THE CITY POST.

THURSDAY MORNING.....SEPTEMBER 1.

DECISION ON THE OMNIBUS QUESTION.

Below we give Alderman Buckwalter's decision in the matter of stopping the omnibuses from running on the Sabbath:—

The Commonwealth vs. John Naser. I am aware that it is not usual for Aldermen or Justices of the Peace to write out what is termed opinions, in rendering judgment, in cases tried before them, and in this case I might proceed to give judgment without assigning my reason: nor do I suppose that my doing so now will settle the question at issue—yet I think it proper to do so, out of respect to the importance of the subject matter to be considered, as well as to the interest which many persons seem to manifest in this question.

This is an action brought against John Naser, for the violation of the Act of Assembly, passed the 22d April, 1794—for driving an omnibus through the streets of Pittsburgh, from said city to Lawrenceville, some three miles, on the Lord's day, commonly called Sunday, for hire and reward, the same not being a work of necessity and charity, as is charged, and contrary to the act of Assembly in such cases made and provided. The facts charged in this complaint were proven, and by the plea of the defendant's counsel, admitted in all particulars, except that clause exempting works of necessity and charity, which plea is in the following words:—

"And now comes the said John Naser, and for plea saith that he is not guilty as charged in the information and complaint of John S. Normine against him.

"And for further plea to the said information and complaint, the said John Naser pleads that in driving the aforesaid omnibus through the streets of Pittsburgh on Sunday, the 14th day of August, 1853, as in the information and complaint of John S. Normine against him as set forth, he, the said defendant, was doing a work of necessity in manner to wit: that Lawrenceville, in the said information mentioned, being distant about three miles from the city of Pittsburgh, divers persons assembling to a great number, to wit, about five hundred, residing at Lawrenceville, are used and accustomed to attend divine service on the Lord's day, commonly called Sunday, at sundry churches, meeting houses, and places of religious worship in the city of Pittsburgh, and for the purpose aforesaid are used and accustomed to be conveyed to and from said churches, meeting houses, and places of religious worship, in the omnibus driven by the defendant aforesaid; and that for the convenience of such persons as were traveling between Pittsburgh and Lawrenceville for the purpose aforesaid, he, the said defendant, was at the time aforesaid engaged in driving the said omnibus through the street of Pittsburgh, between said city and Lawrenceville, as he lawfully might for the cause aforesaid."

In order to the better understanding of the cause, I will here refer to the act of Assembly of 1791, as well as the act of 1705, from which the former was framed, and slightly altered. The act of 1705 is entitled "An Act to restrain people from labor on the first day of the week."

"To the end that all people within this Province, may with greater freedom devote themselves to religious and other exercises, *Be it enacted by John Evans, Esq., by the Queen's Royal appointment, Lieutenant Governor under William Penn, Esq.*, absolute proprietary and Governor in chief of the Province of Pennsylvania and territories—by and with the consent of the freemen of the said Province in General Assembly met, and by authority of the same, that according to the example of the primitive Christians, and for the ease of creation every first day of the week, commonly called Sunday, all people shall abstain from toil and labor, that whether *masters, parents, children, servants* or others, they may the better dispose themselves to read and hear the Holy Scriptures of truth at home, and frequent such places of religious worship *abroad as may last out their respective recreations*, and that the tradesmen, artificers, workmen, labourers or other person whatsoever, shall do or exercise any worldly business or work of their ordinary calling on the first day, or any part thereof, (works of necessity and charity only excepted) under a penalty of twenty shillings, &c.

"Provided always that nothing in this act contained, shall extend to the dressing of victuals in families, cookshops or victualing houses, or to watermen landing their passengers on the first day of the week, nor to butchers, their killing and selling of meat, or fishermen selling fish on the morning of the first day of the week in the months of June, July and August, nor to the selling of milk before 9 o'clock in the morning, or after 5 o'clock in the afternoon.

"The Act of 1791 is clearly intended to revive the above recited act, which had lapsed into disuse, for the books so far as I can judge, contain no report of any prosecution under that Act, and the framers of the latter law no doubt had different ideas of the word necessity as appears from their striking out that part which related to butchers' killing and selling meat, and fishermen selling fish on the Lord's day. The Act of 1794 is as follows:—

"If any person shall do or perform any worldly employment or business whatsoever on the Lord's day, commonly called Sunday, (works of necessity and charity only excepted,) and being convicted thereof, every person so offending, shall for every such offence, forfeit and pay forty dollars, to be levied by distress, &c. *Provided always that nothing* herein contained shall be construed to prohibit the dressing of victuals in private families, bakehouses, lodging houses, inns, and other houses of entertainment, for the use of sojourners, or travelers, or strangers, or to hinder watermen from landing their passengers, or ferrymen from carrying over passengers, or persons removing with their families on the Lord's day, commonly called Sunday, now to the ability of wife, or the necessaries of life, before nine of the clock in the forenoon, nor after five of the clock in the afternoon of the same day."

It has been some sixty years since the act of assembly under which this prosecution is commenced, was passed, yet there are few cases reported in our books where offenses under the act have been prosecuted, and in the very few instances, that portion of the act on which the defence relies, has never been construed; so we have nothing from that source to aid in the definition of the word necessity; upon which word and its meaning as applied to this case the defence relies. Now shall a meaning be sought for in the works of our lawgivers, or shall we endeavor to find out, by analogy, what the framers of the law in question meant by the express language of the act itself?

Whether defines the word necessity as follows: "that, that which must be and cannot be otherwise; irresistible power, unavoidableness, indispensable." Richardson, in his quarto dictionary, is still more comprehensive. Necessity is defined by him to be "compulsive, unavoidable, or that cannot be shunned or escaped; that which cannot cease, stop or be stopped; irresistible, relentless or fixed, that cannot be stood against, supported or opposed, indispensable, that cannot be done without; needful or requisite; and the necessaries are things requisite or essential for particular purposes; that are wanted, or must be had or used for the fulfilment of these purposes."

Now which of the foregoing meanings did the framers of the law about mentioned use when they adopted the word? Will any one contend that the exceptions embraced in the proviso bear the meaning that is given to that word by some of the above definitions? Will it be contended that the killing of meat and selling it, or catching fish and selling them on the first day of the week, was "that which must be and could not be otherwise?" Was the landing of packages by waterman, or ferry, boats carrying over travelers, or persons removing with their families, compulsive, unavoidable, or inevitable, or which could not be shunned or escaped? or that delivering milk before nine, and after five of the clock—that which could not cease, or be stopped? or dressing victuals in private families, bakehouses, &c., irresistible, relentless, or that could not be stood up against or opposed? Or did they use such language as is contained in the words "needful or requisite, or things requisite or required for particular purposes, that are wanted, or must be used for the fulfilment of these purposes?"

Now supposing the meaning of the word necessity to be as given in the latter part of the definitions quoted above, can the spirit of that act be construed to mean anything else.

Let us see how that meaning will apply to the case under consideration. It was shown by a large number of witnesses of unimpeachable character, that John Naser, a defendant, was engaged with a number of other persons to drive a line of omnibuses over the route between Pittsburgh and Lawrenceville, that said line of omnibuses ran on the Lord's day at the same price that it did on other days of the week—it was proven also that on this route lived a great number of persons who depended entirely upon this line of omnibuses to bring them to church, and to take them back—that a large number were attached to churches in the city and not having churches of the same denomination to which they belonged in the country—that most of such persons were unable to procure any other mode of conveyance to church.

It was also shown that omnibuses have been running on this same route for some six or seven years—that a large proportion of the resident population of Lawrenceville was made up of persons who were induced by the facilities afforded by these omnibuses to go to the country, and that great inconvenience and discomfort would follow should these omnibuses be stopped on the first day of the week. It was also shown that a great increase of the population of Lawrenceville and its vicinity had taken place in consequence of the omnibuses—and that the receipts of the route had increased 50 per cent by the present line, which line was well conducted.

It is, on the other hand, complained that the noise occasioned by the running of these omnibuses over the streets of the city, disturbs the congregations of churches on the streets of the city. It was shown that a large number of private carriages were driven over the same streets on the Lord's day, which made a great noise. And it was thought by some of the witnesses, that if all those who traveled in the omnibuses were compelled to furnish private carriages, the nuisance would be so great that the noise and disturbance would be greatly increased, inasmuch as the omnibus, with its twenty or thirty passengers, made little more noise than a private carriage carrying four or five persons.

It was also complained that the omnibuses carried a large number of persons on that day who went out into the country for other purposes than going to church, which was admitted—some from the toils of the weary workshops of a crowded city, who roamed over the hills and woods on that day and some who perhaps visit drinking houses in the neighborhood.

It is a question, perhaps, hard to decide how far it becomes necessary for the health of the poor denizens of a crowded city on the Lord's day to try and invigorate a feeble frame crushed by constant toil—too feeble, perhaps, to bear the fatigue of walking out into a pure atmosphere. The omnibus for that purpose would be as much a necessity to him as to get his gill of pure milk before nine of the clock in the forenoon or after five of the clock in the afternoon.

Now, let us examine the law under which this defendant is prosecuted. Nothing, it seems to me, is clearer than that it was never intended to operate in a religious sense—for had it been so intended, they would not have so far departed from the Divine law. For in that law there is no provision—no exception. The language of that law is: "And thou shalt do all thou things saying," among those words were the following: Remember the Sabbath day to keep it holy; six days shalt thou labor and do all thy work. But the seventh day is the Sabbath of the Lord thy God; in it thou shalt not do any work, thou, nor thy son, nor thy daughter, nor thy man servant, nor thy maid servant, nor thy cattle, nor the stranger that is within thy gates."

Here we have the divine, moral law, without any exception. No favor shown to watermen, ferrymen, fishermen, milkmen, butchers or bakers. And is it not just as clear that the framers of the act of 1794 took the same view as did their predecessors of 1705? Both laws were enacted in a political sense, undoubtedly with a view to the exigencies of the times, and wants, comforts and convenience of the people.

Had the law been intended to enforce a pious and religious observance of that day, it would have been easy for them to have said so. Had they intended that an exception should be made of those who went to church on the Lord's day, they doubtless would have said something about it. Then is it not fair to infer from their entire silence on the subject that they never intended any such thing.

If then the law cannot be construed into a compulsive, religious observance of the Lord's day, we must endeavor to understand what it does mean and that meaning is to be derived from the words of the law, which are, "If any person shall do or perform any worldly employment whatsoever on the Lord's day, commonly called Sunday, (works of necessity and charity only excepted) every person so offending, shall on conviction, be fined four dollars," &c.

If our forefathers in those days (one hundred and fifty years ago), thought it essential to the comfort, convenience and well being of the inhabitants (when the population of the whole country did not equal the present numbers embraced in the Commonwealth), to provide that watermen might land passengers, ferrymen carry over the water ferryboats, or persons moving with their families, &c., would they not have included Railroad trains and Omnibuses, had it been possible to have seen through the dim future, will by prophetic vision behold the teeming population of the present day, locked together with bands of iron—its sedentary habits and consequent cramping of the teeming population—its crowded cities, surrounded with suburban towns and villages, connected and linked together by railroads and lines of carriages, constituting one great city—that they would have made those means of connexion as much a case of necessity as the check of the waterman or the ferry boat?

It is fair then to infer that it was that kind of necessity, which looked to the convenience and comfort of the citizens, in a social and political sense, and no religious point of view. For in the latter sense they never would have extended the privilege to a few, to follow their ordinary business and employment, on the first day of the week, to the exclusion of the many. Had they felt disposed to do so, they, being mere legislators, for a colony but not the power for, if it were religiously or morally wrong, or in violation of God's law, they would have had no power to change it.

In a political sense then, we must view this subject—thus, in a political sense, the act was shown to be a driver of an omnibus—that the omnibus constituted a part of a line which had become a necessity to a large number of persons situated on the route, the act an employee of that line became as necessary to its existence or usefulness, as did the horses who drew the omnibus—by his engagement he was compelled to act in the capacity of a driver, and by his being thus situated it became to him a necessity, being a part and parcel of his compact.

Being thus placed in that condition, he is brought within the exception mentioned in the proviso—it is him being a work of necessity. It is not claimed as a work of charity, although, so far as the defendant is concerned, it might perhaps be so considered. He devotes all his skill and ability on that day in contributing the comfort and convenience of those who avail themselves of his service, and as far as the testimony goes, without any extra fee or reward.

Now, if the foregoing view of the question be the correct one, where would such prosecutions end? If the broad and unqualified meaning be given to the word necessity, for it has been shown in the foregoing opinion, such as absolute, inevitable, irresistable, &c. &c., who would escape? Why, would not become obsolete, for a prosecution? Who is not in that? Is the toll gatherer who sits the whole of the Lord's day on our bridges and at our turnpike gates, in such a case, what power has done it? Would the owners of all the private carriages that crowd our streets on the Lord's day if and should they and their hackmen be exempt, would the hired driver, who does so for hire and reward? Would they not be subject to the same prosecution under the act that the defendant here is?

Should the Hev. Mr. A., whose charge is situated in one part of the county, feel it a duty to fill the pulpit of an absent brother in another part of the county, or adjoining county, and were he to direct his coachman to drive him thither on the Lord's day, although the Rev. Mr. A. might not render himself amenable to the penalty of the Act of 1794, notwithstanding he might be following his usual calling and business, yet, would his liberal offer escape? For so far as he, the driver, is concerned, he stands in the same relation to the actes does the defendant here. And so does every driver of a private carriage in the Commonwealth, who does so for hire and reward. According to the idea of those who would construe the act according to the letter, and not its spirit, he following his ordinary employment and business on the Lord's day, commonly called Sunday. And it might be difficult for said driver to show that his was a work of necessity and charity, for as the act makes no distinction between persons going to church in carriages, or those who go to the country to visit their friends, it might be difficult to make out the necessity in the one case as the other. Does the undertaker who engages a line of hackney carriages to supply a funeral procession, on the Lord's day, come within the letter of this act of Assembly? Is he pursuing his ordinary employment and business? Do the owners of these carriages and the men who are employed to drive them escape the penalty of this act? Will a strict construction of the act relieve them? Would it be impossible to attend to this duty on the seventh, or the second day of the week? Are such things irresistable and not to be avoided? Do these persons follow their ordinary employment, for hire? Is it an act of necessity and charity? It might be contended on the other hand that it was not a work of necessity or charity. It might be said that it would be easy matter to put off the funeral until Monday—that there was no necessity, or many carriages, but if the number were sufficient, so far from its being a work of charity it might be a matter of extra hire, profit and reward, and that it was a decided speculation to the parties furnishing the carriages.

Does the sexton, who is employed by the month or year to take charge of the burying ground, come within the exception, and to toll the bell thrice or four times a day on the Lord's day, follow his ordinary employment and business? Or does he perform a work of necessity and charity? Will it be said that it is impossible to dispense with his service? Is it an irresistable necessity for him to do so—is it unavoidable or inevitable, or that cannot be shunned or escaped? That which cannot cease, stop or be stopped? Yet those who go to the place of burying, and disregard the tolling of the bell, might be able to show that worship on the Lord's day might go on without the labor of the sexton and the tolling of the bell—that a neighbor would be less disturbed and more agreeably circumstanced, by the absence of the clanging of a ponderous bell on the Lord's day consecrated to the worship of God.

It is not necessary to multiply examples to further illustrate the term necessity. To find John Naser guilty, under the present prosecution, would be to open the flood gates of litigation. Neighbor would be arrayed against neighbor, and the dockets of the aldermen and justices of the peace groaned with the business. It might be said that it would be easy matter to put off the funeral until Monday—that there was no necessity, or many carriages, but if the number were sufficient, so far from its being a work of charity it might be a matter of extra hire, profit and reward, and that it was a decided speculation to the parties furnishing the carriages.

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Harper's Magazine.—H. P. Collow, Third street, has received Harper's Magazine for September. It is a fine number and opens with an illustrated article on "Arlington House," and the Washington family, the article is illustrated by 25 fine wood cuts. "A Cruise after the Cannibals," is the attractive title of an article on the Fejee Islanders, illustrated with 25 wood cuts. Three more chapters of "Dick Hunter" are also given in the present number, together with more of Abbott's Napoleon, and six excellent magazine stories. The editorial department is full of fine matter, and the whole number is an entertaining one.

Callow has also received a lot of ink, in bottles of various sizes, from Warren & Co's manufactory, Baltimore. Give it a trial.

Murderer Escaped.—Casper Landparter, arrested for the murder of Ferguson, in Butler county, escaped from the jail of that county on Tuesday morning. He succeeded in cutting the bars of his prison windows, through which, he made his exit. Officers are in search of him, but as yet no clue has been found to lead to his apprehension.

Mexer & Co., Smithfield street, have received Harper for September. This is a splendid number. How the Harpers can afford to publish such a magazine for twenty-five cents is rather surprising to us. Call and procure a copy.

COMMERCIAL POST.

DAILY REVIEW OF PITTSBURGH MARKET.

Office of the Daily Morning Post, Thursday, September 1, 1853.

Business yesterday was decidedly dull in every branch of trade. In the leading articles, such as Bacon and Flour, nothing transpired worth noting. In the market no change was perceptible. In flour we could not hear of a single transaction from first hands, there being none offered. It is hoped, however, now as there is a line of keel and flat boats got up to run between this and the second lock on the Monongahela to connect with the steamboats; that flour and produce generally will come in more freely, and we are informed that this can be done without adding much more expense on freight than the regular steamboat rates.

BACON—Sales of 220 bushels on the wharf at 40.

BUTTER—We note sales of 40 and 56 bbls at 25.

BACON—Sales of 2000 lbs shoulders and hams at 6¼@6¾; 242 pieces at 6¼@6½ for shoulders, 7@7½ for sides, and 9¼@9½ for hams; 50 pieces sugar cured hams at 11.

COFFEE—Sales of 85 bags at 10¼; 60 do. do. same, at 4 months.

MOLASSES—Sales of 20 bbls at 29.

HEMP—Sales of 5 tons reported at $140.

COMMERCIAL SUMMARY.

LOUISVILLE, August 27.

The market continues quiet, though firm for provisions, produce, and produce, and dull for breadstuffs, with no change worth noting. The influx of dry goods, hardware and drugs, continues large, and is increasing. The weather is warm and cloudy, with occasional showers.

Bacon and Rope.—We hear of sales of 125 pieces ribbed sides at 7¼; 210 coils in lots at 1¾@6@6¼.

Provisions.—We quote the market quiet at $13,50 for mess pork. No bacon coming in. A sale from stores of 1000 pickbones bagged hams at 10½.

Tobacco—Prices continue firm, at an advance on the quotations that prevailed early in the week, with sales of 50 hhds, on Tuesday, at from $3 to $8,50@9 for common to fine manufactures—To New Orleans the rules of pound freights today are 40@50c; way places 50c. To Pittsburgh and Wheeling 50 to 60c.

CINCINNATI, August 30.

Favorable advices from New York, and the decrease of the Yellow Fever at New Orleans, have caused an increased demand for flour, at rather firmer prices.

There is little doing in Coffee, consequent upon the buoyant state of the Eastern markets, but the demand being only moderate, no change has yet been noticed. Sugar is active at Louisville, the market for Coffee is very active, and an advance of ½c has been established.

Exchange Rates—Corrected daily by George Milne & Co., Bankers, Exchange and Bill Brokers, No. 19 Third street. Exchange for sale on the principal Cities in the United States, and Sterling for sale on the principal Cities of Europe.

BUYING.	SELLING.
New York Sight—¼ prem.	¼ prem.
Boston Sight—¼ prem.	¼ do.
Philadelphia Sight—¼ prem.	¼ do.
Baltimore Sight—¼ prem.	¼ do.
New Orleans Sight—¼ dis@par.	¼@¾ do.
Sight drafts on Kentucky $5 per pound sterling.	

The following are the buying rates for New York Drafts:

BUYING.	SELLING.
New York 60 days, interest off	
Do 90 days, interest off	
Boston, 90 days, interest off	
Do 60 days, interest off	
Philadelphia 90 days, interest off	
Do 60 days, interest off	
Baltimore, 90 days, interest off	
Do 60 days, interest off	
New Orleans, 60 days, interest and 1¾ off	
Do 30 days interest and ¼ off	
Do 30 days, interest	

ST. LOUIS, August 25.

Tobacco—Sales were light as is usual on Monday—only 5 hhds, at both warehouses, at 2,50, 3,25, 4,25, 5,50 and 6,50 for Ba. On Thursday—better qualities offered and fair prices obtained. At the Planters' 23 hhds; 10 do. from $3,05@3,85, 5 do. $4@5,50; 5 do. from $6@8,50; 3 do. $9@9,50. At the State 72 hhds, 11 at $3,05@3,90; 7 do. $4@4,50; 3 do. $5@5,50; 7 do. $6@6,85; 3 do. $7@7,10, and 1 do. at $11,10 for Ba. Receipts and sales since last report, 24 hhds. At the State 0 hhds.—$5,55, 5,35, 5,20, 5,75, 6,70@6,80 @1,100 lbs. At the Planters' 6,65; 2 at 5,15; 1 at 5,25, 5,65, 5,30 and 6,05. Four hogsheads received by Green Wheelock from county by Pacific railroad yesterday.

Lead—Upper miles selling at $5,20@5,25 @ 100 lbs.

Flour—We notice a little sale in the market for a day or two past. On Monday 60 bales inferior at $100; 67 do. good fair at $1,10, and 30 do. prime at $115. Tuesday—sales from store of about 500 and 600 bales, 17 at $104, 37 at $105, 50 at $109, 123 and 229 at $112, and 56 at $115 @ ton; 85 bales from store, price not ascertained.

Corn—Is still very low in the negotiation. The stock on the levee was pretty much cleared out on Tuesday and no receipts since. Stock on hand in warehouse about 5000 sacks.

PORT OF PITTSBURGH.

2 FEET 6 INCHES WATER IN THE CHANNEL.

ARRIVED.

Steamer Jefferson, Parkinson, Brownsville.
Lucerne, Bennett, Brownsville.
" Thomas Shriver, Bailey, West Newton.
" Gen. Bayard, Peebles, Elizabeth.
" Clara Fuller, Gordon, Cincinnati.
" Exchange, McGillum, Wheeling.

Jefferson, Parkinson, Brownsville.
Lucerne, Bennett, Brownsville.
Thomas Shriver, Bailey, West Newton.
Gen. Bayard, Peebles, Elizabeth.
Exchange, McGillum, Wheeling.
Latrobe, Batchelor, Cincinnati.

Wednesday Packet for Cincinnati.

The fine steamer MONONGAHELA PALACE, W. J. Kountz, Master, will leave as advertised regularly every WEDNESDAY.

For freight or passage, apply on board, or to
my11 C. B. MILLENBERGER.

Steamboats, Ahoy!

The subscriber would respectfully acknowledge his obligations for the favors bestowed upon them by their Steamboat friends, and would respectfully remind the public that he is prepared to building boats, that they are at all times prepared to furnish, on the most reasonable terms, every description of Cabin furniture and Chairs of the best material and workmanship.

T. B. YOUNG & CO.,
Corner Third and Smithfield streets,
jy12,'53 Opposite "Brown's Hotel".

Removal.

SMITH & SINCLAIR, Wholesale Grocers, respectfully announce that they have REMOVED to the large and convenient Warehouse occupied by Messrs. English & Bennett, 122 SECOND and 151 FIRST street, between Market and Smithfield streets, where they will be happy to see their old friends, and would invite Dealers generally to give them a call.

Their stock is large and varied, and will be sold on satisfactory terms.
aug27

NO. SUGAR—100 hds prime.
100 do. do. Molasses; for sale by
SMITH & SINCLAIR,
aug27 122 Second st. and 151 Front st.

COFFEE—200 bags prime Rio; for sale by
SMITH & SINCLAIR,
aug27 122 Second and 151 Front st.

BOOTS—
25 boxes Russell & Robinson's 5's;
40 do W. H. Grant's 5's;
40 do Grant & Williams' 5's;
20 do Webster's 4d 5's;
100 do various other standard brands; for sale by
SMITH & SINCLAIR,
aug27 122 Second and 151 Front st.

REFINED SUGARS—
50 bbls Loaf, No. 4 to 7;
10 do Crushed;
10 do Powdered; for sale by
SMITH & SINCLAIR.

MOLASSES—220 bbls Plantation Molasses;
50 do Sugar-house do; for sale by
SMITH & SINCLAIR,
aug27 122 Second and 151 Front street.

COD FISH—10 drums, for sale by
SMITH & SINCLAIR,
aug27 122 Second and 151 Front street.

LINSEED OIL—100 bbls, for sale by
aug29 D. A. FAHNESTOCK & CO.

SPT. TURPENTINE—In prime order, landing and for sale by (aug29) D. A. FAHNESTOCK & CO.

TANNERS' OIL—50 bbls, for sale by
aug29 D. A. FAHNESTOCK & CO.

To Let.

A GOOD BASEMENT ROOM, 20 feet wide by 22 in length, dry and healthy, well lighted, and half above ground, on Fifth street. Will be rented low, till 1st April next.
Enquire of G. J. GILLMORE,
aug27 Office of "Morning Post."

CASSELL'S NATURAL HISTORY.—This Natural History, for variety, beauty, and completeness, will claim to be considered a first class work upon this subject. It will be complete in three volumes. The first volume will be devoted to the feathered tribes. Illustrated by upwards of three hundred engravings in the first style of art. The work is to be issued in monthly parts, at 25 cents each. Part first has been received, and for sale at
W. A. GILDENENNEY & CO'S,
aug22 70 Fourth street.

Notice.

THE partnership between the undersigned, at Pittsburgh and Wheeling, is this day dissolved by mutual consent. Joseph Richards has transferred his interest to George W. Smith, who is alone authorized to settle the business of the late firm.
GEORGE W. SMITH,
JOSEPH RICHARDS.

Pittsburgh, August 29, 1853.

CARD.—The BREWING, GRAIN, MALT and HOP TRADE will be carried on as heretofore, by the subscriber, at Pittsburgh and Wheeling.
GEORGE W. SMITH.
aug27:3m (Gazette.)

NEW MUSIC.

THE latest published, just received.
Pharaella, valse Brillante pour le piano, par F. Burg
Lucia, mulier
Les Tulipes, 3 valses, Ottoman Waltz.
Thou Bird on Cora Paris, 4 Waltzes; by Strauss.
Pity Way, De old Church Yard, &c.
Also: Lilly Dale; Katy Dean;
They're sold me down do river; " "
Blossom Schottish; Alton Schottish;
Pride Polka; Early Dawn Polka;
Home Land Polka.
Together with the latest Guitar and Violin Music. A large and splendid selection of Piano Fortes will arrive shortly, when purchasers and others are invited to call and examine.
CHARLOTTE BLUME, 118 Wood street,
aug26 Second door above Fifth.

STRAWBERRY PLANTS.—The subscriber offers for sale a large lot of fine strawberry Plants, of the most approved and productive sorts. Market gardeners, or others, desirous of planting largely, will be supplied at low rates. Each sort is distinct, without mixture, and warranted true to name. Plants put out this season will bear a fair crop in spring. Orders filled in rotation, from the seed and implement warehouse, 49 Fifth street.
JAMES WARDROP.

THE FURNITURE of the Pearl Hotel, corner of Liberty and Ohio streets, Fifth Ward, will be sold this day, at 10 o'clock.

PRICES OF STOCKS.

CORRECTED DAILY FOR THE MORNING POST BY
Patricks & Friend, Exchange Brokers,
Corner of Fifth and Wood streets, Pittsburgh.

LOANS.	Bid.	Asked.	For Val.
United States 6s, 1853	$ 110,00	120,00	$ 100,00
United States 6s, 1853	100,00	101,00	100,00
Pennsylvania 6s, 1879	105,00	106,00	100,00
Pennsylvania 5s, 1867	95,00	97,00	100,00
Allegheny county 6s		100,00	100,00
Allegheny county coupons	98,00	100,00	100,00
Pittsburgh city 6s	98,00	100,00	100,00
Pittsburgh city coupons, payable New York	102,00	102,00	100,00
Allegheny City 6s	95,00	99,00	100,00
Allegheny City coupons, payable in Philadelphia	92,00	94,00	100,00
BANK STOCKS.			
Bank of Pittsburgh	55,50	55,75	50,00
Mechanic's Manufacturers' Bank	57,00	57,50	50,00
Exchange Bank	55,25	55,50	50,00
Farmers' Deposit Bank			
Allegheny Savings Bank	00,00	00,00	2,14
BRIDGE STOCKS.			
Monongahela Bridge	23,75	24,00	25,00
St. Clair street Bridge		35,00	25,00
Hand street Bridge	00,00	00,00	47,00
Northern Liberties Bridge	38,00	38,00	50,00
INSURANCE STOCKS.			
Western Insurance Company	16,50	16,00	50,00
Citizens' Insurance Company	15,00	17,00	50,00
Associated Firemen's Company	6,00	7,00	
TELEGRAPH STOCKS.			
Atlantic and Ohio	42,00	44,00	50,00
Pittsburgh, Cincinnati & Louisville	41,75	43,00	50,00
Lake Erie		24,00	50,00
Pittsburgh Gas Works	58,00	58,50	50,00
Monongahela Slackwater		45,00	50,00
RAILROAD STOCK.			
Pennsylvania Railroad	49,00	49,75	50,00
Ohio and Pennsylvania Railroad	48,75	49,00	50,00
Cleveland & Pittsburgh Railroad	50,00	53,00	50,00
Marine Railway and Dry Dock	102,50	105,00	100,00
Turtle Creek Plank Road	19,00	22,00	25,00
Perrysville Plank Road	20,00		25,00
Greensburg Turnpike	8,00	10,00	
Charters Coal Company		18,50	20,00
COPPER STOCKS.			
Pittsburgh and Boston		175,00	
North American	—	63,00	
North West		20,00	
North Western		17,00	
Adventure	6,25	7,50	
Ohio Trap Rock		17,00	
Minnesota		200,00	
Pittsburgh and Isle Royal	8,00	10,00	
Douglas Houghton	4,50	5,00	
Ontonagon			
Bridge	7,00		
Pittsburgh Steel	1,12	1,25	
Collins	3,00	3,25	
Astor	0,00	2,00	
Hancock	2,00	3,00	
Peninsular			
Avery		2,00	
Forest		0,00	
Phœnix	7,00	9,00	
Iron City	2,00	5,00	

BANK NOTE LIST.

CORRECTED DAILY FOR THE MORNING POST BY
Hoon & Sargent, Exchange Bankers,
Corner of Fifth and Wood streets, Pittsburgh.

PENNSYLVANIA.		OHIO.	
Pittsburgh Banks	par	State Bk. and branches	¾
Philadelphia	¾	Other Ohio Banks	¾
Bucks county	¾	Bank of Sandusky	par
Chester County	par	Granville	50
Northampton County	par	Steubenville	50
Columbia Bridge Co.		Urbana	50
Danville		Worcester	25
Delaware co. "		INDIANA.	
Doylestown "		Bank of Indiana	¾
Easton "		State Bk. and branches	¾
Germantown "		ILLINOIS.	
Lancaster Banks		State Stock Banks	¾
Johnson "		State Bank of Illinois	¾
Montgomery co. Banks		Bank of Illinois	75
Northampton " "		KENTUCKY.	
Reading " "		All solvent Banks	¾
Schuylkill county "		MISSOURI.	
Shamokin "		State Bk. and branches	¾
West Branch "		MICHIGAN.	
Wyoming "		All solvent Banks	par
Castle "		INDIANA.	
Chambersburg "		Marine & Fire Insurance Co. at Milwaukie	
Gettysburgh "		TENNESSEE.	
Harrisburg "		All solvent Banks	5
Hummelstown "		NORTH CAROLINA.	
Middletown "		All solvent Banks	1
Waynesburg "		SOUTH CAROLINA.	
York Banks	par	All solvent Banks	1
Relief Notes		GEORGIA.	
United States Bank	1½	All solvent Banks	1½
Allegheny City Scrip	par	ALABAMA.	
Pittsburgh City "	par	All solvent Banks	5
Allegheny City "	par	LOUISIANA.	
		All solvent Banks	1¼
NEW YORK.		EXCHANGES.	
New York City	par.	New York	par.
Commercial	par.	Philadelphia	par.
NEW JERSEY.		Baltimore	par.
All solvent Banks	¾	Charleston	¾ dis.
DELAWARE.		Louisville	¾ dis.
All solvent Banks	¾	St. Louis	¾ dis.
MARYLAND.		VALUE OF COINS.	
Baltimore Banks	par.	American Gold (new)	par.
County Banks	par.	American Gold (old)	par.
VIRGINIA.		Sovereigns	$ 4 83
Bank of Va. & branches	par.	Napoleons	3 90
Farmers' Bk. & branches	par.	Doubloons, Mexican	15 50
Valley Bk. & branches	par.	Doubloons, Spanish	15 50
Exchange Bk. & branches	par.	Doubloons, Spanish	15 50
Wheeling Banks	par.	Doubloons, Patriot	15 50
Wheeling branches	par.	Doubloons, Spanish	15 50
NEW ENGLAND.		Ducats	2 10
All solvent Banks	par.		

PROPOSALS FOR TIMBER