The Morning Post.

OFFICIAL JOURNAL OF THE CITY.

HARPER & LAYTON, PROPRIETORS.

L. HARPER, EDITOR.

PITTSBURGH:

THURSDAY MORNING, MAY 8, 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.

☞ Determined to be both liberal and independent, we give place to the communication of Dr. SMYSER, a very clever man, but one of the most incorrigible "Old Hickors" in the city, in regard to the recent selection of a site for a Custom House, Post Office, &c. The Doctor certainly makes a very plausible argument, but it will all be of no avail.—The selection has been made, and the "Old Hickors" down about the Point must submit. They can't help themselves.

New Paper at Uniontown.

J. NELSON PATRICK, Esq. has issued a prospectus for publishing a paper at Uniontown, Pa., to be called the "Democratic Sentinel," devoted to Politics, Literature, Agriculture, Commerce, Manufactures, and News. The Editor proposes to conduct his paper on liberal principles; and if the resolutions of his prospectus are carried out, he will undoubtedly succeed. The first number will be issued on Wednesday, the 14th May.

The Anticipated Cuban Expedition.

The government at Washington, it is said, is daily receiving intelligence of movements, in different parts of the South, which, it is supposed, are connected with the Cuban invasion plot, although nothing definite is known. The Collector at Savannah acted upon his own responsibility; that is without being particularly instructed by the Department, in chartering the steamboat which went in pursuit of a supposed cargo of patriots. The "Taney" revenue cutter was ordered to Savannah some days ago.

The Columbus, (Geo.) Register of Tuesday last, says:—

"It is now certain that an expedition of some kind is on foot, and that men and boys are collecting from different parts of the State for a military transpose somewhere. For what purpose they are gathering, or to what place they intend ultimately to go, has not been as yet positively revealed. The general impression is that they are bound for the Island of Cuba, in order to revolutionize that place, and teach the inhabitants the blessings of liberty and equality."

The Savannah papers bring extended accounts of the Cuban movement in that State. A spy employed by the Spanish Consul, who had been with the invaders for two weeks, being part of the time detained as a prisoner, his mission having been discovered, has returned to Savannah. The News gives the following as a portion of his statement:

"The company from which the young man escaped, were on their way to Burnt Fort, on the Saltilla river, which is to be the principal rendezvous of the expeditionists, and where they expected some 1500 Georgians would be concentrated.

"It was understood that two vessels, with provisions and arms, were waiting for them at the mouth of the river, and would convey them to the general rendezvous of the expedition, which is on the coast islands in the neighborhood of Key West, and where it was understood a large force, numbering from ten to fifteen thousand men, would be concentrated.

"Passengers in the St. Matthews state that bodies of men were coming into the camps on the Saltilla and St. Johns from every quarter, and that it was rumored that a considerable force had already arrived, who were waiting a steamer to transport them to the rendezvous. The steamer expected is doubtless the same that has been captured by the Government at New York. This capture may prove a serious obstacle to the expedition, as it will cause considerable delay."

The Macon Messenger, of Wednesday last, says:

"One wing of the Cuban expedition, about four hundred strong, was expected to sail from Doboy or Sapelo on yesterday afternoon. It is rumored that they expect to be joined by a force of three hundred men near the mouth of the St. Johns. This is all mere rumor. We have it on undoubted authority, however, that about two hundred and fifty men left the twenty mile station on Friday last, for parts unknown."

A despatch from Savannah to the Charleston Courier, dated on the 1st inst, says:

"The steamer Wellaka returned from her searching expedition this morning. She brings no especial information as to the reported movements of the self-styled Cuban "Liberators." A few men were congregated near Jacksonville, but no arms or munitions of war were discovered, and consequently there could be no charge against them of being engaged in an unlawful enterprise. It is reported this morning that there are parties moving towards Florida, but we have no information as to their numbers."

SCIENTIFIC AMERICAN.—This is the best Mechanical paper in the world. The last No. has a splendid engraving of the *interior* of the "Chrystal Palace." This engraving is about 18 inches, by 12, in size, and gives a fair view of the various costume and appearance of the people of different nations.—And another engraving of the same size, of the external view of the same building, is promised before the close of the present volume. The Scientific American is published weekly by Mann & Co., in New York, at $2,00 per annum.

REV. W. D. HOWARD.—At the regular yearly meeting of the congregation of the Second Presbyterian Church, on Monday last, we learn that it was unanimously agreed to have an insurance effected upon the life of the eloquent and popular Pastor of the church, Rev. W. D. HOWARD, to the amount of $5,000, during the period of his natural life. This was, certainly a high compliment to Mr. HOWARD, and is worthy of imitation by every congregation in the city.

☞ The new law passed by the Pennsylvania Legislature, at its last session, relative to selling goods by samples, went into effect on the first inst. It forbids any person not having his principal place of business in this State, to sell merchandize within its boundaries, by sample or specimen, under the penalty of three hundred dollars, without first taking out a license therefor from the city treasurer of Philadelphia, for which three hundred dollars per annum shall be paid.

☞ Governor WRIGHT, of Indiana, has granted a respite until the 13th of June to HIRAM BLAND, who was to have been executed in the county of Greene, on the 25th of April, for the murder of WILLIAM WALKER. The object of the respite was to allow the Supreme Court to review the case. One of the points, says the Indiana *Journal*, is whether a person sentenced to be hanged on a particular day, making his escape until after the expiration of that time, can afterwards be sentenced to be hanged on a different day.

For the Morning Post.

Hempfield Railroad Company.

NUMBER II.

Some of my readers will perhaps say that there is no possibility of the Hempfield Railroad being built; but, have they estimated the consequences of its being built. Suppose that it was built, and in active operation, would not Wheeling be the real terminus of the Pennsylvania Railroad. We should be a terminus of the Pennsylvania road, but not the sole or only terminus. At Wheeling there would be a tremendous competition for *passengers*, this only business that does pay a Railroad, or that belongs legitimately to it. A great rivalry would exist between the Baltimore and Ohio, and the extension of the Pennsylvania.—What inducement would there be for passengers to come on by steamboat, to Pittsburgh, or visit us at all? Why a passenger could be in Philadelphia as soon as he could reach Pittsburgh by steamboat, in the ordinary, or average stage of the Ohio River. And is this nothing? are we not compelled now, to a great extent, to consign our manufactures to commercial houses, or to branch houses in Louisville, Cincinnati and St. Louis? And why is this the case? Because those cities, in addition to natural facilities for country trade, have constructed numerous avenues radiating in every direction, thereby embracing the entire trade of hundreds of miles. What has Pittsburgh done? Why she has two or three turnpikes, a mud Canal and Railway—a perfect curiosity as a highway or thoroughfare of trade—a Slackwater which terminates nowhere, a Canal to Cleavelund, on which freights are higher than any other of the same length and capacity, and lastly, the Ohio River, which, to use the words of Jno. Randolph, "is dry one half the year, and frozen up the other," words not literally, but sometimes nearly true.—Yet to this day our great dependence is upon it, and while every fall we have, in business profits, a sum that would clean out the bars and give us 30 inches water from here to Marietta or Wheeling, a little town of some 12,000 or 15,000 inhabitants, but yet, has five times as much public spirit and public enterprise as Pittsburgh. What has she done? Why in the teeth and in the face of the most powerful opposition of Pittsburgh, Baltimore, and all South Western Virginia, she forced the Baltimore and Ohio Railroad to terminate in her city limits, and aided the company by a subscription of $500,000, exactly one-half of the amount that the great County of Allegheny subscribed to the Pennsylvania Railroad. She has done even more: she has subscribed $250,000 to the Ohio Central Railroad Company, on condition that they terminate their road at Bridgeport, Ohio, opposite Wheeling; and although Belmont county has refused to make a county subscription of $150,000 to the stock of that road, yet even now, only a month since this refusal by a majority of 289, a change is making in the feelings of those opposed to it, and there is no doubt, that when it is brought up in the fall, a large majority will be in favor of it.

Now, the most difficult route from Zanesville to the Ohio River is by way of Bridgeport. A shorter, straighter, and easier graded route, is by way of Short Creek to Warren, Ohio, some nine miles above Bridgeport. Is it not highly important to the Ohio and Pennsylvania Railroad, to Steubenville, and especially to Pittsburgh, that the Central Ohio Company should be induced to go to Warren? I am in favor of extending a branch of the Ohio and Pennsylvania road, along the West bank of the Ohio river, down to Warren, Ohio, and there connecting directly with the Central Ohio Company, and preventing a connection at Wheeling with the Baltimore and Ohio, or Hempfield Railroad. But it is our interest to have as many roads as possible, radiating in every direction; and what folly for our City papers to advocate only one route to the West, and to suppose that it could, by running in a northerly direction, accommodate, or obtain, the trade or travel of Central and Southern Ohio. Ohio is superior to Pennsylvania, particularly Western Pennsylvania, and we are guessing they are obtaining subscriptions, and when the road is built, it is worked more cheaply than we are willing to imitate, (compare their passenger fares and freight tolls with the Pennsylvania road, and you will see the difference.) But to the point. The Central Ohio Company will extend their road to the Ohio river; that road will extends from Bridgeport, or Warren, Ohio, to Richmond, Indiana, thence to Indianapolis and Terre Haute, Ind., and St. Louis, Mo., all in a straight line, and easy grades and curves. But, last winter there was a company chartered, called the Cincinnati, Wilmington, and Zanesville Railroad Company, and up to the present, 1 to 2 large amount has been subscribed by counties, to this road, a full million of dollars; it runs through a very fertile and wealthy region of mineral and agricultural land, destitute of modern improvements or avenues. We see then the immense importance of inducing the location of this road at Wheeling, or at Bridgeport, in preference to below Steubenville. This termination has an immense weight and importance with the Hempfield Railroad Company, and, as a proof, the Hon. T. T. M'Kennan has lately spent several days in close conference with the Central Company, at Zanesville; and further, there is to be a grand meeting of the Central and Hempfield Companies this month, at Wheeling, to complete arrangements for mutual benefits.

Is Pittsburgh and Allegheny County to remain silent and inactive, while these preparations are going on? What is our county, after subscribing so liberally to build the Pennsylvania, to lose all the fruits of it? Is it to submit to heavy additional taxes, and all for the benefit of Westmoreland and Washington counties, which did not take over $50,000 of stock collectively? Is it reasonable or just? But after committing a fault, let us try and repair it. One dollar expended now will do the work of ten hereafter.

But some will say that there is no danger of the Hempfield Railroad being built, and that there is no fear of it, and so turn the matter; but let us review the history and progress of other works—say the Ohio and Pennsylvania Railroad. Where was we twenty years ago? Why the city of Pittsburgh gave bonds for $200,000; city of Allegheny $200,000; and after a great deal of hard dunning and borrowing, some $200,000 was subscribed, by draymen, peddlers, and mechanics; but our wealthy men and men of property are but small stockholders,—say in all $700,000; with this sum $300,000 more raised between here and Massillon—a distance of 100 miles—in all say a million, which was sufficient to grade and bridge the road and prepare for the rails,—or say it cost $10,000 per mile. What next was done? Why the Company's bonds were given for rails, spokes, engines, cars, &c. to stock the road. And this is precisely the manner in which nine-tenths of all the New England, New York, and Eastern Railroads are built, and the way that the Hempfield Railroad will be. The estimate of construction is, say $2,500,000,—all that is required is to obtain private and county subscriptions of, say $1,300,000, and give the road bonds at 20 or 30 years for the balance. Ohio county, Va. will vote a subscription of $150,000 this month, Washington county 250,000; or $400,000 in all. What next? Did not the Pennsylvania Railroad Company say, some twelve months or two years ago, that they would, when their road was built to Pittsburgh, then take stock in the Ohio and Pennsylvania to the amount of a million of dollars, and are they not doing the same in New York? Say the Central line of road, and the Ohio and Pennsylvania will be finished without this aid, could they not give it to the Hempfield when there is the strong inducement of competing at Wheeling with the Baltimore and Ohio, and connecting with the Ohio Central and other railroad branches? Philadelphia has now got her steam up, and may do some curious things to our eyes. By our common laws, Washington county has the right of investing her money as she pleases; would it not therefore be wise in us to so manage its direction, that while it gratifies all their wishes, it also satisfies our own? Such is the light in which I view the Pittsburgh and Washington Railroad. Let this subject be introduced into the Hempfield Company, and like the Romans of old, *we will divide and conquer*. Without the aid of Washington county the Hempfield cannot go on; and if a little exertion is now made, even a few stump speeches be made—and I would recommend that George Darsie and R. C. Walker be chosen—doubts and hesitation will insinuate themselves into the minds *and pockets of the bone and sinew*, and the *majority be against*. Then with this in our favor, let us agitate the County subscription to the Pittsburgh and Washington Railroad Company; and in the meantime let us exert ourselves to obtain some information as to the cut of the road, its grades and curves, capacity for carrying coal cheaply, and running express trains,—in a word, get all the information we can, lay it before Allegheny and Washington counties, and let us go to work in earnest and build it—quit talking and act, and depend upon it, Greensburgh will only be known as a little town in the small township of Hempfield.

But the building of the Pittsburgh and Washington Railroad would aid the construction of others. It would form a trunk line for the Pittsburgh and Steubenville, the Wellsburgh and Bethany, and by an extension to Waynesburgh we would secure the trade, now lost to us, of Greene county. I have not at hand a statement of the wealth, mineral, and agricultural population and general trade of these two counties; but feel certain that they will be found on examination to be the two best counties (with the exception of Allegheny) in Western Pennsylvania. Let us build our road to Washington by going on in earnest with the matter. We can secure the subscription vote of Washington county, thus rendering useless or preventing an extension from Washington to Greensburgh, and bridging of the Monongahela and Youghiogheny. It will connect us with Wheeling and Wellsburgh, Steubenville Railroad extension, and the Ohio Central Company; and by securing a connection with all the Ohio and Western Railroads, attract to our city lines of Railroad from Boston, Albany, New York, Philadelphia, and Baltimore. Let our city papers take the matter up, have the company organized, surveys made, put our shoulders to the wheel, and thus secure the aid of

WASHINGTON COUNTY.

The Groans of the Hunkers!

HIGHLY IMPORTANT COMMUNICATION FROM DOCTOR SMYSER!

To the Editor of the Morning Post:

You have connected my name with what you call a "ridiculous movement" in relation to the "site" selected by the Commissioners for a Post Office and Custom House, and state that the meeting over which Mr. Wm. Holmes presided, and R. E. Sellers acted as Secretary, originated in myself and Mr. Singerly. I feel satisfied that you are not disposed to do me wanton injustice, and when I assure you that I had no consultation with Mr. Singerly on that or any other subject, previous to the meeting, you will be satisfied that you have done me great injury in the matter referred to. As to the taunt of "Old Hunkerism," I consider it unmeaning and contemptible, so far as applicable to myself, feeling conscious that I have done as much in proportion to my means as any individual in this community, to build up and extend the prosperity of the city, and promote the public interests. With this personal explanation, I embrace the opportunity of giving my views on the subject in question, viz: the site selected by the Commissioners for the Post Office and Custom House of the city of Pittsburgh; and as they are but the views of but a single individual, they will be received by the public and adopted only so far as they may conform to their own.

I object then to the site selected by the Commissioners, because it is not sufficiently central, and never will be to the postage-paying people. Nine tenths of all the postages received in this city are paid by people living between Fifth street and the Monongahela river, and Ferry and Smithfield streets. Draw two lines diagonally from those four points above mentioned, and you will at once perceive, that the corner of Smithfield and Fifth streets is entirely removed from the centre of intersection. It is one of the corners, and makes it necessary for three-fourths of all the people living in these bounds to go to this far removed and distant point for their letters. The great mass of the business of the city is included in those limits, the Banks, Insurance Offices, Brokers, Manufacturers, Commission Merchants and business men. These places of business are permanently located, and the selection of a Post Office and Custom House should be made so as in all respects to promote the convenience of these persons who pay the bulk of the postage, as well as the duties on imported goods.

You seem to think, in the article alluded to, that the centre of population should be the guide in making these selections. In this you greatly err.—I will venture the assertion that in no city of any magnitude on this continent, has it ever been done. The centre of the postage paying people, and not the centre of population, has been in all cases, the basis on which permanent locations have been made for Post Offices. It is so in New York, Philadelphia and Baltimore, and I think, so far as I can discover, the universal practice. My objection, then, to this site is, that it is not sufficiently central to the postage-paying people, who, I am satisfied, will never submit to it.

Grave considerations, it would seem to me, should have entered into this selection. A very important one is the fact, that the Post Office has always been in the neighborhood where it is now located, and business relations of no small magnitude have grown up around it, which are entitled to some respect. The people of the county have for years been in the habit of coming here for their letters; and if a change is designed, it should be for the general accommodation of the great mass of postage-paying people, which will not be the fact, should the site recommended by the Commissioners be adopted. For these reasons, with many others, I object to the location adopted by the Commissioners; and I am satisfied every respectable business man in the limits above named, will think precisely as I do on the subject.

The price of the ground I will not speak of at present, which is exorbitant, and far beyond what any sane man would be disposed to give for it for any purpose.

In conclusion I will only say, that my interests are those of the business men of the city; and if they are disposed to acquiesce in the matter, I shall have no objections.

With those views I close at present, with the hope that before you drag my name before the public again, you will be sure of your facts.

H. SMYSER.

The Appalling Occurrence at Danville.

The Lewisburg Chronicle of Wednesday gives the particulars of the injury to the Methodist Church at Danville, by lightning, on Sun day last:

The Congregation were kneeling in prayer, just before the sacrament was to be administered. There were no previous indications of a storm, except a slight sprinkle of rain, and a cloud which seemed to be gathering in a northerly direction. The steeple was first struck, and much shattered. After reaching the main building, the electric fluid divided into two separate currents—one passing through the ceiling and along the chain by which one of the lamps was suspended, (both of which latter were demolished,) directly down into the midst of the crowded congregation, tearing up the floor and pews considerably, and instantly killing a Mrs. Pencil, and inflicting alarming injuries upon her sister, Miss Vastino, and eight or nine others, mostly females, besides stunning and otherwise partially affecting many other persons. The ladies dresses were much torn, as well as set on fire, and in some instances ripped completely open to the flesh by the force of the terrific bolt. Mrs Pencil's person bore no external marks of injury, but most of the others were scorched and discolored to a greater or less extent. The other current passed out through the brick wall by the front door, tearing off the facings and prostrating a young man named Jones, who was just at that moment in the act of entering. The lightning struck his right shoulder, tore his right boot to fragments, and blistered his flesh from shoulder to heel so badly that the skin peeled off when his clothes were removed.

Our informant, a gentleman of this place, who was in the chapel at the time, says it was the most appalling scene of consternation and distress he ever witnessed.

The chapel is a new building, and the entire elevation of the steeple, or dome, is about eighty feet and had no lightning rod, though we understand one had been contracted for, and was expected to be put up in the course of the summer.

We learn by a gentleman from Danville last evening, that the injured persons were all in a hopeful way for recovery.

Scribblings and Clippings.

— The late Governor HILL, of New Hampshire, appears, by a late inventory of his personal property, to have owned two pews in the Baptist Church, three in the Episcopal, and four in the Methodist. A singular instance of liberality of religious opinion.

— Dr. W. F. DANOWSKY has erected works upon his premises in Allentown, for the manufacture of gas, and proposes to supply the citizens with this excellent material for light, at the rate of $4,00 per thousand cubic feet, provided they will bear the expense of laying the street-mains and service-pipe.

— The personal and political friends of Senator WALKER, of Wisconsin, gave him a complimentary dinner at Milwaukie on the 16th ult.

— A correspondent of the National Intelligencer, remarking on the census, says that in 1901, there will be a population of one hundred and two millions in the U. States.

— The California mail steamers are hereafter to leave New York on Monday, when their regular sailing day comes on Sunday.

— The Countess HAHN-HAHN, whose novels were once very popular, has become a convert to the Roman Catholic Church.

— By doing good with his money, a man, as it were, stamps the image of God upon it, and makes it pass current for the merchandize of heaven.

— Mrs. ELIZABETH PAINE, wife of CALEB M. PAINE, in Attleboro', was delivered of three children on the 25th ult. Their united weight was 16¾ pounds—all living and doing well.

— The family of LEMUEL MOSHER, of Dartmouth, were poisoned by eating something which the children had dug up instead of horse-radish. All recovered, except Mr. Mosher's wife and mother, whose condition is critical.

— WILLIAM H. EVINGTON and WILLIAM R. LITTLE, who killed THEODORE BYRD, a desperate character, in a tavern at N. Orleans, have been found not guilty of murder. A young woman, who passed as Mrs. EVINGTON, was at the bottom of the affair.

— Mrs. PARTINGTON says it is a curious provision of nature, that hens never lay when eggs are dear, and always commence when they are cheap.

— In Stockbridge, on Monday of last week, a laborer named PATTERSON was buried by the caving in of a well forty feet in depth. He was dug out, not much hurt, after having been buried for six hours. The wall fortunately formed an arch over his head, and thus saved him.

— Letters from Berlin say, "As fruits of the late war, there are at present in the Romanic and South-Selavonic districts of Hungary 25,000 widows and 50,000 orphans of soldiers, almost entirely without food, clothing, or shelter."

— Mr. JAMES SHANNON, of Frankfort, Kentucky, has obtained the contract from the Post Office Department, for supplying the government with all the leather horse mail bags they may need for the next four years.

— The Steubenville Herald says: No man has received a higher compliment by the citizens of Steubenville within the past ten years, than did Col. Collier on his arrival in this city on Thursday evening last.

— The Virginia State Convention was on Saturday still debating the basis question, having refused, by a vote of ayes 33 to noes 57, to entertain a proposition to close the debate.

— At Boston, on Saturday, Dr. WM. CLARKE, the botanic physician, arrested on the charge of causing the death of ROSINA D. LEVITT, by procuring an abortion, was held to bail in the sum of $8,000.

— M. GAYSA, a Hungarian traveler in Africa, has discovered the tomb, quadrant, &c., of JACQUES COMPAGNON, a French traveler, who was lost in the interior of Senegambia, in 1760.

— DONOR, the eccentric vocalist, who gave $450 for a Jenny Lind ticket, and the man who jilted Miss MACONNER, is concerting at New York.

— Permission has been granted by the Secretary of War, to three gentlemen, to erect a new hotel at Old Point Comfort.

— The Welshmen of New York city, and the descendants of Welshmen, have had a meeting to devise the ways and means of contributing a stone to the Washington Monument.

— The Brazilian Government has issued its Treasury notes for $4,000,000, in view of the war with Buenos Ayres probably.

— ELDER BRIGHAM YOUNG pledges his honor that he has *half seven wives yet!* Says the saint upon whom fell the mantle of JOE SMITH.

— Flogging at sea is now a dangerous business, since the passage of the act of September 23, 1850. At a suit in New York, Judge LYNCH decided that the act demolishes flogging on board vessels of commerce as well as naval vessels, and a master of a vessel was fined one hundred and fifty dollars for a violation of the statute.

— Colonel EDWARD COTTON, of Berkley county, Virginia, formerly Representative in Congress, member of the Legislature, High Sheriff, &c., died suddenly at Honeywood on the 23d ult. While in conversation he fell from his chair and instantly expired. He was 64 years of age.

From the Alta Californian, March 5.

The Japanese in California.

We learn from Capt. Jennings, of the barque Auckland which arrived at this port yesterday, in seventy days from China, that about 500 miles off the coast of Japan, she fell in with a Japanese junk which was completely water-logged. The crew, consisting of seventeen persons, were taken off by Captain Jennings, and are now on board his vessel. They had been fifty days on the water, and were in great distress, having exhausted their provisions. No communication, of course had been had with them beyond what could be accomplished by signs, but they appear exceedingly grateful for the assistance and kindness rendered them by the Captain. On approaching shore they exhibited striking evidences of joy and devotion. A box belonging to them, which they have presented to Captain Jennings, contains whatever probably the Emperor, or Mikado, of Japan, may understand to be a very curious affair, and a compass differing entirely from those in use among us, and some gold and silver Japanese coins. This would seem to afford a good opportunity for attempting to open an intercourse with Japan. These persons should be well treated, and sent back in one of our ships of war, the commander of which should be authorized to make overtures to the Japanese government.

From the same paper of the 6th.

In our paper of yesterday we had a very interesting item respecting the picking up and bringing here of a crew of wrecked Japanese. We would suggest that now is perhaps the best opportunity ever offered for attempting to open communications with Japan. Would it not be wise and probably profitable for some of our merchants to fit out a pioneer expedition from this port to Japan? Send a vessel with a cargo suited to the market, if one could be obtained, and also along these poor Japanese, who are represented as very grateful for the favor shown them. They would carry back a favorable report of us "outside barbarians," and might prove the opening wedge for a free commerce between the world and Japan. Who knows but what the fullness of the time has come, when her exclusive policy shall give way, and this incident be the fulcrum on which the lever turns?

BLOODY RECONTRE IN DAVIESS COUNTY KY.—We learn that a terrible recontre took place a few days since near Owensboro', Daviess county, in this State, which resulted in the death of one or two persons, and wounding three or four others, including two women. It originated in a dispute between two families—*Payne* and *Turnbull*, about a fence or boundary between their respective estates, which were adjoining each other. Mr. Payne and his three sons, while surveying his grounds, chanced to meet Mr. Turnbull and his brother, and an altercation ensued between them, when weapons were drawn. The wife and daughters of Mr. Turnbull here interposed, and one of them was very severely hurt, which led to a general fight, and one of the Payne's was killed outright, and two of the others were desperately wounded. Several of the Turnbull's, including the ladies of the family, were much hurt.

The above particulars are about as they were detailed to us, by a gentleman who reached this city yesterday, on the steamer *Maddison Belle*, from Henderson.—*Louisville Courier May 5.*

Married.

On Tuesday evening, the 6th inst., by Rev. C. Cook, D. D., Mr. JAS. HOGUE to Miss MARY E., daughter of John Shea, Merchant, of this city.

BANK OF PITTSBURGH,
May 6, 1851.

THE President and Directors of this Bank have, this day, declared a dividend of Four Per Cent on the Capital Stock for the last six months, payable to Stockholders or their legal representatives forthwith.

my8:6dtw JOHN SNYDER, *Cashier.*

LEGOT—40 pounds fresh for sale by B. A. FAHNESTOCK & CO. (my8)

PRUSSIAN BLUE—5 casks No. 1 for sale by B. A. FAHNESTOCK & CO. (my8)

POWDERED LIQUORICE ROOT—150 lbs. for sale by B. A. FAHNESTOCK & CO (my8)

PARIS GREEN—30 casks for sale by B. A. FAHNESTOCK & CO. (my8)

Orphans' Court Sale.

BY virtue of an order of the Orphans' Court of Allegheny county, the undersigned, Guardian of Charles Frederick, Charlotte Matilda, Virginia and Charles Blume, minor children of Frederick Blume, late of Allegheny county, deceased, will expose to Public Sale, on the premises, on *Saturday, May 10th*, at 10 o'clock, A. M., of that day, all that certain lot or parcel of ground, situated, lying and being in the borough of Birmingham, being Lot No. 6, in Watson's plan of subdivision of Lots in said borough, beginning at Lot No. 5, in said plan and Centre street, thence along said street South 112 deg. West 24 ft. to the corner of Lot No. 7, thence along the line of the same 127 feet to Liberty street, thence along the same 24 feet to Lot No. 5, thence along said Lot No. 5 127 feet to the place of beginning.

ALSO,

On Saturday, May, 23, on the premises, near the borough of Lawrenceville, at 10 o'clock, A. M., all those contiguous lots or pieces of ground, situated, lying and being in the village of Hazlett, peebles township, Allegheny county, marked and numbered in a plan of lots laid out by George A. Bayard, as lots No. 18 and 19, being each 60 feet in front and extending in depth 100 feet, and bounded on the West by Lot No 17, and on the East by Lot No. 20, on the South by a 50 feet street, and on the North by a 25 feet alley.

Title indisputable. Terms at sale For further particulars apply to GEORGE REITZE,

Guardian, &c., corner of St. Clair and Liberty sts.

Or to JOHN BARTON,

my8:td Attorney at Law, 65 Fifth st.

PENNSYLVANIA RAILROAD.—NOTICE TO CONTRACTORS—Proposals will be received from the 9th to the 16th of June next, at Johnstown and Summit, for the grading and masonry of that portion of the Mountain Division of the Pennsylvania Railroad, between Alton, in Blair county, and Pringle's Point, a few miles below Jefferson, in Cambria—a distance of 25 miles.

The road within this distance will cross the Allegheny mountain, encountering some of the heaviest grading offered in this country. In addition to a number of extensive cuttings, embankments, and culverts, there will be one tunnel 1200 yards in length at the summit of the mountain, and another of 200 yards through Pringle's Point.

TERMS—cash, monthly. For further information, apply to EDWARD MILLER, Esq., Associate Engineer, Blairsville, Indiana county, or to STRICKLAND KNEASS, P. A. Engineer, Altona, Blair county.

J. EDGAR THOMPSON, Chief Engineer.

Engineer Department P. R. R. Co. }
Philadelphia, May 1st, 1851. } my8:1m

R. S. OFFICIER,

(SUCCESSOR TO STEELE & OFFICER.)

Box Factory and Jobbing Shop, Ryan's Buildings, Basement Story.

☞ *Boxes of all descriptions made and delivered at the shortest notice.* my8.

WANTED IMMEDIATELY.—Two Good Box Makers.—None other need apply.

R. S. OFFICIER,
my8 Ryan's Buildings, Fifth st.

Bonnets! Bonnets!

RECEIVED this morning, by express, Sixty Cases, embracing all the Newest and most desirable styles of Bonnets now worn.

ALSO—A very large assortment of Childrens' Gipsey, Fancy, Gimp, Straw and Braid Hats.

The attention of purchasers is particularly invited to the above goods. [my8] A. A. MASON & CO.

TODD'S TETTER OINTMENT is warranted to cure. Price 50 cts. per bottle. Sold by

my8 J. C. CUTHBERT, 50, Smithfield street.

OX MARROW, Perfumes, Hair and Clothes Brushes, Porte-Monies, Shaving Cream, Hair Oils, Tally Ho Razors, Razor Strops, &c., &c., for sale by

ma8 S. L. CUTHBERT, 50, Smithfield street.

CRAPE SHAWS—Received this day, per express, one Carton of those very desirable Plain and Embroidered Crape Shawls, at all prices.

my8 A. A. MASON & CO.

BLUE MASS—65 lbs. for sale by

(my8) B. A. FAHNESTOCK & CO.

LIQUORICE ROOT—1200 lbs. for sale by

(ma8) B. A. FAHNESTOCK & CO.

SPTS. TURPENTINE—30 bbls for sale by

(my8) B. A. FAHNESTOCK & CO.

PAPER HANGINGS—French and American, from 6¼c. to $6,00 per piece, always on hand and for sale by WALTER P. MARSHALL,

(my8) 55 Wood st.

MESS MACKEREL;
No. 1 do;
Baltimore Herring;
Salmon and Codfish, for sale by

WM. A. M'CLURG & CO,
my8 Grocers and Tea Dealers.

PRIME ROLL BUTTER—Just received, a small lot of superior Butter, put up in Rolls, of 2½ lbs. for family use. WM. A. M'CLURG & CO.

my8 256 Liberty st.

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.

The 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.

Mutual rates are the same as those adopted by other safely conducted Companies. Those insured on the mutual principle have the combined securities furnished by that 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 surviving at the age of 50, 55, 60 or 65, at the option of the insured.

OFFICERS.

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

DIRECTORS.

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

MEDICAL BOARD.

Consulting Physicians.

Joseph Gazzam, M. D. William Addison, M. D.
Jeremiah Brown, M. D. Thos. E. Bakewell, M. D.

EXAMINING PHYSICIANS.

Samuel Dilworth, M. D., 47 Smithfield street.
Robt. Snyder, M. D., 103 Fourth st.
John Crawford, 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 at the Office, and receive their appointments as 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.

my7 C. A. COLTON, *Sec'y.*

Dr. W. P. GILES,

VETERINARY SURGEON, having been invited to return by his friends, respectfully tells his professional services to the citizens of Pittsburgh and its vicinity; and takes the opportunity to express his acknowledgements 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 practised 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.

Card.

DR. J. J. MYERS—Surgeon and Physician. Office and dwelling, corner of Darlington's row, No. 149, Third street, one door above Smithfield street.

Dr. Myers has permanently located in Pittsburgh, and will attend to the duties of his Profession. He will give particular attention to SURGICAL cases, and the diseases of women and children. my7:3m.

Slate Roofing.

THOMAS ARNOLD, Slater and Dealer in Slate, may be seen at Logan, Wilson & Co.'s, No. 129, Wood street. SLATE YARD on the Canal, opposite the warehouse of Messrs. D. Leech, & Co.

He is now receiving a very superior Guaged Slate, and is ready to receive orders for Slate roofing, or for Slate in any quantity. my7:3md

Lockwood's

CLEVELAND, PITTSBURGH AND MASSILON EXPRESS,

Leaves Pittsburgh and Cleveland, *Mondays, Wednesdays and Fridays.*

my7:1y BAKER & FORSYTHE, Ag'ts.

ORNAMENTAL WINDOW GLASS, ENGLISH PLATED AND CROWN—Painted, Stained, Shaded, Ground, Blue, Green, Purple, Ruby, Orange, Lemon, and other colored Window Glass, for residences, steamboats, private offices, &c., just received from Birmingham, England, and for sale by J. J. GILLESPIE,

(Gazette and Journal copy.) my7:1w 76, Wood street, above Fourth.

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,

Pittsburgh, May 6, 1851. my7:td *Cashier.*

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.

my7:3w THOMAS M. HOWE, *Cashier.*

Valuable Property for Sale.

FOUR LOTS IN ALLEGHENY CITY, fronting on the South Common, immediately in front of Dr. Rogers' 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,
my7 General Agent, 50 Smithfield st.

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,

my7 Market, corner of Second st.

POTASH.—A prime article for sale by

my3 JAMES A. JONES.

Special Notices.

☞ **I. O. of O. F.**—Birmingham Encampment