The Morning Post.

OFFICIAL JOURNAL OF THE CITY.

HARPER & LAYTON, PROPRIETORS.

L. HARPER, EDITOR.

PITTSBURGH:

WEDNESDAY MORNING, MAY 7, 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 deed.*"—BUCHANAN.

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.

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.

Type for Sale.

Having determined to furnish our extensive Job Office with entirely new materials, we shall sell about 100 founts of type now in use, *very low*, for cash or approved paper. We have type enough to fit out 8 or 10 country offices complete. The sizes and varieties of type are such as are to be found in all large city job offices, from Nonpareil up to 20 line Pica, plain and ornamental. Also, for sale, several varieties of borders, in good order. Persons wishing to purchase will please make immediate application.

☞ The second article on the subject of the Hempfield Railroad Company will appear to-morrow.

Dividends.

It will be seen by notices in this day's paper that the several Banks in Pittsburgh, have declared dividends of four per cent. upon their profits for the last six months.

OUR CITY.

A correspondent of the Washington *Union*, who signs himself "A Friend of Pennsylvania," has written an article in relation to Pittsburgh, which is certainly worthy of notice. He starts out by telling a story about "a gentleman from the South" who came here (time not stated,) "with his young daughter, accompanied by a female slave," and while they remained in this city, "a band of abolitionists, among whom are wealthy and influential citizens of the various professions and occupations," induced the nurse to leave her master, and fly to "freedom's happier lot." This is the substance of one count in the indictment.

The writer next asserts that Jenny Lind "was mobbed and compelled, by personal apprehension, *to take refuge on a steamboat and fly from the boundary" of our city!*

In regard to the first charge we have only to say that we have never before heard of the occurrence of any such case in Pittsburgh. It is certainly news to us that a "band of wealthy and influential abolitionists" kidnapped a "female slave" here, and we are inclined to think that some ill-natured wag has been hoaxing the *Union's* correspondent. There is no city in the United States where the laws of the land are more religiously observed than in Pittsburgh. In the only case that arose under the Fugitive Slave Law in this city, the plaintiff, (a lady,) proved property in the slave, and he was promptly given over to his legal owner, without any attempt being made by "wealthy and influential abolitionists," or others, to prevent the execution of the law. There was no calling out of the military here, as in Boston, nor was there any attempt to rescue the slave, in the public Court House, in open day.

In regard to the treatment of Jenny Lind here, the whole affair has been grossly exaggerated. Indeed, our own papers at home have given entirely too extravagant statements of what occurred. Miss Lind never sang before a more respectable, intelligent and orderly audience than that which assembled in the new Masonic Hall. Although the price of admission was fixed at $5,00, every ticket sold at a premium of about $2,50, and every seat in the immense Hall was occupied. This fact at once refutes the slander of the *Union* correspondent, that our people "have no music in their souls." If Mad'lle Lind had remained *over*, and given another Concert, we know that *every* seat would have been taken, even if the price of admission had been fixed at the enormous sum of $10, so great was the desire to hear her again.

For the information of persons abroad who may be disposed to give Pittsburgh unjustly a bad name, we will here state a few facts concerning the Jenny Lind Concert. If the first place the Masonic Hall was not completed when that lady sang in it. The windows were without shutters, or any thing else to prevent the "outsiders" from seeing in and enjoying the music just as well as those who paid $7,50 for a sight of the Nightingale. The Hall at present is surrounded by a number of small tenements, and not only were the roofs of these buildings crowded by a dense mass of human beings, but all the fences, board piles and vacant lots in the neighborhood, were jammed with those who were anxious to hear the sweet notes of the fair Swede. Of course it was impossible to keep several thousand persons outside as "quiet as Church mice." They certainly made considerable "noise and confusion," but it is absolutely untrue that insult was offered to Jenny Lind. The windows of her dressing room were boarded up, and it was therefore impossible for stones to be thrown into it, even supposing that there were persons malicious enough to do such an act. It is true that she retired from the building through the back yard, but this was done, not from fears of any personal injury, but to avoid the necessity of pushing her way to her carriage through the immense crowd of people in front of the Hall. There was an intense desire amongst the "outsiders" to *see* Jenny Lind, so that they might know whether she had feathers upon her flesh like other "Nightingales," or wings upon her body like other angels! All this was certainly very complimentary, although no doubt it was a little annoying to a lady whose whole history shows that she wishes to avoid the public gaze. In a few weeks the Masonic Hall will be entirely completed, and we are assured that it will be so constructed that no fears may be entertained of an audience being disturbed.

☞ We have heard from various sources that Col. MARCHAND, of the Westmoreland *Republican*, has said some very severe things about Pittsburgh in his paper lately. Whenever the valiant and handsome Colonel says something we wish to see, he is sure not to send us a paper. Come, Colonel, we won't submit to such treatment.

☞ It will be seen by a card in to-days paper, that Dr. J. J. MYERS has permanently located in this city, and has opened an office at No. 149 Third street, one door above Smithfield.

THE FRUIT KILLED.—The Cincinnati Commercial of Saturday last says: "It is generally admitted that the cold has killed the fruit. Night before last there was a severe frost; the thermometer early yesterday morning indicated *winter weather*. We regard the loss of the fruit crop as almost a calamity; indeed, it will be severely felt by everybody.—Ice formed during the night. The peach blossoms opened yesterday were black, showing that vitality was gone."

☞ A merchant of Dayton, Ohio, went East 800 miles for his goods, sent them back the 800 miles, and his partner received, opened and advertised them—all of which was done up in *seven days!* Railroads are *some!*

VIEWS OF THE HON. JAMES BUCHANAN

ON THE CURRENCY QUESTION AND THE RIGHTS OF LABOR.

We publish below an extract from the speech of the Hon. JAMES BUCHANAN, on the Independent Treasury Bill, delivered in the Senate of the United States, on the 22nd January, 1840, in reply to the Hon HENRY CLAY. This speech is the greatest forensic effort of that illustrious Statesman's life, and was then, and continues to be, universally regarded as the ablest vindication of that measure, which, in despite of the determined opposition of some of the first minds in this or any other country, has become the settled and approved policy of the nation. The Whig party felt its force and dreaded its influence on the country.—After vainly attempting to answer it by fair argument and reason, they resorted to misrepresentation and falsehood, to take from its merits a circumscribe its influence and usefulness. The author was charged with being the enemy of the laborer, and in favor of reducing his wages to the miserable and degraded standard of European countries—the laborer whom he sought to protect from the rapacity of the speculators, and the crushing influence of irresponsible and heartless banking corporations. We defy the ingenuity or malice of any man to point to a single word, sentence or line in this or any other speech of JAMES BUCHANAN, which exhibits hostility to the laboring classes of the country, or want of proper sympathy with their sufferings, and an earnest desire to improve their condition and promote their prosperity. Himself the son of a father who lived by the sweat of his brow, and to whose industry and frugality he is much indebted for the proud position which he now occupies in the nation, it would be strange indeed if he were the oppressor and the enemy of the laborer. The best and most effectual refutation of these base and unmitigated slanders is in the speech itself, and we earnestly invite the laboring men of the community to read and ponder it well, and then to ask themselves the question, is JAMES BUCHANAN the enemy of labor.

But the Senator from Kentucky [Mr. CLAY] has no stone unturned. He says that the friends of the Independent Treasury desire to establish an exclusive metallic currency, as the medium of all dealings throughout the Union, and, also, to reduce the wages of the poor man's labor so that the rich employer may be able to sell his manufactures at a lower price. Now, sir, I deny the correctness both these propositions; and in the first place, I, no, am not in favor of establishing an exclusive metallic currency for the people of this country: desire to see the banks greatly reduced in number and would, if I could, confine their accommodations to such loans or discounts, for limited periods the commercial, manufacturing and trading classes of the community, as the ordinary course of business might render necessary. I never shall see farmers and mechanics and professional men tempted by the facility of obtaining bank loans on long periods, to abandon their own proper and useful and respectable spheres, and rush into wild extravagant speculation. I would, if I could, really reform the present banking system, so as to confine it within such limits as to prevent frequent suspensions of specie payments; and without exception, I would instantly deprive each and every bank of its charter, which should again suspend. Establish these or similar reforms, and give us a real specie basis for our paper circulation, by increasing the denomination of bank notes first to ten, and afterwards to twenty dollars, and I shall then be the friend, not the enemy of banks. I know that the existence of banks and the circulation of bank paper are so identified with the habits of our people, that they cannot be abolished, even if this were desirable. To reform, and not to destroy is my motto. To confine them to their appropriate business, and prevent them from ministering to the spirit of wild and reckless speculation, by extravagant loans and issues, is all which ought to be desired. But this I shall say. If experience should prove it to be impossible to enjoy the facilities which well regulated banks would afford, without, at the same time, continuing to suffer the evils which the wild excesses of the system have hitherto entailed upon the country, then I should consider it the lesser evil to abolish them altogether. If the State Legislatures shall now do their duty, I do not believe that it will ever become necessary to decide on such an alternative.

We are also charged by the Senator from Kentucky with a desire to reduce the wages of the poor man's labor. We have been often termed agrarians on our side of the House. It is something new, I believe, to hear the Senator and his friends attribute to us a desire to elevate the wealthy manufacturer, at the expense of the laboring man and the mechanic. From my early youth I have been taught to look on labor as the foundation of the wealth of every country; and the free laborers of the North deserve respect, both for their probity and intelligence. Heaven forbid that I should do them any wrong! Of all the countries on the earth we could wish to have the most consideration for the laboring man. From the very nature of our institutions, the wheel of fortune is constantly revolving and producing such mutations in property, that the wealthy man of to-day may be numbered in the poorer laborer of to-morrow. Truly wealth often takes to itself wings and flies away. A large fortune rarely lasts beyond the third generation, even if it endure so long. We must all know instances of individuals who are obliged to earn their daily bread, whose grandfathers were men of fortune. The regular process of society would almost seem to consist of the efforts of one class to dissipate fortunes which others have inherited, while another class, by their industry and economy, are regularly rising to wealth. We have all, therefore, a common interest, as it is our common duty, to protect the rights of the laboring man; and if I believed for a moment that this bill would prove injurious to him, it should meet my unqualified opposition.

Although this bill will not have as great an influence, as I could desire, yet, so far as it goes, it will benefit the laboring man as much, and probably more, than any other class of society. What is it he ought most to desire? Constant employment, regular wages, and uniform reasonable prices for the necessaries and comforts of life which he requires. Now, sir, what has been his condition under our system of expansions and contractions? He has suffered more by them than any other class of society. The rate of his wages is fixed and slowly and tardily goes the last to rise with the increasing expansion, and the first to fall when the correspondent revulsion occurs. He still continues to receive his dollar per day, whilst the price of every article he consumes is rapidly rising. He is at length made to feel that although he nominally earns as much, or even more than he did formerly, yet, from the increased price of all the necessaries of life, he cannot support his family. Hence the strikes for higher wages, and the uneasy and excited feelings which have at different periods existed among the laboring classes. But the expansion at length reaches the exploding point, and what does the laboring man now suffer? He is for a season thrown out of employment altogether. Our manufactures are suspended; our public works are stopped; our private enterprises of different kinds are abandoned; and, whilst others are able to weather the storm, he can scarcely procure the means of bare subsistence.

Again, sir, who, do you suppose, held the greater part of the worthless paper of the one hundred and sixty-five broken banks to which I have referred? Certainly it was not the keen and wary speculator, who snuffs danger from afar. If you were to make the search, you would find more broken bank notes in the cottages of the laboring poor than any where else. And these miserable shinplasters, where are they? After the revolution of 1837, laborers were glad to obtain employment on any terms; and they often received it upon the express condition that they should accept this worthless trash in payment. Sir, an entire suppression of all bank notes of a lower denomination than the value of one week's wages of the laboring man is absolutely necessary for his protection. He ought always to receive his wages in gold and silver. Of all men on earth, the laborer is most interested in having a sound and stable currency.

All other circumstances being equal, I agree with the Senator from Kentucky that that country is most prosperous where labor commands the highest wages. I do not, however, mean by the terms "highest wages," the greatest nominal amount. During the Revolutionary war, one day's work commanded a hundred dollars of continental paper; but this would scarcely have purchased a breakfast. The more proper expression would be, to say that that country is most prosperous where labor commands the greatest reward; where one days' labor will procure not the greatest nominal amount of a depreciated currency, but most of the necessaries and comforts of life. If, therefore, you should, in some degree, reduce the nominal price paid for labor, by reducing the amount of your bank issues within reasonable and safe limits, and establishing a metallic basis for your paper circulation, would this injure the labor? Certainly not; because the prices of all the necessaries and comforts of life are reduced in the same proportion, and he will be able to purchase more of them for one dollar in a sound state of the currency, than he could have done, in the days of extravagant expansion, for a dollar and a quarter. So far from injuring, it will greatly benefit the laboring man. It will insure to him constant employment and regular prices, paid in a sound currency, which, of all things, he ought most to desire; and it will save him from being involved in ruin by a recurrence of those periodical expansions and contractions of the currency, which have hitherto convulsed the country.

This sound state of the currency will have another most happy effect upon the laboring man.—He will receive his wages in gold and silver; and this will induce him to lay up, for future use, such a portion of them as he can spare, after satisfying his immediate wants. This he will not do at present, because he knows not whether the trash which he is now compelled to receive as money, will continue to be of any value a week or a month hereafter. A knowledge of this fact tends to banish economy from his dwelling, and induces him to expend all his wages as rapidly as possible, lest they

Jonathan H. Baker vs. the Owners of the Steamboat Hibernia No. 2.

Harbor regulations and customs, instituted for the order and convenience of moored vessels, are matters with which passing vessels have nothing to do; and therefore a passing vessel cannot object that any fault, as against her, is committed by another vessel seeking a moorage in an improper position in the harbor.

A steamboat, attempting to effect a moorage, is not liable for the accident of a coal boat running against her and sinking, even if she occupies a point, close by which coal boats necessarily pass; unless she be unreasonably tardy in getting into her position, or unless she could, with ordinary care, have got out of the way of the coal boat; and she is not liable then, if the coal boat, with ordinary care and skill, could have avoided the accident.

Accidents in navigation, occasioned by recent and unknown obstructions, are regarded as inevitable.

The usual right of steamboats, as against other vessels, as to the mode of mooring or running, are not affected by the fact that, a few days before, an obstruction had been occasioned in another part of the river, which occasioned a necessity for other boats to pass in a particular channel, unless the obstruction was known to the steamboat.

A custom among pilots of a particular class, founded on no necessity of the navigation peculiar to their sort of craft, to take a particular route, gives them no exclusive right to that route, and does not alter the rights of others in reference thereto.

A custom among such pilots to take a route that is dangerous to themselves or others, when there is no necessity for it, is bad, and ought to be abandoned.

When a steamboat is guilty of unreasonable delay and occupies an unreasonable portion of the channel of the river in attempting to moor, and by reason thereof a coal boat, or other unmanageable vessel, runs against her and is lost, though exerting ordinary care and skill to avoid the accident, the steamboat is liable.

ACTION FOR COLLISION.

The steamboat Hibernia, one of the regular Pittsburgh and Cincinnati packets, on coming into the port of Pittsburgh, early in the morning, found the place where she usually moored crowded with boats. She put out her lines and by the use of them and the capstan and her engines, endeavored to move the stern of other boats upstream, so that she might get in between. While thus engaged, two coal boats of the plaintiff, lashed together, came down the river between the first and second piers of the bridge, and the corner of one of them struck the wheel of the steamboat and was injured. Both coal boats floated away same distance, when one of them sunk.

The Hibernia is a side wheel boat, and the plaintiff's witnesses testify that she was lying entirely outside of a tier of boats at the wharf, and nearly right across the current, in the channel where coal boats usually go; that her starboard (up-stream) wheel was going and the other stopped; that there were only nine feet water in the channel; and though at that stage coal boats could pass between the second and third piers, yet, at this time, there was an obstruction there, by reason of a coal boat from Greenfield being sunk thereabouts, a few days before.

The plaintiff's hands testify that they did all they could to avoid the accident, and they and others testify that, at that point, a current sets in strong past the stern of the boats lying at the wharf. The Hibernia lay at the same place two or three hours after the accident.

The defendants witnesses testify that the Hibernia had proceeded with all dilligence to get into the wharf without delay before the accident, and was doing so at the time; that both wheels were going, until just before the accident, when both were stopped; that this was the place where she usually moored; that there were thirteen feet water in the channel, and the wharf register shows the same; that at that stage of water coal boats can run in any part of the river. There was some evidence tending to show that the steamboat was seeking a landing in an improper place, and that there was plenty of room elsewhere.

For plaintiff, Mr. C. O. Loomis.

For defendants, Mr. Stanton.

CHARGE TO THE JURY.

LOWRIE, J.—Every man has a right to navigate the river with such craft as he has; but, because it is every man's right, the right of each is restrained and limited, by the duty of each to regard the rights of others, so far as is not incompatible with the proper enjoyment of his own.

The plaintiff had a right to run his coal boat, and the defendants had a right to run their steamboat; but both must act out these rights with proper reference to their coralative duties. The rights of both are secured, and regulated by law; the right of navigation, by the general law of the river, and the right of moorage, by the local ordinances and customs of the harbor.

It is a well known law of navigation, that vessels having full control of their motive power, shall give way to those which are less manageable; and this rule commends itself to our common sense of justice. Hence a steamboat, in motion, must give way to coal boats. But it by no means follows that a steamboat, not in motion, is bound to give way. Any vessel may moor at the shore or near it, or in the middle of the river, and having a right to do so—subject to the duty of showing a light at night, it it be out in the thoroughfare—it is the duty of other vessels to keep clear of it. And there is no rule of law that, under ordinary circumstances, forbids one or more vessels mooring outside of others at the shore.

Ordinarily, the municipal authorities of ocean, lake and gulf harbors, have full power to regulate these matters, as to the order and places of mooring. But it is different as to our river harbors, for they are not mere harbors, being part of the highway also. The harbor ordinances and customs, on the river, must be such as not to occasion any improper obstruction of the navigation. The river being a common highway for all, they must be such as effect only vessels moored, or seeking a moorage, and not such as are passing. Hence it follows:

1. Harbor regulations and customs, instituted for the order and convenience of moored vessels, are matters with which passing vessels have nothing to do; and therefore a vessel passing cannot object that any fault, as against her, is committed another vessel seeking a moorage in an improper position in the harbor.

2. The defendants having a right to moor, had a right to use the time and means of effecting this right. And if the plaintiff, with ordinary care, could so manage his coal boat as not to interfere with that right, after the defendants had commenced to exercise it, he was bound to do so.—On the other hand, it was the duty of the defendants to exercise their right of mooring, so as to use ordinary care to not be in the way of coal boats; if they were compelled by the nature of the current or channel to pass close to that point.—The whole of this matter may be thus stated:

A steamboat attempting to effect a moorage, is not liable for the accident of a coal boat running against her and sinking, even if she occupies a point close by which coal boats necessarily pass; unless she be unreasonably tardy in getting into her position, or unless she could, with ordinary care, have got out of the way of the coal boat, and she is not then liable if the coal boat, with ordinary care and skill, could have avoided the accident.

The time during which the steamboat lay there before the accident, had, of course, nothing to do with the accident; but the fact that ten or fifteen of coal boats afterwards passed her, while she lay in the same position, is very strong evidence as to what the coal boat could have done with ordinary care and skill.

A steamboat, in attempting to moor, occupies a channel where coal boats must necessarily pass; it must exercise ordinary care not to interfere with their passage. But the steamboat crew are not presumed to have known of the sinking of a "Greenfield boat" a few days before, which had said to have caused an obstruction in another part of the river, and thus compelled the coal boats to take the channel where the accident happened. The defendants not being presumed nor proved to have known of the obstruction, are not assumed to have known of the necessity of coal boats taking that channel. They were bound to know and provide for the usual necessities of the navigation; but not for those arising from a recent unknown accident. This is the principle.

Accidents in navigation, occasioned by recent and unknown obstructions, are considered inevitable accidents.

Or it may be stated more correctly thus—

The usual rights of steamboats, as against other vessels, as to the mode of mooring or running, are not affected by the fact that, a few days before, an obstruction had happened in another part of the river, which occasioned a necessity for other boats to pass in a particular channel, unless the obstruction was known to the steamboat.

But there is evidence that coal boats usually take the channel where the accident happened, and it is insisted that, therefore, the steamboat was bound to keep out of it, or hold herself in readiness to give way for coal boats.

This is claiming too much for coal boats. The law protects them by requiring steamboats to give way for them, but this can properly be done, but it gives them no special property in the river, and does not constitute their pilots in law makers. It is not guilty of the absurdity of allowing the pilots of one class of vessels to make the law for all others. It would seem strange that a trade, which has sprung up within a few years, and which, the witnesses say, dated but a few years longer, should be adjudged to have already fixed a law of the river by custom. A custom of coal boats, if there is any thing peculiar in it, must be presumed to be known only to their pilots, and it would seem absurd to require other pilots to defer to it.

5. A custom among pilots of a particular class, founded on no necessity of the navigation peculiar to their sort of craft, to take a particular route, gives them no exclusive right to that route, and does not alter the rights of others in reference thereto.

There is evidence that from the space between the first and second piers of the bridge, a current sets in towards the wharf so strong as to make it difficult to prevent coal boats from being drawn against the steamboats there. And there is evidence that at a thirteen foot stage of water, coal boats can run in any part of the river. One would think that, under such circumstances, they would not need to be advised that they ought to direct their course, so as to avoid the danger themselves, or the steamboats at the wharf.

6. A custom among pilots of a particular class to take a route which is dangerous to themselves or others, when there is no necessity for it, is bad, and ought to be abandoned.

But all these principles may be considered as illustrations and specifications of the more comprehensive rule which follows, and which covers the whole case.

7. If the defendants were guilty of unreasonable delay, *and* occupied an unreasonable portion of the river in endeavoring to moor, *and*, by reason thereof, the plaintiff, notwithstanding the exercise of ordinary care and skill, lost his boat, then they are liable.

The plaintiff cannot complain of the delay if he had plenty of room left; and he cannot complain at all if, with ordinary care and skill, he could have avoided the injury.

The plaintiff's witnesses say that they did all they could to avoid the accident, and they and others testify that, at that point, a current sets in strong past the stern of the boats lying at the wharf. The Hibernia lay at the same place two or three hours after the accident.

The defendants witnesses testify that the Hibernia had proceeded with all dilligence to get into the wharf without delay before the accident, and was doing so at the time; that both wheels were going, until just before the accident, when both were stopped; that this was the place where she usually moored; that there were thirteen feet water in the channel, and the wharf register shows the same; that at that stage of water coal boats can run in any part of the river. There was some evidence tending to show that the steamboat was seeking a landing in an improper place, and that there was plenty of room elsewhere.

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It is a well known law of navigation, that vessels having full control of their motive power, shall give way to those which are less manageable; and this rule commends itself to our common sense of justice. Hence a steamboat, in motion, must give way to coal boats. But it by no means follows that a steamboat, not in motion, is bound to give way. Any vessel may moor at the shore or near it, or in the middle of the river, and having a right to do so—subject to the duty of show-

Scribblings and Clippings.

— The editor of the Mt. Vernon, Ohio, *Banner*, like the memorable JOHN ROGERS, has nine children,—six of them boys and Democrats at that. By the way, had ROGERS *nine or ten?*—*Cin. Enquirer.*

History informs us that there were "nine small children and one at the breast." Now figure that out, Robinson.

— An effort is being made to revive Madison College at Uniontown, Fayette county. The Institution has been transferred to the Methodist Protestant Church, and that denomination is exerting itself strenuously to restore it to its former standing.

— The Presbyterian of the West, in noticing a recent exhibition of the Steubenville (Ohio) Female Seminary, gives the opinion that young ladies should not be required or allowed to read their essays before the public, but that their essays should be read for them by a gentleman. The editor also advises that the young ladies should board with families, thus abandoning the plan of boarding schools.

— The Free Mission Baptists, at a recent convention, resolved not to support the Fairmount Theological Seminary, unless they could obtain a pledge that no distinction would be made on account of color.

— A company of emigrants for Liberia, which sailed from Savannah, Ga., recently, took with them a steam sawmill. The valuable timber of that country will soon become an important item of export.

— GOV. JOHNSTON has appointed HUGH CATHCARTWOOD, Esq., one of the Committee to attend the Industrial Exhibition at London for the State of Pennsylvania.

— In the Supreme Court of Rhode Island, on Monday of last week, the jury in the suit of JULIA A. FERKINS vs. FRANCIS HENSEY, for a breach of promise of marriage, rendered a verdict of three thousand dollars for the plaintiff.

— A letter from London says: Hon. G. W. WRIGHT and Gen. WALBRIDGE from your sides are making a stir here with their specimens of California ores. They are, as I understand, here for the purpose of getting up mining companies in the New State.

— Judge WRIGHT, of Clearfield county, had a carpet bag, containing about $4,000, stolen from him, at Lockhaven, Clinton county, on the 23d ult. The money was found hid on the road a short distance from Lockport.

— The Democracy of Indiana have nominated JAS. LOCKHART in the first, and CYRUS L. DUNHAM in the second district, for the next Congress.

— A person, being asked what a ghost said to him which he pretended to have seen, replied—"How should I know what he said? I am not skilled in any of the dead languages."

— Joseph KNOX BOYD, recently deceased in Washington, was one of the volunteers who ventured upon the hazardous but successful expedition to burn the frigate Philadelphia, in the harbor of Tripoli, to prevent the Turks from enjoying their prize.

— A paper published at San Augustine, Florida, speaks of a bottle of alcohol, which was distilled from the peel of the sour orange of that State. It also states, that an excellent article of cologne water has been manufactured from the same fruit.

— Mr. DE WITT LAWRENCE has resigned his office as Chief Clerk of the Patent Office, and for the reason, it is said, that he could not get along with the Commissioner. The resignation is to take effect on the 1st of July, by which time, according to renewed rumors, the present Commissioner, Mr. EWBANK, is also to go out.

— Mr. KRONHEIM has invented a new adaptation of lithography, by which copies of the finest oil pictures can be made with a degree of perfection, never before attained, and at a very trifling expense. "The Descent from the Cross" has been copied with perfect success by this process.

— The Engineers commenced last week the survey of the route for the Chester Valley Railroad, leading from Downington to Norristown. This Road will be located principally upon the bed of the old Valley Railroad, and a large portion of it is already graded. The old company became swamped and abandoned the work.

Pittsburgh Life Insurance Company.

THIS COMPANY was incorporated in February 1851, with a Perpetual Charter, and has commenced business on a Capital of $100,000.

This Company does business both on the Joint Stock and Mutual plan.

On the Joint Stock plan the rates are one-third less than those charged by Mutual Companies, and Fifteen Per Cent. lower than the rates of most Stock Companies.

Annual rates are the same as those adopted by other safely conducted Companies. Those insured on the mutual principle have the combined securities furnished by the system of insurance, and the Capital and Surplus Fund of the Joint Stock department.

The Charter permits the granting of insurance on life, in every form, including the right of wife, children, parents, relations, friends or creditors—to insure the life of another for their own exclusive benefit, payable after death, or upon the parties arriving at the age of 60, 65, 60 or 65, at the option of the insured.

OFFICERS.

James S. Hoon, President.
Samuel M'Clurkan, Vice President.
Joseph L. East Treasurer.
Charles A. Colton, Secretary.

DIRECTORS.

James S. Hoon, Joseph S. Leech,
John S. Dilworth, Charles A. Colton,
Samuel McClurkan, William Phillips,
John A. Wilson.

MEDICAL BOARD.

Consulting Physicians.

Joseph Gazzam, M. D. William Addison, M. D.
Jeremiah Brooks, M. D. E. G. Edrington, M. D.

EXAMINING PHYSICIANS.

Samuel Dilworth, M. D., 47 Smithfield street.
Robt. Snyder, M. D., 203 Fourth st.
John Cleland, M. D., 29 Sixth st.
Wm. McK Morgan, M. D., 107 Liberty st.

Dr. Dilworth will be in attendance at the office, every day, at 12 o'clock.

Those who have spoken for an agency, are requested to call, take their papers, and commence operations forthwith. All persons engaged in the insurance business will be supplied with blanks and allowed the usual commission.

Office of the Company, No. 75 Fourth street.

C. A. COLTON, *Sec'y.*

may7

DR. W. P. GILES, VETERINARY SURGEON, having been invited to return by his friends, respectfully offers his professional services to the citizens of Pittsburgh and its vicinity; and takes the present opportunity to express his acknowledgments to them for the flattering encouragement they did extend to him, in the prosecution of his profession during five years, and again invites their patronage. Having gained for the last ten years in the United States, he presumes he is capable of treating the various diseases to which Horses are liable, in an able and scientific manner.

Dr. W. P. Giles has his office in Mr. Rody Patterson's Livery Stable, FOURTH Street, between Wood and Smithfield streets, where he may be consulted daily from 10 till 3 o'clock, as to the soundness of Horses, and the disease of Horses and Cattle.

Every description of Veterinary Medicine may be had at his office, accurately proportioned and properly adapted to every disease to which the horse is incident—Liniment, Lotions, Blisters, Balls of every description, and Condition Powders equal to any thing ever offered to the public.

Good stabling for sick horses. Sick and lame horses attended to at their respective stables, in town or country. (my7:3md.) G. W. P. GILES, V. S.

TEAS! TEAS!! TEAS!!!
PERKIN TEA STORE.
No. 38 Fifth Street.

250 Chests and half chests of GREEN AND BLACK TEAS, just arrived at the PERKIN TEA STORE, 38 Fifth Street. The above Teas consist of all the different grades of Young Hysons, Imperials, Gunpowders, Colongs Black, Ning Yong Souchong, English Breakfast and Congo Teas—All of which were selected with great care by the subscriber, and purchased from the importers in New York Market, and will be sold Wholesale and Retail, cheaper than at any other house in the city. Ladies are invited to call and get samples and test the excellence before purchasing.

Also, 25 bags prime old Java Coffee;
50 " " Rio
20 bbls Lovering's Crushed and Pulverised Sugar.

my7 A. JAYNES, 38 Fifth st.

Notice.

THE Merchants' and Manufacturers' Bank of Pittsburgh has this day declared a Dividend of Four Per Cent. (on the Capital Stock of said Bank,) out of the profits of the last six months, payable to the Stockholders, or their legal representatives, on or after the fifteenth instant.

W. H. DENNY, *Cashier.*

Pittsburgh, May 6, 1851. my7:td

EXCHANGE BANK OF PITTSBURGH, *May 6, 1851.*

THIS Bank has this day declared a Dividend of Four Per Cent. on its Capital Stock, payable on demand.

THOMAS M. HOWE, *Cashier.*

my7:2w

Valuable Property for Sale.

FOUR LOTS IN ALLEGHENY CITY, pointing on the South Common, immediately in front of Dr. Rogee's Church. These Lots are near the Depot of the Ohio and Pennsylvania Railroad, and are well calculated for Warehouses, or a site for a manufacturing establishment. [my7:2wd] ANDREW LEECH, JR.

Building Lots for $300.

FOR SALE, two Building Lots, each 25 feet front on Juniata street, Allegheny, by 123 feet deep, to an alley of 24 feet wide. Also, a Corner Lot of 25 feet front on Franklin street, by 123 feet deep to an alley of 24 feet wide. Price for each of the above Lots $300.

S. CUTHBERT,
General Agent, 59 Smithfield st.

my7

PARCHMENT ENVELOPES.—Lipman's Adhesive, Parchment Envelopes. These envelopes are the strongest and safest that can be used for enclosing valuable letters or papers—being made of Parchment Paper, which will withstand any ordinary friction or moisture. Assorted sizes sold at W. S. HAVEN'S, Stationery Store, Market, corner of Second st.

my7

BROWN ENVELOPES—All sizes of Brown Envelopes, adhesive and plain—a large supply just received and for sale by

W. S. HAVEN.

my7

GOLD PENS.—E. & E. M. Smith's (successor to A. G. Bagley,) celebrated Gold Pens—a good supply of their various brands, just received at W. S. HAVEN'S. (Gazette, Journal, Dispatch and American copy.)

Special Notices.

U. A. O. D.

☞ Meets above Board of Trade Rooms, corner of Third and Wood streets, every Monday evening.

apr26

☞ LUNCH served up at the St. Clair Hotel Bar, every day, at 11 o'clock.

(City Dailies copy.) apr26

☞ Consumers of wines are invited to read in another column the card of Jacob Snider, Jr.'s cheap wine store 57 Walnut street, Philadelphia. feb14:dly

Important to Dyspeptics!

☞ ARTIFICIAL DIGESTION!—Dr. *Houghton's Pepsin*, the *True Digestive Fluid*, or *Gastric Juice*, a great *Dyspepsia Cure*, prepared from *Rennet*, or the *Fourth Stomach of the Ox*, after directions of Baron LIEBIG, by J. S. HOUGHTON, M. D., Philadelphia, Pa.

The art of making an *Artificial Digestive Fluid*, and of performing the process of Digestion, out of the Stomach, has long been known to Physiological Chemists. The honor of the discovery belongs to a celebrated German Chemist, who gave the name of *Pepsin* to the active principle of the Gastric Juice, which he obtained by macerating the lining membrane of the Digestive Stomach of the Calf in water, and precipitating the Pepsin from the solution. Dr. Prout, Dr. Percira, and Dr. Gregory, in England; Dr. Beaumont and Dr. Dunglison, in America; and chief of all, Baron LIEBIG, have recently experimented, and written upon this singularly *interesting* and *curious* subject, and throwa much light upon the nature of the Digestive process, in its chemical and physiological relations.

Dr. J. S. HOUGHTON, of Philadelphia, has applied this discovery to the cure of INDIGESTION and DYSPEPSIA with *astonishing success*. It is impossible to give the Scientific and other evidence of these facts in the limits of this advertisement. Let the afflicted call upon the Agent, and get a descriptive sheet, gratis. It is one of the greatest *Scientific wonders* of the day. ☞ Every bottle of the genuine *Pepsin* bears the written signature of J. S. HOUGHTON, M. D., sole proprietor. Price, one dollar per bottle.

See advertisement in another column.

For sale wholesale and retail at Proprietor's prices by

KEYSER & McDOWELL,
140 Wood street, Pittsburgh.

COLUMBUS INSURANCE COMPANY.

Fire and Marine.
COLUMBUS, OHIO.

DEMAS ADAMS, Jr., President.
D. ALEXANDER, Secretary.

DIRECTORS.

D. Adams, Jr.,	Thomas Moodie,
Joseph Whitehill,	N. H. Swayne,
P. Hayden,	D Alexander,
M. S. Sullivant,	I. S. Ide,
John Graham,	G. H. Clarke,
Wm. Miner,	C. M. Lee,
	D. Adams.

The undersigned, as Agent of the above substantial and well known Company, insures property of every description, against loss or damage by fire. Also, against the perils of inland navigation.

R. H. BEESON, Agent,
Office in Waterman's Warehouse,
No. 91 Water street, Pittsburgh.

apr30

ENCOURAGE HOME INSTITUTIONS.

CITIZENS' INSURANCE COMPANY, OF PITTSBURGH.

C. G. HUSSEY, Pres't. ——— A. W. MARKS, Sec'y.
Office—No. 41 Water st., in Warehouse of C. H. Grant.

☞ THIS Company is now prepared to insure all kinds of risks, on Houses, Manufactories, Goods, Merchandize in Store, and in Transitu Vessels, &c.

An ample guaranty for the ability and integrity of the Institution, is afforded in the character of the Directors, who are all citizens of Pittsburgh, well and favorably known for their prudence, intelligence and integrity.

DIRECTORS.—C. G. Hussey, Wm. Bagaley, Wm. Larimer, Jr., Walter Bryant, Hugh D. King, Edward Heazelton, Z. Rinsey, S. Harbaugh, S. M. Kier. mar12:n

Associated Firemen's Insurance Company of the City of Pittsburgh.

W. W. DALLAS, Pres't.—ROBERT FINNEY, Sec'y.

☞ Will insure against FIRE and MARINE RISKS of all kinds.

Office in Monongahela House, Nos. 124 and 126 Water st.

DIRECTORS:

W. W. Dallas, Rody Patterson, R. H. Hartley, R. B. Simpson, Joshua Rhodes, C. H. Paulson, Wm. M. Eagar, Edward Gregg, A. P. Anshutz, Wm. Collingwood, B. C. Sawyer, Chas. Kent, Wm. Gorman. feb20

Odd Fellows' Hall, *Odeon Building, Fourth street, between Wood and Smithfield streets.*—Pittsburgh Encampment, No. 2, meets 1st and 3d Tuesdays of each month.

Pittsburgh Degree Lodge, No. 4, meets 2d and 4th Tuesdays.

Mechanics' Lodge, No. 9, meets every Thursday evening.

Western Star Lodge No. 24, meets every Wednesday evening.

Iron City Lodge, No. 182, meets every Monday evng.

Mount Moriah Lodge, No. 360, meets every Friday evening.

Zeno Lodge, No. 385, meets every Thursday evening, at their Hall, corner of Smithfield and Fifth streets.

Twin City Lodge, No. 511, meets every Friday evening. Hall, corner of Leacock and Sandusky streets, Allegheny City. may29