Daily Morning Post.

LECKY HARPER .... THOMAS PHILLIPS.

Harper & Phillips, Editors & Proprietors.

PITTSBURGH:

MONDAY MORNING:.....................AUGUST 23.

"No North, no South, no East, no West, under the Constitution; but a sacred maintenance of the Common Bond, and true devotion to the Common Brotherhood.—Franklin Pierce.

NATIONAL DEMOCRATIC TICKET.

FOR PRESIDENT,

FRANKLIN PIERCE,

OF NEW HAMPSHIRE.

FOR VICE PRESIDENT,

WILLIAM R. KING,

OF ALABAMA.

Democratic Electoral Ticket for Pennsylvania.

SENATORIAL ELECTORS.

GEORGE W. WOODWARD, WILSON M'CANDLESS, GEN. ROBERT PATTERSON.

REPRESENTATIVE ELECTORS.

District.		District.	
1.	PETER LOGAN.	13.	H. C. EYER.
2.	GEORGE H. MARTIN.	14.	JOHN CLAYTON.
3.	JOHN MILLER.	15.	ISAAC ROBINSON.
4.	F. W. BOCKIUS.	16.	HENRY FETTER.
5.	R. M'CAY, JR.	17.	JAMES BURNSIDE.
6.	A. APPLE.	18.	MAXWELL M'CASLIN.
7.	HON. N. STRICKLAND.	19.	GEN. JOSEPH M'DONALD.
8.	A. PETERS.	20.	WILLIAM S. CALAHAN.
9.	DAVID FISHER.	21.	ANDREW BURKE.
10.	B. E. JAMES.	22.	WILLIAM DUNN.
11.	JOHN M'REYNOLDS.	23.	JOHN S. M'CALMONT.
12.	F. DAMON.	24.	GEORGE R. BARRET.

Democratic County Ticket.

FOR CONGRESS—TWENTY-FIRST DISTRICT,
P. C. SHANNON, Pittsburgh.
FOR STATE SENATOR,
JOHN BARTON, Pittsburgh.
FOR ASSEMBLY,
SAMUEL FLEMING, Pittsburgh,
A. J. GRIBBEN, Pittsburgh,
GEORGE F. GILMORE, Lawrenceville,
SAMUEL McKEE, Birmingham,
J. C. STEWART, Plum Township.
SHERIFF,
CHARLES KENT, Pittsburgh.
COUNTY COMMISSIONER,
JACOB TOMER, Pittsburgh.
CORONER,
JACOB McCOLLISTER, Pittsburgh.
AUDITOR,
STEPHEN WOOD.
PROTHONOTARY,
EDWARD McCORKLE, Indiana Township.
ASSOCIATE JUDGE,
PATRICK McKENNA, Pittsburgh.

Re-Assembling of the State Democratic Convention of 1852.

In pursuance with a resolution adopted by the Democratic State Central Committee of Pennsylvania, the Delegates to the State Convention of March 4th, 1852, are requested to re-assemble at the Capitol, at HARRISBURG, on THURSDAY, the 26th day of August, A. D. 1852, at 11 o'clock A. M., for the purpose of nominating a Judge of the Supreme Court of Pennsylvania.
W. L. HIRST, *Chairman.*
WILLIAM CURTIS, WILLIAM H. WELSH, } *Secretaries.*

Democratic County Committee of Correspondence.

There will be an adjourned meeting of the Democratic County Committee of Correspondence, on next MONDAY EVENING, August 23d, at 7½ o'clock, at the St. Charles Hotel. Punctual attendance is requested.
DAVID CAMPBELL, Chairman.
JAMES BLACKMORE, Secretary. au21

FINE JOB PRINTING.

Having recently made large additions of New and Beautiful Type to our News and Job Offices, we are now prepared to do PRINTING OF ALL KINDS, in the neatest style, and upon the lowest terms. Every size and variety of Type, from fifty line Pica down to Diamond, will now be found in our extensive Job Office. Give us a call.

EDITORIAL CORRESPONDENCE.

CONGRESS HALL, ALBANY, *Tuesday Evening*, August 17, 1852.

Dear Phillips:—Here I am at the Capital of the Empire State, after a truly delightful ride up the Hudson river. I left the City of New York at 7 o'clock this morning, on board the beautiful steamer "Reindeer," Capt. FARNHAM, and arrived at Albany at 4 o'clock, P. M.—distance about 150 miles. The trip is usually made in eight hours, but since the recent terrible calamity on board the "Henry Clay," the owners and commanders of boats have shown a disposition to have a little more regard for human life. The "Reindeer" is now, I believe, the only morning boat leaving New York for Albany, and having no opposition to "run against," travelers patronize her freely. The captain is very much of a gentleman, and pays the utmost regard to the comfort and safety of those who place themselves under his charge. There are two evening boats on the Hudson river, which are deadly rivals, and I learn that their officers within the last few days have been engaged in the outrageous business of racing, thus showing that they are willing to murder travelers by the wholesale. The names of these boats are the "Francis Skiddy" and the "Alida," and I would advise all persons who have any regard for their personal safety to avoid them as they would flee from a pestilence.

The Hudson—the glorious Hudson—how shall I describe it? If the Germans love the Rhine, "their own imperial river," certainly the Knickerbockers should be strongly attached to the Hudson, which is truly the Rhine of America. For many years I have had a warm desire to take a trip up the Hudson, especially after seeing the magnificent panorama of that stream, which was exhibited in Pittsburgh a little over a year ago. It is impossible to enter into a minute description of each scene of interest and beauty that presents itself to the eye of the traveler between New York and Albany. Indeed a person should have Argus eyes to see all that is to be seen; for while gazing upon one object of attraction, another and perhaps greater, is lost sight of entirely.

After leaving the city of New York, for many miles the Hudson river is lined on either side with a succession of gorgeous mansions, where the "merchant princes" of Gotham have their abode. Every style of architecture, especially the Grecian and Gothic, is here seen. Hoboken and the Elysian Fields on the Jersey side, are celebrated places of resort for the New Yorkers, especially of summer evenings and on the Sabbath day. There are three or four ferry boats constantly running over the Hudson at these points, which are crowded with persons of all ages and sexes. About 16 miles north of New York, on the east side of the river, is the village of Yonkers, where the steamer "Henry Clay" was burnt. All those who pass by are sure of looking towards the fatal spot, although no trace of the wreck, with the exception of the bowsprit, (which was run into the bank,) is now to be seen. On the other or west side of the river, the Palisades present themselves to the view. They consist of a succession of bare, perpendicular rocks, from 20 to 50 feet high, the veins of which run in a vertical direction. All along the eastern bank of the river up as far as Tarrytown, the residence of Washington Irving, which is some 30 miles from New York, there are beautiful villas and country seats, which are seen amidst the primitive forests. Fonthill, the property of EDWIN FORREST, the tragedian, of which so much has been written, is built like an old baronial English castle, and very much resembles a prison, "dark, gloomy and peculiar." The grounds around look the very picture of desolation. The village of Sing Sing, 36 miles from New York, is noted for the State Prison, which is so liberally patronized by the Gothamites. The prison was erected a few years ago by convict labor.—It is under admirable management. A little above Sing Sing the river is wider than at any other point between New York and Albany, and has much the appearance of a little lake. Anthony's Nose, a few miles further north, is the next object of attraction. The river makes a bend here, resembling the letter S, but the nose part of the business is all a matter of romance. The christening of the mountain is thus described in the story of the Dutch Governor's first voyage up the Hudson, (see Irving's Knickerbocker:)

"Just at this moment the illustrious sun, breaking in all its splendor, from behind one of the high cliffs of the highlands, did dart one of its most potent beams full upon the refulgent nose of the Sounder of Brass. The reflection of which shot straightway down, hissing hot into the water, and killed a mighty Sturgeon that was sporting beside the vessel! When this astonishing miracle came to be known to Peter Stuyvesant (the Governor,) he, as may well be supposed, marveled exceedingly; and as a monument thereof gave the name of Anthony's Nose to a stout promotory in the neighborhood, and it has continued to be called Anthony's Nose ever since."

The Highlands of the Hudson begin at Anthony's Nose, and continue some 40 miles to the North. They are really grand and wild, and much resemble portions of the Allegheny mountains. West Point is right in the midst of the Highlands, and is one of the most romantic spots I ever beheld. The military school at this place has become celebrated over the world, as it has turned out some of the first military men of our country. The fortress is situated on a rocky promotory, which is almost inaccessible from the river. Newburgh, 8 miles from West Point, and 61 miles north of New York, is a beautifully situated town of nearly 10,000 inhabitants. This place was the head quarters of Gen. WASHINGTON during the Revolutionary war. The old stone building is still seen from the river, where the "Father of his Country" planned his glorious campaign. The Democracy of New York have taken possession of the old building, where they recently had one of the most enthusiastic rallies which has taken place in this State for many years. They erected a towering mast, from the top of which floats the "starry flag of victory."

Between Newburgh and Catskill there are no objects of special attraction. The Catskill mountains rear their dark blue peaks away towards the west, and seem almost beyond the reach of man. Away up in the solitudes of these mountains has been erected a spacious hotel, which entertains hundreds and thousands of people during the summer season. It is 2212 feet above the river. Hudson is a place of considerable trade, and is beautifully located. It has a population of about 3000. This is the head of *ship* navigation on the Hudson, although sloops and schooners run constantly to Albany. Some 20 miles below Albany we passed three steamers which were lashed together, and having on board an immense crowd of ladies and gentlemen, going on an excursion, with music and flowers, and all the other accompaniments of love and pleasure.

The business done on the Hudson river is immense. There are constantly in sight hundreds of sailing vessels, loaded with all sorts of freight, principally coal, lumber and hay. The towing business is also very heavy. Above Peekskill we passed by a tow-boat which was pulling after her no less than 35 canal boats! These canal boats are thus conveyed from New York to Albany, where they take the great New York Canal to Buffalo.

The Hudson River Railroad runs from New York to Albany on the eastern side of the river. It is doing a very large and profitable business, notwithstanding it finds strong competitors in the swift and beautiful steamers of the Hudson. This road has been admirably constructed, and the cars make on it from 30 to 40 miles an hour. I shall perhaps return by this route. I may speak of it more fully again.

Albany is a much larger and finer looking city than I expected to find in the interior of New York. It is built on the side of a hill which has a descent for a mile about equal to our Monongahela levee. It contains a population of about 60,000. Some of the streets are positively beautiful, and are lined with fine old elm trees which spread their branches over the house-tops. The public buildings present quite an imposing appearance. The State House is built of stone, with fluted marble pillars in front, and is situated in the midst of a lovely park which is filled with elm and sycamore trees! North of this is another park, which occupies an entire square, and in front of the latter are the public buildings, made out of pure white marble. Congress Hall, where I am stopping, is situated on Park Place, immediately adjoining the State House, and is surrounded with groves of trees, which make it a desirable place of resort. The Albanians are a staid, quiet people, who appear to live comfortable and independent as did their Knickerbocker ancestors.

I have seen some prominent Democratic politicians in this city, and they confidently declare that the State will be carried for PIERCE and KING by a large majority. There will probably be some difficulty in forming a good State ticket, owing to the difference of opinion on the Canal question, but this difficulty will not extend to the Presidential nominees, as I am informed by the best authority.

I find by referring to my watch, that I am writing in the "we short hours ayont the twal," so I shall bid you good night. L. H.

MR. WATSON G. HAYNES protests, through the New York Tribune, against the nomination of Hon. John Hale, by the free-soil convention.—He says every thing was rushed through under the gag of the previous question; and that if a fair expression of opinion could have been obtained, Gen. Wilson, of Mass., would have been the nominee. He goes for another convention, and alleges that not over 1,000 delegates attended at Pittsburgh.—*Balt. Sun.*

This is *the* Haynes who made a fool of himself and also made a speech in the Convention which had been prepared for him by Greeley. But Greeley and Seward are not satisfied with the manner in which he discharged his mission and they now compel him to repudiate the Convention and recommend that another should be held. The anti-Catholic Speech which Greeley conceived and Haynes was delivered of, has not accomplished the purpose for which it was intended, and the Scott leaders are now willing to sell Haynes for a mere trifle if by doing so they could get clear of the consequences of the foolish speech they instructed him to make. If we had not a special regard for his health, we would advise him to go back to Connought, but we are apprehensive that he would die from the same cause that kills the snakes in the Emerald Isle, for it is now admitted by his masters that he is "one of them."

CLINTON COUNTY.—The democrats of Clinton County have nominated the following excellent ticket:

Congress—James Gamble.
Senator—James W. Quiggle.
Prothonotary—Thomas McGhee.
Register and Recorder—Philip Krebs.
Commissioner—George Hartman.
Auditor—Nathaniel Hanna, jr.

DAUPHIN COUNTY.—The democratic county convention of Dauphin county met at the Court House on Monday last, and nominated the following ticket:

Congress—Dr. C. Seiler.
Assembly—Lieut. S. Waterbury, James Horning.
Prothonotary—C. O. Zimmerman.
Register—Val. Hummel, Jr.
Coronner—George J. Shoemaker.
Auditor—John Enders.

THE WHIG REVIEW'S OPINION.—The *Whig Review*, the national organ, no longer ago than 1851, thus expressed its opinions upon Gen. SCOTT'S fitness for the Presidency:

"We much question Gen. Scott's qualification for the position to which some of his admirers would elevate him. The exigencies of the times require abler hands and wider views, and more of a statesman."

If his qualifications were questionable only one year since, we hardly think he has improved much since.

GEN. QUITMAN'S OPINION OF GEN. PIERCE.—Gen. Quitman, of Mississippi, whom the federal papers have been claiming for Scott, in his card denying that story, thus speaks of Gen. Pierce and declares he shall vote for him:—

"I knew General Franklin Pierce personally while we were in the service together, and since. His high intellectual qualities, his quick perception and accurate judgment of men secured my respect, while his nice sense of honor, his sincerity and his pure minded, disinterested integrity won my warm regard and friendship. His nomination was highly acceptable to me."

THE WHIG MEETING.

This affair, which was to have been a "grand affair," came off on Friday evening. It was grand in—the ridiculous. It was extremely noisy on account of the managers having employed several brass bands to perambulate the streets and endeavor to frighten the quiet citizens from their ordinary propriety to go to the Whig meeting to avoid the brazen clamor made upon the streets. But our local powers for making discordant sounds were not deemed sufficient in the estimation of our Whig friends, and they had to send to a distant county to bring in nine fifers and five kettle drummers to aid in an effort to raise the enthusiasm of the Whigs of Pittsburgh. On Friday evening, these "foreigners" were marched round the city in grand array by Major W., and the nine fifers almost blew their brains out in an effort to raise a wind that might create a little Whig enthusiasm. But they could not succeed; their efforts were unavailing, and the meeting convened under the most gloomy forebodings as to the fate of the party.

C. Darragh, Esq., one of the most complacent gentlemen in our community, and, as his conduct evinced on the occasion, opened the meeting by an enthusiastic address to the fifes, drums and horns then present, which was entirely complimentary to the fifes, &c. He was followed by Mr. Swartzwelder, who, we are informed by the Gazette, made a practical speech. If he did, he must have advised the fifers and drummers then present not to be deceived by the knavish course which the editor of the Gazette now desires to pursue. Mr. S. is a good, open minded Whig, and he was the same in 1841, when the editor of the Gazette was advocating Native American principles, and as he did not object to those principles then, we do not think that he will back out from them now. He, and Mr. Darragh, are both devoted Scott men. They take him and his fuss and feathers as Scott takes soup, and don't "care a d—n" for a "fire in the rear."

The next speaker was the Hon. George Darsie. He was more politic. When he saw what an abortion the meeting turned out to be, he caught a very bad cold, and, after a few remarks, retired. With this, the meeting went into the proper proceedings to fix up the ordinary amount of humbug to make up the conclusion of a Whig meeting. The last we saw of it was a parade on the next morning, of the fifers and drummers from an adjoining county, marshalled by a man about the size of 'Haynes,' and they all looked as if they wanted some person to invite them to breakfast. But, there were no Whigs about to notice them, and most likely they went home fasting.

For the Morning Post.

J. B. GUTHRIE, Esq.—

Dear Sir: Might I call your attention to the lot of old boxes, that lumber the sidewalk, and request you to have them removed; besides their unsightliness and annoyance to passers by, they form a nucleus for a lounging place for a number of rude boys and men who are constantly swearing and annoying passers by, especially ladies; and having to pass by frequently myself with ladies to church and elsewhere, I find it exceedingly unpleasant, and have often to take the opposite side of the street.—Indeed, all those corners are more or less obstructed with loafers.

Hoping you will give this your attention, I remain, yours &c.

August 12, 1852.

MAYOR'S OFFICE, August 19, 1852.

The foregoing is one of the numerous letters received by me on the same subject. To abate the nuisances complained of would require the individual compliance of all good citizens with the city ordinances.

Let those who have an interest in the moral government and welfare of the city, refrain from violating the ordinances, and it will require but little labor to compel the delinquents to conform.

Strictly speaking, persons who loaf at street corners and block up the passages on the side walks, have as much right to do so, as other persons have to pile up empty boxes, barrels, &c., expose goods for sale, erect sheds over, and make warehouses and stores of the side walks; or, those who obstruct the streets and gutters with building materials, castings, wagons, carts, drays, rubbish, &c. To disperse or arrest street corner loungers is the duty of the police. To remove the other nuisances is the duty of the Street Commissioners.

I find it very difficult to enforce the ordinances relative to nuisances on the streets and side walks, owing to the fact that the proper officers do not execute their whole duty. One man is allowed to encroach upon the law, another, and another does the same, until nearly every body (without the *intent* in many cases no doubt) is guilty in some form or other of violating city ordinances. Occasionally some unfortunate wight goes too far, his neighbor enters a complaint, and the offender is brought up and fined; for doing what? Why that which hundreds of other citizens are permitted to do with impunity. This is law, but I am free to say, it is not equal and impartial justice.

This communication is addressed to my fellow citizens in a spirit of kindness, in order that they may see how necessary it is, to the establishment of good order and the maintenance of peace and quiet in the city, that each and every one of them should refrain from violating the ordinances. Obey the ordinances whatever they may be, and have those that are oppressive, unnecessary, or impracticables repealed.

Our city has grown to manhood, and cannot much longer be governed by the same police force, that controlled us and maintained order in our infancy, unless those who have the good fame and character of our city at heart will lend their energies to reform existing nuisances.

Very respectfully,
J. B. GUTHRIE, Mayor.

Further News from Utah Territory.

By the late arrival from Utah the dates being to the 26th June, we learn that at a mass meeting of the citizens of Salt Lake city, at the State House, Messrs. James W. Cummings, Hosea Stout, Elias Smith, James Ferguson, H. S. Eldrige, A. Carrington, and W. C. Staines, were unanimously elected to constitute a committee of arrangements for the celebration of our nation's birth-day, July fourth.

The Pawnee Indians are said to be very hostile having killed many emigrants; in one instance killed a whole company consisting of five wagons. California emigrants arrived at Salt Lake, also report that the government has hired about 3,000 Sioux Indians to go to the Pawnee country and destroy them, offering a certain quantity of goods for each scalp. The Sioux were camped near Fort Laramie ready for a start.

A card is published by John S. Tutt, Postmaster, and U. S. officer, at Fort Laramie, in which he denounces Judge Brocchus, in pretty strong terms.

The wheat crop in the territory is said to be large.

The News copies from the Milenlial Star the report of Elder Wm. Willis, describing the spread of Mormonism in Calcutta.

Among the advertisements we observe a notice to the Bishops of the several wards, announcing the respective days in which they are to work upon the public work. The brethren are appealed to furnish stone for the temple wall, lumber, shingles, hewed timber and firewood, which will be credited to them at a liberal price on their tithing.

AN OFFICER'S OPINION.—Gen. Quitman, in a late letter, thus gave his opinion of a certain prominent personage:

"Always accustomed to command, Gen. Scott prides himself specially upon the infallibility of his own judgement. He rarely asks or takes advice. He will be controlled by no man, not the whole Whig party, against his own convictions."

BOGUS.—The Illinois *Statesman* says a large amount of bogus money is in circulation in the north of that State. Five franc pieces, half dollars, dimes, double eagles, eagles, and half eagles.

Trimble county, Ia., is the place for "anxious mothers" to migrate to. Within six months seven married ladies out there have added *seventeen* to the population!

The Holy Places.

We extract the following paragraphs from a letter in the National Intelligencer:—

"The possession of the *Holy Places*, or sites in and about Jerusalem, designated by tradition as the scenes of the principal events in the drama of the crucifixion, has for ages been the subject of angry and most unchristian dispute between the sects of christians who have in the course of time established themselves in that interesting portion of the Ottoman dominions. This dispute has repeatedly given occasion to grave and urgent diplomatic negotiations between the ministers of the Porte and the representatives of the foreign powers, to whom belongs or who have assumed the protection of the various sects litigant. A word or two upon this subject, considering the character of the dispute and the religious interest which attaches all over christendom to the Holy Land, and particularly to Jerusalem, will, I think, be acceptable to most of your readers. The sects of Christians, leaders in these broils, and most important by their numbers, wealth, and influence, are the Latins, or Roman Catholics; the Greeks, or members of the Greek church; and the Armenians, a branch of the latter, and who side with them in their disputes with the Latins. The members of the Latin church found here are chiefly Franciscan monks, established in the Holy Land by Pope Alexander IV., about the middle of the thirteenth century; though it was not till near a century afterwards, in 1442, that they commenced the performance of divine service in the church of the Holy Sepulchre. France has possessed for hundreds of years the undisputed protectorate of the Latins. It is toward France that the Franciscans always stretch their hands when they have wrongs to be avenged, or rights to be maintained or restored. This protectorate seems clearly admitted in the successive diplomatic acts touching the Holy Places, passed in 1673, 1690, 1740, 1757, 1808, 1812 and 1851. The emperor of Russia is of course the protector of the Greek church, and of its pretensions respecting the Holy Places in dispute. The French accuse English diplomacy of interferring in these disputes, and of embarrassing by its intrigues the settlement of the mooted questions of possession and enjoyment. The following is the list of the Holy Places in litigation:—

1. The large Cupola of the Church of the Holy Sepulchre, or, as it is otherwise called, of the Resurrection.
2. The small Cupola which is in the interior of the same Church, covering the entrance of the Tomb of our Saviour.
3. The descent from the Cross.
4. Golgotha.
5. The seven arches of the Holy Virgin Mary.
6. The great Church of the village of Bethlehem.
7. The cave at Bethlehem in which Christ was born.
8. The birth-place of the Virgin Mary.
9. The tomb of the Virgin Mary.
10. The cave and the garden of Gethsemane.

Singular Delusions—Kossuth, King of America.

Mr. Kendall, in his last letter to the Picayune from Paris, tells the following very singular story:—I will close this letter by mentioning the fact that a most unaccountable whim, if whim it can be called, has recently entered into the heads of the lower classes in Posen Galicia, and has even spread in some parts of Bohemia and Hungary, if all accounts be true. According to the papers—you may have already seen the report—it would seem that a story had got out, and that it flew abroad with the greatest rapidity, to the effect that the richest of all the Rothschilds was under sentence of death, and that his only chance of saving his life was through the means of a lottery. For this purpose be offered what our lottery ticket venders would call a brilliant scheme, the main features of which were as follows: His entire property was to be divided in sums of 3,000 florins, and any and all who chose to take a ticket in the lottery, gratis, of course, would certainly draw that amount in yellow gold, save one person only! In plain terms, every ticket placed in an immense wheel, except one, had a number upon it, and was to draw a prize of 3,000 florins; but the holder of the only blank was to offer his head to the chopping knife instead of Rothschild, who transferred the honor.

Notwithstanding the risk of drawing the blank it is positively asserted that the rush for tickets to many of the towns and villages has been immense. The magistrates, as well as the military authorities, have had the greatest difficulty in convincing the poor farmers and peasants that there is no such lottery in existence, and thousands have been sent away disappointed, because they have been deprived of the chance of drawing 3,000 florins, at the trifling risk of gracing an executioner's block. This is an age of progress and advancement. In the same section where the above strange excitement has prevailed, it is also said that the idea obtains that Kossuth has been proclaimed king of America, and that he is shortly to appear again in Europe at the head of an immense army. That such a story as this should get abroad is not as singular, however, as the lottery scheme hoax, for accounts of Kossuth's first reception in the States might lead the masses of Europe to believe almost any thing.

The Lowell Courier attempts to blacken the character of the late brave Gen. Worth, by declaring that he changed his politics to get nominated for the presidency. This is the charge of the Courier:—

"The late Gen. Worth was a whig up to the close of the war, when an intimation was given to him that if he would come out on the Polk side he would stand a fair chance of receiving the democratic nomination for the presidency in 1848. He did come out, and wrote a good loco-foco letter, which was published in Washington. The convention, however, did not feel disposed to take up a new convert for the highest office, however brilliant his military career, and he received only a few scattering votes—not enough to compensate him for the wear of conscience which a sudden abandonment of principle could hardly have failed to occasion in the breast of so gallant a soldier."

Gen. Scott's friends appear to think it necessary to sacrifice the reputations of the gallant officers with him in Mexico to increase his glory—they see only Gen. Scott—the officers and soldiers who did the work must not be mentioned, when the glories achieved by their valor and sacrifices are needed to keep a partizan material for electioneering in behalf of his idol—Major General Winfield Scott.

"*A more gallant man, or a more honorable man than Gen. Pierce, both in public and private I never knew.*"—Gen. Scott to Col. Gorman.

"*Gen. Pierce possesses as generous, brave, honorable, and pure a heart as the Almighty ever placed in the bosom of man.*"—Hon. E. V. Bell of Massachusetts—a delegate to the federal National Convention.

PIERCE ON A NATIONAL BANK.—"I believe such an institution one of deadly hostility to the best interests of the country, dangerous to our republican institutions and the liberties of the people."

SCOTT ON A NATIONAL BANK.—"*I have long been under conviction*, that in peace as in war, something in the nature of a Bank of the United States is not only *necessary* and *proper* but *indispensable* to the successful operations of the treasury, as to many of the wants of our commerce and currency."

ON BOTH SIDES.—The London *Times* at first spoke well of General Pierce and his party. In a subsequent article it says, speaking of the two parties: "Our own sympathies and opinions must ever lean to the more moderate and enlighted of these parties, who are guardians of Federal tradition, the friends of peace, and the opponents of slavery. The Whigs won't thank the *Times* for this puff and expression of its sympathy.

TRADE WITH THE CANADAS.—At the opening of the next session of Canadian Parliament a bill will be introduced providing for a reduction of the duties on imports via the St. Lawrence, and a protective duty on imports from the Atlantic ports of the United States. Facilities will be granted on some articles of western produce.—The Montreal Courier says that on this hange the question "how long will this colony belong to Great Britain?"

A RASCAL CAUGHT.—A young man named J. H. Powers, late of New York, who had been clerk in JOHNSTON'S drug stock at Louisville, has been detected in stealing a lot of drugs from his employer, with which he had fitted up quite a nice little store of his own at West Point, Ky.

IMPORTANT OFFICIAL DOCUMENT.

CANAL COMMISSIONERS' OFFICE, Harrisburg, July 23d, 1852.

The President laid before the Board a statement in reference to the various mis-statements which have been made in relation to the arrangement adopted for the conveyance of passengers over the Philadelphia and Columbia Road.

Which was read, approved, signed by each member, and directed to be published.

Extract from the Journal.

THOMAS L. WILSON, Secretary.

THE CONTRACT FOR CARRYING PASSENGERS OVER THE PHILADELPHIA AND COLUMBIA RAILROAD.

The Board of Canal Commissioners having had under consideration, for more than a year, the question of the propriety and the expediency of assuming the control of the passenger travel over the Philadelphia and Columbia Railroad, unanimously determined, on the 19th of May, in favor of the measure. To enable them to carry out the arrangement, fully and effectually, and with a view to the best interests of the Commonwealth, they entered into a contract with Messrs. Bingham & Dock, (an old and well known transporting house) to furnish the cars and to superintend the transportation, without any control over the fare to be received. For this service they are to be paid a stipulated price per passenger per mile.

An attempt has been made to mislead the public mind in relation to the course of the Board, by the insertion of numerous anonymous communications in the columns of the press of Philadelphia, several of which it is now acknowledged were paid for either by the Pennsylvania Railroad Company, or by its officers. To these mis-statements, coming before the people of the State in the manner in which they did, no official reply could have been expected; and it was not until after the appearance of the authorized publications of the President and Board of Directors of the Company, that it was deemed proper to anticipate the Annual Report to the Legislature, and to place the facts connected with the question at issue before the tax-payers of Pennsylvania, to whom strong appeals have been made to join in denouncing the action of the Board.

The objections which have been urged against the Contract, entered into for the purpose of enabling the Board to carry out the measure which they had adopted, may be summed up as follows:

1. That no public notice was given to invite competition, either to the Pennsylvania Railroad or to others.
2. That it does injustice to that Company, and evinces a hostility to its interests.
3. That it drives off competition, and creates a monopoly.
4. That it is a lease of the Road to individuals.
5. That the Canal Commissioners exceeded their legal powers in employing persons to carry the passengers.
6. That the arrangement will result in a loss to the revenue of the Commonwealth.

These objections will be noticed in their order as briefly as is consistent with the subject.

1. It is true that no public notice was given inviting proposals for the performance of the service to be required. That course the Board were fully convinced, after mature deliberation, would neither subserve the comfort of travelers, nor the interests of the Commonwealth. If proposals had been invited, the Board would have been compelled either to give the preference to the lowest bidder, without any reference to his business qualification to discharge an important public duty, or, by allotting it to a bidder at a fair price, to have incurred the obloquy which is now attempted to be cast upon them by the officers of the Pennsylvania Railroad Company and their adherents. The lowest bidder system has never worked well upon the public improvements. Whenever it has been adopted, it has almost invariably resulted in loss to the Commonwealth, by the abandonment of the work, after the best portion of it has been done—by the indisposition of the Legislature to refuse the payment of the per centage retained to ensure a fulfilment of the contract—and by the consequent necessity of re-letting the unfinished portion of the job at prices much higher than would have been originally required, keeping in view the relative cost of each item. If this be so in regard to the construction of canals or railroads, where delays are not always productive of great inconvenience, it furnishes strong reasons against applying the system to the carrying of passengers over a great thoroughfare, which incapacity or an abandonment of the contract would be productive of a great loss of revenue, by interrupting the travel and driving it to other routes. True economy dictates, especially in a case like this, that, to secure a prompt and faithful performance of the service required, a fair remuneration should be given. The price to be paid to Bingham & Dock does not go beyond that standard. They are compelled to invest a large capital in a depot and the purchase of cars, and the compensation to be received will not be considered, by men acquainted with the business, as too high for the risk to be run and the duty to be performed.

But, although no public notice was given, the fact that the Board had the subject under consideration, was well known to the President and Superintendent of the Pennsylvania Railroad, and to several gentlemen of well known business capacity, who were desirous of obtaining the contract. The President of the company acknowledged, in February last, he had been informed, that the State proposed to assume the carrying of the passengers over the road; and in reply to his inquiry, he was distinctly told by one of the Commissioners, that several propositions relating to the passenger business were before the Board, including one from his own company. On another occasion, when an officer of the Company was before the Board, in relation to passenger tolls, he was informed that the Board had offers to carry passengers at 5 mills per mile. His reply was, that "no responsible persons would do it for that price." At the meeting held in Philadelphia in May last, at which the present arrangement was consummated, a proposition was received from the Pennsylvania Railroad Company, to reduce the tolls to two cents, and giving to the Company the privilege of charging two cents and six mills per mile. When the Superintendent laid this proposition before the Board, he was asked if the Company would not put the fare lower at the present rate of toll.—He replied that they could not. He was then informed that the Board could get the passengers carried on better terms. In a subsequent conversation the same officer was distinctly told by a member of the Board, that that was his last chance; and that if the Company wanted the business, they must propose to do it at the lowest figure. The first proposition was accordingly withdrawn, and another substituted, reducing the rate of fare to 2 cents and 5½ mills per mile. When asked if this was the lowest offer, he replied that it was. On the day after this transaction, the Superintendent acknowledged that he was aware of the nature of the business before the Board. It will thus be seen that both of the officers of the Company, who transacted their business with the Canal Department, knew that the subject had been for some time under consideration. If they failed to communicate so important a fact to their Company, it was a dereliction of duty for which the Canal Commissioners cannot be held responsible. Should the Directors require further proof on this point, it will be furnished at any moment.

2. What injustice is done to the Pennsylvania Railroad Company by the new arrangement? Their pecuniary interests will not be injured by it, for they acknowledge that the passenger business over the Philadelphia and Columbia railroad was not profitable. During the last spring, their Superintendent laid before the Board an abstract of their passenger receipts and expenditures over that road, which showed [illegible] If, therefore, [illegible] is theirs alone. [illegible]

[illegible] all occasions their applications have been considered with a disposition to mete out full justice to them, and, in no instance, has any proper or expected courtesy been withheld. The Board would fain stop here, and draw a curtain over the opposite picture. But the improper manner in which this subject has been dragged into public notice, demands that the whole truth should be told. So far from the friendly disposition having been met in a corresponding spirit, the Board have been treated, in their business intercourse, with duplicity and arrogance by the present President and Superintendent of the Company. The former is an avowed and open opponent of the avoidance of the Inclined Planes on the Allegheny Portage Railroad—an improvement which every disinterested and candid mind admits is of vital importance to the future interests of the Commonwealth. Whether his opposition to that improvement arises from the fact, that the State Road will present a line superior in curvature and grade, to that of which he has charge—or from a desire to prevent its construction, and thereby to cause, the through trade to be withdrawn from the State works, and thrown upon his own road, is a matter of no great moment. If from the former, he should remember that the line was open to both parties—but in one case, there was no Altoona to build up. If from the latter, it is only another evidence of the rapacity of officers of corporations, when their interests conflict with those of the people at large.

Another instance of the manner in which the desire of the Board to accommodate the Company was met, must suffice. At the earnest solicitation of the Company, the Board kept the Allegheny Portage Railroad open for transportation, during the suspension of Navigation on the Canal last season at a loss of $32,000. The loss resulted, for the greater part, from the action of the Company, who, after having had advantage of the Winter transportation over the Portage road extended to them, turned round and refused transporters doing business over the State works, the privilege of transporting goods over their road, at a fair price. The consequence was—that the freights of those transporters between Philadelphia and Pittsburgh, were sent by the way of Baltimore and by the Baltimore and Ohio Railroad. The loss of revenue, in the shape of tolls, over the Philadelphia and Columbia and the Allegheny Portage Railroads, by this unwise and illiberal course of the Pennsylvania Railroad Company, amounted to about $25,000.

These facts go to show that there was cause for hostility, but that any such feelings ever controlled the action of the Board, is totally unfounded. The last annual report of the President and Directors effectually discredits any such allegation. The Board do not view the Pennsylvania Railroad, if its affairs are managed in a liberal and enlightened spirit, as a rival of the State improvements, and they are always ready to afford to it all facilities not deemed detrimental to the interests of the canals and railroads under their charge.

3. It is a fact well known to every one in the least conversant with the transportation of passengers over the Philadelphia and Columbia Railroad, that competition has not existed, nor never can exist in that business, for any length of time. The parties having the carrying of the mails, possess advantages which enable them to drive off or buy out all competitors, and the practical effect is, that one party monopolizes the carrying trade. The arrangement of the Board does not change the result. If, as some persons who are interested in the continuance of the old system contend, the Commonwealth has no right to derive the largest revenues that she can from her own works, still, in this matter, she will not assume the position heretofore occupied by an association of a few individuals, or by a chartered company.—Passenger transportation over this road has always been, in effect, a monopoly. The charge, therefore, that the Board are about to create such a monopoly, may answer very well for the use of political partisans; but, when the travelling public and the tax-payers come fully to understand, the one that the measure adopted will reduce the fair and add to their comforts and facilities in their transit over the road; and the other, that the millions that have heretofore gone into the pockets of a few, will hereafter enure to the benefit of the public treasury, they will regard that charge as a phrensied effort to put down, by the use of claptraps, a measure founded on reason, and justified by public exigencies.

4. The allegation that the contract with Messrs. Bingham & Dock is a lease of the road to those gentlemen, is not sustained either by the facts of the case, or by the terms of the instrument. The Commonwealth has assumed the entire control over the conveyance of passengers. Instead of purchasing stock, and appointing numerous additional officers, she has contracted with Messrs. Bingham & Dock to furnish cars, passenger depot, and superintend the transportation. For the performance of this specific service, they are to receive a specific sum per mile on each passenger carried. The quality and number of cars employed, the manner of conducting the business, the arrangement of the hours of arrival and departure, and the fixing of the fare, are all under the direction and control of the Canal Board. It will be seen by a perusal of the copy of the contract annexed, that it is no more a lease of the road than the appointment of a Collector, or the allotment of a contract for the completion of the North Branch Canal, would be a lease of the Collector's office or of the Canal.

5. The legality of the action of the Canal Board has been called in question. If the Board understand the constitution, they are bound to regard the law as construed by the Supreme Court, to be paramount to the opinions of the attorneys employed by a private corporation. In December, 1842, the then Board of Canal Commissioners entered into a contract with Cameron & Wilson for the carrying of all the passengers over this same road. The party who had previously, by their peculiary resources, enjoyed a monopoly of the passenger trade, brought the case by mandamus before the Supreme Court. After a very full and able argument by counsel on both sides, the Court decided that the contract was legal. In their opinion delivered on that occasion, they say, in relation to the contract, that "The State did no more by becoming a party to it, *than farm its right to carry*; and in framing the bargain, it had a right to consult its exclusive interest." This, then is the law as laid down by the highest judicial tribunal of the Commonwealth. The Board have not violated it in a single particular. If they have the right, which the court say they have, to "*farm*" out the carrying of passengers, no sane mind would doubt their right to enter into a contract by which the State becomes herself the carrier: Messrs. Bingham & Dock being merely contractors to perform a specified service. But it is unnecessary to argue the legality of the measure. The Supreme Court has set that question at rest. Nor is the sanction of the Legislature wanting either negatively or positively. At the session of 1843, the subject of the contract with Cameron & Wilson was referred to a select committee of the House of Representatives, the majority of which made a report, fully sustaining the action of the Canal Commissioners. The House acquiesced in the conclusions of that report, as no further proceedings were had, which could not have been the case, if there had been an usurpation of power, or infringement upon the rights of individuals. The Allegheny Portage railroad furnishes another strong case in point.

In 1843, the Canal Commissioners purchased cars without any previous specific appropriation, and assumed the entire business of carrying passengers over that road, and continued to do so until April 24, 1851. The Legislature never called in question the power of the Board to do so. On the contrary, that body repeatedly sanctioned the measure by making appropriations for the payment of the expenses of the passenger service, and for the purchase of cars. This course of policy was continued up to the 24th of April, and 23d of May, 1851, when a contract was entered into with the Penna. Railroad Company, by which the Commonwealth relinquished the right to carry the passengers, and sold their stock of cars to that Company, which is now enjoying, without one word of complaint from their Board of Directors, or from any other quarter, the exclusive right to carry passengers over the road. These contracts are subjoined. There is no substantial difference between them and that with Bingham & Dock, so far as relates to the carrying of passengers. The Board, under the circumstances of the purchase of the State cars, would have felt it to be their duty to protect the Pennsylvania Railroad Company, from any interference in that portion of the carrying trade over the portage railroad. As these facts are matters of public record, it seems somewhat strange that the Board should have been subjected to the strictures of the Pennsylvania Railroad Company, and its officers, attorneys and adherents.

6. So far from the arrangement being productive of loss to the Commonwealth, it will increase the public revenue. Drawbacks are now allowed to the Pennsylvania Railroad Company on Pittsburgh, Harrisburg, and Baltimore passengers. Those for Pittsburgh and Harrisburg, now diverge from the State road at Dillerville. Hereafter they will be taken to Columbia—making a difference in travel of 11 miles and a gain to the Commonwealth of 22 cents on each passenger. Taking the business of last year as a criterion, these drawbacks, (which will hereafter be saved,) and the 22 cents per passenger for the additional 11 miles, amount to $23,281, which sum will be a gain to the treasury by the adoption of the new arrangement. In this calculation no allowance is made for an increase of travel. No one can doubt that that increase will be very large when the lines of railroad leading from the west to Pittsburgh shall have been completed. Some idea may thus be formed of the advantages the State will derive from the carrying of passengers of the Philadelphia and Columbia Road, when the fact is taken into consideration that she will gain 40 cents on each Pittsburgh passenger and 30 cents on each passenger for Harrisburgh and points west thereof, and east of Pittsburgh, which now go into the treasury of the Pennsylvania Railroad Company. The contract with Messrs. Bingham & Dock is for four years. During that period the gain to the State, on the business of the last year alone, will amount to $93,124. The increase in travel on the State road, in 1851 over 1850, was 22 per cent. It is, therefore, fair to presume that the general increase for the next four years will be 20 per cent. At this rate of increase the Commonwealth will gain by the adoption of the new system, during the continuance of the contract, the sum of $150,000. In the present state of the public finances, the Board surely need offer no apology for acting upon the belief that this large sum should justly enure to the Treasury of the people, and not be permitted to swell the receipts of a private corporation.

The allegation that the loss will accrue by the change in the item of emigrant tolls, stands on the same footing with the numerous other misrepresentations with which the paper has been abused. The Board have under consideration a proposition for a more equal distribution of the fare received from emigrant travel than now exists, by which the revenue from that source will be increased. But, if no change should take place in this particular, the tolls, received by the State on these emigrants will be exactly the same under the new system as under the old—the parties transporting them either over the State road, being charged with the cost of carrying over that road.

In a previous portion of this statement, it has been shown that the officers of the Pennsylvania Railroad have asserted that that Company made no profit from carrying passengers over the State road. Messrs. Bingham & Dock are to receive five mills per mile on each passenger, as compensation in full for the whole service to be performed by them, with the exception of the conveyance of the mail. The Pennsylvania Railroad Company are permitted to charge 2¾ mills per mile on each passenger. After the payment of State tolls, (drawbacks deducted,) they had the following accounts left for profit and incidental expenses:—

On Pittsburgh passengers,	8 3-10 mills per mile.
On Harrisburg "	8 6-10 "
On Baltimore "	11½ "
On way "	5½ "

When it is considered that there are the rates received by the Pennsylvania Railroad Company, the compensation to be given by the State to the contractor for the same service [illegible] will appear to be extremely low. Besides the contractors are bound to put on none but the very best cars, and to afford every possible comfort to passengers. They are erecting a splendid depot in Philadelphia, where the passengers will get in and out of the cars under cover, instead of being taken in or put down, as was the case before this contract was entered into, in an open public street exposed to the inclemency of the weather. The officers of the company have asserted that this service could not be performed for five mills, and that no responsible persons could be found to do it at that price. The contract affords indisputable proof that their judgment is not infallible.

The Board have thus, in as brief a manner as the subject would permit, presented a plain statement of all the facts relative to their action in assuming the control of carrying passengers over the State road, and to the several questions which have been made a subject of controversy. They have made no assertion which they are not prepared to prove even in a court of justice. It is with great reluctance that they have made this explanation. But they had no alternative. In the performance of their duties they found that a portion of the profits from the public improvements, which legitimately belonged to the State Treasury, were diverted into that of a private company. They determined to correct the wrong. They did so with a conscientious conviction of the propriety, the necessity, and the legality of the measure. For this they have been rudely assailed—their judgment ridiculed, and their motives impugned. The columns of the public press have teemed with false and malicious misrepresentations of their action and its effects. Several of these misrepresentations it is now acknowledged, if not actually written by the directors or officers of the Pennsylvania Railroad Company, were paid for, either by the one or the other. But these oft repeated missiles shall not deter the Board in the discharge of a high public duty. They have adopted a measure which will prove of great advantage to the Treasury of the Commonwealth, and afford increased comforts to travellers taking the Pennsylvania route. To that measure they intend to adhere until some higher authority than its interested assailants shall place a veto upon it.

The Pennsylvania Railroad Company, under the present management, have made up the issue—they have proclaimed, in effect, that their rights over the public improvements are superior to those of the Commonwealth by which they were constructed—that the revenues which should properly be applied to relieve a heavily burdened tax-paying community should go into their own private coffers—and they have appealed to the people to sustain them in their position, and in their denunciations of the Canal Board. Let them abide the result. Conscious that they have acted for the best interests of their constituents, and that the wisdom of the measure which they have adopted will stand the test of the severest scrutiny, the Board will take no further public notice of any statements upon the subject emanating from the officers and directors of the Pennsylvania Railroad Company and their adherents. They have other and higher duties to engage their attention, and, with this statement, they leave the whole matter to the calm and candid consideration of the people of Pennsylvania: with an abiding confidence that the result of that deliberation will not be prejudiced by the artful appeals of officers of a private corporation, which is now seeking to destroy the revenues from the public works, by appropriating them to its own use.

JOHN A. GAMBLE,
WM. T. MORISON,
SETH CLOVER,
Canal Commissioners.

N. B. The contracts with Messrs. Bingham & Dock, and with the Pennsylvania Railroad Company, are hereunto affixed:

CONTRACT WITH BINGHAM & DOCK.

This article of agreement entered into this nineteenth day of May, A. D., one thousand eight hundred and fifty-two, between John A. Gamble, William T. Morrison, and Seth Clover, Canal Commissioners, on behalf of the Commonwealth of Pennsylvania, on the first part; and John Bingham and Jacob Dock, of Philadelphia, of the second part,

WITNESSETH: That the said party of the second part agree as follows: To carry all the passengers over the Philadelphia and Columbia Railroad, between Philadelphia and Columbia and intermediate points, except such passengers as the West Chester Railroad Company are now permitted to carry, and such market men as are carried in market cars, under regulations existing at the date of this agreement.

To carry the United States Mail over said road as often as may be required by the Post Office Department; and carry said mails to and from the several post offices, to and from the cars at the termini, and required points on the line of the road.

To collect the fare on each passenger, as may at any time hereafter be established by the Board of Canal Commissioners, and once in each month, or oftener, if required, to pay the same over, (deducting the sum hereinafter allowed them for carrying said passengers) to the collectors at the offices at which tolls on passengers are now paid, or to such collectors as the said Board of Canal Commissioners may hereafter designate.

To stock the road with first class, substantial, safe, and commodious passenger cars, subject to the examination and approval of the present Board of Canal Commissioners, before said cars are placed on the road.

To remove immediately from the road any car which the Board of Canal Commissioners may at any time deem unsafe or detrimental to the interests and travel of said road.

To give bond, with approved security, in the sum of fifty thousand dollars, for the true and faithful performance of this agreement on their part.

That the said party of the first part agree to compensate the said party of the second part for the service hereinbefore recited to be performed, as follows:

For each and every passenger carried by them over the Railroad aforesaid, the sum of five mills per mile.

For each and every emigrant passenger, two and one-half mills per mile.

For carrying the United States Mail, to cover the expenses of that service hereinbefore recited—one-fifth of the toll charged by the Commonwealth, for carrying said mail over the Railroad aforesaid.

That no toll shall be charged the party of the second part on passenger, baggage, or mail cars, whether loaded or empty.

That passengers shall be received and delivered at the terminus of the road, at West Philadelphia.

That the Board of Canal Commissioners, whenever they appropriate to the use of the Commonwealth any of the ground on the line of the Railroad aforesaid in West Philadelphia, shall set apart for the use of the said party of the second part, a lot of sufficient capacity whereon to erect a car house and reception rooms for passengers; provided the said party of the second part shall agree to pay a fair and reasonable compensation for the use of such lot. That it is expressly understood that this article of agreement gives to the party of the second part the exclusive right of carrying all the passengers over the railroad aforesaid, except those before recited, as being now carried by the West Chester Railroad Company, and by market cars.

That this article shall be and continue in force for the term of four years, commencing on the first day of July, A. D. one thousand eight hundred and fifty-two.

Witness, our hands and seals, this nineteenth day of May, one thousand eight hundred and fifty-two.

JOHN A. GAMBLE, [L. S.]
WM. T. MORISON, [L. S.]
SETH CLOVER, [L. S.]
JOHN BINGHAM, [L. S.]
J. DOCK, [L. S.]

Signed, sealed and delivered in the presence of
THOMAS M. DAVIS,
THOMAS L. WILSON.

CONTRACTS WITH PENNSYLVANIA RAILROAD COMPANY.

Articles of agreement between the Board of Canal Commissioners, and the Pennsylvania Railroad Company, entered into on the 24th day of April, 1851.

The Canal Commissioners agree to sell, and the Pennsylvania Railroad Company agree to purchase four passenger cars; the best now in use upon the Allegheny Portage Railroad, at the stipulated price of sixty-seven hundred dollars.

The Canal Commissioners agree to continue the rates of fare, as now fixed, viz: 1.25-100 dollars for each through passenger between Philadelphia and Pittsburgh, 1.50-100 dollars for each passenger between the Portage Intersection and Johnstown; and 4 cents per mile, for way passengers—and the Pennsylvania Railroad Company agree to pay to the Commonwealth in lieu of toll, wheel toll, and all other charges, the sum of one dollar for each through passenger, and the same sum for every 30 miles, run by way passengers upon said Portage Railroad. This arrangement to continue in force as long as the Company shall use the whole of the Allegheny Portage road for the transportation of passengers.

In witness whereof, the President of the Canal Board, and Wm. T. Morison, Esq., a member thereof, on the one part, and Wm. C. Patterson, President of the Pennsylvania Rail Road Company, have interchangeably affixed their hands and seals, at Philadelphia, on this 24th day of April, in the year of Our Lord, One Thousand Eight Hundred and Fifty-one.

ISRAEL PAINTER,
W. T. MORISON,
W. C. PATTERSON.

[Mr. GAMBLE approved this contract on the 23d day of May, 1851.]

Memorandum of agreement made and entered into at Harrisburg, on the 23d of May, A. D. 1851, between the Board of Canal Commissioners and the Pennsylvania Railroad Company. The Canal Commissioners agree to sell, and the Pennsylvania Railroad Company agree to purchase, the emigrant passenger cars belonging to the Commonwealth, now in use upon the Allegheny Portage Railroad, at their cash value, to be fixed by F. R. West and H. Haupt, Esqs., who shall, in the event of their disagreement, have power to call in an arbiter, whose decision shall be final. And the Pennsylvania Railroad Company, further agree, to transport from the Portage Intersection to Johnstown, or vice versa, at a charge of 50 cents per head, for all emigrant passengers, for whom, under existing arrangement, with other parties, the Commonwealth is bound to furnish transportation, and to pay for each passenger so carried, the sum of 40 cents, in lieu of motive power, tolls, and all other charges on the part of the Commonwealth.

In witness whereof, the Canal Commissioners, on behalf of the Commonwealth, and WILLIAM C. PATTERSON, President of the Pennsylvania Railroad Company, have hereunto affixed their hands and seals, the day and year first within written.

W. C. PATTERSON, [L. S.]
ISRAEL PAINTER, [L. S.]
JOHN A. GAMBLE, [L. S.]
WM. T. MORISON, [L. S.]

Signed and delivered in presence of THOMAS L. WILSON and A. L. ROUMFORT.

We are requested to announce the name of Gen. WM. S. CALOHAN, of Washington county, as a competent gentleman to fill the office of Canal Commissioner.
au20 *Many Democrats of Washington County.*

Wanted.—A FEW MEN, of thorough business habits and good address, for a safe and respectable business; it is a business that requires no capital but good character, business habits and energy. To men with the above qualifications a permanent business and the best of wages will be given. Apply or address No. 39 Smithfield street, corner of Third. apr23:tf

To the Afflicted!

To those afflicted with that dreadful scourge to America, the Liver Complaint, the proprietor of M'Lane's Liver Pills are happy to offer this remedy as at once complete and safe. It has been tried often in all parts of the country; it has been used in the practice of the most eminent physicians, and always with triumphant success. In offering these Pills to the public, the proprietors are actuated by a desire to alleviate human suffering, and offer a remedy within the reach of all, which is at once a safe and effectual remedy for a most dangerous and difficult class of diseases.

For sale by most of the Druggists and Merchants, and from the sole proprietors. J. KIDD & CO.,
au12d&w 60 Wood street.

Mechanical Remedies.—Under this head we designate a number of articles that have been introduced lately for the purpose of relieving certain diseases and deformities, that cannot be reached by the application of medicines proper. Among the most important of these, are—SHOULDER BRACES—the object of which is to cure stooped shoulders, a habit of leaning forward, hollow and flat chest, and very frequently removes a tendency to diseases of the Pulmonary organs, dependent on these dispositions.—These Braces are strong, well made, and adapted to the use of ladies, misses, boys and men. The Gentlemen's Brace is formed in such a way as to answer the double purpose of a Brace and suspenders, and at a price very little above the price of suspenders. The public may rely on these Braces, as being what they are represented; many persons of weak and hollow chests have been completely cured and, in some cases, the circumference of the chest increased as much as four inches—thus giving to the Lungs a fuller action, and consequently adding to the general health and strength of the body.

I also keep TRUSSES, ABDOMINAL SUPPORTERS, Spinal Supporters, Suspensory Bandages, of every variety now in use.

DR. GEO. H. KEYSER, Wholesale and Retail Druggist, No. 140 Wood street, corner of Virgin alley, Pittsburgh, Pa. au2daw

F. S. Cleaver's "Prize Medal Honey Soap."—Those who have ventured on the useless and unprofitable task of imitating "Cleaver's Prize Medal Honey Soap," have very naturally supposed that the indiscriminate admixture of the article of Honey with other ingredients, usually employed in the manufacture of ordinary scented Soaps, is sufficient to place it in competition with that produced by F. S. Cleaver. It is but an act of justice, however, to the skillful inventor, to mention (and, doubtless this fact must have been brought before the view of the learned and impartial Committee who awarded to him the Medal) that his success was not the result of chance, nor the work of a momentary experiment, but the fruit of long and careful study, joined to a knowledge of those materials which, by chemical combinations, and an exact analysis, has rendered his labors honorable to himself and useful to the world.

For sale retail by all dispensing Druggists, and wholesale by the Agents for Pittsburgh and its vicinity.
au6:d&w J. KIDD & CO., 60 Wood street.

Firemen's Association.—An adjourned Meeting of the Firemen's Association of Pittsburgh, will be held at NEPTUNE HALL, Tuesday evening, the 24th inst., at 7½ o'clock. By order.
au23 ADAMS GETTY, Secretary.

MESSRS. EDITORS.—As the time draws near for the Democracy to nominate a candidate for Canal Commissioner, allow me through the medium of your excellent paper to present the name of THOMAS FARLEY, of Allegheny City, as a man fully competent to discharge the important duties of that office; and, as Mr. Farley is well and extensively known to be a sterling and well tried Democrat, that has never faltered in the good cause of Democracy, I think his nomination would give general satisfaction, and secure a triumphant election. JACKSON.
Duquesne Borough, August 21, 1852. au23

Sheriffalty.—*To the Freemen of Allegheny County*: I offer myself as a candidate for the office of SHERIFF, for the ensuing term, and without any party nomination, as an Independent Candidate, and would thankfully solicit the votes of my fellow citizens of all parties.—After a residence of thirty-three years (save three months,) in Pittsburgh, in active business, I trust my character is known to the entire community, as not to require any endorsement, and hope I may be deemed trustworthy. Please give your suffrages to the oldest (but not the most fortunate,) Bookseller in Western Pennsylvania, and oblige, gentlemen, your obedient servant,
au20 LUKE LOOMIS.

DIED:

On Friday evening, JAMES P., son of THOMAS W. and AMANDA L. WRIGHT, aged 3 years and 8 months.

POST OFFICE DIRECTORY.—The United States Post Office Directory, showing the names and location of all the Post Offices and Post Masters in the United States—revised edition. For sale by KAY & CO.,
au23 55 Market street.

PAGODA TEA STORE.—Just received out of bond, 10 packages superior old Cognac Brandies, Hennessy, Belflower, Otard and Champagne brands of various vintages. Also, some very fine London Dock Port Wine.

The above can be relied upon as being pure, and very suitable for medicinal purposes. JEHU HAWORTH,
au23 corner of Diamond alley and the Diamond.

Election.

OFFICE OF PITTSBURGH GAS COMPANY, August 21, 1852.

THE Stockholders of "The Pittsburgh Gas Company" are hereby notified, that the Annual Election, for the purpose of electing two persons to serve as Trustees of said Company, for the term of three years, will be held at the Office of the Company, in the City of Pittsburgh, on Monday, the 6th day of September, 1852, between the hours of 2 and 5 o'clock, P. M.
au23:2w JAMES M. CHRISTY, Treasurer.

A GREAT CONVENIENCE!

CITY DISPATCH POST,

For the Safe and Prompt Delivery of Letters, Papers, &c.

THE public are respectfully informed, that the undersigned, on and after Wednesday, August 25th, will be prepared to deliver all Letters, Orders, &c., which may be entrusted to them, or deposited in their Letter Boxes, at the residences or places of business of the persons addressed, within the city limits—or at the Post Office, if directed elsewhere.

By means of our Letter Boxes, placed in all parts of the city, at the principal Hotels, &c., a Post, from whence Letters, &c., may be transmitted, is made convenient to all.

Letters deposited before 10 A. M., will be delivered before noon; and those deposited before 4 P. M., will be delivered before 6 P. M. Charge 2 cents per letter, which, if addressed beyond the city limits, must have the City Dispatch Post Stamp, or be pre-paid.

The stamps on, or without envelopes, will be for sale at the office, on Fourth street, and throughout the city. Price 2 cents each.

N. B.—All orders left at the office, for the Distribution of Circulars, Business Notices, Invitations, &c., &c., will be promptly attended to, at a cheap rate.

Office, No. 136 Fourth street, above Smithfield.
A. J. DALLAS & CO., *General Agents.*
REFERENCES:
Gen. J. K. Moorhead, John B. Guthrie, Esq., Mayor.
Thos. Steel, Esq., Hon. W. W. Irwin,
A. P. Anshutz, Esq., Joshua Rhodes, Esq.
au23:3t*

FOR SALE!

THE undersigned wishes to dispose of TWENTY VERY DESIRABLE BUILDING LOTS, situated in the village of New Troy, above the Allegheny Water Works. The Lots form a beautiful square, bounded by four streets, and fronting on the New Troy road, or Main street, opposite Harvey's and Digby's residences. A beautiful view, pure air, excellent water, easy of access—the road thereto is being graded and improved, at present—which will make it one of the most desirable spots for a private residence adjoining the city. The whole square is planted with young fruit trees, three or four years old; there are, also, a small Frame House, two wells of water, and other improvements, on the premises. The lots will be sold separately.

Enquire of Dr. M. and EDWARD FOERSTER, No. 501 Penn street, opposite the Bayardstown Market House, or E. FOERSTER, Artist, corner of Hand and Penn streets, Pittsburgh, Pa. au20:tf

IOWA FOUNDRY,
NO. 103 WOOD STREET.

JOHN C. PARRY, (successor to J. C. Parry & Co.,) begs to inform the customers of the old firm, and the public generally, that he has now on hands, and is extensively engaged in manufacturing, every description of CASTINGS—such as: Patent Chilled Rolls; large Kettles and Curbs; Patent Kettles, for Soap, Pot Ash, Soda Ash; Sugar Kettles, for the manufacture of Cane Sugar—*all cast on a patent process*, known as J. C. Parry's, and are superior for durability to any other, and sold lower than those made on the old plan.

HOLLOW WARE—A general assortment, all from new and improved patterns, Wagon Boxes, Dog Irons, Sad Irons, &c., &c.

Rolling Mill Castings, and Machinery of every description, always on hand or made to order.

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Parlor Grates and Fenders, great variety, beautifully enamelled. Common Grates, and building material of every description.

A great variety of Ornamental Railing for Cemeteries and Fencing.

Ploughs and Plough Castings—A large stock of all the kinds in use, and will be sold at reduced prices. Hall's Patent Lever, True American, Egan's, Caldo's, Kinkaid's, Wood's, Peacock's, Bull's, Improved Bull, &c.

Double Ploughs—The Michigan Double Plough, which has taken the premium at the State Fairs of New York, Pennsylvania, and Ohio, and wherever it has been exhibited.

Iron and Nails, Stove Pipe and Tin Ware—all of which I will sell at the lowest prices; and respectfully invite the public to give me a call, at the old stand, No. 103 Wood st.
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