1st, and Bermuda 6th, we learn that an insurrection of slaves occured at Martinique May 22d. About a hundred of the white population, including several women and children, were massacred; and considerable property was plundered and burnt.

Neither the Governor, nor a French man-of-war then lying in the harbor, interfered with the troops. The last packet stated them to be more tranquil: but all business suspended. At Gualopone they were quiet.—*Journal of Commerce.*

A Temperate Man.—General Cass has never tasted spirituous liquors in his life. From 1806 to the present time he has been intimately connected with public life; in the field, the camp, the court, and through every variety of social, military and political relation, and yet, Lewis Cass has never broken the abstemiousness of his life in this respect. Hence the vigor of his constitution and the clearness of his unclouded intellect.

☞ A gold bracelet, lady's breast-pin and gold watch will be sold at McKenna's this evening, at 8½ o'clock.

DIED,

Yesterday evening, at 6 o'clock, Samuel Rogers, in the 72d year of his age.

The friends of the deceased are invited to attend his funeral, from the residence of his mother, in Bayardstown, this evening, at 4 o'clock.

☞ Attention Niagara.—The members of the Niagara Fire Company are hereby notified to attend an extra meeting, at their Hall, on Friday evening, the 16th inst., at 8 o'clock. Punctual attendance requested.
je15:2t S. McKelvie, Sec'y.

☞ I. O. O. F.—The members of the Order are respectfully requested to meet at the Hall, this (Thursday) afternoon, at 4 o'clock precisely, to attend the funeral of our late Brother, Samuel Rogers. By order of the W. M. of Mechanic's Lodge, No 9.

je15:1t* J. M. Wells, Sec'y.

☞ Masonic Notice.—A stated meeting of Franklin Lodge, No. 221, A. Y. Masons, will be held in the Hall, N. E. corner of Wood and Third streets, this (Thursday) evening, at 7 o'clock. By order of the W. M.
June 15, A. L. 5848. James Hanson, Sec'y.

PITTSBURGH THEATRE.

C. S. Porter.....Manager and Lessee.

Prices of admission:
Dress Circle.....50c. | Second Tier.....35c. | Pit.....25c.
Gallery.....10c. | Private Boxes.....$1.00.

☞ Benefit of Miss Pestrie.

THURSDAY, June 15th, to commence with the

Heart of Mid Lothian.

Staunton,.....Mr. Prior. | David Deans—Mr. Porter.
Madge Wildfire.....Miss Petrie.

After which, dance by Miss Anna Malvina.

To be followed by the 4th Act of

JULIUS CÆSAR.

Brutus.....Mr. Oxley. Cassius.....Mr. Prior.

Dance, by Miss Anna Malvina.

To conclude with

MISCHIEF MAKING.

Madame Mannette.....

Friday, Benefit of Mr. Raymond.

Doors open 6 past 7. Curtain rises 7 before 8.

APOLLO HALL,

FOURTH STREET, A FEW DOORS FROM WOOD.

By request of numerous heads of families, the SABLE HARMONISTS have the honor to announce that they will give three more of their unique and inimitable entertainments, which have been attended by the fashion and beauty of the principal cities of the Union, at the new, elegant and well ventilated APOLLO HALL.

Entire change of Programme, to consist of Songs, Glees, Choruses, Burlesques, Witticisms, Dances, &c.—On which occasion they will sing the celebrated song—for the first time—of ROSA LEE, or DON'T BE FOOLISH, Joe.

Admission 25 cents; Doors open at 7, to commence at 8 o'clock. je15 J. N. BENSON, Manager.

TWENTY-FOUR BUILDING LOTS, IN AND ADJOINING THE 7TH WARD, AT AUCTION.—On Saturday afternoon, the 17th inst. at 2 o'clock, will be sold without reserve, on the premises, the following very handsomely situated Real Estate, viz:

Lots Nos. 18, 19, 20 and 21, in the plan of Lots laid out by Samuel Wright, having each a front of 20 feet on Dunn street, and extending back upwards of 100 feet, to an alley 24 feet wide, adjoining property of Mr. L. Childs.

Lots Nos. 27 and 28, in the plan of Lots laid out by Alexander Miller, having each a front of 24 feet on De Villiers street, and extending back 104 feet.

Also, Two Lots having each a front of 23½ feet on Centre Avenue; opposite to the residence of Mrs. Agnes Irwin, and extending back 100 feet to an alley 15 feet wide.

Also, 4 Lots, having each a front of 24 feet on De Villiers street, and extending back 74 feet, to an alley 20 feet wide.

Also, 9 Lots situate in that beautiful grove adjoining the residence of J. D. Mahon, Esq. having each a front of 24 feet, and extending back 94 feet, to an alley 20 feet wide.

Also, 3 other Lots of ground, situate near the city line, one of which has a front of 51 feet on Centre Avenue, and 93 feet on Kirkpatrick Street.

Plans of the above property may be seen at the Auction Rooms.

Terms of sale on first mentioned Six Lots will be one-third cash, residue in two equal annual payments, with interest. On the 18 Lots last mentioned terms is one-fourth cash, residue in three equal annual payments, with interest.

JOHN D. DAVIS,
je15 Auctioneer.

COACH MAKER'S TOOLS AT AUCTION.—Will be sold this evening, at 8½ o'clock, at Davis' Commercial Auction Rooms, corner of Wood and Fifth streets, Coach Maker's Tools, among which are 1 router, spoke machine, double tenon machine, hand saws, planes, vices, augers, tenon saws, &c. je15

SECOND-HAND PIANO-FORTE AT AUCTION.—This day, Thursday, June 15th, at 2 o'clock in the afternoon, will be sold at M'Kenna's Auction Rooms, No. 114 Wood street, three doors from Fifth, 1 second-hand Piano Forte, made by a celebrated London manufacturer, of excellent tone and workmanship.

JAMES McKENNA, Auct.
je15

HONEY—4 kegs Honey, in store and for sale by
je10 POINDEXTER & Co.

LIST OF LETTERS

REMAINING in the Pittsburgh Post Office from the 1st day of June to the 15th, 1848. Persons calling for Letters, will please say they are advertised.

Abell Samuel
Adams B F
Agnew Thos H
Aiken Mrs
Adams Charles
Agnew J
Abrams I H
Adams Matthew
Agent George
Abraham John
Allender Abm 2
Allan John Rev 2
Alderson Mr
Allen R W Rev
Alexander Cyrus
Allan Sarah Jane
Anderson S
Allen Lewis
Allan Arthur
Allen Jacob
Appleton Geo E
Anderson F A
Andrews A
Anderson Michael
Anthony Wm
Applegate & Mc-Causland
Army Joseph
Arthurs Benj 2
Baker John
Ballentine Wm
Bayha Mary
Baker Sarah
Baisley S
Baker Emily
Buck Emaline
Baker Joseph B
Baker Henry
Bacon Enos
Baldwin J
Ballentine Nuhl
Barry Harriett N
Barnes Wm
Batters Saml
Barbour Wm C
Barrett Wm
Barns Robert
Barchey Wm
Bates Robert
Barnes John
Barnes D
Byrnes Margaret
Butler Thomas F
Butler Hastings S
Burgoyne Joshua
Burrell S C
Burns Jas
Bush Laura
Butler Charles S
Butler Henry M
Burke Robert
Carlisly Calvin
Carey Mary
Cahill Thomas
Cameron Thaddeus
Carr
Cannon Charles
Carnahan Thomas
Carson Patrick
Carpenter J H
Carothers S & J
Carroll C W
Casey Patrick
Cannon Sarah
Cafe William
Caisargar Simon
Campbell Peter
Campbell Stephen
Christy M
Chamberlin B B
Chase R H
Chase Thomas
Childs Charles
Chevers George
Chestnut Joseph
Chambers William
or James
Charters Jane mrs
Chevers James
Chambers D M
Clemmen J S
Clancy John H
Clark mrs
Close David
Clarke Charles E
Clarke Susan J
Clark James
Clarke & Co S
Clarkson James
Clark Constant H
Cargins Mary
Cooper James P
Cochran James
Cooper Titus V
Cooper John
Cooper Daniel H
Cooper Mary Jane
Collins Myron
Coleman John E
Coburn Jacob G
Collins Isabella
Colburg George
Colclaser Daniel
Coffin J J
Coil Silas
Cook John
Conant John
Converse I M
Corbett B
Coon David
Cook S W & J
Concrete Richard
Connor John
Conner Charles
Cook Mary Ann
Cowan William
Coats Daniel
Courtney Sarah
Coulter John
Crawford John
Cromer Ellen
Critchelow W G
Crilley Daniel
Crawford John C
Craig Margaret
Crosby James
Crosby Martin
Crilly R
Crowe H Rev 2
Crolier J 2
Craig Henry
Cross Charles
Crawford Daniel
Cregan Samuel
Craig Josiah
Crouch R Lang
Cummins John
Curlutt William
Cunningham Ann
Curry G
Cunan Thomas
Desmore James
Devine James
Dean William
Deachard Anne
Dicken R B
Dean John
Deaghan Thomas
Develop E W
Dickson Samuel
Dinker P
Dickson John
Deuning O
Dickson Stuart
Diamond Mary A
Dickson Thos C
Donaughoe R
Dorsey H
Dougherty Hugh
Downes John
Downey Bridget
Dollan John
Downey Y
Donnelly Bernard
Donlavy Jas A
Doyle Maria
Donavan Dennis
Davidson Wm
Day G
Dawson James
Dale D R
Daily Christopher
Dunbrumire M
Dagg Anna
David A
Davis William
Davis Levi
Davis John B
Davis Amos
Davis Alfred
Davis D R
Davis Daul D
Davis G
Dattinger C
Davis James L
Dolinni F A
Dougherty Thos
Dobson Walter B
Dolan Elizabeth
Dennis Wm
Donaldson H
Dreaden Mary
Dreaning John
Duffy Margaret
Durham Thomas
Dugan Thomas
Dunn Eli
Duncan Jackson
Deagan John
Edgar W E
Earle Kate
Eakins Mary
Eaton Ann
Elliot James C
Ellis Mary
Ernest Jacob
Eamerson Kmrs
Ewing Margaret
Ewing A W
Ewens Robt B
Evans William
Evans Anna
Farnborn Wm
Fagan John
Fanning & Lucas 2
Fenwick D
Ferguson John
Fenton Mary
Fowler T H Dr
Foster George
Fry Elizabeth
Fritchman John
Frew John 2
Franklin A
Freeze Isaac
Friel Samuel S
Fry Jacob
Fleming Andrew
Fothergoll Henry
Foster William
Fowler Samuel
Fase A
Foster John M
Ford John mr
Fortune Mary
Fox Thomas 2
Ford Samuel
Foling Mavina
Ford W C
Fowler Dorothy
Foster George
Fry Elizabeth
Frew John 2
Fraulkin A
Freeze Isaac
Friel Samuel S
Fry Jacob
Fleming Andrew
Fothergoll Henry
Foster William
Fowler Samuel
Fase A
Foster John M
Ford John mr
Fortune Mary
Fox Thomas 2
Ford Samuel
Foling Mavina
Ford W C
Fowler T H Dr
Foster George
Fry Elizabeth
Fritchman John
Frew John 2
Franklin A
Freeze Isaac
Friel Samuel S
Fry Jacob
Gallaher Wm
Gallonp James B 2
Garwin J W
Gamgan James
George Sarah
Gaze Marth A
Gearing Elizabeth
Garrich Mary
Galey Ann Jane
Gaulot John
Griffin Andrew
Gillmore A N 2
Gillespie John
Gillespie Sarah
Gillespie Saml
Gillespie J N
Gillespie Saml
Gillert Lydia
Gillespie Sarah
Gilkenns James
Gilleland James
Gilleland Anna
Glenn W A
Good Valentine
Gorgas Wm N
Goshern Nicholas
Gosselin John
Gosele John
Gormly Francis
Gorsehall John
Gormly James
Gordon Andrew
Greenfield Martha
Grives Frederick
Green George
Griffin Benjamin
Gass George
Groves John
Griffiths Edw
Grant Sarah B
Grier W R
Greenfield Geo M
Gamm Victor 2
Graham Saml
Gray Mary
Graham J & W J
Gray Reaner Mrs
Graham John
Graham Geaffien
Graham John B
Grier Jas
Grier John
Hall David
Hamilton Clara
Hall Rebecca
Hai nes James T
Hanlin Thomas
Haura John
Hannah Wm
Harden Jas
Harlen H
Harry W C
Haslet A D
Hatton D
Haudlen Jacob
Hawes M J Mrs
Hawkins S S Mrs
Hawkins C O
Hays Archd T
Heudrix Amanah
Henderson E L
Henderson Jas
Henderson L
Herron James
Healy Elerions
Healy Martin
Heinrich M W
Headen Benj
Henderson Margt
Henderson Robt
Hillanda Alex
Hickman Susa'h
Hinds Michael
Hinus Jacob
Hines James
Hill Joseph B
Hill Widow
Hinkley Geo D
Hardman James
Hillabedell D
Hill Edwin A
Hickey John
Hill Robt Rev
Hinckes R W
Hilands Alex
Hogg Wm 2
Holmes John T
Holmes B D
Holland Joseph C
Hoald John
Horne Joseph 3
House Isaac
Howard Laura
Hough Jacob
Hopkin Wm
Hornbeck Isaac
Hopkins Elzbth H
Hopher W C
Hope James
Horner John
Hood Francis
Hopkins Wm
Hornish James
Hornish Sarah Jane
Hunter W B 2
Hudson James 2
Hughes James
Hutchings Mr
Hunt Anna
Hughes Susan V
Hunter P E
Hull George G
Hol'land P
Hutcheson John or William
Hutheson Wm
Irwin John S
Ingram A P
Irwin Orville Mrs
Ingram Elzbth
Irwin Washington
Irwin Mary L
Irwin T T
Irwine G S
Ihlis Jo'n
Ingram A P
Jones Amanda
Jones Catharine
Jones G F
Jones Mary
Jones Margaret
Kamie Ellen
Kerns John
Kain G A 2
Kennedy Chas
Kelsey W R
Kernan Thomas
Kuter Lewis
Kunard Hannah
Kennedy George
Kerr R
Kenney Dennis
Kay Bryant
Kalms Alex
Kanage Henry W
Kairns Catharine
Keith P
Kenard J P
Kennedy Ellen
Kauffman Jas
Kelly Michael 2
Kelly George
Kelly Sarah
Kerr Peter
Kelly Thomas
Kelly John
Knoll L S 3
King W F
King W W
Kirkland M P
Kaple mrs
Kock F W
Kramer Jacob
Krewskeun W
Kuhn Joseph R
Kuhn Patrick
Kountz William
Kuhns Daniel
Landale Wm
Lafferty John
Lamben Sarah Jane
Ladkin John
Lamm Lewis
Lamben Notley
Large John R
Lawrence C
Langhlin J N
Langden William
Latshaw Marriette S
Langhlin Thos
Langhlin John
Larkins Edw
Lavery Joseph B.
Leichty Peter
Leyde
Leech Jas C 2
Leidy Margaret J
Lemley John
Lawson Thomas W
Leslie Saml
Lewis David
Lewis Chas W
Lewis David
Lindsey J
Linder James
Litz A S
Little Joseph J
Linten John
Locy T
Lowry John
Lloyd David
Lodius William
Lantous William
Long Geo
Long L H Rev
Long W Rev
Lowly Stephen
Lantenbugher S
Lucey George
Long Jesse
Lyle Jas
Lust John
Lecky George
Love James
Law John
Long John
Logan William
Morris Robert
Morris E T
Moreland Ann
Morton Agnes B
Morris A
Mortimer J Rev
Moore Robert
Moore John
Moore George A
Moore T J