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☞The Pittsburgh Daily Gazette is published Daily, Tri-Weekly, and Weekly.—The Daily is Seven Dollars per annum; the Tri-Weekly is Five Dollars per annum; the Weekly is Two Dollars per annum, *strictly in advance.*

See next page for Telegraphic News.
For Local Matters see next page.

Letter Box.—The "*Gazette Letter Box,*" has been removed from its old situation, a window nearer the Post Office.

Pennsylvania and Ohio Railroad.—In calling attention to the speech of Mr. Roberts, which may be found in another column, we desire to say a few words, not on the importance of the subject generally, for that is conceded, but on the pressing necessity that exists for immediate action. It apears that the citizens of Ohio propose to connect the many railroads with our State line, at a point convenient to Pittsburgh, *provided we will pledge ourselves to meet them there;* and they further tell us that if it is not in our power to do so, that they will be compelled to seek an outlet elsewhere. This is a candid and business like offer. It remains for us to decide whether its terms are fair and reasonable. No one will say that the forty five miles of this great system which it is allotted to the large cities of Pittsburgh and Allegheny, and the county of Beaver, are more than their fair share of the work, or beyond their ability to perform. That being conceded, it remains to be seen whether they have public spirit enough for the crisis; or intelligence to comprehend all its import. We say *crisis* for we truly believe that upon our course *now*, the future destiny of our city depends.

If we suffer the net work of railroads in Ohio to seek the sea board by any other channel, Pittsburgh will speedily lose her proud pre-eminence. It must not be. The power of numbers and of aggregation must be brought to bear upon it. If insects can, as they do, erect islands, and even continents, surely we can make forty-five miles of railroad; but then every one must help. Every body's mite must be accepted. Greater dependence must be placed in the vast aggregate wealth of the community, than in that of a few individuals. Subscriptions for single shares should be accepted, and every body solicited. The work will assuredly pay well, but if we should built it, and never afterwards derive a cent of dividend, it would be money well expended. The increase of business, and the advance of real estate would amply compensate us. Let us make this road *now*, while we have the prospect of connecting it at the State line. If we defer till after others are made to Wheeling or Steubenville, it will be little use in making one at all.

The Post, of yesterday, speaking of the Factory Rioters, complains that "the law which made their conduct punishable was old and almost obsolete!"

We agree with the Post, that the law which protects person and property from violent assault, is somewhat old—as old as civilization at least. In the particular of its age, it is fairly obnoxious to the hatred of those, in general, who have no faith in any thing but what is new; while its provisions render it specially obnoxious to those who like not, whether old or new, any thing which obstructs the very largest liberty or license for themselves, though quite ready to coerce and restrain their neighbors. It is not often, however, that this class find an advocate and apologist in an established newspaper. We know but of one other instance beside the Post, in the whole world, and that is the paper of Monsieur Proudhon of Paris, from which the Post appears to derive most of its ideas. We marvel much that the Post does not give utterance to the same complaint of the law under which the incendiary, Simms, was sent to jail. That, too, is old; so are all the laws which constitute civilization, protect the fruits of industry, and preserve society. They are all old, but not so nearly obsolete as the Post seems to suppose, and we may fairly infer, wishes. It is true that, in some cases, a call for their exercise does not frequently arise. In our favored country, it is seldom that any portion of the people are so lost to a sense of the rights of others as was manifested in the case of the rioters, whose cause the Post so warmly espouses. It is, unfortunately, more common, but still comparatively seldom, that individuals are found so base as to become midnight incendiaries; hence the occasion for the enforcement of these laws are but seldom needed. It does not follow, however, that they are therefore obsolete. They still exist. And notwithstanding the preachings of the Post, they still exist in a community determined to enforce and preserve them. And it is a very grave question for that community to consider how far the more frequent occasion for their enforcement of late is attributable to moral incendiarism. If ignorant and thoughtless, in some cases depraved people, are daily taught that such men as Moorhead, Avery, and others, are monsters, who have wrung their wealth from the blood, and unrequited toil of the suffering masses, is there not danger that they, or some of them, may undertake to revenge themselves by incendiarism? Why is it that insurance in our midst is generally doubled, in some cases trebled, and in others rendered impossible? These are questions which must force themselves upon every one, without distinction of party; and to those interested we, for the present, leave them.

The Post draws a parallel between the violation of the law in relation to "shin plasters" and the factory case, and in fartherance of its mischievous work of teaching the poor to hate the rich, takes occasion to say, that "laws were not made for the rich." We have no defence to make for the violation of law in any case. The Post may harp on that string without let or hindrance from us. But we protest against the treason to our institutions which teaches that any class is above the law.

The Post says that the depreciation of the Scrip has done more injury to business than would fifty factory riots. It estimates the injury of riots quite too lightly, and with characteristic flippancy; but we are quite willing to concede that the riots of themselves would have passed away with but little permanently injurious effect, if it had not been for the inflammatory appeals of the Post against the decision of the judge and jury. It is the doctrines taught, the hatred constantly inculcated, which renders the Post one of the worst evils that ever a long suffering community was inflicted with.

For the Pittsburgh Gazette.

SCRIP.

The loss of confidence in the City and County Scrip, and the consequent refusal of most persons to receive it, have seriously embarrassed our business operations. To attempt to trace the evil to its source, or endeavor to ascertain by whose agency it has been brought about, would be a mere waste of time and patience. Nor will it serve a better purpose to dwell upon, or brood over, the present suspension of what has heretofore been deemed a sound and good currancy. The only certain way to surmount difficulties, is to grapple manfully with them, and continue the contest, without intermission, until they are wholly removed out of the way, and no longer interrupt our progress. This is action of the right kind, and that to which our people will generally resort, in the present emergency.

It is encouraging to know, that the community will sanction only such measures, as have for their object *the maintenance and preservation of the Faith and Credit of the city.* Too great a sacrifice can hardly be made, for the thorough protection of these all important principles, as a wound inflicted on them would not only seriously affect our varied and complex interests, for years to come, but deeply injure the reputation and standing of our business men, whether considered in their individual or aggregate capacity. The honor and dignity, therefore, of Pittsburgh, should be regarded by her citizens generally,—whatever their personal views, or private opinions—as sacred and inviolate.

Each and every holder of Scrip, should be placed by the city authorities, on a perfect equality.—The person who has but five dollars of this money, is as much entitled to security against loss or depreciation, as his neighbor who may have on hand a hundred or a thousand times that amount.

If indeed, any preference be admissable, the poor man, on account of his straitened circumstances may be supposed to have superior claims to it. Persons invested with authority, delegated to them by this community, will allow the view submitted, to have its proper influence on them, in their official deliberations.

When the outlay of individuals or corporations exceeds their income, they are, obviously, on "the road to ruin." The expenses incurred for city improvements, during the last few years, have been much greater, than the state of the city treasury would justify. It is a mistaken and ruinous policy to contract debts, which we are unable to liquidate; and such a course must, sooner or later, involve all who pursue it, in hopeless bankruptcy.—It is hoped, therefore, that our municipal authorities will learn by present and painful experience, to husband their resources, so that *their receipts hereafter will exceed their expenditures.* A faithful and unswerving adherence to this plan will soon enable them to meet their engagements, and satisfy every just claim existing against them. There is no offence intended by this plain and pointed admonition; and the expectation is indulged, that the parties concerned will lay it to heart, and greatly profit by it.

EXAMINER.

April 24th, 1849.

Remarks of Solomon W. Roberts, Chief Engineer of the Ohio and Pennsylvania Rail Road Company, at the Rail Road meeting, held in the Rooms of the Board of Trade, at Pittsburgh, on Monday evening, April 23d, 1849:

Through the kindness of the Board of Trade, of Pittsburgh, we are now assembled in their new rooms, which are opened to night for the first time, for the purpose of holding a public meeting to promote the construction of the "Ohio and Pennsylvania Rail Road," to connect this city with the great West.

There is no object to which this plac e could first be applied, more appropriate or more important.

Your great western "back bone" line of 164 miles from Pittsburgh to Mansfield, by Massillon and Wooster; (with one continuous, united charter, and with no great rivers to cross,) is the inland route which strikes directly through the heart of the rich wheat region of Ohio.

By Mount Union it will give you the shortest line to Cleveland; and by Fort Wayne, the shortest line to Chicago, which is the capital city and natural outlet of the mighty empire of the north west. From Pittsburgh to Chicago the rail road distance is somewhat less than 500 miles, and beyond that point we may already study the progress of Wisconsin, Iowa, and Minesota, and

> "Hear the tread of pioneers;
> Of nations yet to be."

By our route through Bellefontaine and Indianapolis, the distance from Pittsburgh to St. Louis will be 630 miles, by a line intermediate between the lake and the river, routes, and piercing the central parts of Indiana and Illinois.

The Indianapolis line to St. Louis will save about ten per cent. in distance over that through Cincinnati; large sums have been subscribed to the stock, and the work is begun.

Besides this, our line intersects three rail road routes to Cincinnati, all of which are favorable, and one, via Mount Vernon and Columbus, very short. We take advantage of the roads already constructed and constructing, running from the Ohio river to Lake Erie, and tending northward to New York and Boston, and we tap them at the points best suited to turn their trade and travel to Pittsburgh. We will thus cut off the trade before it reaches the lake.

It is the land that furnishes the tonnage, which now seeks the water for its easy transportation. But ice, and storms, and fogs obstruct the lakes, and these, with drought, the rivers; and the people are every where seeking for railroads; those artificial, perennial rivers, which are worthy of the old motto of "semper paratus," for they are always ready; and while they are so, without regard to the changing seasons, they combine the speed of the sea bird with the ease and safety of a private carriage.

The length of our line from Pittsburgh to Mansfield is 164 miles; 45 miles, or but little more than one fourth of which, will be in Pennsylvania; and for the grading and bridging of which, in Allegheny and Beaver counties, the people of these counties are asked to provide.

If you do this, the people of Ohio are prepared to meet you at the State line, and to continue the work to Mansfield. If you do not, they will not look to Pittsburgh, but will connect on the north with Lake Erie, and with the contemplated rail road along the lake shore, and on the south, with the Baltimore rail road, crossing the Ohio river at Wheeling, or some point below it.

In matters of business, plain speech is best, and this is the plain truth. The gentlemen from Ohio, who are here to night, are prepared to tell you this. They are prepared to tell you of the large sums which, through their exertions, have been subscribed in Ohio, to the Ohio and Pennsylvania Rail Road, and which will be diverted in other directions if you do not do your part. If you bid them to return home empty handed, the news will fall like an avalanche upon your friends in the West, who prefer, what they call the "Pittsburgh Rail Road," to all other lines.

But some one may say, "a rail road can never be made along the Lake shore, for the Erie and Ohio Rail Road charter has been repealed." It is true, that by the most strenuous and untiring efforts of the friends of the central route in Pennsylvania its repeal was effected; and this was done because the charter was free from taxation, and because we begged for breathing time to get our work under weigh. Whoever rests upon the hope that that charter, in an amended form, will not hereafter be re-enacted, leans upon a broken reed, and is mistaken as to the course of legislation on that subject. This at least is my deliberate opinion. It must come before long, and, unless we are up and doing, it will come before we are prepared for it. The energetic and enterprising men of the north may yet bend their iron arm around our northern border, and seize that rich western prize which is by nature our birth right.

Nothing can compensate for neglected opportunities. Every thing is promised to well directed enterprise. Our position is unrivalled. But we may be enchained by New York upon the north, and by Maryland upon the south; and then, we, citizens of the Keystone State, will have not nature but ourselves to blame. Rail Roads change the course of trade, and we must have our Rail Road or we must lose our trade.

Ohio is the first agricultural State in the Union. Her population is now about two millions. Most of her territory, particularly its northern and western portions, is admirably adopted to the construction of Rail Roads. Those already made in the State have proved highly profitable. Our line beginning at Pittsburgh, leaves the Ohio river at Beaver, the earliest practicable point, and crossing the Ohio Canal at Massillon, the emporium of the wheat trade, traverses the most productive part of the State. It is the best possible route for the interests of Pittsburgh. It opens a country now traversed only by common roads, and having more surplus products than exist on any other line. This we have shown on former occasions, and we are prepared to show it still more fully now by the most reliable statistics. On this point, we challenge the most thorough investigation and the most rigid comparisons. The more thoroughly they are made, the more clearly will it appear, that the route of the Ohio and Pennsylvania Rail Road is the easiest to construct, and will be the best when constructed, of all possible lines to connect the Rail Road systems of the two States.

Our line runs from Pittsburgh by Beaver, and passing through a rich bituminous and cannel coal field, in Beaver county, enters Ohio in Columbiana county; passes by Salem, and through Canton, the county town of Stark county; and reaches the Ohio Canal at Massillon, the far famed wheat mart of Ohio, in the short distance of 101 miles from Pittsburgh. From Massillon to Wooster, the county seat of Wayne, is twenty four miles; and from that point to Mansfield, in Richland county, is thirty nine miles; making the whole distance from Pittsburgh to Mansfield, a hundred and sixty four miles. We connect at that point with the Rail Road now in use to Sandusky city, and another nearly completed to Mount Vernon and Newark; and the various Rail Roads projected beyond Mansfield are so numerous that it is hard to make a selection between them.

This road will add vastly to the wealth and population of Pittsburgh, and increase and cheapen the agricultural supply of the numerous articles needed daily for the food of its citizens. It will open the interior of Ohio, and the boundless empire of the west and north west, as an unlimited market for the consumption of Pittsburgh manufactures at all seasons of the year. The locomotive is the steamboat that cannot be stopped by dry weather in summer, nor by cold weather in winter, and that goes directly to the consumer's door.

If you wish, at an early day, to hear the sound of its whistle as it starts, like the east wind, on its journey to the west, you must *now* put your own shoulders to the wheel. If you wish to turn the tide of western travel, which now sets northward to Lake Erie, eastward through Pittsburgh, you must be up and doing. Your rivals on the north, and your rivals on the south, are pushing on with new and redoubled energies.

Baltimore begins to scale the Alleghenies; Wheeling offers half a million to secure her terminus, and spends half as much more in building her vast bridge over the Ohio river, to attract the Railroads of Central Ohio to her point of crossing.

What Wheeling does would more than prepare your road for the iron rails from here to the state line, for you have no need to bridge your mighty river; and is not Pittsburgh wealthier than Wheeling? At the state line the men of Ohio stand ready to meet you, their delegates are here to-night to tell you this.

You need no more legislation. Ohio and Pennsylvania have both granted you the most liberal laws. The legislature of Pennsylvania at its late session, anxious to promote the immediate prosecution of the work, has granted us all that we have asked.

There will be no transhipmet from Mansfield to Pittsburgh; and the cities of Pittsburgh and Allegheny are each authorised to subscribe $200,000 to the stock of our railroad, and any bonds that they may issue for the purpose, are declared free from all local taxation. The Ohio and Pennsylvania Railroad will be to Pittsburgh what the Pennsylvania Railroad will be to Philadelphia, and all unprejudiced persons who have examined the subject are aware of the truth of this fact. Our line combines the advantages of connecting us both with the west and with the lakes; it does not touch the soil of Virginia, and is free from all the vexations of Virginia legislation, both present and prospective.

To accomplish a much less object, Cincinnati has just resolved to subscribe a million of dollars. Her people, from the highest to the lowest, have cheerfully undertaken it. They know that their present railroads are profitable; they know how they have added to the manufacturing and commercial wealth of their metropolis, and they want more of them. Why should the "Iron City" be inferior to the "Queen City?" *Shall the Iron City be the only one that makes no Iron roads?* Are your natural advantages less than their's? Let your coal and iron, the boast of Pennsylvania, and the two main springs of modern civilization, answer in the negative.

Perhaps some one may say, "this is all very well. but the time is unpropitious, and this movement ought to be postponed to a more convenient season." There are one or two circumstances which we might wish were otherwise, but they do not affect the merits of our railroad; and such as the time is, it is the time when this question has to be met. The gentlemen from Ohio, who are about to address you, will tell you why this is so. The subscriptions are made there, the pledges are given there, the railroad tide is at the flood there, that is the tide that leads on to fortune, the tide that bears upon its bosom the wealth of the west; and, if you repel it from the shores of Pennsylvania, it must and will seek an outlet in another direction.

Your pledges rather than your money are what is wanted now. Our preliminary surveys are completed, our location is begun. Do you wish it to be gone on with, or do you wish it to be stopped?

* * *

Mr. Dick, the eminent philosopher and author, it is said, expresses his intention of visiting the United States, during the approaching summer or fall.

FROM EUROPE.

We again avail ourselves of the able correspondence of the New York Commercial, to present our readers with an intelligible detailed account of the interesting events in Europe, up to the time of the departure of the Europa:

Correspondence of the N. Y Commercial Advertiser

LONDON, April 5, 1849.

The abdication of a King, and the creation of an Emperor, are the tidings by this packet. Italy is crushed, Charles Albert, her champion, after resigning his throne, is a refugee in France, and the occupation of the Piedmontese capital by Radetzky is only averted by the mediation of the British and French Minister.

Such is the news of one short fortnight, and more remains. The Central parliament at Frankfort have voted the imperial crown of the German Empire to the King of Prussia. The Sicilians have rejected the fraudulent terms offered them by the King of Naples, and are boldly awaiting an attack of his mercenaries upon Palermo. Fire and sword are still ravaging Hungary, where the Emperor of Austria would be defeated but for the aid of Russia; and, lastly, there has been a great battle in India, which has resulted in the utter rout of our Sikh opponent.

ITALY—THE AUSTRIANS IN PIEDMONT.

The Italian news is as brief as it is disastrous. The Sardinian army, consisting of about 70,000 men, under its Polish general, Czanowski, and accompanied by the king, Charles Albert, left Turin a fortnight ago. At the same time the Austrians advanced from Milan to meet them. Both armies arrived simultaneously at the banks of the Ticino which separates Lombardy from Piedmont. The plan of the campaign is not known, but Charles Albert seems to have hoped to surround Radetsky with a hostile population in Lombardy, while the rapidity of Radetsky's movement towards Turin was such as to render this impossible and to necessitate a retrograde march on the part of the Piedmontese to prevent their own capital from being seized. Radetsky's passage of the Ticino is said to have been favored by treachery, a division under a General Ramorino, by whom he should have been opposed, having disgracefully dispersed. By other portions of the Sardinian army he was bravely attacked, and not without partial advantage; but on the whole he made his passage with perfect success, and having by his rapidity separated and placed himself between the forces of his opponents he compelled the principal division to give him battle on the 23d of March, under the walls of the city of Novara. and after a contest which lasted from ten in the morning until an advanced hour of the night, entirely and hopelessly defeated them. His trophies were twelve cannon, a standard, and between 2,000 and 3,000 prisoners. His own loss, however, was severe, 100 of his officers having been killed, while the Sardinians lost two generals, sixteen staff officers killed and wounded, and from 3,000 to 4,000 men. Charles Albert and his sons appear to have fought with the most desperate courage, and by some of his troops, especially those from Savoy, the most unflinching bravery was shown. But a large portion of the army was corrupted by a cowardice, or disaffection and the slaughter of those that remained true was therefore a lamentable and useless sacrifice. Defeated on all points, and obliged to fly, Charles Albert resolved upon abdication. To his son Victor Emanuel, Duke of Savoy, who had fought ardently by his side, he transferred his crown; and leaving the country for whose independence a last effort had now been made, he repaired for shelter to Marseilles, and has since arrived in Paris.

Meanwhile the new King, Victor Emanuel, had no choice but to conclude an armistice with Radetsky on his own terms. These were, that the Sardinians should forthwith disband 10 corps of Hungarians, Poles and Lombards belonging to their army, Radetsky agreeing to solicit for these men an entire amnesty from the Emperor of Austria; that 20,000 Austrian troops should occupy part of the Piedmontese territory, and that the strong hold of Alexandria should be garrisoned half by Piedmontese and half by Austrian forces; that the Sardinian troops should immediately evacuate Modena, Placenza and Tuscany; that the Sardinian fleet should quit the Adriatic, whither it had repaired for the support of Venice, and that a prompt and durable peace should be concluded so soon as its basis could be arranged. A heavy contribution for the expenses of the war is also to be exacted.

During these events, confusion and terror reigned at Turin. At first the disasters were denied or discredited, but the apprehension that Radetsky would forthwith march upon the city soon became universal, and the British and French Ministers were solicited to proceed to his camp to exert their influence for the city's protection. When the real account of all that had happened reached the Assembly, rage, grief and despair alternately prevailed, and found vent in wild councils or furious recriminations. The terms of the armistice were denounced, but the strong words were not supported by strong hearts, and a proposal to raise the people *en masse* and to retreat with the National archives to Genoa, found no substantial response. From the first the cause of independence had been weakened by faction. Had it been achieved, both aristocrats and democrats knew that the strife would then be brought to a crisis among themselves.

At length it was announced that Radetsky had issued a proclamation that he did not come to seize upon territory but to dictate a peace The English and French ministers were also understood to have obtained some modification of the terms of the armistice. The young King entered the city and took the oath to the constitution. New ministers were appointed, consisting of those who had previously been the friends of peace, among whom was the Abbe Gioberti. Most of the democratic party disappeared and Brofferio, their leader, fled to Lyons The parliament was then prorogued for a few days, to give time for measures to be concerted. Whether it will be called together again to perform the critical duty of pronouncing on the armistice, appears to be doubtful.

The step taken by France during this crisis has been to declare that, under no circumstances, will she permit any seizure or cession of Piedmontese territory—and as the Austrians have evidently never had any intention of that kind, the declaration may be very safely made. The interesting point will be to see what France will permit with regard to Rome and Tuscany. Both those states have declared themselves republics, in consequence of the flight of their respective rulers, just as France declared herself a republic upon the flight of Louis Philippe—or, indeed, on stronger grounds, since the Italian rulers deserted their subjects without even a show of violence having been offered to them. The aid or consent of France in placing these recreant parties back upon their thrones, would be an appropriate sequel to the recent measure of Odillon Barrot, of suppressing the clubs of Paris in virtue of his power as chief of the ministry of a republic which owes its existence to a contest for the right of political meetings.

As to the ultimate terms to be imposed on Piedmont, there is no reason to apprehend they will be very severe. The present King, who is now 29 years of age, married seven years ago the daughter of the Archduke Regnier, of Austria, who was Viceroy of Lombardy when the civil war broke out. There will be no disposition, therefore, to subject him to indignities, and Austria, moreover, is without the smallest wish to interfere with Piedmont whose closed neighborhood to France would render such a course of policy highly indiscreet. Her sole wish is to keep down the rest of Italy, and Piedmont being now powerless to interfere with her in that object, she will be quite ready to conciliate France and to gain the applause of the English House of Lords by a great show of forbearance and magnanimity towards her fallen opponent.

Meanwhile many savage scenes may yet take place in Lombardy. Under the excitement caused by the advance of the Sardinian army, the city of Brescia has been tempted to break into revolt, and Radetsky will soon exact his usual unrelenting penalties. The fate of Venice also would now appear to be sealed, although the defence which this city has made from the first against her Austrian masters, has excited a sort of respect for her people which may even induce France and England to see that she has moderate terms.

Among the conservatives in this country the defeat of Charles Albert has been received with unbounded joy. The fact that he is the only potentate of Italy who, after having yielded or pandered to the movement for independence, has not proved a renegade, is this great offence; and there is consequently no opprobrious epithet which Lords Aberdeen, Brougham and others consider too bad for him. His disregard of the treaties of 1815 which bound Italy in serfdom to Austria, is a crime of the deepest dye, although, as he pointed out in his manifesto, the disregard of those same treaties by Austria and Russia in the affair of Cracow, a few years since, is to be looked upon as perfectly proper. The fact also that the Grand Duke of Tuscany, the King of Naples and the Pope, twelve months since, openly declared for the independence of Italy, is regarded as a thing to be forgiven and forgotten. When they repudiated the sacred treaties of 1815, they merely did so in terror and treachery. In complying with the popular cry they had no thought but that of preserving themselves, while the popular will was in the ascendant, and of betraying their subjects if it should ultimately become advisable. It was reserved for the wicked King of Sardinia alone to hold his possessions to the end.

SICILY AND NAPLES.

Sicily has refused the terms offered by the King of Naples in lieu of the constitution guaranteed to her in 1812, and the armistice having been denounced on the 19th March, to expire in 10 days, we shall expect in the course of the week to receive momentous news.—The proposals of Naples were conveyed to the provisional Government of Sicily at Palermo by the English and French Admirals, but the government refused even to present them to the Chambers, or to believe that the Admirals could have been definitively empowered, by the ministers of their respective nations, to be the bearers of such an offer to a people whose independence they agreed nine months ago to recognize. In consequence of this the Ministers themselves, Mr. Temple and M. de Rayneval, have embarked from Naples for Palermo to assure the provisional government of Sicily of the concurrence of France and England in the recommendation of submission to the condition of the King of Naples.—Whether the disasters in Sardinia will damp the spirit of the Sicilians and thus induce them to reconsider their determination, remains to be seen, but by the last accounts there was not the smallest prospect of such a result. The entire population of the island were as one man. Instead of resorting to street demonstrations, loud talking, unjust spoliations or denunciations of one another, the whole body of the people, unlike the liberals that have been crushed in other parts of the world, have maintained from the first an attitude of determined defiance against their corrupt and murderous oppressors; and at the same time have manifested a determination to uphold public order which would have done credit to the calmest times. Of the way in which they have been deceived by England it is deplorable to speak, but the island from one end to the other now rings with reproaches against our conduct.

The English Government stand solemnly pledged to support the Sicilians in their demand for the constitution of 1812, which was promised them by the King of Naples; which he has always treated as so much waste paper and which he now denies them, (substituting a constitution according to his own fancy,) apparently to the great gratification of all those English legislators who are most vehement in their ejaculations against Charles Albert for his rupture of treaties. Among their other manifestoes the Sicilians have caused the constitution of 1812 and the thing now offered to them to be printed side by side, so that the world may judge of the good faith of Britain. The recognition of their independence also, which took place last year, is held up as an illustration of the extent to which we are disposed to sacrifice implied pledges when their execution becomes inconvenient; and not only have the Sicilians now to complain of being abandoned to their fate, but they have also been made to suffer by the direct interference of the British Government against them.—Some months since they purchased of one of our large steam companies two steamers, for which they gave about £100,000, intending to have them fitted as vessels of war, and although their equipment was not attempted in our ports, the contract being merely for their delivery at Palermo, as any ordinary vessels sold under the usual commercial forms, one of them has been detained by our Government and the other, which had previously sailed, will very probably be stopped *en route*.

That Lord Palmerston feels grievously the position in which Great Britain now stands towards the Sicilians, there can scarcely be a doubt, and had he been properly supported, he would have gained honest treatment for them without the slightest difficulty. But the London press being on the side of the reactionary powers, as well as the House of Lords, and a large majority of the Commons, the King of Naples knew that he could pursue his course with comparative impunity. It will be said, perhaps, that be this as it may, Lord Palmerston should have resigned rather than have become a party to what he knew to be a breach of public faith; but our bad faith has, I expect, been rather of a negative than of a direct character, so that it may just admit of being whitened over to a sufficient extent to exonerate a Minister for continuing to hold office, especially with the belief that he may still do the betrayed parties some good, which would be lost to them if his opponents were in power. As regards the precise character of all that has taken place between our Government and Naples and Sicily, we are, moreover, in some degree, ignorant, the diplomatic documents on the subject not having yet been published; and as I have more faith in Lord Palmerston, both as regards intention and intellect than in any existing representative of the old school of politicians, I am still disposed to hope that the past may be cleared up in some measure, and that even the future may not be so disgraceful as present appearances would seem to threaten.

With respect to the recognition of Sicilian independence last year, it is to be admitted that such a recognition does not necessarily imply an intention to aid the country so recognized by acting as an ally in a war for its defence. Committed, however, as we were previously to the Sicilians, the step in this instance was calculated to lead to the inference that aid would be afforded; and the desertion therefore is in the last degree cruel, however it may be softened down by special pleading.

HUNGARY.

In Hungary the Austrians continue to experience serious disasters, and slaughter and pillage are heard of on all sides. But for their Russian allies it seems pretty plain that the Imperialists before this would have been totally defeated. The assistance thus given, however, which is quietly tolerated by France, renders the ultimate success of the National party almost hopeless. Kossuth is at the head of 50,000 men, and an early battle between him and Jellachich is looked for. The fortress of Comorn still holds out.

Bem, the Polished general, who is at the head of a division of Hungarians, seem again to have performed some characteristic prodigies, although he has lately suffered a heavy reverse. Having driven 3000 Russians out of Hermandstadt, he plundered and quitted the town; but was afterwards attacked by an overwhelming force; and although he himself escaped, five of his Polish officers—all persons of rank—were it is said, captured and hanged by the Russians—murders of this sort when performed by the servants of a despotic monarch being all *en regle* according to the present political views entertained throughout Europe.

GERMANY.

At Frankfort the Central Parliament have at length voted the Imperial crown to the King of Prussia. 538 members voted on the occasion, and the majority was 42. 248 refused to vote.

The dispute between Germany and Denmark is still unsettled

FRANCE.

The trial of the conspirators of the 15th of May is ended. Barbes and Albert have been sentenced to transportation for life, Blanqui 10 years, Sobrier 7 years, Raspail 6 years, and Flotte and Quentin to 5 years.

Louis Blanc and Caussidere who are still in London, or at least out of France, have been condemned par continuance. In their case the sentence was also transportation.

INDIA.

Our news from India is that on the 21st of Feb., Lord Gough attacked Shere Singh, who was rapidly moving towards Lahore, and routed him at every point, taking a great portion of his artillery, his ammunition and the whole of his standing camp.

The Sikhs had 30,000 and 53 guns, Lord Gough 23 000 men and 56 guns.

THE CENTRAL RAILROAD.—The following are the proceedings of the meeting in Philadelphia, in relation to the Central Railroad, referred to by our Philadelphia correspondent. We quote from the North American. The editorial article referred to we could not find room for.

David S. Brown, Esq. was called to the Chair, and Washington Butcher Esq. appointed Secretary.

The following preamble and resolutions were offered and read by Samuel C. Morton, Esq.—

Whereas, The Directors of the Pennsylvania Railroad Company have made known to the Board of Trade, that the amount of stock heretofore subscribed and now available is not sufficient to complete the Railroad to the point of junction with the State road at Hollidaysburgh.

And whereas, The said Directors have declared their intention of suspending any further contracts on the line until sufficient funds are obtained from subscription to complete the same, without recourse to borrowed capital.

And whereas, The Board of Trade fully appreciate the importance to the trade and prosperity of Philadelphia of an early completion of this important enterprise. Therefore,

Resolved, That prompt and energetic measures should be taken to secure this object.

Resolved, That in view of the general public interest involved in the execution of this enterprise it is right that it should be prosecuted not only with private funds, but that our municipal corporations that have not subscribed, and moneyed institutions generally, should be solicited to lend their aid.

Resolved, That with a view of combining all interests in the enterprise, it is expedient to call a general public meeting of the citizens of the City and County, to assemble at an early day, to take such measures as may effectually and promptly fill up the amount required, and that the organization of said meeting be entrusted to a committee of twelve persons.

Resolved, That a Committee of eight citizens be now appointed to make a personal application to all the moneyed corporations of the city and county, and urge upon them the policy and propriety of lending liberal aid to the enterprise.

The resolutions having been unanimously adopted, the Chairman in accordance with the wish of the meeting, appointed, with its approval, the following gentlemen, as the Committee to organize the proposed public meeting:—Messrs. Samuel C Morton, Richard D Wood, Wm. D Kelly, Sam'l Megarge, James Page, Newcomb B Thompson, E G Dutilh, P B Savory, Richard S Dale, Henry White, Thomas Allibone, Elliott Cresson, Jno. Welsh, Spring Garden.

The following gentlemen were also appointed the committee to wait on moneyed institutions:—Messrs. Thomas P Cope, James Fassit, Joseph R Ingersoll, Richard D Wood, Charles McAllister, J Pemberton Hutchison, William S Smith, Algernon S Roberts.

After some desultory discussion, during which several encouraging statements were made, the meeting, on motion, adjourned.

(LIST OF ACTS CONCLUDED.)

A supplement to an act, entitled "An act to authorize the Governor to incorporate the Tioga and Elmira Plank Road Company.

A supplement to an act, entitled "An act to establish an Academy at Brookville, in Jefferson county, and for other purposes," approved the 13th day of April, 1835.

A further supplement to an act, entitled "An act to incorporate the Delaware County Insurance Co."

To repeal the act of 23d March, 1803, so far as it includes the Clarion river.

To authorize the Canal Commissioners to remove lock-house number fifty-four, on the Western Division of the Pennsylvania Canal

To provide for the erection of a home for the employment and support of the poor in the county of Westmoreland.

To incorporate the Evangelical Lutheran congregation of the borough of Clearfield, in the county of Clearfield, and relative to the county rates and levies of said county.

To exempt certain certificates of loan from taxation for county and municipal purposes.

To authorize John H. Townsend and Wm. Guthrie to construct a dam in the Kiskiminetas river; exempting the Fire Association of Philadelphia, and the Washington Hall Association of Bucks County from taxation; and authorising the Danborough and Point Pleasant Turnpike Road Company to borrow money.

Prohibiting persons from throwing slabs in Red Bank Creek and its navigable tributaries; and to incorporate a company to build a toll bridge over the Allegheny river at Emlentown, in Venango county.

To change the "Marion Greens," a volunteer rifle company of Allegheny county, to an infantry company to be called the "Marion Guards."

To perpetuate evidence in certain cases therein named; and relative to taxing the Chartiers Coal Company.

Authorizing the paving of Gray's Ferry Road from Ceder st. to Federal; providing for the construction of lateral railroads; relating to the appointment of auctioneers in the counties of Erie, Mercer and Bradford, extending the Southwark Railroad; and in relation to the collection of poor taxes in the city of Pittsburgh.

Relating to judicial districts of this Commonwealth.

To incorporate the Reserve township, Allegheny county; a borough to be called the borough of Duquesne; to erect the town of Tarentum, in Allegheny county into a separate election district; and to regulate the streets and public grounds in the borough of Girard, in Erie county.

To incorporate the Warren and Pittsburgh Telegraph Company.

To prevent the opening of streets or public roads through burial grounds, and for the protection of cemeteries and graveyards.

To incorporate the Meadville and Conneautville Plank Road Company.

To extend the charter of the Lancaster Bank.

Authorizing the Governor to incorporate the Perrysville and Zelienople Turnpike or Plank Road Company.

To vacate Long Lane, in the county of Philadelphia; relative to Niles and Forbes streets, in the city of Pittsburgh.

To extend the charter of the Bank of Deleware county.

Resolutions relative to an amendment of the constitution; electing of judges by the people.

For the sale of the Williamsport and Elmira railroad.

Regulating election districts.

For the regulation and continuance of a system of education by common schools.

To extend the charter of the Monongahela Bank of Brownsville.

To incorporate the Temperanceville and Noblestown turnpike or plank road company.

To extend the charter of the Franklin Bank of Washington, in the county of Washington.

A supplement to the act, entitled "An act regulating Turnpike and Plank Road Companies, approved January 26th, 1849.

To incorporate the Beaver Manufacturing Company, in Beaver county.

A further supplement to an act relative "to the Pennsylvania State Lunatic Hospital, passed April 14th, 1845."

To change the mode of granting Tavern Licenses in the city and county of Philadelphia.

For the relief of Boyle, Hall and Boyle, late contractors on the North Branch Canal; and relating to the Mutual Insurance Company, in Warren county; and relative to Allegheny Cemetery.

Authorizing the Governor to incorporate the Wysauking and Wappasening Plank Road Company.

To incorporate the Meadville, Hartstown, and Greenville Plank Road Company.

To authorize the School Directors of Mount Pleasant township, Westmoreland county, to assess additional taxes for school purposes; to incorporate the Kinsington Steam Navigation Company; relative to school taxes in Allegheny county; to change the name of Frederick Kuntz; relative to the claim of Barner and Johnson for damages; to authorize the Rev. George Morton to sell certain real estate; to authorize the Court of Common Pleas of Westmoreland county to appoint auditors to examine the accounts of Thomas L. Drum; relative to tolls on canals and railroads in this Commonwealth; to authorize the Treasurer of Carbon county to pay over certain taxes.

For the relief of Wm. Johnston, James Hepburn, and E. G. Heyiman.

For the relief of Wm. Keeler.

To encourage manufacturing operations in this Commonwealth.

To restrain corporations from issuing obligations redeemable otherwise than in gold or silver, or in current bank notes.

To incorporate the Wellsborough Cemetery Company, and relative to the collection of taxes in Washington and Lawrence counties.

To incorporate the Bank of Danville.

Authorizing the Governor to incorporate a company to erect a toll bridge over Big Beaver, at Newport, in the county of Beaver.

To incorporate the Penn Mining and Smelting Company.

Resolutions relative to Mr Asa Whitney's plan of constructing a railroad from Lake Michigan to the Pacific Ocean.

A supplement to an act relative to the venders of mineral waters, and an act relative to the Washington Coal Company, to sheriff's sales of real estate; to the substitution of executors and trustees when plaintiff to partition in the Court of Common Pleas, and for other purposes.

To incorporate the Susquehanna River, and North and West Branch Telegraph Co.

To authorize the Canal Commissioners to sell and convey certain real estate upon the Franklin line of the Pennsylvania Canal, to allow the Franklin Canal Company to construct a railroad; extending the time for settlement of claims on the Conneaut line; and relating to an election district.

A further supplement to an act, entitled, "An act authorizing the Governor to incorporate the Mill Creek and Mine Hill Navigation and Railroad Company," passed the 7th February, 1828; and in relation to Orphans' Court deeds.

Authorizing the Governor to incorporate the Meadville and Mercer Plank Road Company.

To exempt property to the value of three hundred dollars from levy and sale on execution and distress for rent.

To incorporate the borough of Whitehall, in the county of Philadelphia, relative to the boroughs of Brownsville and Uniontown, in Fayette county in relation to the publication of certain notices in Norumberland county; relative to Eleventh st. Moyamensing, Philadelphia county; and to certain election districts, and relative to the Directors of the Delaware, Schuylkill, Lehigh and Susquehanna Railroad company.

To confirm the title of certain real estate in John Cartwright and Isaac Cartwright of Luzerne county; to confer authority upon Peter Winter, guardian of the minor children of Geo. Wingard, deceased; and providing for the appointment of a trustee, in the place of John Kerlin deceased, relative to real estates of Christian Kneass, of Alfred Dunbar, and the Fairhill estate in the county of Philadelphia; incorporating the Pittsburg and Wheeling Railroad Company, relative to the manufacturing of iron with coke and mineral coal; relative to the claims of H. E. Atkins and David Bomus, and excepting certain suits from the operation of the act securing the rights of married women; and relative to the clerk of the Court of quarter Session, in the county of Philadelphia, and to the Orphans' Court of York county.

Relative to certain school districts in Jefferson, Indiana, Cambria, Westmoreland, Blair, Carbon, Schuylkill, Bedford, Chester, Delaware, Washington and Northampton counties, relative to supplying the several schools of the Commonwealth with the State map; and providing for a public high school, and for the education of colored children, in the city of Pittsburgh.

A supplement to an act relating to lunatics and drunkards; to punish Aldermen and justices of the peace.

Authorizing the partial restoration of the capital of the Bank of Pennsylvania [Received April 9—not 10 days—not yet approved.]

To incorporate the Titusville and Coopertown Plank Road Company.

To prevent the killing of deer at certain seasons in Union county, and relative to marriage certificates.

To prevent the destruction of fish in certain streams of this Commonwealth, extending the powers and privileges of the Health Insurance Co of Philadelphia; and directing the Auditor General to give certificates of their claims of S. D. Karnes and Henry D. Pettriken for services performed in organizing the volunteer rigiments from this State in the Mexican War.

Erecting the village of East Birmingham into a borough; fixing the place of holding elections in Plum, Patton and Indiana townships, Allegheny county; relative to licensing hawkers and pedlars and fixing the standard weight of oats.

A supplement to an act entitled an act to extend the charter of the Western Bank of Philadelphia. [Approved the 7th day of April, 1816.

More effectually to preserve the public grounds and public buildings of this Commonwealth.

To create a sinking fund, and to provide for the gradual and certain extinguishment of the debt of the Commonwealth.

To exempt from taxation (except for State and road purposes) the house for the employment and support of the poor in the county of Schuylkill, and for other purposes.

To revise the militia system and provide for the training of such only as shall be uniformed. [Rec'd April 10—not yet approved.]

For the relief of certain soldiers and widows of soldiers of the revolutionary and Indian war.

For the relief of William Chandler, and relating to the mode of packing and landing beef and pork [Received April 10—not yet approved.]

To incorporate the Rio del Norte Turnpike Road Company.

Incorporating the Allegheny Saving Fund Company. [Rec'd April 10—not yet approved.]

A supplement to an act, entitled "An act relative to the organization of courts of justice," passed April 14, 1834.

Declaring certain creeks public highways, relating to a claim of Bingham and Dock, relating to the culverts in Richmond, in the county of Philadelphia; and incorporating the Olney Classical Institute, in the county of Philadelphia.

Resolutions relative to the army of the United States, natives or citizens of Pennsylvania, who distinguished themselves in the late war with Mexico.

Relative to premiums on fox and wild cat scalps in Forest and Jefferson counties, and for other purposes.

For the relief of the heirs of James Caldweld, deceased, and relative to the hours of labor in manufacturing establishments. [This is the supplement to the ten hour law not presented to the Governor until the 16th of April, and not yet approved.]

To provide for the ordinary expenses of the Government; for the repairs of canals and railroads of this Commonwealth, and the adjustment of other claims due by the same. [This is the General Appropriation bill and to avoid the Inclined Plane and complete the North Branch Canal.

An act for the relief of Isaac Paulding, Jr., supplementary to the act incorporating the York Saving Institution; and relative to the scrip issued by the Lehigh Coal and Navigation company.

Resolution relative to the construction of the act of 19th February, 1844.

Resolution relative to providing a permanent home for the Indians.

Resolutions relative to the auctioneer account of Patrick McKenna.

Resolutions providing for the payment of witnesses in attendance before the joint committee appointed to examine into the management on the public works.

Resolutions relating to international exchanges.

* * *

The General Post Office.—In copying into our paper yesterday from a respected contemporary in the West a passing tribute to the political merit of Col. Warren, the Second Assistant Postmaster General, we inadvertently overlooked the statement, in the introductory part of it, that the Bureau of which he is the head "has the appointment of thousands of Postmasters throughout the country." This is altogether an error. The appointments are in all cases the act of the Postmaster General. All the action of the three Assistants to the Postmaster General is subordinate to his; their own tenure of office being subject to his will. The language of the act of 1825 is, that "there shall be established at the seat of the government of the United States a General Post Office, under the direction of a Postmaster General; that the Postmaster General "shall appoint" his Assistants; that "he shall establish Post Offices and appoint Postmasters at all such places as shall appear to him expedient," &c.; "and that he shall give his Assistants, the Postmasters, and all other persons whom he shall employ, or who may be employed in any of the departments of the General Post Office, instructions relative to their duty." It being obviously impracticable for any one head or hand to discharge all these functions, Assistants to the Postmaster General have been provided by law, whom he appoints, and all whose acts require his sanction.

We are induced thus particularly to state the law upon the subject, because we perceive, in other papers than the one from which we made the extract referred to, that some misapprehension exists on the subject.—*Nat. Intel.*

* * *

W. M. Wright, M. D., Dentist,

Office and residence on Fourth st., opposite the Pittsburgh Bank. Office hours from 9 o'clock to 12 A. M., and from 2 o'clock to 5 P. M. sep14-1y

G. W. BIDDLE, Dentist—

REMOVED to a new three story brick on Smithfield street, one door below Sixth street. Teeth inserted from one to an entire set, on the suction principle, with a beautiful representation of the natural gum—restoring the original shape of the face.

N. B.—Teeth extracted with little or no pain.

Decayed Teeth permanently saved by plugging, preventing the tooth ache, which is much better than curing it, though it should be done in five minutes, or even instantly. ap24:1y

* * *

DIED,

On Monday morning, the 24th inst., Catheren Jane, the infant daughter of William and Francis Martin, aged 3 months and 20 days.

Her funeral will take place this day, at 2 o'clock, from the residence of her father, on Beaver street, Allegheny city.

PROTECTION!

THE PROTECTION FIRE AND MARINE INSURANCE COMPANY OF HARTFORD, CONN.

Chartered in 1845.

Capital Stock, Annual Provisions, and surplus fund $100,000.

All losses promptly paid at the General Agency Office for the Western States, located at Cincinnati, Ohio.

This Company is of long standing, and well known throughout the United States for its solvency and prompt payment of losses—having incurred and settled, to the satisfaction of all concerned, over 5,000 losses, amounting in the aggregate to many millions of dollars, the receipts for which are on the files of the Company at Hartford and Cincinnati.

The Pittsburgh agency of this office was originally held by Moses Atwood, Esq., and was subsequently taxed out of the State, by a law amounting to a prohibition of all Foreign Insurance Companies, just in season to escape loss by the fire of 10th April, 1845.

The agency is now reorganized under the charge of the undersigned, who will receive applications and issue Policies against LOSS OR DAMAGE BY FIRE on Stores, Warehouses, Dwellings, &c., with the contents. Also, on Goods, Wares and Merchandise against the perils of Marine and Inland Navigation, at the current rates of premium.

Office at M. H. BROWN & BROTHER'S, No. 127 Wood street. FAYETTE BROWN,

Agent Protection Insurance Co. for Pittsburgh and Allegheny Co. ap25:d2m*

Office of Surveyor of Customs,
Pittsburgh, April 24, 1849.

SEPARATE PROPOSALS will be received at this Office until 3 o'clock, P. M. on Tuesday, the 1st day of May next, for furnishing materials and executing work at the United States Marine Hospital, as follows, viz:—

Wrought Iron Work.—For furnishing materials and executing Iron Stair way, and Iron Railings, conformably to plans and specifications to be seen at this office. Bidders will state the price per lb.

Painting and Glazing.—For furnishing materials and executing the Painting and Glazing. Bidders will state price per foot for painting and glazing, according to "Pittsburgh Painters' Book of Prices." Glass to be quoted thickness, and extent of all defects.

Successful bidders will be required to enter into contracts and to give good security for the faithful performance thereof.

J. B. GUTHRIE,
Surveyor of Customs.

ap25 d5t

Western Insurance Company.

A MEETING of the Stockholders of the Western Insurance Company will be held at the Monongahela House, on Tuesday, May 1st, A. D. 1849, between the hours of ten and two o'clock, for the purpose of electing thirteen Directors, to serve until the next annual election in November next—in conformity with the Act of Incorporation. By order of the Commissioners.

THOS. K. LITCH,
J. D. WICK,
R. MILLER.
Committee

ap25 dtel

Exhibition on Thursday next, 26th Inst.

OF RALSTON & PHILLIPS' NEW LIFE PRESERVER, a most important invention for the use of passengers and others, in ships, steamboats, &c.

The invention of a new Life Preserver, by Messrs. Ralston and Philips, of Washington county and Pittsburgh, Pa. bids fair to be classed among the greatest discoveries for the preservation of life, from the perils of the sea, known to the public. The Life Preservers which have heretofore been invented, previous to the introduction of this improvement, have proved inadequate for the purposes intended, and have therefore failed to give satisfaction to the public. When the advantages of the new Life Preserver are fully set forth and made known, it is confidently believed that it will be found to answer admirably the purposes for which it is intended, and go into general use among those who wish to provide against the dangers of the sea, a means of escape far surpassing all similar inventions.

A person wearing one of these Life Preservers can carry from fifty to one hundred lbs, in addition to their person, and float four persons in the water, without sinking, and can take no other position on the water except with the head and shoulders entirely above the water.

The entire person, save the face, is enclosed by an India Rubber Dress, parts of which are inflated, enabling the wearer to float in an erect, or sleep in a reclining posture, or with paddles which are attached, propel himself at the rate of three miles per hour. His person is kept entirely dry, and the heat of the body is so retained, that he is warm and comfortable, when floating on the water in cold weather.

11 of the above Life Preservers just rec'd and for sale at the India Rubber Depot, No 5 Wood st.

ap25 J & H PHILLIPS

An Ordinance.

"An Ordinance for the payment of Interest on our City Scrip."

WHEREAS, some further action is deemed necessary for the purpose of guarding the holders of small sums of City of Pittsburgh Scrip, from loss consequent upon its having ceased to circulate generally as a medium of exchange, and who are unable to deprive themselves of the use of such amounts as are now required, in order that it may be convertible into bonds under the Ordinance of the 13th of April, and as a large amount of the Scrip now in the hands of the community may be held for an indefinite period if assured of its ultimate payment, together with the interest thereon, therefore,

Sec. 1st. Be it ordained and enacted by the citizens of Pittsburgh, in Select and Common Councils assembled, That from and after the 13th day of April, A. D. 1849, an interest of six per cent. per annum shall be paid on all issues of the city of Pittsburgh of the denomination of one, two and three dollars, which interest shall be allowed at any time hereafter on the payment of taxes, or debts due to the city, and the surrender of said certificates. And it shall be the duty of all collectors to furnish vouchers to the City Treasurer for all amounts of interest allowed by them on Scrip.

Sec. 2. Be it ordained, &c., That the Finance Committee be authorised to hypothecate any stocks belonging to the City as they may deem proper for the purpose of sustaining the credit of the city, and paying the necessary expenses of the city government and interest on the debt.

Sec. 3. Be it ordained, &c., That so much of any ordinance or ordinances as may conflict with the provisions of this ordinance, be and the same are hereby repealed.

Ordained and enacted into a law in Councils, this 23d day of April, A. D. 1849.

Attest: ROBERT M'KNIGHT, Pres't C. C.
Alex. Franklin, Clerk C. C.
HARMAR DENNY, Pres't S. C.
John Mayor, Clerk S. C. ap24-d3t

LEAD—400 pigs soft lead, to arrive per stmr Pennsylvania, for sale by
d3 ap25 JAMES PARK, Jr., & Co.

PEARL ASH—15 csks prime, on consignment, and for sale by ap25 B. A. FAHNESTOCK & Co

HEMP SEED—50 bbls just rec'd and for sale by
ap25 B. A. FAHNESTOCK & Co

HYD. POTASH—200 ounces just rec'd and for sale by ap25 B. A. FAHNESTOCK & Co

BACON—20 csks prime country cured bacon, just landing and for sale by
ap25 J. S. DILWORTH & Co

LARD—10 bbls No 1, 30 kegs do do, for sale by
ap25 J. S. DILWORTH & Co

DRIED APPLES—800 bu prime dried apples, in store and for sale by
ap25 J. S. DILWORTH

POTATOES—100 sks neshannock and blue potatoes, just received and for sale by
ap25 ARMSTRONG & CROZER

SUGAR & MOLASSES—100 hhds prime N O sugar; 600 bbls molasses, (oak bbls) rec'd and for sale by W. & M. MITCHELTREE,
ap25 No 160 Liberty st

LOAF SUGAR—29 bbls (Louisiana Refinery) in store and for sale by
ap25 W. & M. MITCHELTREE

WHISKEY—700 bbls Whiskey, in store and for sale by ap25 W. & M. MITCHELTREE

WINES—Port, Madeira, Lisbon, and Sweet Malaga, for sale by the cask or in quantities to suit purchasers, by ap25 W. & M. MITCHELTREE

Foreign and Domestic Liquors.

A GOOD assortment of Foreign and Domestic Liquors, always on hand and for sale in quantities to suit purchasers, by
ap25 W. & M. MITCHELTREE

GEO KUHN is requested to call for a small box, brought by S. B. Monongahela, pay charges and take it away. GEO. B. MILTENBERGER,
ap25 87 Front st

SUGAR—30 hhds Sugar just rec'd, in store and for sale by S. & W. HARBAUGH,
ap25 53 water and 100 front st

MOLASSES—100 bbls N O Molasses, just landing, for sale by ap25 S. & W. HARBAUGH

LARD—30 bbls prime Leaf Lard, in store and for sale by ap25 S. & W. HARBAUGH

MACKEREL—75 bbls No 3 Mackerel, in store, for sale by ap25 S. & W. HARBAUGH

BACON—Hog round, in store, for sale by
ap25 S. & W. HARBAUGH

SUNDRIES—4 bales Cotton; 22 bgs Feathers; 2 do Flaxseed; 4 bbls No 1 Lard, landing from steamer Euphrates, for sale by ISAIAH DICKEY & Co,
ap25 Front st

COTTON—120 bales in store, for sale by
ap25 ISAIAH DICKEY & Co

TO GROCERS.

J. C. JENKINS & CO., S. W. corner of Chestnut and Twelfth streets, Philadelphia, intending to confine themselves exclusively to the wholesale TEA business, offer for sale their Tea and Grocery Store, lease and established business. This store is extensively known, is peculiar in its arrangements, and has commonly been pronounced the most complete of its kind in the city, if not in the country—located in an opulent portion of the city, the most eminent citizens are among its patrons. It is believed that a business so desirable is seldom to be disposed of. ap24:d3t

THE COMPLETE WORKS of John M. Mason, D. D., in 4 vols, with portrait. Edited by his son, Ebenezer Mason. Just published—for sale by
ap23 R. HOPKINS, 4th st

DRIED APPLES—68 bbls in store and for sale by
ap23 TASSEY & BEST

POTATOES—50 sks in store and for sale by
ap23 TASSEY & BEST

NAILS—250 kegs, assorted sizes, for sale by
ap23 TASSEY & BEST

CHESNUTS—20 bush on hand, a good article, and for sale by ap23 TASSEY & BEST

AUCTION SALES.

By John D. Davis, Auctioneer.

Household and Kitchen Furniture, &c., at Auction.
On Friday morning, April 27th, at 10 o'clock, at the Scotch Hill House, corner of Fourth and Grant streets, will be sold, the entire stock of household and kitchen furniture, bar furniture, fixtures, &c., among which are 9 feather beds and bedding, wardrobe, bureau, settee, chairs, tables, work and wash stands, bedsteads, mantle clock, carpeting, lamps, glassware, &c.
ap25 JOHN D. DAVIS, Auct.

Stock of Fancy and Staple Dry Goods.
On Thursday morning, April 26, at 10 o'clock, at the Commercial Sales Rooms, corner of Wood and Fifth streets, will be sold—

A large assortment of fresh and seasonable staple and fancy Dry Goods, among which are—superfine cloths, tweeds, cassimeres, jeans, cottonades, drillings, silk and lasting coat and vest buttons, Coates' spool cotton, sewing silk, white, black, crimson and fancy hdkfs, Barage shawls and scarfs, splendid plaid viennas, dress silks, French and American Ginghams, super prints, de laines, splendid printed lawns, swiss muslins, cashmeres, bleached and brown muslins, cambric, damask linen table cloths, hosiery, gloves, ribbons, bonnets, fancy articles, &c.

At 2 o'clock,
Groceries, Glassware, Furniture, &c.

Young Hyson and and Imperial Teas, Va. manufactured tobacco, toilet and shaving soap, No 1 palm soap, shovels, spades, hay and manure forks, wrapping paper, band boxes, mackerel, herrings, shad, &c.

A large and general assortment of household and kitchen furniture, cooking stove, transparent window blinds with fixtures, carpeting, &c.

At 7 o'clock,
Ready made clothing, cutlery, hardware, gold and silver watches, splendid French 15 day ebony fine gilt and inlaid clocks, violins, accordeons, books, letter and cap writing paper, &c. ap24

AMUSEMENTS.

THEATRE.

Lessee and Manager……C. S. Porter.
ACTING AND STAGE MANAGER……W. H. Crisp.

☞ Last night but one of MRS. FARREN'S engagement. Mr. W. H. Crisp as Cressford, in Ellen Wareham. Mr. Farren as Saplica. Glorious Bill.

WEDNESDAY EVENING, APRIL 25—
ELLEN WAREHAM, or LOVE AND DUTY,
From which the fashionable novel just published is founded.

Cressford……Mr. W. H. Crisp.
Capt. Wareham……Mr. Archer.
Ellen Wareham……Mrs. Farren.
Matilda……Mrs. Madison.
Dance…by…Master Wood.

To conclude with the new military sketch of the
CHILD OF THE REGIMENT.

Saplica……Mr. Farren.
Andreas……Mr. Kames.
Gaward……Mr. Dunn.
Madaline, the child of the Regiment…Mrs. Farren

To-morrow—Adelgetha, or the Fruits of a single Error

WM. B. SCAIFE. JAMES ATKINSON.

SCAIFE & ATKINSON,

FIRST ST., BETWEEN WOOD AND MARKET, PITTSBURGH,

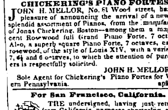
CONTINUE to manufacture all kinds of COPPER, TIN AND SHEET IRON WARE. Also, Blacksmith Work

Steam Boats built to order.

Special attention given to steam boat work.

Have on hands a fine assortment of Copper and Brass Kettles, Tin Ware, &c. &c. Steamboat Cooking Stoves, Portable Forges, various sizes—a very convenient article for steamboats, California emigrants, or rail road companies.

We would respectfully invite steam boat men and others to call and see our articles and prices before purchasing elsewhere ap23



CHICKERING'S PIANO FORTES.

JOHN H. MELLOR, No. 81 Wood street, has the pleasure of announcing the arrival of a new and splendid assortment of Pianos, from the manufactory of Jonas Chickering, Boston—among them a magnificent Rosewood full Grand Piano Forte, 7 octaves. Also, a superb square Piano Forte, 7 octaves, carved rosewood, of the style of Louis XIV, with a variety of 7, 6½ and 6 octaves, to which the attention of purchasers is respectfully solicited.

JOHN H. MELLOR,
Sole Agent for Chickering's Piano Fortes for Western Pennsylvania. ap23

For San Francisco, California.

THE undersigned, having just returned from California, purposes chartering a fast sailing vessel to be despatched as early a day as arrangements can be made, and will take passengers at low rates, if a sufficient number apply soon. The vessel to touch at Rio de Janeiro and Valparaiso, for fresh provisions, &c.

The route via Cape Horn has now the decided preference over all others, as the undersigned passed on his return to the U. S. upwards of 2000 persons at Panama and on the Isthmus, unable to procure passage.

All passengers or companies taking passage in the ship, will be furnished, free of cost, with a complete gold washing machine and implements, such as he knows to be the best in use, having seen many costly and ingenious machines thrown aside, as unfit for the purpose.

He will also give each passenger accompanying the expedition, the benefit of his experience in mining, and will also make known to them the most productive gold placers.

No passage will be secured until paid for. For freight or passage, apply immediately to

JAMES S. WETHERED, 2 German st.,
or HAYDEN & COALE, 63 S. Gay st.
ap20.d2w—Balt. Am.

Notice to the Holders of Scrip.

FOR SALE, and payment received in the SCRIP issues of the city of Pittsburgh—

All that valuable property known as the OLD BASIN LOT, situate on Grant street, opposite the Court House, and bounded by Grant street, Fifth street, Diamond alley and Cherry alley.

This property has been divided into TWENTY-FOUR highly eligible building Lots, which will be sold to the highest and best bidder, at public auction, on SATURDAY, MAY 5th, 1849, in front of the Court House.

TERMS—One third in cash, one third in six months, and one third in twelve months, with interest from the day of sale.

By order of the City Councils.

JAS. B MURRAY,
ap21:dtd Chm. Committee on City Property
City dailies copy.

For Greenwood Gardens.

THE new and fast running steam boat THOMAS SCOTT, leaves the Greenwood Wharf Boat, at the Point, every half hour during the day, landing at the garden gate.

A fine collection of the choicest Greenhouse Plants are for sale in the Garden. Ice Creams and other refreshments furnished in the saloons.

Boquets put up at the shortest notice. Orders for Boquets, left at the wharf boat, will receive prompt attention. ap21

EXTRACT OF COFFEE—An article which is rapidly coming into use as a wholesome, nourishing and delicious beverage, being more pleasant and palatable than common Coffee, and far cheaper, as a small paper costing only ten cents, will go as far as four pounds of Coffee. Manufactured by
JOHN S. MILLER, Pittsburgh, Pa.
Sold at wholesale by B A FAHNESTOCK & Co, corner of First and Wood and Sixth and Wood streets, Pittsburgh. ap21

NEW BOOKS—Dr. Coventry's Work on Epidemic Cholera, its History, Causes, Pathology and treatment.

Philosophy of Religion, by J. D. Morell, A. M.

Bourne's Catechism of the Steam Engine.

Chamber's Cyclopedia of English Literature, 2 vols octavo, fine edition, steel plates.

Chambers' Miscellany of Useful and Entertaining Knowledge—10 vols, 12 mo. Illustrated.

Advice to Young Men, by T. S. Arthur, gilt
" " Young Women, " " "

Elements of Meteorology, by J. Brocklesby, M. A., engravings.

Proverbs for the People, by E. S. Magoon.

University Sermons, by Dr. Wayland.

French's Hulsean Lectures, for 1846-7—'The fitness of Holy Scriptures for unfolding the spiritual life of men.' 1 vol, 8vo.

No. 6 Franklin's Life, illustrated.

Received this day by R HOPKINS,
ap24 Apollo Buildings, 4th st

ROLL BUTTER—6 bbls fresh W R Roll Butter, just rec'd and for sale by J B CANFIELD,
ap21 Water st, bet Smithfield and Wood

DRY APPLES—60 sks Dry Apples, a prime article, for sale by ap24 WICK & M'CANDLESS

PEARL ASH—13 bbls rec'd and for sale by
ap24 WICK & M'CANDLESS

CHEESE AND ROLL BUTTER—31 bxs Cheese; 1 bbl fresh Roll Butter, now landing, for sale by
ap24 ISAIAH DICKEY & Co, Front st

LIQUORICE BALL—5 cases in small sticks for sale by ap24 J SCHOONMAKER & Co

LARD OIL—10 bbls best quality, just rec'd and for sale by ap21 J SCHOONMAKER & Co

SWEET OIL—5 baskets best Salad Oil; 5 cases Flask Oil, very fine; for sale by
ap24 J SCHOONMAKER & Co

REFINED BORAX—5 cases just rec'd; for sale by
ap24 J SCHOONMAKER & Co, 24 wood st

COPAL VARNISH—600 galls best quality, in bbls, ½ bbls and kegs, for sale low by
ap21 J SCHOONMAKER & Co

MUTTON HAMS—3 boxes Mutton Hams, in store and for sale by JAMES DALZELL,
ap24 water st

DRY PEACHES—266 bush just rec'd and for sale by
ap24 HARDY, JONES & Co

CASTOR OIL—17 bbls per North River, for sale by
ap24 RHEY, MATTHEWS & Co

BRICK—140,000 in Birmingham, for sale by
ap24 RHEY, MATTHEWS & Co

POTASH—4 csks prime, for sale by
ap24 S F VON BONNHORST & Co

FLAX SEED—35 bush for sale by
ap24 S F VON BONNHORST & Co

BEANS—10 bbls white, for sale by
ap24 S F VON BONNHORST & Co

SOAP—10 bxs Castile, for sale by
ap24 S F VON BONNHORST & Co

SICKLES! SICKLES!!

ONE THOUSAND DOZEN SICKLES, of superior quality, for sale.
ap24:d6t SPANG & CO.

MALT—1000 bush fresh Barley Malt, for sale by
ap21 BROWN & CULBERTSON

LARD AND BUTTER—7 kegs Lard, and 6 bbls fresh W R Roll Butter, just rec'd and for sale by
ap21 J B CANFIELD

ROLL BUTTER—8 bbls fresh, for sale by
ap21 S F VON BONNHORST & Co

SWEET POTATOES—30 bbls Galena Sweet Potatoes, in prime order, in store and for sale by
ap21 GEO B MILTENBERGER, 87 Front st

FISH—10 bbls new No Shad; 10 do do No 1 Herring; 10 do do No 1 Salmon; 10 do do No 2 Mackerel; 30 do do No 3 do, just rec'd and for sale by
ap21 JOHN WATT, Liberty st

TOBACCO—23 bxs W H Grant's 5s Tobacco; 25 do Russell & Robinson's 5s do, for sale by
BROWN & CULBERTSON,
ap21 145 Liberty st

CHEESE—4 csks Cheese, just rec'd and for sale by
ap23 ARMSTRONG & CROZER

CARRIAGE AT PRIVATE SALE—An excellent Family Carriage, suitable for one or two horses, of modern style, and cost $450—will be sold for $100. Apply at No. 57 Market st. ap23

WATCHES AND JEWELRY—A splendid assortment now opening, at the Watch, Jewelry and Military Store of W W WILSON,
ap23 corner Market and 4th sts

CARBONATE AMMONIA—500 lbs fresh, just rec'd and for sale by J SCHOONMAKER & Co
ap20

RIO COFFEE—100 sks Rio Coffee, just rec'd and for sale by BROWN & CULBERTSON,
ap19 145 Liberty st

STEAM BOATS.

CINCINNATI & PITTSBURGH

DAILY PACKET LINE.

THIS well known line of splendid passenger Steamers is now composed of the largest, swiftest, best finished and furnished, and most powerful boats on the waters of the West. Every accommodation and comfort that money can procure, has been provided for passengers. The Line has been in operation for five years—has carried a million of people without the least injury to their persons. The boats will be at the foot of Wood street the day previous to starting, for the reception of freight and the entry of passengers on the register. In all cases the passage money must be paid in advance.

SUNDAY PACKET.

The ISAAC NEWTON, Captain Hemphill, will leave Pittsburgh every Sunday morning at 10 o'clock. Wheeling every Sunday evening at 10 P. M.
May 29, 1847.

MONDAY PACKET.

The MONONGAHELA, Capt. STONE, will leave Pittsburgh every Monday morning at 10 o'clock; Wheeling every Monday evening at 10 P. M.

TUESDAY PACKET.

The HIBERNIA No. 2, Capt. J. KLINEFELTER, will leave Pittsburgh every Tuesday morning at 10 o'clock. Wheeling every Tuesday evening at 10 P. M.

WEDNESDAY PACKET.

The NEW ENGLAND No. 2, Capt. S. DEAN, will leave Pittsburgh every Wednesday morning at 10 o'clock; Wheeling every Wednesday evening at 10 P. M.

THURSDAY PACKET.

The BRILLIANT, Capt. GRACE, will leave Pittsburgh every Thursday morning at 10 o'clock; Wheeling every Thursday evening at 10 P. M.

FRIDAY PACKET.

The CLIPPER No. 2, Capt. PERCY DUVAL, will leave Pittsburgh every Friday morning at 10 o'clock; Wheeling every Friday evening at 10 P. M.

SATURDAY PACKET.

The MESSENGER No 2, Capt. WOODWARD, will leave Pittsburgh every Saturday morning at 10 o'clock; Wheeling every Saturday evening at 10 P. M.

NEW LISBON AND PITTSBURGH DAILY LINE OF CANAL AND STEAM PACKETS,

1849.

(VIA GLASGOW,)

Leaves Pittsburgh daily, at 9 o'clock, A. M., and arrives at Glasgow, (mouth of the Sandy and Beaver Canal,) at 3 o'clock, and New Lisbon at 11, same night.

Leaves New Lisbon at 6 o'clock, P. M., (making the trip canal to the river during the night,) and Glasgow at 9 o'clock, A. M., and arrives at Pittsburgh at 3 P. M.—thus making a continuous line for carrying passengers and freight between New Lisbon and Pittsburgh, in shorter time and at less rates than by any other route.

The proprietors of this Line have the pleasure of informing the public that they have fitted up two first class Canal Boats, for the accommodation of passengers and freight, to run in connection with the well known steamers CALEB COPE and BEAVER, and connecting, at Glasgow, with the Pittsburgh and Cincinnati and other daily lines of steamers down the Ohio and Mississippi rivers. The proprietors pledge themselves to spare no expense or trouble to insure comfort, safety and dispatch, and ask of the public a share of their patronage.

AUTHORIZED AGENTS.
G. M. HARTON, } Pittsburgh.
S. & W. HARBAUGH, }
R. HANNA, & Co. } New Lisbon
my11:tf J. HARBAUGH & Co. }

NOTICE—The steamer BEAVER, C. E. Clarke, master, will leave after this notice, for Wellsville punctually, at 9 o'clock in the morning. je13

SUMMER ARRANGEMENTS for 1849.
MONONGAHELA ROUTE.
Only 73 Miles Staging.
Via Brownsville and Cumberland to Baltimore and Philadelphia.

THE splendid and fast running U S Mail steamers ATLANTIC, Capt J Parkinson, BALTIC, Capt A Jacobs; LOUIS M'LANE, Capt E Bennett; are now making double daily trips between

PITTSBURGH AND BROWNSVILLE.

The morning boat will leave the Monongahela Wharf, above the Bridge, daily at 8 o'clock precisely. Passengers will take SUPERB COACHES at Brownsville, at 3 o'clock, P. M., and the splendid cars of the Baltimore and Ohio Railroad, at Cumberland, at 8 o'clock, A. M., and arrive in Baltimore the same evening, in time for the evening line to Philadelphia and Washington city.

From Pittsburgh to Baltimore, only 32 hours.
Fare……$10,00
From Pittsburgh to Philadelphia, only 40 hours.
Fare……$12,00

The evening boat will leave at 6 o'clock, except Sunday evenings. Passengers by this boat will lodge on board in comfortable State Rooms the first night, pass over the mountains the following day in Eastern built Coaches, and lodge the second night in Cumberland.

Passengers have choice of either Steamboat or Rail Road between Baltimore and Philadelphia, and the privilege of stopping at Cumberland and Baltimore, and resuming their seats at pleasure. Coaches chartered to parties to travel as they please.

We make up the loads and way bills for the Coaches in the Pittsburgh offices, (in order to save time on arriving at Brownsville,) it is therefore important for passengers to get their tickets before going on board of the boat, at our office, Monongahela House, Water street, or St Charles Hotel, Wood st, Pittsburgh.
ap5:d6m J. MESKIMEN, Agent

Pittsburgh & Louisville Packet Line
FOR CINCINNATI AND LOUISVILLE.

The splendid new steamer TELEGRAPH No. 1, Haslep, master, will leave for above and intermediate ports on Sunday, 22d inst, at 10 o'clock A. M.

For freight or passage apply on board, or to
BURBRIDGE, WILSON & Co.
ap19 GEO B MILTENBERGER.

PITTSBURGH AND LOUISVILLE PACKET LINE

The new and splendid fast passenger packet, TELEGRAPH No. 2, Mason, master, will leave for Cincinnati and Louisville on Sunday, the 15th inst., at 10 o'clock, A. M. For freight or passage apply on board to
BURBRIDGE, WILSON & Co, or
GEO B MILTENBERGER.
ap12

REGULAR WEEKLY PACKET BETWEEN
PITTSBURGH AND HOCKINGPORT.

The steamboat PILOT No. 2, Capt. J. N. Shunk, leaves Pittsburgh every Tuesday, at 2 o'clock, P. M. for Elizabethtown, Captina, Sunfish, Proctor, Bare's Landing, New Martinsville, Sardis, Sistersville, Tuel's Landing, Matamoras, A. Sheet's Landing, Vaucluse, Newport, Cow Creek, Marietta, Point Harmar, Parkersburg, Belpre, Little Hocking and Hockingport.

RETURNING—Leaves Hockingport every Thursday, at 3 o'clock, P M. Marietta on Friday, at 6 A. M. passing the principal part of the above towns and landings on Friday, before night.

By the above arrangement, this boat will be able to lay at Pittsburgh on Sundays, and keep that day as it should be.

The public may depend upon this boat continuing in the trade during the low water season. ap25:1m

Louisville and St. Louis Packet Line.
1849. 1849.

REGULAR TUESDAY PACKET FOR ST. LOUIS.

The fine fast running passenger steamer ATLANTIS, Geo. W. Wicks, master, will leave for the above and intermediate ports every Tuesday, at 10 o'clock, A. M.

For freight or passage apply on board, or to
E. C. KING, No. 153 Com. Row,
mar5-d6m Louisville.

REGULAR SATURDAY PACKET FOR ST. LOUIS

The fine fast running passenger steamer GEN. LANE, A. McPherson, master, will leave for the above and intermediate ports every Saturday, at 10 o'clock, P. M.

For freight or passage apply on board, or to
E. C. KING, No 153 Com. Row,
mar5-d6m Louisville.

FOR CINCINNATI AND LOUISVILLE.

The new and light draught passenger steamer LAMARTINE, Duncan, master, will leave for above and intermediate landings on Saturday next, 21st inst., at 10 o'clock, A. M.

For freight or passage apply on board, or to
ap20 PETTIGREW & Co, Agts.

FOR WHEELING AND BRIDGEPORT.

The neat and substantial steamer HUDSON, McMillen, master, will perform her regular trips between Pittsburgh, Wheeling and Bridgeport. She will leave Pittsburgh on Wednesday and Saturday.

For freight or passage, apply on board. ap19

FOR ST. LOUIS.

The fine fast running steamer HAMBURG, Calwell, master, will leave for above and intermediate ports on Friday, at 10 o'clock, A. M.

For freight or passage apply on board, or to
ap19 PETTIGREW & Co. Agts.

FOR CINCINNATI.

The light draught steamer HAIL COLUMBIA, Green, master, will leave for above and intermediate ports on Friday, at 10 o'clock, A. M.

For freight or passage apply on board, or to
ap19 PETTIGREW & Co. Agts.

FOR MARIETTA AND ZANESVILLE.

The splendid passenger steamer COMET, Boyd, master, will leave for the above and intermediate ports this day, Wednesday, at 4 o'clock, P. M.

For freight or passage, apply on board. ap17

FOR NASHVILLE.

The fine light draught steamer DOLPHIN, Hazlett, master, will leave for above and intermediate ports on Saturday, at 10 o'clock, A. M.

For freight or passage, apply to
ap16 J W BUTLER & BRO, Agts.

FOR ST LOUIS.

The splendid steamer FAIRMOUNT, G W Ebbert, master, will leave for the above and intermediate ports on Wednesday, 18th inst.

For freight or passage apply on board. ap17

FOR WHEELING AND SUNFISH.

The fine steamer CINDERELLA, George Calhoun, master, will leave for above and intermediate ports on Mondays and Thursdays, at 10 A. M.

For freight or passage, apply on board. ap17

FOR MARIETTA AND ZANESVILLE.

The fine steamer PILOT No. 2, Karns, master, will leave for above and intermediate ports this day, 10 A. M.

For freight or passage apply on board. ap17

FOR ST. LOUIS.

The splendid new steamer JAMES MILLINGER, W B Norton, master, will leave for the above and intermediate ports on Tuesday, 17th inst, at 4 o'clock, P. M.

For freight or passage apply on board, or to
ap16 PETTIGREW & Co, Agents.

REGULAR ZANESVILLE PACKET.

The fine steamer JENNY LYND, C Gallager, master, will run as a regular weekly packet between Pittsburgh and Zanesville—leaves Pittsburgh every Tuesday. For freight apply to
BAKER & FORSYTH, Agts,
ap5:tf No 41 Water st.

REMOVAL.
GEO B. MILTENBERGER,
S. B. AGENT,
Forwarding and Commission Merchant, has removed to No. 87 Front, between Wood and Smithfield streets. ap16

Clerk Wanted.

WANTED—A Young Man in a wholesale and retail Dry Goods Store. Apply at 42 Market st.
mch20:dtf