The Morning Post.

L. HARPER, EDITOR AND PROPRIETOR.

PITTSBURGH:

FRIDAY MORNING, JANUARY 10, 1851.

☞ *"No American citizen can ever cease to esteem the Union as the first of all blessings. Disunion! God forbid.—Nations yet unborn would rue the rashness of the dead."*—BUCHANAN.

DEMOCRATIC NOMINATION
FOR MAYOR:

JOHN B. GUTHRIE.

To Advertisers.

THE MORNING POST has a larger circulation than any subscription paper published in Pittsburgh. To business men it affords an excellent medium for Advertising; and being the only Democratic paper issued in Allegheny county, it goes into the hands of a class of readers reached by no other paper. Advertisers will be good enough to bear this in mind.

Democratic State Conventions.

AT READING,

For nominating candidates for GOVERNOR and CANAL COMMISSIONER, on the 4th of June, 1851, as fixed by the Williamsport Convention.

AT HARRISBURG,

For nominating candidates for SUPREME BENCH, on the 11th of June, 1851, as fixed by the regular action of the State Central Committee.

TICKETS.

The candidates for city offices, who may wish to have tickets printed at this office, will be good enough to leave their orders immediately.

☞ We received by yesterday's mails full files of California papers, which our friends may examine by calling at the Editor's Room.

Gen. Jackson's Opinion of Simon Cameron.

As the Cashier of the Middletown Bank is making desperate efforts to get back to the U. S. Senate, by the votes of Federal Whigs and fishy Democrats, it may not be out of place here to give the public the opinion entertained by the great and good old man of the Hermitage, Gen. JACKSON, in regard to that corrupt and unprincipled politician:

At the time negotiations were on foot for the sale of the *Globe* newspaper at Washington City, a correspondence on the subject took place between Mr. BLAIR and Gen. JACKSON, in which the Old Hero took occasion to speak his mind pretty freely respecting the Winnebago Chief, as it was understood the latter was to furnish money for the purchase of the paper. We give the General's letters without further comment:

HERMITAGE, April 7th, 1845.

My Dear Mr. Blair—Yours of the 30th March is just received, and two confidential letters of the ——, and ——, to our mutual friend ——, submitted to my view from President Polk. I wrote you and the President on the 4th instant, and was in hopes that my views would open his eyes to his own interests and the union of the Democratic party. But from the letters before me, I suppose my letter to the President will not prevent that evil to him and the Democratic party that I have used my voice to prevent. I am too unwell to write much to day. I have read your letter with care and much interest. I knew you would never degrade yourself by dividing the editorial chair with any one for any cause. I well know that you never can or will abandon your Democratic principles. You cannot, under existing circumstances, do any thing to save your character and Democratic principles and your high standing with all classes of the Democracy, but by selling out your paper. When you sell, have good security for the consideration money. is greatly involved, if not finally broke; and you know Cameron, who boasts that he has $50,000 to invest in a newspaper. I view him both a bankrupt in politics and property, and not to be trusted by any one in any way or by any body. Under all existing circumstances, I say to you, sell, and when you do, I look to a split in the Democratic ranks, which I will sorely regret, and which might have been so easily avoided. I am very sick—must close.

With all the kind wishes of the tenants of the Hermitage, and my prayers for your prosperity and happiness, I remain, sincerely your friend,

ANDREW JACKSON.

FRANCIS P. BLAIR, Esq.

HERMITAGE, April 9, 1845.

MY DEAR MR. BLAIR: I have been quite sick for several days—my feet and legs much swollen, and it has reached my hands and abdomen, and it may be that my life ends in dropsy.

* * * * * * *

Well, who is to be the purchaser? Mr. Ritchie and Major A. J. Donelson its editors. *Query as to the latter.* The above question I have asked the President. Is that renegade politician, Cameron, who boasted of his $50,000 to set up a new paper, to be one of them?—who is a bankrupt in politics, and who got elected Senator by selling himself to the Whigs, and could not raise $1,000 to be one of the proprietors, to unite the Democracy. His very election has divided them in Pennsylvania, and a letter to me says he has done our mutual friend —— much injury, he being charged with using secretly his influence to effect it; or would Cameron's ownership in part unite ——, ——, ——, and a host of other old time Democrats in your expulsion? *What delusion!* Or is —— to be the purchaser? Here it is stated he is vastly encumbered with debt; by many, a perfect bankrupt. Who is to purchase? and where is the money to come from? Is it ——, the satellite of ——, the great friend of ——? a perfect bankrupt in property. My own opinion is, that the contract made, the money cannot be raised, and the *Globe* cannot be bought. [After more specifications the letter ends with] Your sincere friend,

ANDREW JACKSON.

FRANCIS P. BLAIR, Esq.

The Gazette.

Our venerable and much respected cotemporary, the Pittsburgh *Gazette*, made its appearance yesterday in a new and beautiful dress. It looks as bright as a dollar newly coined at the mint. The type are of the latest and handsomest mould, of brevier and agate size. If the paper was as neatly printed as the *Post* it would undoubtedly be the finest looking sheet west of Philadelphia. As the *Gazette* is the recognized organ of the Whigs of Allegheny county, its old and faithful subscribers who have stood by it through sunshine and storm, will be gratified to find their favorite paper "renewing its youth" when it has well nigh arrived at the age of "three score and ten." Long life to the "old Gazette," and may prosperity attend its "enterprising" proprietors.

☞ The Pacific Daily *News* of the 26th of November states that Col. JAMES COLLIER, (formerly of Steubenville,) Collector of the port of San Francisco, will be the Whig candidate for U. S. Senator from California. The *News* styles the Colonel the Achilles of the Whig party on the Pacific.

☞ By the Pacific *News* of the 21st of November, we observe that our young friend J. B. MITCHELL, Esq., late of this city, officiated as one of the Secretaries of a Democratic meeting, at San Francisco, a few evenings previous.

☞ The State Bank of Ohio is now made up of forty-two branches, all directed by one head, called the Board of Control. It is decidedly the largest moneyed institution on the continent. It has a circulation of three million four hundred and six thousand five hundred and seventy dollars. The independent banks of Ohio have a circulation of $1,249,706, and the old chartered banks have a circulation of $1,403,421. Total circulation of all the Ohio banks, $11,059,700.

PHILADELPHIA, January 8—10 P. M.

The fugitive slave, Henry Long, left New-York this evening, at 5 o'clock, in charge of his owners, for home.

Scribblings and Clippings.

— Mademoiselle Jenny Lind, with her numerous suite, thirty-five in number, and many other passengers, left Charleston on Wednesday morning last, in the steam ship Isabel, for Havana. She was in fine health and high spirits.

— Mr. Asa Whitney, of New York, on Saturday night last, delivered a lecture, in the Hall of Representatives, on the subject of his project for a Railroad to the Pacific. The lecture was considered highly interesting and satisfactory by a large and discriminating audience.

— The Indiana Convention has authorized an inquiry, by resolution, into the propriety of having no higher punishment than life imprisonment.

— The Trenton State Gazette intimates that either Governor Broom or Commodore Stockton will be the successor of Mr. Wm. L. Dayton in the United States Senate.

— The Marlborough Cotton Factory, owned by M. Townsend, Esq., near Bennettsville, S. C., was consumed by fire on the 31st ult. Total loss, $22,000. Insurance in Howard Co., N. Y., $5,000; Protection, Hartford, $3,500.

— By an arrival at New York, with later advices from South America, we have information that extensive gold mines have been discovered on the Oronoco and Augostura rivers. They promise to yield in great abundance.

— Long boots for ladies, made precisely like those for gentlemen, are coming much into vogue in Boston. The fashion is a good one, at the time when the state of the streets is such as it is now.

— William Adams, of Hopkinston, N. H., has killed a squirrel as white as snow—probably a gray one, which had changed its coat, as the owls do in the winter.

— An attempt was made to kidnap the child of Capt. C. T. Carter, in N. Y., on Thursday evening, by a German, but was frustrated in his design by Capt. C's lady giving an alarm, who was a few steps in advance of her husband.

— The Earl of Carlisle (late Lord Morpeth) delivered a lecture lately in Leeds, Eng., on America. It is a narrative of his tour through this country, interspersed with observations on the cities, the institutions and society.

— The fossil floras of France, England, Germany and Scandinavia exhibit ferns nearly 50 feet high, and with branches three feet in diameter, or nine feet in circumference.

— Since the death of Wolsey, which took place in the year 1530, only ten Englishmen have been raised to the dignity of Cardinal by the Popes of Rome; and of these, five have been created within the last twenty years.

— The health of the Hon. William C. Preston, of South Carolina, is said to have so greatly improved that he will retain the presidency of Columbia College, the trustees having refused to accept his resignation.

— Four seamen, late of the barque Glen, of New Haven, charged with murdering the mate, a few days after the vessel left Valparaiso, brought home in the United States ship Preble, were taken in custody at N. Y. on Saturday by the U. S. Marshal, and committed for examination.

— Mr. J. H. Wellington, of New Ipswich, N. H., while riding in the cars from Charlestown, N. H., to Boston, on Thursday, had his pocket book, containing $574 in bank bills, stolen from the side pocket of his coat.

— At 4 o'clock on Friday morning, an Irishma n named Daniel Cothlin, was murdered in the street at Winchester, N. H. Thos Welch, Irish, has been arrested on suspicion of being the murderer.

— The Hon. Daniel Webster is about to publish a new and elegant edition of his works, in six or seven volumes. It will embrace his political speeches, literary addresses, legal arguments, and diplomatic papers.

— A destructive fire occurred at Van Buren, Arkansas, on the 10th ultimo. It originated in the office of the Arkansas Intelligencer, which was entirely destroyed with all its contents, and spread to the Masonic Lodge.

— When those "cisterns" are all built, which are theorized for the aid of Ohio river navigation, what capital fish ponds we will have, and what glorious times the boys will have on skates.—*Cin. Enq.*

— And when the sky falls the boys will have "glorious times" in catching larks

— The Boston Post suggests that the $20,000 which the abolitionists have paid to get their champion, Mr. Chaplin, out of the hands of Maryland justice, would have liberated forty slaves.

— The Louisville Democrat confesses to an unusually large number of shooting and stabbing cases, and other Kentucky diversions, on Christmas day.

— The "seventeen year locusts" which are said to appear once in seventeen years, will return in the summer of this year, 1851, their last appearance being in the summer of 1834.

— After copying a notice of the death of our late esteemed fellow-citizen ANTHONY BEELEN, the St. Louis *Union* adds: Mr. Beelen was well known in this city and throughout the western country, as a merchant of great experience and integrity.

— Oliver I. Taylor, for some time past connected with the editorial department of the Wheeling *Gazette*, is about preparing a Directory of that wonderful little village.

— Boston enjoys a very profitable trade with Hayti. Last year 145 vessels arrived at Boston from Hayti.—They have a strong interest in the continuance of peace on the Island.

— The American ship Oriental, which recently arrived at London from Canton, has been re-chartered to return to Canton, and again load for London, at £7 7s. ⅌ ton. The clipper ships of the United States will be formidable competitors in the race for the East India carrying trade.

— On board the Portuguese Frigate Donna Maria, which was blown up at Macao, while celebrating the Queen's birth day, there were several officers of the U. S. ship Marion, who were to have dined on board, and were, it is supposed, killed.

— Resolutions in favor of sustaining the Compromise measures adopted by Congress, offered in the N. H. State Convention, have been adopted—only 18 votes in the negative.

— There are eleven hundred and ten steam vessels in the mercantile navy of Great Britain, and three thousand accidents have occurred to steamers and sailing vessels in the last three years.

— A clock is being made for the Great Exhibition, which will go 426 days without winding. It only occupies in standing, eight superficial inches, and the motive power is only 18 pounds.

— Hon. Bowen Whiting, of Geneva, N. Y., died suddenly on Saturday last. He had been a member of the Legislature, and held several prominent offices—the last, that of County Judge.

Cotton Trade of the United States—Exports.

The following table gives the exports of Cotton from the United States for a number of years; also, the average price per pound:—

	COTTON.		Average
	Total Pounds.	Value.	price per lb. Cents.
1821	124,893,405	$20,167,484	16.2
1822	144,676,095	24,035,058	16.6
1823	173,723,270	20,445,220	11 8
1824	142,369,663	21,947,401	15.4
1825	176,445,007	38,846,549	20.9
1826	204,635,415	25,025,214	12.2
1827	294,310,115	29,389,545	10
1828	210,590,463	22,487,329	10.7
1829	254,857,186	26,575,211	10
1830	298,459,102	29,674,883	9.9
1831	276,979,784	25,289,492	9.1
1832	322,215,122	31,724,682	9.8
1833	324,698,604	36,191,105	11.1
1834	384,717,907	49,448,403	12.8
1835	387,355,992	64,951,302	16.8
1836	423,631,807	71,284,925	16.8
1837	444,211,537	63,240,102	14.2
1838	595,952,267	61,556,811	10.3
1839	413,624,212	61,238,982	14.8
1840	743,941,051	63,871,307	8.5
1841	530,204,100	54,330,341	10 2
1842	684,717,017	47,593,464	8.1
1843	792,297,106	49,119,806	6.2
1844	663,633,455	54,063,501	8.1
1845	872,905,996	51,739,643	5.92
1846	547,558,055	42,767,344	7.81
1847	527,219,958	53,416,848	10 34
1848	814,274,431	61,998,334	7.613
1849	1,036,602,269	66,396,967	6.4
1850	635,381,604	71,984,616	11.3

DEPARTURE OF MAJOR HOBBIE.—Major S. R. Hobbie, whose fame as the indefatigable and efficient First Assistant Postmaster General, is world-wide, left Washington on Tuesday morning *en route* for Cuba, Panama and other places, whither he is assigned by Judge Hall, on important business of the Department. Health and success to the gallant major.

Plank Roads and Railroads.

Editor of the Morning Post:

Plank Roads are becoming the "fashion of the day;" and, judging from appearances, they will soon become the common roads of the country. The statute books of our State for the last two or three years, furnish some evidence of this; a considerable portion of those volumes being filled with charters for such roads. A great portion of these charters authorize the construction of these roads in Western Pennsylvania, where the materials for their construction are cheap and abundant; and where the deep clayey soil renders them peculiarly desirable.

We still have the old fashioned predictions that "plank roads will not do; will not be profitable; and will prove a failure." But notwithstanding these predictions, we find that no stock is sooner taken up than plank road stock; and no public works are pushed forward towards completion with more confidence and vigor. And in States where they have already been fairly tested, experience proves that no investments are more secure and productive.

Their original cost but little exceeds the cost of well made macadamised roads; and the expense of perpetual repair will be even less And so far superior are they to macadamised roads that they uniformly secure a far greater amount of travel and revenue. They are in order for use at all seasons, without additional motive power; and they do not, like macadamised roads, require half the strength of the teams that pass over them, to grind down and level the material that forms them.

These plank roads are well named "the people's railroads." They can be constructed by communities, and through regions but moderately wealthy; and for common purposes, and through farming and mineral regions, they answer almost equally valuable purposes as railroads.

The motive power on plank roads is more expensive than on railroads, and the speed far less. One "iron horse" will do the work of 200 horses of flesh and blood, power and speed being both considered; and it will endure longer, and require less feeding and rest.

Increased speed and diminished expense for motive power are the advantages of *rail* over plank roads; while in cost of construction plank roads have the advantage—ten miles of double track plank road costing less, perhaps, than one mile of railroad.

But my object in writing is not to repeat what is now generally known; but to call attention to a suggestion lately made public, in regard to the use of plank roads.

It is proposed to construct plank roads with double tracks, and on one track to lay rails of durable wood, securely fastened, and run small locomotives, with light trains of freight trucks, and even passenger cars. A speed of ten miles per hour could thus be gained, which is nearly three times the ordinary speed of wagon teams, and would be a far less expensive motive power besides. It is said that from $2500 to $3000 per mile would be the cost of such roads, and that so used they would last longer than plank roads used by wagon and coach teams. And it is believed that the continuous planking resting on sleepers and fastened to them, would make a road firm and strong enough to support trains of considerable burden. The cars or trucks are to be of cheap construction, and a locomotive itself, of the kind required, it is said, would not cost over $2000 or $2500.

It is to be hoped that the inventor will soon develope more fully his plan, and that it will be found practicable and profitable. If this thing will work well and safely, it will form a new era in the history of roads, and of travel and trade.

Plank roads will soon become "the people's railroads," indeed; and every region may have cheap and speedy communication with the great markets and seats of trade, and the manufacturing cities find cheap access to every community that needs their fabrics.

These roads would be in fact *railroads* upon a cheaper plan of construction, and would answer all the purposes of the most expensive railroads, except only in the rate of speed. The grades and beds of plank roads, as now made, would be sufficiently level and firm to answer the purpose; and if they seek more circuitous routes, to avoid deep cuts and high embankments, they accommodate more territory, and save in grading the increase of expense in distance—and while losing time en route, are gaining more employment.

Suppose such a road extended from Pittsburgh into a farming, mineral and lumber region, say to the Clarion river, or in any other direction, a distance of 100 miles. Its outside cost would be $300,000; furnishing one track for a carriage road, and one for a railroad. The equipment of the road, on the plan proposed, with all the stations, locomotives and trucks, of the kind required, would cost about $50,000 more; making the whole cost of such a road, 100 miles in length, and complete for use, about $350,000. It can hardly be doubted that with the travel, the farming products, the iron and other minerals, and the lumber, and the increased production of all, consequent upon the construction of such a road, it would be profitable stock. The proprietors would be repaid, and the regions through which such roads would pass would be vastly benefitted.

Such public works *make* in part their own revenue, by rendering the regions through which they run more populous, productive, and wealthy.

Suppose a locomotive for such a road, of 25 horse power, to cost $3000; and would draw 25 or 35 tons of freight, on trucks whose principal cost would be the wheels and axles; and would run 100 miles, including stoppings, in 15 hours. Could six or seven 5 horse teams, all complete, cost less than this train? Much more. Would they cost less for feed and repair? Much more. Could they draw more? Much less. And the train would do the work in 15 hours which would occupy the teams 4 or 5 days. And how much less would the wagon road cost than the plank-railroad? In proportion as the wagon road cost less would the horse power and time cost more.

Will these plank-railroads work? If yes, would they not be a matter of great public economy and benefit? And be in themselves profitable investments besides?

If such roads can be made and worked safely, at so cheap a rate, doubtless the capital and enterprise can be found to multiply and extend them, till the hum and rattle of their laden trains will be heard throughout all the wide regions of Western Pennsylvania, opening up and *increasing* all her vast sources of wealth and prosperity; and bringing her lumber fields, her rich mineral treasures, and vast agricultural products, into cheap and speedy communication with the great markets of the country. And the wide plains and valleys of the great West would not be behind us in their use.

The only question after all seems to be, Cannot a cheaper kind of railroads than those costing $20,000 or $30,000 per mile be constructed on this plan, to accommodate farming and mineral regions, and less extended localities, and even routes of considerable travel and trade, where whirlwind travel is not essential. Such cheaper railroads, while they would greatly benefit the regions through which they would pass, would be profitable "*feeders*" of the mighty leviathans that are stretching forward their iron arms across States and even Continents.

I write, Mr. Editor, not to give, but to *elicit* information from those more competent to judge of such matters than Your humble servant,

JAFFREY.

Paine's Water Gas.

Mr. G. Q. COLTON, a gentleman not unknown to fame, has written a long letter to the Editor of the Boston *Transcript*, in which he gives a full description of Paine's apparatus for producing gas from water. The writer concludes by saying: "The experiments which we saw, and in which I think we *could not* be mistaken, would go to show the claim of Mr. Paine to be well founded." * * * Whether Mr. Paine can apply his improvement practically on a large scale, sufficient to light a city,—whether he has discovered "*perpetual motion*,"—whether he has discovered a substitute for all other motive power, and for all other heat; as well as many other things which are claimed for him,—are questions involving more difficulties than I feel, at present, competent to solve. I am far from denying, however, that he can do all these things.

"Important, if True!"

We find the following article in the Germantown (Pa.) *Telegraph*, and give it to our readers for what it is worth. Verily this is the age of progress:

THE GREATEST DISCOVERY OF THE AGE.—There has just been brought to light the application of a power *which is to supercede entirely the present steam power of the world!* This announcement may stagger some, but the discovery, when it shall be divulged, will stagger them a thousand times more.

It has been made by an Eastern man, who has completed his models—one of which will be deposited at Washington as soon as patent rights shall be secured in the different European countries. The machinery is entirely perfected—the power is a native one, and steam has no part in creating it. So simple and economical are the principle and application, that two tons of coal will be sufficient to drive the largest ship of the line around the world.

We are not at liberty, now, to divulge more of this wonderful discovery; but we predict, with the greatest confidence, that a short time only will elapse before a total revolution will take place throughout the world in our motive power system. Indeed, we assert, with the same confidence, that the year 1850 terminated the sovereignty of steam.

This is no chimera. We mean what we say—and time, brief in point of duration, will evolve this wonder, at present hid as with a gauze, only from the public eye, to the astonishment far greater than that produced by the discovery of steam or the magnetic telegraph.—*Germantown (Pa.) Telegraph.*

The Democratic Press.

We have never known the Democratic press of the State to be so unanimous upon any subject as they are in favor of the election of a sound, able, and national Democrat, as Senator of the United States.—Upon this point there is no diversity of sentiment. So also in regard to the great duty of the Democratic members of going into caucus. Let these two considerations be attended to, and all will be well. The right of choice before a nomination is conclusive; and as there must be some who will be disappointed, the way to give universal satisfaction is to observe the cardinal essentials alluded to. It is asserted here that there are twelve or fifteen Democrats who will not go into caucus. We believe and hope it is not so; and state the fact only to let the Democracy of the State see how the political cauldron is boiling. Every Representative thus offending will of course make up his mind to go into private life forever, as soon as his term is out.—*Pennsylvanian.*

Simon Cameron.

The *Pennsylvanian*, the organ of the Hunker Democracy in Philadelphia, at the conclusion of an article of a column in opposition to the election of General CAMERON as a United States Senator, says:

"If the result is his election, by a combination of the Whigs and Democrats, we shall at least have the satisfaction to know that we laboured honestly to prevent it."

To which we may add, that we are as much opposed to the election of this individual as the *Pennsylvanian* possibly can be, and pity the futility of any Whig who will vote for him.—*Washington Republic, Whig.*

HORSEBACK RIDING IN MADEIRA.—The Hon. John A. Dix, in his recent work, "A Winter in Madeira," gives an amusing account of horseback riding at Funchal. For thirty cents an hour a fine horse can be hired at any livery stable, together with a man as attendant, who follows on foot; and, when you desire to ride fast, he catches hold of your horse's tail and is drawn along. In this way he prevents you from running away from him. Mr. Dix says the horses have been accustomed to these kind of attendants from ages, and that the fellows have a way of making the horses go fast or slow, as they desire, in spite of the rider. Mr. Dix says that for ladies this association of horse and driver is a great convenience. They need no other attendant. He is always ready to render any assistance; if the horse loses a shoe, he has a hammer and nails in his pocket to replace it. It is not easy to fancy a more ludicrous spectacle than a lady riding through the city at full gallop with a man hanging to the tail of her horse; but such scenes are of hourly occurrence in Funchal, and the eyes soon becomes accustomed to them.

Married:

On Tuesday evening, the 7th instant, at the Allegheny Arsenal, by the Rev. Theodore B. Lyman, Rector of Trinity Church, ALFIN W. BARNES, of Philadelphia, to Miss ELIZABETH DENNY, only daughter of Capt. Harding, U. S. Ordnance Corps.

DIED:

On Thursday morning, at 5 o'clock, SAMUEL FULTON STERLING, in the 25th year of his age.

The funeral will leave the residence of Waterman Palmer, Allegheny City, to proceed to Allegheny Cemetery, on FRIDAY, the 10th instant, at 2 o'clock, P. M. The friends of the family are respectfully invited to attend.

Vigilant Soiree.

THE members of the VIGILANT HOSE COMPANY are requested respectfully to invite their friends and the citizens generally, that they will give their Fifth Annual Soiree on *Friday Evening, January* 31, 1851, at the *Lecture Room, Athenæum Building.*

The Supper on this occasion will be prepared by the Firemen's favorite caterer, DAVIS JOHNSON, Esq.

jl10d2t5

THOMAS WOODS, SAMUEL WOODS.

T. WOODS & SON,

PRODUCE DEALERS AND COMMISSION MERCHANTS,

No. 61 WATER STREET, PITTSBURGH.

jal0

Executors' Notice.

THE undersigned having taken out Letters Testamentary with the will annexed on the estate of Jane Forbes, late of Findley township, Allegheny Co., deceased, all persons having claims against said estate are hereby requested to present them properly authenticated for settlement, and all who are indebted thereto will please make immediate payment to the subscriber.

MC. A. ARMER,

Executor.

jal0:6tw*

A. W. Foster,

ATTORNEY AND COUNSELLOR AT LAW, OFFICE, No. 164 FOURTH STREET, *near Grant street, Pittsburgh, Pa.* nov15:dawly

Fresh Teas.

JUST RECEIVED at the CENTRAL TEA STORE, a fine assortment of Tea, viz:—

Best strong English Black;
do Extra fine Oolong;
do English Breakfast;
do Chulan;
do Young Hyson;

GREEN TEAS—

Extra Silver Leaf Young Hyson;
do Gunpowder;
do Old Hyson;
do superior Young Hyson;

H. C. KELLY, Fifth street.

EXTRA FAMILY FLOUR—18 bbls. Extra Family Flour for sale by [jal0] H. C. KELLY.

WINDOW SASH of all styles for sale by H. C. KELLY, Agent for Fulton Sash Factory.

100 BBLS. FAMILY FLOUR;
50 bags Coffee;
80 bbls. No. 3 Mackerel;
75 bbls. Tar;
100 bags Saltpetre;

For sale by T. WOODS & SON, Produce Dealers and Commission Merchants, No. 61 Water street.

jal0

200 BUS. CORN;
200 bus. Oats;
100 " Shorts;

For sale by T. WOODS & SON, Produce and Commission Merchants, No. 61 Water street.

jal0

A CARD.

WHOS FOR THE HORN?—This is to inform the Pittsburgh Firemen and the public generally, that in the third week from this date, LEONARD'S benefit will take place, on which occasion he offers a MAGNIFICENT SONG, now being wrought by Mr. Smith, to the Fire Company that will purchase the largest number of tickets.

Tickets may be had of him at the Exchange Hotel.

ja31

Selling off at less than Cost, to quit the Business.

SHIRTS! SHIRTS!! SHIRTS!!!—The Shirts and Gents. Furnishing, at No. 89 Fourth street, sign of the golden Bee Hive, must be sold by the 20th of January. Call soon, as they are selling at 50 and 75 ⅌ ct. less than the usual price, and far less than first cost

dec31

☞ The Store to let and the fixtures for sale. J. H.

Wanted.

A SMART, active, German BOY—one who can speak English well—will hear of a good situation by applying at 197 Liberty street. [ja8

Prime Black Tea, from England.

MORRIS & HAWORTH, in the Diamond, have this day received per "packet ship Devonshire," from London, about 1500 lbs. of Fine, Strong and Rough Flavored Black TEAS—the very best that could be purchased in the English market. Price, 60 and 75 cents ⅌ lb. The Tea Market, in the Diamond, "east side." [ja8

Walter P. Marshall,

(Successor to Samuel C. Hill,)

IMPORTER AND DEALER IN FRENCH AND AMERICAN PAPER HANGINGS AND BORDERS,

Window Shades, Fire Board Prints, &c., &c.

Also—Writing, Printing and Wrapping Paper,

No. 53 Wood street,

between Fourth st. and Diamond alley, west side,

ja9 *Pittsburgh, Pa.*

HICKORY NUTS—6 bags for sale by L. S. WATERMAN & SONS.

LINSEED OIL—5 bbls. rec'd and for sale by SHRIVER & BARNES.

dec25

One Cent Reward.

RAN away from the subscriber, on the 8th instant, an indented apprentice, named JOHN JONES. All persons are forbid harboring or trusting him, as they will be dealt with according to law.

jas A. WESTERVELT.

FLOUR—200 bbls Superfine and Extra, in store and for sale by STUART & SILL, jal 124 Wood st.

TOBACCO,—50 boxes prime 5's just received and for sale by [jal1 STUART & SILL.

SCOTCH SNUFF.—40 boxes, 4 oz. packages, Bond's extra, for sale by [jal] STUART & SILL.

HAPPY DAYS.

BY CHAS. MACKAY.

Come back—come back—thou youthful time!
When joy and innocence were ours,
When life was in its vernal prime,
And redolent of sweets and flowers.
Come back! and let us roam once more,
Free-hearted through life's pleasant ways,
And gather garlands as of yore.
Come back—come back—ye happy days!

Come back—come back!—'twas pleasant then
To cherish faith in Love and Truth;
For nothing in dispraise of men
Had sour'd the temper of our youth;
Come back!—and let us still believe
The gorgeous dream romance displays,
Nor trust the tale that men deceive,
Come back—come back—ye happy days!

Come back, oh freshness of the past!
When every face seemed fair and kind,
When onward every eye was cast,
And all the shadows fell behind;
Come back! 'twill come; true hearts can turn
Their own Decembers into Mays!
The secret be it ours to learn,
They come—they come—those happy days!

LOCAL MATTERS.

QUARTER SESSIONS—*December* 9.—On the Bench, Judges McClure, Kerr and Jones.

Conspiracy, Abduction and Riot.

[FOURTH DAY.]

Com. vs. Joseph Barker, John Lowe and Luke Dwyer, for conspiracy, abduction and riot.

Counsel—Messrs. Burke and Black for Commonwealth; Naylor and Magraw for Dwyer; Mahon, N. P. Fetterman and Snowdon for the other defendants.

Simpson Moore testified that on September 19th, the Mayor, John Lowe, Mr. Jeffreys and the witness went out to the country, at 1 o'clock, P. M., and returned at 12 o'clock the same night; the Mayor stayed at Wilkins' Hall that two persons from St. Louis had left a letter at his office for him; he started for the office, and witness saw no more of him that night.

Mr. Jeffrey corroborated the testimony above.

R. Hogue testified that he was employed by Mr. Connolly to go to St. Louis and bring up Dwyer, if they did not settle the matter there; the bill was $497, and if I could get $400 and my expenses, I was not to bring him. My expenses and pay would have amounted to about $140. His character in St. Louis is good; his friends told me they would try and raise the money, but they did not; understood that Dwyer's property there had been burned.

Capt. Roberts testified that on the night of September 19th, he was requested to inform the Mayor that a stranger had come in, that two strangers from St. Louis wished to see him; did so, and the Mayor immediately left the office.

Hamilton Huston testified that he was in the Mayor's office when Lutton and Naylor came in for the purpose of entering bail; the Mayor did not say any thing about Dwyer or the children.

Mr. Naylor testified that he had been employed in October last, as counsel for Dwyer, to procure the children; he was to have means furnished him to pay their expenses here, and their travelling expenses. In May, 1850, received a letter that Mr. Milner had power of Atty. to procure the children, and wished witness to assist him in procuring them. Witness was not furnished with means, nor did he know any thing of the proceedings until he had seen it announced in the newspapers. In September, received a letter from Dwyer and his counsel stating that Dwyer would be here and would need my services.

Cross examined.—Was in the Mayor's office on the 19th of October, but didn't hear the Mayor speak of this case.

Ed. Snowden testified to having seen Dwyer and children in the Mayor's office, and that the doors were not fastened.

C. B. M. Smith, *recalled.*—Witness testified that he was in the Mayor's Office in October, at the time Lutton and Naylor were there. The Mayor applied abusive epithets to the Police Committee and to the Councils.

Daniel Hastings, *recalled.*—Witness gave the information to Capt. Roberts.

James Callan testified that he was in New Brighton when Dwyer, Lowe and Hill arrived in a carriage with the two children. Mr. Reed, the police officer, came in, spoke of the children and those who had taken them; the landlord told Reed that no guest under the circumstances could be taken from his house without first passing over his dead body. Examined the warrants, and found that they had not been signed by a magistrate; Reed said he would go told the landlord to have no fears—that they could not be executed as they were.

The information of Dwyer before the Mayor, on the 20th of September, was then read in evidence. As also the requisition of the Governor of Pennsylvania for Dwyer.

James Owston testified to Mr. Dwyer's good character.

A number of other witnesses were called to prove the good character of Dwyer.

Thomas A. Hint on, *sworn.*—Was in Aldi. Steel's office when Connally and Dwyer were there; heard Connally say, "(G—d d—n you, if you were not a prisoner I would whip you within an inch of your life."

The evidence here closed.

Col. Black, on the part of the Commonwealth, opened to the jury in one of his most able and most powerful speeches. He was followed by Mr. Magraw, for defence, in a very learned and lucid argument.

MEETING OF THE MEDICAL SOCIETY.—Extract from the Minutes of the Medical Society of Allegheny County, Pennsylvania, January 7th, 1851:

The Society entered into an election for officers for the present year, which resulted as follows:

President—E. F. Edrington.

Vice Presidents—A. M. Pollock and Daniel McMeal.

Corresponding Secretary—Robert Snyder.

Recording Secretaries—S. Dilworth and J. W. Shaw.

Treasurer—J. Brooks.

Censors—Daniel McMeal, Geo. McCook and A. M. Pollock.

Board of Examiners—Robert Snyder, R. B. Mowry and J. Brooks.

Delegates to American Medical Association—Drs. Snyder, Brooks, Pollock, Morgan and Mowry.

Delegates to Medical Society of State—Drs. Gazzam, McKennan, Galloher, Bell, T. Dickson, Shaw, Wm. M. Herron, C. F. Williams and Gray.

BOARD OF TRADE ROOMS.—At a meeting of the Board of Directors of the Board of Trade, held last evening in their rooms, they appointed a committee to investigate Mr. Benton's bill in regard to the free navigation of the Louisville and Portland canal.—The committee will report at a future meeting.

The committee appointed at a previous meeting, to report a bill having for its object the greater security of the lives of those travelling over western waters, were not prepared to report. They asked further time, which was granted.

NOBLESTOWN PLANK ROAD.—We are glad to learn that the farmers about the country through which this proposed improvement is to pass, are subscribing most liberally to its construction. Although the books have been opened only for a few days, ten thousand dollars have been subscribed. It is estimated that the total cost will be about thirty thousand dollars. We are informed that the country through which this road will pass, is very rich, and heavy dividends, no doubt, will be realized on the money invested.

☞ We understand that the thirty armed men who went to the Chartiers Railroad for the purpose of arresting those individuals who had created the disturbance on Jones' Ferry, and maltreated those engaged thereon, returned yesterday morning without succeeding in their errand. It appears that the laborers on the road were in too strong a force, and consequently this legal party, thinking discretion the better part of valor, marched back without making an attempt to arrest.

☞ It will be seen by an advertisement in this day's paper that J. H. LAWMAN is selling out his entire store of goods, having determined to quit business for the present. He has an extensive and valuable stock of shirts, &c., well worthy of the attention of gentlemen, which will be disposed of without fail. His store will be for rent and his fixtures for sale.

DISCHARGED.—The Grand Jury came into Court yesterday morning, and announced that they had finished all business before them. The Court, after returning his thanks for the prompt manner in which they had performed their duty, discharged them.

OHIO AND PENNSYLVANIA RAILROAD.—At the annual meeting of the Stockholders of the Ohio and Pennsylvania Railroad, held yesterday, the following named gentlemen were elected Directors for the ensuing year:

Zadok Street,	J. H. Shoenberger,
James Wood,	John Larwill,
Arnold Lynch,	F. Lorenz,

W. Robinson, Jr.

ARRESTED.—A boy named James Duane was yesterday arrested by officer Hague, charged with stealing a cloak, coat and hat from Col. Black's hall, on Fourth street, on Christmas eve. The cloak was left at Davis' Auction rooms, yesterday, for sale, which lead to his arrest. He was brought before Ald. Steel, and committed for a further hearing.

HOUSE OF REFUGE.—At a meeting held last evening of the committee appointed to solicit subscriptions for the House of Refuge, they found on comparing notes that $16,000 had been subscribed. Twenty thousand is the sum required to obtain the charter. No doubt is entertained in regard to obtaining this sum. The committee will report at the next meeting.

OUR JAIL.—The Grand Jury visited the jail yesterday, and after examining it thoroughly, paid a high compliment to the jailor, Mr. FOX, for the good condition in which he kept it. It has been whitewashed twice within the last five weeks.

FIRE.—The new Public School House in Birmingham, was yesterday morning destroyed by fire. Every exertion was made by the firemen, but without avail. It is supposed to be the work of an incendiary.

☞ Daniel Ford was arrested yesterday, by officer Barton, and brought before Ald. Steel, charged with stealing a pistol, last Tuesday, from a landlord in East Liberty. He was discharged.

☞ Henry Griffiths, a vagrant of some notoriety, fell on Sunday and broke his wrist. He was lodged in jail during the night, and the next morning taken to the Hospital.

Special Notices.

☞ **The Regular Annual Meeting of the Neptune Fire Company** will be held in their Hall, on SATURDAY EVENING, January the 11th, at 6½ o'clock, P. M. Punctual attendance is requested, as the business of the meeting will be the election of officers to serve during the ensuing year.

A. N. M'GONIGLE, Sec'y.

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The Perils of the Lungs.

☞ These delicate organs are always in peril, and life is in peril when they do not properly perform their functions. If inflammation interferes with their regular action, the blood is imperfectly purified, the circulation is irregular, and the whole system suffers. In the consumptive cough, expectorant, and healing properties of *Dr. Rogers's Syrup of Liverwort, Tar and Canadaigua*, we have a remedy for all this mischief. IT MAY BE DAN