Daily Morning Post.

THOMAS PHILLIPS.....GEORGE W. GILMORE.
Phillips & Gillmore, Editors & Proprietors.

PITTSBURGH:

WEDNESDAY MORNING.....AUGUST 10.

DEMOCRATIC NOMINATIONS.

CANAL COMMISSIONER,
THOMAS H. FORSYTH,
of Philadelphia County.

AUDITOR GENERAL,
EPHRAIM BANKS,
of Mifflin County.

FOR SURVEYOR GENERAL
J. PORTER BRAWLEY,
of Crawford County.

JUDGE OF THE SUPREME COURT,
JOHN C. KNOX,
Of Tioga County.

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Democratic Committee of Correspondence.

Pursuant to a call of the Chairman of the Democratic Committee of Correspondence of Allegheny County, the Committee met at the St. Charles Hotel, at 11 o'clock, A. M. The Chairman being absent, on motion, R. B. ROBERTS, Esq., was called to the Chair.

On motion of M. C. Milligan, and amended by John McCluery, Esq., it was unanimously

Resolved, That the Democratic citizens of the several Wards, Boroughs and Townships of Allegheny County, meet in their respective places for holding primary meetings, on Saturday, the third day of September next, and elect two Delegates in each District to meet in County Convention, at the Court House, in the City of Pittsburgh, on the Wednesday following, at 11 o'clock, A. M., for the purpose of nominating a ticket to be supported at the October election.

The meetings in the cities of Pittsburgh and Allegheny, and the Boroughs, will organize at 4 o'clock, P. M., and remain open until seven o'clock, P. M.; in the Townships from three to five o'clock, P. M.

R. B. ROBERTS, Chairman *pro tem.*
JAMES BLACKBURN, Secretary.
Wednesday, Aug. 3, 1853.

☞ We would call the particular attention of all our citizens to the admirable letter of J. KNIGHT, Esq., on the subject of Chartiers Valley Railroad. It is an able document, and points out, in a clear manner, the great advantages of that improvement.

GEORGIA ELECTIONS.

The Democracy of Georgia have entered into the Gubernatorial contest with great spirit, and have already frightened the Whigs from their old position, and now they do not know where to go. In their desperation they affect to repudiate both the old parties. Let them do so. They did the same when they repudiated the name of Federalist and adopted that of National Republican; they did the same when they repudiated the name of National Republican and adopted the name of Whig. But, under all these changes there was no change of principle, and their political ethics were just as odious to the people under the attractions of the last cognomen they assumed, as they were when the parent of modern Whiggery was known by the name of Black-Cockade Federalism. They are still wedded to their idol, and it matters not how often they may change their name, they cannot change the spots with which the history of their party has marked them.

How different has been the course of the Democracy since the organization of the party? Half a century ago the liberal portion of the people adopted, under their great advocate, THOMAS JEFFERSON, the name of *Democrat*.—They have held to it with a devotion worthy of the progressive principles it indicates. The people do not desire, nor would they permit a proxy or adjunct. The plain term *Democrat* expresses more liberality of opinion, more true republican principles, than could all the aliases that the Whigs could devise. It is an enduring name, and will never be abandoned so long as our government survives.

Mr. JENKINS, formerly a member of Congress, is the whig candidate for Governor. Of him, a Georgia paper says, that the party supporting him, though constructed of the original elements of the whig party, ignore the name of whig. It is a matter of indifference by what name it is called, it is a sectional party, and tends as strongly to *disunion* as ever did the nullification party of 1832, and far *more* certainly than the abused and slandered southern-rights party of 1850.

Who are the leaders of the sectional party? who brought it into being? Robert Toombs, the hot-headed nullifier of 1832. Who is made its standard-bearer in the campaign? Charles J. Jenkins, a man who thought it not treason in 1832 to calculate the value of this Union. These are the pillars of this *citizen, conservative*, sectional party—these the men who sang hypocritical hymns to the *"glorious Union" for a bare consideration*,—who, having been thrust into a hopeless minority by the fickle turn of Fortune's political wheel, are sounding, as they did in the days of nullification, the rallying cry—*the argument is exhausted, let us stand by our arms.*

In this matter, Mr. JENKINS and Mr. TOOMBS are endeavoring to play a fine game, but they cannot win. Their changing course has disgusted the people, and they will be defeated by an overwhelming majority.

The democrats have for their candidate Judge JOHNSON, a gentleman of unbounded popularity, and one who has always followed the plain and even path of democracy. With such a candidate, competent and deserving in every respect, our friends in Georgia cannot fail to triumph.

THE OMNIBUS QUESTION appears to be the only one that a portion of our citizens appear to think worthy of discussion at the present time. It is one which, in our opinion has but one side, and if the regulation cannot be made uniform, and prevent the running of all vehicles on the Sabbath, it is folly to proscribe and persecute the Omnibuses. The Omnibus is the poor man's carriage, and we cannot see the justice of those who roll in their soft cushioned carriages to church on a Sunday, to be endeavoring to deprive him of the privilege of riding to the same place of worship in a more humble vehicle. We hope the contemplated persecution will be abandoned and that every citizen will be permitted to ride in whatever kind of carriage best suits his means.

TROUBLE WITH CHEROKEE INDIANS.—A letter from Fort Washita, Cherokee Nation, dated June 30, states that Col. Capron, Indian Agent for the removal of the various wild tribes from Texas, had been compelled to send to that port for aid in consequence of a party of drunken Cherokees having come to his camp near Red river. It appears they threatened the life of Col. C. by drawing their pistols and guns upon him and his party, and encamped within fifty yards of the Colonel's camp, threatening defiance to all who made opposition to their movements, and the military in particular. Lt. Pierce, with a detachment of men, immediately proceeded to his relief, and before the Indians could seize their guns, captured and tied the whole party, and sent them to the Marshal of Arkansas, under Lt. Henry.

DEPARTURE OF THE ATLANTIC.—The United States mail steamship Atlantic, Captain West, sailed from her dock, foot of Canal street, yesterday at noon. The very heavy rain which was pouring down in torrents from eleven to twelve, prevented a larger assemblage than that which appeared, to bid farewell to the Hon. James Buchanan, Envoy Extraordinary and Minister Plenipotentiary from the United States to the Court of St. James, and the Hon. Pierre Soule, Minister to Spain, both of whom were passengers on the Atlantic.—*N. Y. Herald.*

THE WHIG CONVENTION will soon assemble, and we notice by looking over the Whig papers, that there is a very pleasant crowd of aspirants for office in the party.

For County Treasurer.—The following gentlemen advertise themselves:—Thomas Daft, Hugh S. Fleming, Maj. John Willock, and half a dozen others, who were reluctant to pay the cost of advertising.

For Commissioner.—A. Reed, R. J. Brooke, Mr. Burnett, James McGlaughlin. There are a dozen aspirant for this office beside those we have named, but they would not advertise.—They will, however, come into the convention, and we have one of them in our mind's eye who we think will get the nomination.

District Attorney.—H. S. Geyer, Edward P. Jones, David D. Bruce, Alexander M. Watson, and Cicero Hasbrouck.

Assembly.—William Wilson.

Now, there is a fine selection for the whig party to choose from in their county convention, "forty" having the privilege of picking from those who did not advertise. They are all good men, and any one of them who may be nominated for the office to which his name is attached, will be satisfactory to us, for the democrats will present a candidate who will defeat him.

What astonishes us is that Mr. WILSON is the only name announced for Assembly. This is strange, it looks very much as if the whigs intended to send but one representative to the House this coming session. However, that arrangement would suit very well; they had but one there last year, and why not dispense with the formality of voting for five?

In starting himself for the Legislature, Mr. WILSON has permitted the young members of the party to get ahead of him. The pickings in the position of representative, are very meagre, and the duties onerous. If the tales of former years are true, the office of Commissioner is a "fat" place, and the fees of the District Attorney are in no wise disagreeable to take. We are sorry that Mr. W. did not strike for some of these offices, for we are certain he would, what any other whig who may get the nomination would do, drive his democratic competitor *before* him.

[Yellow Fever in New Orleans.

We copy the following statement from the New Orleans *Crescent* of the 2d inst. We are pleased to learn from it that the disease has not been fatal as at first reported.

HOWARD ASSOCIATION.—*Yellow Fever Cases.*—We are indebted to the polite attention of the Secretary for the following statement. It will be seen that of the cases that have been under treatment, the proportion of the sexes is much greater than that of the deaths; which, considering the desperate nature of the cases in hand, is an encouraging circumstance:

This is to certify, That the following are the number of cases of Yellow Fever taken in charge of the Howard Association, commencing on the 15th and ending on the 30th July, inclusive:

Cases.....624 Died.....187
Discharged.....238 Under treatment....199

D. L. RICARDO, Secretary.

For the Morning Post.

MESSRS. EDITORS:—As the time is approaching when the Democracy will be again called upon to select a ticket, to be supported at the October election, I would therefore respectfully present the name of JOHN H. PHILLIPS, of Robinson township, for the office of County Treasurer. No better, or more suitable man could be found in our ranks. If nominated, *Hickory John* would certainly make a fast run as well as a strong one. MANY DEMOCRATS.

Foreign Postage.

The following important order, in relation to Postage to the German States, has been issued by Judge Campbell, Postmaster General:

POST OFFICE DEPARTMENT, Aug. 5, 1853.

Pursuant to authority vested in the Postmaster General, and by and with the advice and consent of the President of the United States (which advice and consent more fully appears by an instrument in writing this day filed in the Department) and with a view to make better postal arrangements between the United States and Europe, particularly with the government of Bremen—

It is hereby ordered, That from and after the 15th of August, 1853, the postage on a single letter to Bremen, by the Bremen line, be reduced from twenty to ten cents, which rate is to be charged, also on letters to and from Bremen, for all States beyond Bremen, whose postage to Bremen shall not exceed five cents, the single rate. On letters for States beyond Bremen, whose postage to and from Bremen is over five cents, the single rate between the United States and Bremen shall be fifteen instead of tencents—the postage beyond, wherever it may be, to be added to the said rate of fifteen cents.

On all pamphlets and magazines mailed within the United States for, or received from, any foreign country, (except Great Britain, the British North American Provinces, and the west coast of South America,) the postage shall be at the rate of one cent an ounce or fraction of an ounce, instead of two cents, as established by the order of the 25th May last. And whenever the British government shall reduce their postage on works of this kind, from the present rate of four cents to one cent an ounce, the same reduction may be made in the United States postage to and from Great Britain.

(Signed) JAMES CAMPBELL,
Postmaster General.

The New York Herald says:

"The new arrangement, as will be seen by the list we give below, more fully than in the Post Office order, strikes down the rate by the Bremen line to Bremen, from twenty to ten cts. of which low rate all States beyond Bremen are to enjoy the benefit, whose single rate to and from Bremen shall not exceed five cents. Where such rates, beyond Bremen, is over five cents, the postage between Bremen and the United States is to be fifteen cents instead of ten cents. Hence, as the local rate in Germany is now generally seven cents, this, added to the fifteen cts. makes the single rate twenty-two cents. But there is little doubt that this seven cent rate will at once be reduced to five cents or less; when the higher rate to or from any part of Germany, including Prussia and the Austrian empire, will not exceed fifteen cents. Hamburg and Oldenburg, it will be seen, are already in a condition to reap the advantage of the low rate. With respect to the latter, the rate from Bremen being but two cents, the whole combined rate is only twelve cents.

The following table, which we have had prepared, shows the rates of postage under the new arrangement:—

RATES OF POSTAGE.

On letters of the weight of half an ounce and under, by the United States and Bremen line of steamers, hereafter to sail semi-monthly between New York and Bremen, to go into effect with the first out going steamer after the 15th of August, current:—

	Cents.		Cents.
Bremen	10	Mecklenburg-Strelitz	22
Altona	21	Mecklenburg-Schwerin	22
Austria, (empire and provinces of)	22	Nassau	22
Baden	22	Oldenburg	12
Bavaria	22	Prussia, (kingdom and provinces of)	22
Brunswick	22	Reuss	22
Coburg	22	Saxe-Meiningen	22
Darmstadt	22	Saxe-Weimar	22
Frankfort-on-the-Main	22	Saxony, kingdom of	22
Gotha	22	Schaumburg-Lippe	22
Hamburg	15	Schwarzburg-Rudolstadt	22
Hanover	21	Schwarzburg-Sondershausen	22
Hesse Hamburg	22	Waldeck	22
Hesse Darmstadt	22	Wurtemberg, kingdom of	22
Kiel	22		
Lippe Detmold	22		
Lubec	22		

Prepayment, in all the above cases, is optional in both countries; but a prepayment of any sum less than the full rate named is not permitted. It is important to remember this, since it has heretofore been permitted to pay the United States postage of twenty cents, leaving the balance to States beyond Bremen to be collected at the point of delivery. So soon as the rates of postage between Bremen and Denmark, Sweden, and other European countries, are ascertained, the list will be extended accordingly. At present, if any letters are sent by the Bremen line for countries not mentioned above, the United States postage of fifteen cents only should be prepaid, or they may be forwarded wholly unpaid.

GOLD DISCOVERIES IN OREGON.—A letter to the Newark Advertiser, dated Port Orford, Oregon, May 1st, says:

I am now washing out gold at the rate of ten dollars an hour. Two others, by the side of me, with the assistance of a squaw, (for an Indian man is not worth his food,) are making $50 per day. We will have thousands of inhabitants here in a few months, as gold is every where in this vicinity. All the soldiers in the garrison are at work, making from $20 a day upwards, but none less than $10.

[From the Washington Reporter.]

CHARTIERS VALLEY RAILROAD.

We are gratified in being able to present the public with a highly interesting letter from JONATHAN KNIGHT, Esq., in reply to an interrogatory note from Hon. Jno. M. Ewing. The thorough acquaintance of Mr. Knight, with the railroad enterprises, as well of this country as of Europe, eminently qualifies him to give an intelligent and satisfactory opinion, as to the probable utility and productiveness of any work of which he may speak. A practical Engineer, himself, of large experience and acknowledged high scientific attainments, no man in the country, perhaps, is better able to speak authoritatively and understandingly on this subject. This being the fact, we are the more gratified to find Mr. Knight fully endorsing the utility of our favorite Road, and expressing an opinion of its advantages and of the productiveness of its stock, decidedly favorable. The light in which he presents this work and the important advantages to flow from its construction, are very opportunely brought to public attention, as Pittsburgh and Allegheny County are about to complete their subscriptions to the Road, and will be afforded important additional reasons for the propriety of their course, in the enlightened view taken of the question by Mr. Knight:

EAST BETHLEHEM, Wash. Co., Pa.
7th month, 27th, 1853.

JOHN H. EWING, Esq., esteemed friend:—

On returning home I find on my table thy note of the 15th instant, asking my opinion as to the utility and importance of the proposed Washington and Pittsburgh Railroad; and I take a moment to offer a few remarks in reply.

Were we compelled to view this work as isolated from, or unconnected with, all other railroads, it might be questioned whether the business upon it would be such as to justify its construction. It was in this light, and with an eye to the long line of some 86 miles presented in the unrectified survey of Charles D'Hass, that, some years since, I was doubtful of the propriety of a Railroad upon this route.

Circumstances regarding this project, have, however, since that time, greatly changed. The Pennsylvania Railroad has been constructed to Pittsburgh, the Pittsburgh and Connellsville road has been revived, and is about to be made, giving a direct connection with the Baltimore and Ohio railroad, and thence, with Baltimore city. The Hompfield railroad is under construction from Wheeling to Washington. The Central Ohio railroad is about to be completed to the Ohio river, opposite Wheeling; thus opening a railroad connection with Cincinnati and St. Louis, through Zanesville and Columbus, and also by the above Washington road now under construction. The Cincinnati and Marietta railroad is being made, and to terminate on Zane's Island, at Wheeling; which latter road, besides opening a third railway connection with Cincinnati, will likewise offer a very direct one with Southern Ohio, Kentucky and Tennessee.

Now Pittsburgh must necessarily have made the most direct and quick connection, that is possible, with all of these central and southern lines of railroad; and such a connection, this short railroad to Washington, will secure to her. A moderate length of this route will be reduced 8 to 10 miles below the distance by D'Hass or to some 26miles, from Pittsburgh to Washington; and only 58 from Pittsburgh to Wheeling, being but 68 per cent. of the distance by way of the Ohio river; the navigable facilities of which are often very defective from the occurrence of low water; circumstances that will add greatly to the importance to Pittsburgh, and to the general community, of this direct road to Wheeling, the terminus of the central and southern roads, already mentioned.

But, it may be asked, will not a railroad connection with these roads, at Bridgeport, opposite Wheeling, by way of the circuitous route of the River bank, from Pittsburgh, answer all the purposes of the proposed more direct road by Washington? I answer by no means.

Supposing an average speed, upon each line, of 25 miles an hour: the time, by Washington, 58 miles, would be 2 h. 20 m.; by the river line, 92 miles, 4 h. 21 m. The time against the longer line, would, therefore, be 1 h. 21 m.; a difference that would be fatal to the circuitous road, in a contest for passenger travel.

If it be alleged that the rate of speed might be greater upon the more level line along the river margin, that by the interior of course it would be replied, that the retardation in passing the greater number and extent of towns and villages on the one route, would perhaps exceed that from the higher grades upon the other. But, since all the the ascents that would be likely to obtain any perceptible lessening in the speed are found only upon the western half the line, and constitute, in each direction, an average of less than the one half of that half, the loss of time, with such machinery as we now witness upon railroads, would scarcely be perceptible; while the average speed would be as great as safety would generally warrant, upon other roads of similar gauge and rolling machinery.

Again: it may be said that time would be consumed in crossing the Ohio river, at Wheeling; and that Kentucky, on the left, would above deduced difference of 1 h. 21 m. Admitted. But what would be that time. The distance would probably be a mile to a mile and a half, and would be run by omnibus within the 21 minutes. Thus leaving an hour for the gain of time, and sufficient to assure the travel upon the route by Washington, as against that by the circuitous line.

Let it be noted, that, in coming to this conclusion, I do not bring into the account the advantages to result from a railway viaduct over the Ohio, at Wheeling, to admit the speedy passage of locomotives and of their trains, which advantages would be great, and would contribute yet more largely to the previous decisive balance in favor of the interior line, by way of Washington.

That such a viaduct will yet be erected at Wheeling, I have no doubt. I deem it practicable, and believe that the investment would be a paying stock, and that the interests of the 8 or 10 railroad companies immediately concerned, will ultimately, and at no distant date, call for its erection upon a scale commensurate with the ends to be accomplished; but so has not to injure the navigation of the river.

Additional to the many general advantages already pointed out, or alluded to, in favor of this Chartiers Valley Railroad improvement, there are very many local ones, that might, indeed, almost if not entirely, justify the building of this short railroad of about 20 miles from Washington to the intersection with the Steubenville and Indiana road. There is the local trade in agricultural products and in manufactures, of the very rich districts surrounding Washington, Canonsburg, and along the line.—The return merchandize, materials, and lumber, and the transit of coal, which, of superior quality, abounds on portions of the route.

The local travel, also, where so much freight abounds, and in connection with a city like Pittsburgh, and Boroughs such as Canonsburg and Washington, with their well endowed, flourishing and extensive Colleges and other Seminaries of learning, must be very considerable.

In a word: in view of so many circumstantial advantages in favor of this proposed line of railway, I deem it quite unnecessary to offer any detailed estimate in figures, going to show, what I suppose, cannot be gainsayed, that, in view of the results upon other similar roads, and the importance of its connections, this road must become profitable, and a good dividend-paying stock.

Respectfully thy friend,
J. KNIGHT.

The Pacific Railroad—Very Good Again.

If there existed any doubt that the Administration is fairly in for the Pacific Railroad, the following from the Washington *Union* (which we suppose is authoritative in this instance,) would be conclusive:—

"It may turn out, and we think it probably will, that the determination of the government to furnish effectual aid in the construction of a road through its own territory, wherein lie the great physical obstacles, will give to the enterprise so much certainty of success, that individual and municipal capital will be enabled to contract not only one but many, diverging tracks through the States through whose territory it may pass. In that event the original strict doctrine of construction stands intact. If it becomes necessary, however, for the government to give aid to private capital to promote the enterprise in the States, then it does not follow that an appropriation from the Treasury will be essential—the aid may be derived from the public lands of those States; and, in that event, the old strict construction principle may not be disturbed. But even if it becomes essential, in order to insure the success of the enterprise, that money should be appropriated by the government to be expended in aid of the work in the States, it may be found upon careful examination, that the power to protect our Pacific possessions, in obedience to an express trust assumed by the government, may, so far be regarded as a specified or express grant in the constitution as to authorize the appropriation."

This corresponds with our own views, and covers the whole ground from New York to San Francisco, including a new road across the Jersey, in the vicinity of Commodore Stockton and company. Let the administration stick to it: There is no necessity for any further explanation.—*N. Y. Herald.*

THE OLD MAN'S FUNERAL.

BY W. C. BRYANT.

I saw an aged man upon his bier,
His hair was thin and white, and on his brow
A record of the cares of many a year;
Cares that were ended and forgotten now,
And there was silence sound, and face bowed,
And weepers tears fell fast, and children wail'd aloud.

Then rose another hoary man, and said,
In faltering accents, to that weeping train,
"Why dourn ye that our aged friend is dead?
Ye are not sad to see the gathered grain,
Nor when their mellow fruit the orchards cast,
Nor when the yellow woods shake down their ripened mast."

"Ye sign not when the sun, his course fulfilled,
Religious course, rejoicing, sinks and sinks,
In the soft evening, when the winds are stilled,
Leaving the sky with lingering tints and pinks,
And leaves the smile of his departure spread
O'er the warm color'd heaven and ruddy mountain head."

"Why weep ye then for him, who, having run
The bound of man's appointed years at least,
Life's blessings all enjoyed, life's labors done,
Serenely to his final rest has passed,
While the soft memory of his virtues yet
Lingers like twilight hues, when the bright sun is set?"

"His youth was innocent—his riper age
Marked with some act of goodness every day;
And watched by eyes that loved him, calm and sage,
Faded his into declining years away.
Cheerful he gave his being up, and went
To share the holy rest that waits a life well spent."

"That life was happy every day he gave
Thanks for the fair existence that was his;
For a sick fancy made him not her slave,
To mock him with her phantom miseries,
No chronic tortures racked his aged limb,
For luxury and sloth had nourished none for him."

"And I am glad that he has lived thus long,
And glad that he has gone to his reward;
Nor can I deem that nature done him wrong,
Softly to disengage the vital cord.
When his weak hand grew palsied, and his eye
Dark with the veil of age, it was his time to die."

☞ A new motive power, it is said, has been discovered by some one at Providence, R. I.—The force applied is magnetic attraction, and the power is applicable to driving machinery, locomotion, navigation, and all other purposes for which steam is employed. It is also capable of lighting and warming. The great advantage of this power, it is alleged, is its cheapness, nothing being consumed, and no cost being necessary in generating it. The Providence Journal says:

The machine has been applied to the magnetic telegraph with entire success. An engine is nearly completed to test the invention as a motive power on a large scale. The stock is in the hands of some of the shrewdest business men in Providence, and so much confidence is felt in the success of the experiment, that shares, the original cost of which was $50, have changed hands at $250. It answers the expectations of its friends, limits can hardly be put to its value, if it falls, it will be in the category of many other good things.

☞ Big Turtle, a chief of the Wyandot Indians, who removed from the Ohio to the Indian Territory, writes concerning their present condition:

"Our improvement, when appraised, amounted to upwards of $127,000, which was paid us in the autumn of 1845. In the spring of 1850 our chiefs retroceded the granted tract to the government, and $100,000 of the government stock—making our present annuity $22,000.

"We have two churches: one a splendid brick edifice, nearly finished. We have three district schools in active operation, under the immediate supervision of the council. We have two flourishing Sabbath schools, with good libraries. We have a large temperance society, and a division of the Sons of Temperance about to be formed. And as for our agricultural pursuits, they are carried on profitably, every year yielding a surplus for the market. Our general thrift surpasses any tribe north of the Arkansas line. In short, we are in far better circumstances than when living in Ohio. The nation generally is contented and happy."

☞ A SINGULAR CASE.—A Miss Reed, of Boylston, took chloroform a few days ago, for the purpose of having a tooth extracted, and after the operation was performed she was attacked with severe pain in the head, became unconscious and apparently died. Her friends supposing her dead, laid her out for burial, and began to prepare for the funeral ceremonies; but their grief was unexpectedly turned to joy and astonishment, on finding that the supposed dead began to revive. She eventually recovered the full possession of her faculties; but what is still most singular in her case, as we are told, she suffers violent pains in the head as regularly as evening approaches, and at length, and about the same hour each night, falls into a swoon, very similar to that which, in the first instance, was supposed to be the sleep of death. This case certainly presents a most remarkable escape from premature burial.—*Worcester Transcript.*

Price of Hogs.

The annexed article from the Cincinnati Commercial is unimportant only as the starting point in the operations of the coming season:

We understand a party in this city is commissioned and to contract for some four or five thousand hogs, by a gentleman from Kentucky, for December delivery, at $4 ⅌ cwt net; but this commission is based upon a contract, made last winter to deliver 18,000 hogs this coming December, to one of those sanguine operators who figured heavily last winter; so that the price is no indication of the market.

From a private letter from a dealer on the Wabash, which was shown us this afternoon, we learn that $2,50@$3,00 are seriously talked of in that section as the opening rates for hogs.

DODGING THE SPIRIT RAPPERS' PROPHECY.—An eccentric individual in the town of Essex has, during the present season, built a small vessel. He has nearly finished her, he had communication from what purported to be the spirit of his deceased father, who informed him that he would not live six months after his vessel was launched. He immediately procured the assistance of several of his neighbors, loaded her on wheels, and with several yoke of oxen she was drawn into the river at low water, and placed upon blocks, where she remained until high water, when she was afloat. She is named the "Hyrancha," hails from "The Kingdom of God." She is believed to be the only vessel ever built there that was not launched.—*Gloucester Telegraph.*

THE MASSACHUSETTS NEW STATE CONSTITUTION.—The new constitution of Massachusetts abolishes imprisonment for debt; limits the terms of judicial officers, including sheriffs and magistrates, to 10 years; makes the Secretary of State, Treasurer, Attorney General, Councillors and Auditor elective by the people, and Senators by a plurality of votes; dispenses with the payment of a tax as a qualification to vote; provides for a provision of the constitution every 20 years; and prohibits the appropriation of school moneys to any religious sect, "for the maintenance exclusively of its own schools," and requires the adoption, in all the Banks to be hereafter established, of the New York system.

SUDDEN DEATH AT BERGEN, NEW JERSEY.—On the 30th ultimo, Henry Stevens, of Baltimore, one of the drivers of Sheriff Meseles' Bergen stages, went off in the evening with others on a straw ride, (laying straw on a wagon and the party sitting thereon,) which they all seemed to enjoy highly. But while returning, Stevens suddenly sprung in the air and fell back a corpse. It was caused, doubtless, by a disease of the heart. He had been married only six months and leaves a young widow. His wife was not aware of his death until notified to attend his funeral.

☞ **More Home Testimony.**—Mr. SOLOMON Sir—I think it no more than an act of justice to you, or TAGLES I bought from you suit me well. I find my sight much improved. I can see small print with them for any length of time without fatigue to my eyes. Should my sight continue to improve by the use of them. I have no doubt but I shall be able to read without them in a short time.

Yours, truly, T. MOUNDER.
Allegheny City, June 25, 1853.

☞ I have used Mr. Solomon's EYE GLASSES for a very brief period, with decided advantage, and have no hesitation in stating that a defective vision of long standing has been relieved, and the organs seem to be acquiring vigor and tone. I therefore cheerfully bear witness to their excellency and accuracy, as also to Mr. Solomon's skill as a practical Optician, and the wonderful facility with which he adapts his Glasses to the various peculiarities of vision.

D. B. SUTTON,
June 20, 1853. No. 28 Wayne street, Pittsburgh.

☞ **No Family should be without them.**—We speak of M'Lane's Liver Pills, which have become an indispensable Family Medicine. The frightful symptoms which arise from a diseased Liver manifest themselves, more or less, in every family; dyspepsia, sick headache, obstruction of the menses, signs and fever, pains in the side, with dry, hacking cough, are all the results of hepatic derangement—and for these Dr. M'Lane's Pills are a sovereign remedy. They have never been known to fail, and they should be kept at all times by families.

DIRECTIONS.—Take two or three going to bed, every second or third night. If they do not purge two or three times by next morning, take one or two more. A *slight breakfast* should invariably follow their use.

The Liver Pill may also be used where purging is simply necessary. As an anti-bilious purgative, they are superior to none. And in doses of two or three, they give astonishing relief to sick headache; also in slight derangements of the stomach.

Purchasers will please be careful to ask for Dr. M'Lane's Celebrated Vermifuge, and take none else. All other Vermifuges, in comparison, are worthless. Dr. M'Lane's genuine Vermifuge, also his celebrated Liver Pills, can now be had of all respectable Drug Stores in the United States, and from the sole proprietors. FLEMING BROS.,
Successors to J. Kidd & Co.,
aug6dlw 60 Wood street.

☞ **NEW CERTIFICATES.**—MR. SOLOMONS:—I called at your office on the 21 July, and stated the nature of my eyes, which was very bad at that time; you suited me with Spectacles that did my eyes a great deal of good. They were very much inflamed at the time, but that inflammation has now left. I can now hear the light of the Sun or a lamp, as well as ever. I shall call on you and get another pair, in case I should have any misfortune with them, as I would not be without them under any consideration. Yours, respectfully,

JOHN MAGEE, corner High and Webster sts.
PITTSBURGH, July 11, 1853.

MR. SOLOMONS:—Being compelled to wear Spectacles, I have never been able to get a pair but what made my eyes ache. I have tried a great number of glasses, but always failed, until I obtained a pair from you. I can see by day or candle light for any length of time, with the greatest ease and comfort.

Mrs. Waterman is very much pleased with her glasses.

I remain, yours, truly,
L. S. WATERMAN, 109 Wylie st.
PITTSBURGH, July 19, 1853.

I have been under the necessity of using Glasses for several years, but have never found a pair to suit my eyes, or that I could use without fatigue, until I obtained a pair of Mr. Solomons. By the aid of those I bought of him, I can see as well as ever. I could read or write with them for hours, without the least fatigue, both by day and candle light.

I have tried in all the stores in the State of Pennsylvania to obtain a pair of Glasses that would suit my eyes, and failed in every instance. Knowing the difficulty of obtaining those suitable for the sight, I do most earnestly recommend to those laboring under defective vision, to apply to Mr. Solomons, of whom Glasses can be obtained to suit all sights. Yours, &c. J. MORRISON.
ALLEGHENY CITY, July 20, 1853. jy22dawlsep10

☞ MR. SOLOMONS:—From infancy I have been afflicted with weak eyes and short sightedness, and in all my travels I have never been able to get a pair of GLASSES that would help me. I have had several pairs that would enable me to see more distinctly, but could never keep them on more than one half hour, from the fact that they caused such great pain.

I happened to see your advertisement, by which I saw you had just imported some, and as it has been my constant aim to get a pair that would benefit me, I thought I would try your's.

You must not think me flattering, when I say they more than exceed my expectations. I have not been able to read by candle-light for more than half an hour at any time, before I got these Glasses. Since I got these, I read one Sunday all day, and until 10 o'clock, without experiencing the least pain, which is a thing I have not done before for years.

I say this much, as I think it deserving your enterprise, and hoping others may be benefited by it.

You are at liberty to make use of my name at any time, for reference. I am, sir, truly, yours,

HENRY EARL, Wharf Master, Pittsburgh.

P. S.—I forgot to mention that my wife is greatly benefited by the pair she got, and equally pleased. jy4

NEW ADVERTISEMENTS.

MESS. MAILARD'S NEW NOVEL—MILES TREMENHERE, or THE LOVE TEST, by Mrs. Mailard, author of "Ellen the Governess," "The Compulsory Marriage," &c. &c. Elegantly illustrated, and beautifully bound in cloth, price 75 cents; neatly bound in paper, 50 cents. Uniform with "Modern Flirtations."

OPINIONS OF THE PRESS.

[From the Albany Argus.]

"It is difficult to read a page in Miles Tremenhere without perceiving that it is the product of an extraordinary mind. Its pictures all glow with life."

[From the London Standard.]

"This novel has produced upon us a favorable impression. There is more vigorous writing, breadth of style, and unity of purpose, than are to be met with in any of the novels lately published."

[From the Fredericksburg (Va.) News.]

"There is a wonderful fascination in this story. Its touchiness, its shrewdness from exaggeration, the Shakspeare like gift of delineation of character from the highest to the lowest—all are real. Its conciseness is one of its merits. As a work of true genius and untiring interest, 'Miles Tremenhere' stands unrivaled."

For sale by H. MINER & CO.,
aug10 No. 52 Smithfield street.

Public Sale of Choice Stock.

AT THE FARM OF JESSE GARRARD, one and a half mile above Sharpsburg, on the canal, there will be sold, on Wednesday, August 10th, 1853, at 10 o'clock, A. M., Leicestershire Sheep; also, one excellent 7 year old Mare, well broke to all work; one 1 year old Filly. The Cattle comprise Milch Cows; a superior 2 years old Durham Bull; 3 m. Calf Heifers; 3 do. 7 months old. There will be sold a lot of Potatoes, Oats, Hay in stack, and various other articles.

The character of the above Stock may be estimated from the fact that the originals were purchased by the most respectable, J. Ellis, and others, in Great Britain—from Messrs. Howett, of Upper Canada. The South-Down comprises 7 breeding Tups, and 18 Tup Lambs; 4 yearling Leicester Tups, and 16 Leicester and South-Down Ewes and Lambs.

Sale to commence on MONDAY, 22d August, 1853, at 10 o'clock. For further particulars enquire of

JESSE GARRARD.
aug2dtaugust10 Wood st., between 3d and 4th.

MUSICAL CONCERT BY THE BLIND.

A MUSICAL CONCERT will be given at WILKINS HALL, Fourth street, on THURSDAY and FRIDAY EVENINGS of this week (the 11th and 12th August,) by FOUR PUPILS OF THE PENNSYLVANIA INSTITUTION FOR THE INSTRUCTION OF THE BLIND.

Tickets 25 cents; children under fourteen, half price. Tickets sold at the Music Stores of H. KLEBER and J. H. MELLOR, and at store of MURPHY & BURCHFIELD, corner Fourth and Market streets.

Between the parts they will exhibit their mode of Reading.

Doors open at 7½; to commence at 8 o'clock. [aug10

Administrator's Notice.

THE undersigned, having taken out Letters of Administration on the Estate of ALEXANDER CAIRNS, deceased, hereby calls all persons indebted to said Estate to make immediate settlement, and all persons indebted, to make payment, without delay.

STEPHEN CAIRNS, Administrator,
aug10dlw No. 196 Wood st., Pittsburgh.

WANTED—$500 Allegheny City Warrants, for which cash will be paid by

MOFFITT & LOWRIE,
aug10 Real Estate Agents, Post Building, Fifth st.

FOR SALE—A House and Lot on Carroll street, Allegheny City. Lot 30 by 100 feet, on which is erected a Two Story Frame House, containing five rooms, with a porch, drant at the door. For sale low, and on good terms. Apply to MOFFITT & LOWRIE,
aug10 Real Estate Agents, Post Building, 5th st.

THE LEASE, Furniture and Fixtures of a HOTEL in this city for sale, at the Real Estate Office.

S. CUTHBERT & SON, 140 Third st.

A COUNTRY STORE AND TAVERN, situate at Bakers ard Ferry, for sale by S. CUTHBERT & SON,
aug10 140 Third street.

FIRE BRICK MANUFACTORY, with Machinery, a Dwelling House, 23 Acres of land, 15 of which abound in Fire Clay of superior quality. For sale by

S. CUTHBERT & SON, 140 Third st.

MIND AND THE EMOTIONS, considered in relation to Health, Disease and Religion; by T. Cooke, M. D.

DAVISON & AGNEW,
aug10 65 Market street.

TO CONTRACTORS.—Proposals will be received at the Office of the County Commissioners, until noon of THURSDAY, the 18th inst., for the construction of a Stone Culvert over a branch of Jack's Run, where the road leaves the road from Allegheny to Beaver crosses the same. Further information relative thereto can be seen at the office until day of letting.

EBENEZER BOVILS,
ROBERT KING,
WILLIAM ALFORD, } Com'rs.
JAMES GORMY, Clerk.
Commissioners' Office, Allegheny county, Aug. 8—[aug10d

DEEDS, BONDS, MORTGAGES and other papers, carefully and accurately written, and official records examined by MOFFITT & LOWRIE,
aug9 Real Estate Agents, Post Buildings, 5th st.

LOTS IN SEVENTH WARD FOR SALE—Four Lots of Ground, on Roberts street, 20 by 50 feet each; two Lots on Church street, each 20 feet front by 100 feet; to Webster street. For sale low, and on good terms. Apply to

MOFFITT & LOWRIE,
aug9 Real Estate Agents, Post Buildings, 5th st.

NATIONAL MINING CO.—50 shares for sale, at No. 71 Fourth street. (aug9:2t) A. WILKINS & CO.

WESTERN INSURANCE CO.—100 shares of this desirable Stock for sale at No. 71 Fourth street.

aug9:2t A. WILKINS & CO.

WANTED—20 shares O. and P. Railroad Stock.

aug9:2t A. WILKINS & CO.

BROOMS—50 doz. extra Corn Brooms, just rec'd and for sale by [aug9] KIRKPATRICK & HERRONS.

FLAX—2000 lbs on hand; for sale by

KIRKPATRICK & HERRONS.