THE PITTSBURGH GAZETTE

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PITTSBURGH:

THURSDAY MORNING, NOV. 15, 1849.

☞ SEE NEXT PAGE FOR LOCAL MATTERS, TELEGRAPHIC NEWS, &c.

The editor of the *Post* asks us, an impertinent, and under the circumstances, an insulting question, consulting our self-respect, and because we refuse to answer, he interprets our silence to suit his own views, and holds up his hands in holy horror of our want of consistency! Suppose we should ask him if he was still in favor of the Sub-Treasury, or opposed to a National Bank, or in relation to some other cardinal article of his creed, would he not regard the question as impertinent? Whenever we have occasion to change our principles, we shall be prepared to avow them. As we have always done, without fear or favor. If the Post editor was innocently ignorant of our views on any subject of public concern, we should take pleasure in enlightening him, but we will not consent to be catechised, like a school boy, to gratify his spleen—or even to enlighten his ignorance, if he stupidly or carelessly remains ignorant in a case where he had runneth may read.

The St. Louis papers have within a few days contained accounts of the prevalence of cholera in Cape Girardeau, Mo. Eleven deaths were stated to have occurred from the disease on Sunday last. It is now however suspected that they were caused by poison. It is thought that the town well was poisoned, from the fact that all those who used water from it were attacked, whilst other citizens continued in the enjoyment of their usual health. The greatest excitement prevailed. The well had been closed by the authorities and preparations were being made to have the water analyzed.

We learn from the Boston papers that the Hon. Robert C. Winthrop, Speaker of the last House of Representatives, was married on Tuesday evening to Mrs. Laura Derby Wellles.

EXTRAORDINARY AFFAIR.—The last Palmyra Mo. Whig publishes a report in regard to the death of two children of Mr. Michael Bright, residing about four miles from Philadelphia, in Marion county. One was a girl about thirteen, the other a boy about ten years of age. They left home in the afternoon for the purpose of gathering nuts. Not returning at night the neighborhood was aroused and search made, but it was not until next morning that their bodies were found, "in the Fabius bottom—a mile from their father's house—with their throats cut! A postscript states it as the general impression of those who had seen the bodies, that the children were killed by some will animal. The throats, together with other parts of the bodies, were much mangled.

MORE HANGING FOR THEFT.—Ned Green and Dick Gentry, slaves, were convicted at Richmond, on Thursday, of burglary and larceny, and sentenced to be hung on the 21st of December. The Virginia papers a short time since, when much surprise and indignation was expressed out of the state at a similar sentence, excused by saying the sentence was often commuted by the Governor, but it is time such a barbarous law was expunged from the statute book. It is in the real Haynau spirit.

THE PENNSYLVANIA BLOCK for the Washington Monument is now ready. It is 4 feet long, 2 feet wide, and 1 6 inches thick. On its face it bears the following, inscription:—"Pennsylvania, from the quarry of E. O. Hitner, Montgomery county." The word Pennsylvania is engraved in large Gothic letters, near the centre.

Ad Valorem Duties.

The free traders on the two sides of the water do not seem to agree in their views of the propriety of ad valorem duties. In a speech before the Hinchford Agricultural Society, Mr. D'Israeli, the great advocate of the protection doctrine in the English Parliament, recommended "an ad valorem duty on ALL articles of foreign import whatever." The London *Economist*, a leading free trade journal, thus discourses on the project of Mr. D'Israeli.

"Mr. D'Israeli is to have an ad valorem duty on all foreign articles imported, that is, a *duty varying with the value or price of the article*. What an immense amount of calculations and varying amount of duties levied on more than a thousand articles that would give rise to, needs no explanation. As to corn, which varies very much in value, and may one season be eighty shillings, and another thirty shillings a quarter, his plan would revive the sliding scale in the worst possible shape. Supposing his advalorem duty to be ten per cent, it would levy a duty of three shillings per quarter when wheat was worth thirty shillings, and eight shillings a quarter when it sells for eighty shillings. Such a monstrous scheme can only be designated by the word used by Earl Stanhope; it is absurd, and we shall not at present say one word further on the subject. Mr. D'Israeli said he would stake his reputation on success if the farmer would put into the hands of their leader the magic weapon of a sinking fund, and an ad valorem duty. We are afraid he is a sad profligate. He has staked his all, and little though it be, it is lost for ever.

WRECK OF THE SHIP ROBERT FULTON.—The following letter by the brig Falmouth, from our correspondent at Rio Janeiro, brings intelligence of the loss of the ship Robert Fulton, from New York for San Francisco:

RIO JANEIRO, September, 18, 1849.

By the arrival of the British brig of war Pandora, from Falkland Islands 3d instant, we have accounts of the total loss of the American ship Robert Fulton, Chase, from New York and this port for San Francisco. She went ashore on the East Falklands, and went to pieces soon after striking—the correct date we have not yet ascertained—but it is reported about the 15th of August. The passengers and all hands were saved, and a portion of the cargo in a damaged condition.

A letter was received at the U. S. Consulate, from the captain, mentioning the accident, though without particulars. He states that there were two English brigs at Port Stanley, but the 'could not charter them for the Pacific. He is in hope that some vessel from Rio for California may be induced to touch there and take his passengers; but there are none that could accomodate any more passengers, even if by so doing it would not affect their insurance.

To the Editor of the Pittsburgh Gazette.

Pennsylvania Rail Road.

SIR—An article you copy from the Blairsville paper, in reference to the recent letting on the Pennsylvania Rail Road, in Johnstown, says that the work is to be commenced in twenty days, and finished in the spring of 1851. Do you not mean the spring of 1850? Having a deep interest in the completion of that great work, you will please inform and oblige s SUBSCRIBER.

We take pleasure in obliging a "subscriber." "The work is to be finished in 1851. An extract from a late communication of the Engineer of the Western Division, in reference to the above noticed letting, says:

"The part of the western division just put under contract, will extend the road twenty six miles further westward, and beyond all the mountain ranges of Western Pennsylvania. Of this distance, fourteen miles of the heaviest work has been assigned to able and respectable contractors, to be commenced immediately, and completed April 1st 1851. The remainder is light work, and will be commenced in the spring, together with an addition al section of similar character in connection with it, which will bring us to the Southern Turnpike, at a point about forty miles from Pittsburgh, all of which will be pushed so as to be completed simultaneously by the time above named."

Amount of Mineral matter Assimilated by various Crops.

It is found, on analysis, that an acre of wheat, being an average crop, carries off with it no less than two hundred and ten pounds of inorganic elements, viz: thirty pounds in the grain, and one hundred and eighty pounds in the straw—a striking proof of the importance of consuming the straw upon the land. Barley takes two hundred and thirteen pounds—fifty three in the grain, and one hundred and sixty in the straw. Oats take three hundred and twenty six pounds—thirty two in the grain, thirty in the husks, fifty four in the chaff, and two hundred in the straw. A crop of turnips, of twenty tons per acre, when removed off the land, carries off six hundred and fifty pounds of mineral matter. Potatoes, including the tops, take off five hundred and eighty pounds, the tops containing about four hundred pounds.—*Cabbages carries off nearly one thousand pounds.—Hunt's Merchant's Magazine.*

From the Maine Farmer.

Iron for Apple Trees.

A correspondent of the Albany Cultivator, writing from Fredericksburgh, Virginia, says, "A friend who has a large orchard of 'Rawle's Jannett' apple, has its trees upon one corner of the orchard which always produces fruit a third larger, and flavor so much superior, that it was supposed by all who saw and ate the apple, that they were a superior variety of the Jannett. This spring I examined the soil, and found that a vein of iron ore passed just under the ten trees, so near the surface that it had been ploughed and worked up with the top soil. A variety of the large Blue plum growing upon the same ground, is also very fine; while grafts taken from the same plum tree, and worked upon stocks grown on different soil, prove worthless.

LATE FROM CALIFORNIA.

Letter from an Overland Emigrant.

[The following letter, from a young Pittsburgher, while it does not give any especial news concerning the gold diggings, is interesting as a history of the overland journey, with all its accumulated difficulties. It also brings the gratifying intelligence that all the Pittsburghers were in but two messes.]

AMERICAN RIVER, CALIFORNIA, Sept. 16th, 1849.

I arrived at Sacramento City the last day of August, in good health, in company with O'Flyng; he is the only one of the mess who came all the way through with me. To give you a full history of our trip would take more patience and time than I can now spare—having no comfortable position for writing: sitting on a large rock, with another to support my back, writing on a portfolio, with my legs for a desk.

We left St. Joseph on the 9th of May, having a heaviest part of our load, taken to the Iowa Mission, thirty miles from St. Joseph, for the use of two miles that distance—we accepted the offer. Wand and O'Flyng started the day before, with the trunks, leaving the three of us to bring on the wagon. We crossed the river about 3 o'clock in the morning, fed our mules, and started on our long journey, having but a small idea of the troubles and trials before us; but we had not proceeded far before we had a trial of some of them. Our mules being all green, and unaccustomed to hard work, did not like the business so well when we got into the muddy road, which was up to the axle almost every step for the first six miles, until we got on to the bluffs. One place we got into we had to get an ox team to pull us out—went on well for about a mile, got into another hole, where we had to take out our load before the mules could pull it. Here we commenced to lighten our load. The first things we disposed of were our feed trough and tongue jack—two very useless articles on a trip of this kind. We got out to the bluffs about 3 o'clock—all day the first six miles. Started the next morning early, and rolled over the prairie very easy to the Iowa Mission, where we found Wand and O'Flyng, considerably discouraged at the prospects of the trip. Here we came to the conclusion to lighten our load all we could. We sold our extra saddles, two of them for four dollars, not having any use for them, as we found it would take all the mules to the wagon. We sold our trunk for five dollars, and packed my clothes in an india rubber bag of Marthens.

The Mission is a government station. There is a store, and a large church, and a school house, all in one, for the education of the Indians. They have a large tract of land fenced in, which the government agent has ploughed every spring, for the Indians to raise corn—the only crop they know any thing about working.

We laid up at the Mission one day and a half. After we left that there was nothing of any importance until we came to Fort Childs, three hundred miles from St. Joseph, situated on the Nebrasca or Platte River. It is built entirely of prairie sod, cut into squares about four times the size of a brick. Here we met Captain Ankrim and that part of the company that went around by Fort Kearney. They started from St. Joseph two weeks before we left. Those who came the same way we did were about ten days ahead. They did not wait, as the calculation was, until the company all came up, but shoved on as fast as they could. Those who came around with Captain A. had some dispute, or did not like Capt. A's way of travelling, and drove off and left him here, although he is not to blame in the least. It is impossible for a man to act as Captain on this road and please every one. The Captain's team was nearly broke down when he came here. His wagon and load was entirely too heavy. He traded his large wagon for a light one, and reduced his load from 35 hundred to about twenty; which the most of the Pittsburghers had to do, at a great sacrifice of property.

We lay here five days fixing up for a new start. Owing to the incessant rains making the Platte River, we found it would be impossible for us to get through with our load, which weighed about 30 hundred. We all agreed that one would leave the mess and take out his share of provisions. McDonald got a chance to get in with an ox team. We gave him $115 for his share of the mules, wagon, &c. We then cut our wagon bed down one half, and reduced our load to about eighteen hundred. The other three boys sold their trunks for almost nothing: Marthens and O'Flyng got $25 a piece for theirs; Wand only got 75c for his. I did well to sell mine at the Iowa Mission.

We left Fort Childs the last day of May, in company with Captain Ankrim and Captain Day's mess. Our team took the wagon along without any trouble after we left the Fort, although the road was very bad. It rained on us almost every night we traveled on the Platte, which made it very unpleasant to stand guard.

We got to Fort Laramie on the 17th June, three hundred miles from Fort Childs. This is an old trading post, belonging to the American Fur Company. The U. S. Government has bought it for a fort. The Fur Company was making preparations to leave when we were there. There was a detachment of Government troops there ready to take possession. We crossed Platte River about one hundred miles on this side Fort Laramie: we were in view of the Black Hills, which we crossed without much trouble, only the scarcity of grass for our stock, and the miles were two nights without food altogether. There was plenty of grass until we came here. Crossing these hills was the first place that tried the ox teams. They had to begin to lighten their loads, and those who had mule teams began to cut their wagons up, to make pack saddles, and go to packing. There was become flour, beans, boxes, trunks, wagons, and every thing they could throw away, scattered along the road.

We got to Independence Rock on the 29th June—called so by the first Oregon emigrants celebrating the 4th of July on it. It appears to be one solid mass of the base covering about four acres of ground, and about 200 feet high: it is on the Sweet Water River, 90 miles east of the South Pass.

On the 2d day of July we broke the hounds of our wagon at one of the crossings of the Sweet Water—we were then obliged to go to packing, which was not a very pleasant task, as none of us knew any thing about it. We cut our wagon up, and got a man to make pack saddles for us, while we tore up the wagon cover to make sacks. We divided the stock, so that each one could pack as much as he chose on his own mule. O'Flyng and I packed together, as we had a poney that we bought from the Iowa Indians, in partnership, which gave us two mules each and the poney. Wand bought a poney also at Fort Childs. Marthens had his two mules. We packed provision enough for 34 days, in which time we calculated we could get through, and reduced our clothing to 50 lbs., which leaves us more now than we can get along with. I traded my small trunk off for a carpet bag, which I did not like to part with.

We spent our 4th of July preparing our packs. We passed the day very pleasantly. The man who made our pack saddles had his wife there; she was quite a lady. They were from St. Louis. If we had not ice cream, we had ice that morning: water that was left in the bucket over night had ice 1 inch on it in the morning. We were then 1 put off writing until this time, that I might find out something about the mines.

There has been discoveries made in all the mountain branches of the Sacramento and Josquim rivers; and up in Oregon they have lately discovered rich mines. The old miners are lying by for the dry diggings this winter. It is the most barren looking country I ever saw. Sutter's Fort is the most desolate looking place you could well imagine. The only description of the country I read, which I find to be true, is about the climate and the timber. We have seen no rain of any account since we crossed the Rocky Mountains. The days are warm, and the nights very cold. One night while on the mountains, there was a very heavy frost; I thought, when we got up in the morning, it had been snowing. Our blankets were frozen stiff. We never slept in a tent since we commenced packing until we come to the city; we would throw our tents down for a bed, and put our blankets over us.

I must cut my letter short, as it is now past one o'clock, and my back is almost broken stooping down to write. I have not told you half what I want to, but I will save it for the next.

I have not had any letters from you yet. The Post Office arrangements at San Francisco are so much out of order, that I don't expect we will get any thing up for some time yet.

SAMUEL JAYNES.

LETTER

From a Pittsburgher, who went to California by Cape Horn.

SAN FRANCISCO, Sept. 16, 1849.

DEAR FRIEND—Well, here we are at last, and a tedious time we had of it—upwards of eight months from home, and over seven on the "mighty deep"—and, I assure you, I feel thankful that we have arrived at our desired haven. Several times during the passage we were put on short allowance of provisions and water—the latter at one time being so obnoxious to taste and smell that it turned our stomachs, and had we continued receiving it for a longer period, the probability is that some disease would have broken out, and swept the vessel clean of all its passengers.

The voyage throughout was free from accident, and only one man was lost. He, while laboring under an aberration of mind, jumped overboard, and era assistance could be rendered, sunk to rise no more. This sad catastrophe cast a gloom over the ship for a long time, and will never be forgotten by any of the passengers of the old "Xylon."

We have gone through all manner of climes since we left home, and have been subject to all kinds of disease, but Providence has certainly watched over us, and not a single instance of sickness occurred during the whole passage. It is somewhat miraculous, that, in a crowded ship, with 160 passengers closely cooped up, during the warmest weather, not one of us has suffered by any sickness.

In Valparaiso, Chili, I met a number of Pittsburghers, bound for California, and among the number were two Mr. Collarts. I became very intimate with them, and spent some very pleasant hours in their company. They had joined Mr. Curry, Ewalt, Bennet, and others—all in good spirits and high expectations of acquiring a rapid fortune in the "golden west."

I have not much time to write, as we are getting every thing from off the ship, and making preparations to build a boat to carry us up. You will therefore please excuse this short epistle. At later we have settled, I will dwell longer and perhaps write something more interesting.

All the news about the gold is true, and, as you imagined, exaggerated accounts come out up to the reality of the thing. Gold is found in great abundance. The places at first settled by persons from all quarters of the world, to seek their fortunes, and all quarters of the world, are now dispersed, providing they have the necessary materials for working.

Please remember me to all my friends and acquaintances, and tell them that I am in good health and buoyant in spirits, and before January 1852, will be in old Pittsburgh with a "pocket full of rocks."

Yours ever, W. J. KANE

For the Gazette.

SUSPENSION BRIDGES.

MR. WHITE—At this time, while so much is said about the Wheeling Bridge, and about the obstruction of navigation caused by it, no doubt information, on the subject of such bridges, may be acceptable to your readers. I have a very valuable little work on Civil Engineering, by Henry Law, published in London, in which the subject of suspension is treated pretty fully. It seems, from this work, that there is more danger to navigation from such bridges than has been thought of in our philosophy. It seems that violent winds create waves in such bridges, like the serpentine motion of a rope when shaken.

The Menai bridge, it seems, was, on the 7th of January, 1839, violently agitated by a storm, about one third of the suspending rods broken; a wave was seen to run along the platform, the height of which was 16 feet in one place, while there was equal depression in another part. Now, when we recollect that the Wheeling bridge is longer than the Menai, in the proportion of 1010 to 552, we may readily conclude that the rise and fall of parts of the bridge may be great in the same proportion. under the same pressure of wind. If you hand you the book from which you may, if you think proper, take extracts at page 142, 143, 144, and 145.

C.

EXTRACTS.

"In the case of bridges of masonry and iron, both from the weight of the structures themselves, as well as from the rigid nature of the material, their forms are not liable to be altered, or their equilibrium disturbed by external influences, such as those arising from the wind, or the transition of heavy loads. With suspension bridges, however, the circumstances are very different, and it has been found that they are materially influenced by these external forces, and, in some cases, have sustained very serious injuries from them. The reason of this is to be found, not only in the extreme lightness of the superstructure of such bridges, in consequence of which but a very slight force is required to put them in motion, but also from their peculiar susceptibility to vibration, or undulatory motion, arising from the action of gravity of the structure being *below* instead of *above* the point of support, and from the chains being in a state of tension, somewhat similar to the strings of a musical instrument, so that the sudden application of a considerable force to any part of the chain, or the continued and regular impulse of even a slight force, would cause the chains to alter their form, and throw both themselves and the platforms into a state of vibration. * * And thus they would continue in a state of vibration until the effect of the disturbing force had been gradually absorbed by the resistance of the chains and platform to motion.

"Several suspension bridges have been dreadfully injured by the strains thus produced by wind or the transit of heavy loads. Amongst these we may mention the suspension bridge at Brighton, which was broken down on the 12th of April, 1831, in consequence of about 150 soldiers occasioned by a company of about 60 soldiers marching over it; they had proceeded about half way across the bridge, when one of the chains suddenly broke, and the whole of the men were precipitated into the river, although most fortunately without any loss of life. The chain pier at Brighton was also very considerably damaged during a violent storm, which occurred on the 15th of October, 1833, many of the suspending rods being broken, and a considerable portion of the roadway in two of the divisions being carried away. And we have two further instances, in the case of the suspension bridge at Montrose, and that over the Menai Straits, both of which have been very seriously injured by storms of wind; the former on the 11th of October, 1838, on which occasion about one third of the roadway, or platform of the bridge, was entirely carried away; and the latter on the 7th of January, 1839, when more than one-third of the suspending rods were broken, and both the carriage ways rendered impassable, nearly 200 feet of one of them being broken away. During the height of the storm, a wave was observed to traverse the platform in an oblique direction, the height of which was estimated by the bridge keeper at not less than 16 feet. The motion was observed to be greatest about half way between the pyramids (or point of suspension) and the center of the bridge. The wave increased in its progress from the pyramid until it attained its maximum altitude near the first quarter, and at the same instant the extreme depression was near the third quarter. The wave then gradually diminished to the center of the bridge, and afterwards increased to the third quarter, when it attained its greatest height at the same time that the first quarter was most depressed. The platform and the main chains were equally subjected to this undulatory motion." *

*Mr. Provis's account of the effects of the wind on the Menai Bridge; Transaction of the Institution of Civil Engineers, vol. iii., p. 829.

From the Washington Republic.

The Osage Indians.

A delegation of the Osage Indians, from the Neosho sub-agency, consisting of a principal chief and four warriors and accompanied by Mr. Penn, interpreter, arrived in the city on Friday evening, and are quartered at Maher's Globe hotel. The cause of their visit, we learn, is the nonpayment of the annuities before the annual hunt, on account of the absence of the sub-agent, Mr. Bell, for which no reason had been given; and they have repaired to Washington to make their complaint.

On Saturday, they were presented to the Commissioner of Indian Affairs, the Honorable Orlando Brown, who received them very kindly, and informed them that the non-payment was owing to the serious illness of the agent on the way to the nation, having been sent out in June last and that he is now recovered, and by this time among their brethren distributing the annuities. He stated, then, after some further conversation, that he would take them to his chief, the Secretary of the Interior, by whom they would be introduced to their Great Father, the President.

They then proceeded to the Department of the Interior, accompanied by the Commissioner, and were joined by Mr. Ewing, with whom the sons of the forest seemed highly pleased, and were escorted to the President's mansion.

The President received his visitors in the east room; and was introduced to the principal chief, White Head, and the principal warriors, and saluted them cordially. He welcomed them to Washington; was glad to see them; and trusted that their people are happy. The matters of which they complained, and which had brought them to Washington, should be attended to by his Commissioner, who was before them, and who would see justice done them. White Head replied, through the interpreter, they had travelled a great distance to see their Great Father; they were pleased with his kindness, and would so tell their people.

The President then entered into a conversation with the chiefs, in which he directed their attention to agricultural pursuits, the rearing of stock, and warned them that subsistance by the chase was becoming very precarious, and would afford them no longer a reliable living.

The chief, White Head, thereupon presented to the President a roll of drawings and paintings, carefully tied up, which he said had been made and given him by the little girls of the nation, to be sent to their Great Father, of whom they had all heard.

These were very pretty, and displayed much skill and progress in the art, and were warmly praised by the President, who seemed pleased by the present. White Head also presented a little package, neatly tied up, which contained a beautiful and finely wrought bead purse, sent to the Great Father by a little Osage girl.

The President again addressed the chiefs and told them that he had given directions for their comfort while here; that the Commissioner of Indian Affairs (his chief) would attend to their business; and that suitable clothes and presents would be given them before they returned home.

The interview then terminated, and the Indians, after being shown through the east room, and conversing with the Secretary of the Interior and the Commissioner, retired to their quarters, evidently much gratified with the first visit to their Great Father.

☞ DR. M'LANE'S VERMIFUGE—More Testimony!—Mr. Jonathan Houghman, of West Union, Park Co., Ia., writes as follows to Kidd & Co:

"I have sold at the Vermifuge you sent me, and wish a new supply immediately. I could have sold a great deal more, if I had it on hand. The people here, after trying all other medicines for worms, say that none is equal to Dr. M'Lane's Vermifuge."

For sale by J. KIDD & CO., No. 69, corner of Fourth and Wood st., Pittsburgh. nov10-d&wtwd

Improvements in Dentistry.

DR. G. D STEARNS, late of Boston, is prepared to manufacture and set Block Teeth in whole and parts of sets, upon Suction or Atmospheric Suction Plates—TOOTHACHE CURED IN FIVE MINUTES, where the nerve is exposed. Office and residence next door to the Mayor's office, Fourth street, Pittsburgh.

REFER TO—J. B. M'Fadden, F. H. Eaton. 1a19

PREMIUM LEMON SYRUP.—Prepared by J. W. Kelly William street, N. S. near Second, and for sale by A Jayne, No. 84 Wood street. This will be found a delightful article for invalids. Prepared by W. Barker, Dorchester, Mass., and for sale by A. JAYNE, 84 Wood street. Agent for Pittsburgh. mch11

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Mother of Pearl Dentists.

The Sayoraity.

The name of ALBERT H. RITCHEY will be submitted, by his friends, to the consideration of the approaching Whig Convention, as a suitable candidate for the Mayoralty. nov12-td

Wm. Algeo will be a candidate for the Mayoralty, subject to the nomination of the Whig Convention. nov10

Henry Wilkens will be a candidate for the Mayoralty, subject to the nomination of the Whig Convention. nov9

Jonathan Rush, Esq. the present Mayor, will be a candidate for re-election, to the Mayoralty, subject to the nomination of the Allegheny Whig Convention. nov12-td

The Mayoralty.

The name of OLIVER H. RIPPEY will be submitted, by his friends, to the consideration of the approaching Whig Convention, as a suitable candidate for the Mayoralty. nov12-td

☞ The funeral of the Rev. Jesse Andrews will proceed to the Cemetery, on Thursday, (this day,) at 10 o'clock A. M., from No. 92 Diamond alley.

LIST OF LETTERS

REMAINING in the Pittsburgh Post Office, from the list to the 15th of November 1849. Persons calling for them will please say they are advertised.

Ladie's List.

A

Adams Sarah H — Alalp Mary Ann

B

Baisely Sarah — Blakely Bridget — Bryant Adaelia C
Barry Catherine — Boston Christ'a — Brown Virginia
Barclay Access — Brennan Frances — Buckley Ellen
Barclay Virginia — Biddle Elizabeth — Butler Elizabeth

C

Campbell Sut'h A — Collins Mary A — Craig J
Chalfant Elvira — Cook Alice — Crawford Mary J
Clayton M E — Costak Catherine — Crouse Elizabeth
Coates Mary — Cothran Anna — Crumley J.
Cocheran Marg't

D

Dalking Mary J — Dimond E G — Donley Catherine
Davidson Ellen — Dobbs Elizabeth — Downing Mary
Davidson Isab'a — Dolan Elizabeth — Duncan M K
Davis Louisa — Donehoo N P — Danlap Louisa
Davis Margaretta

E

Eaton Mary H — Ellis Fanny — Epply Marg't
Edgar Maria G — Ennis Ellen — Evans Sarah
Edmonds Han'h

F

Flowers Sarah — Flynn Catharine — Frew Eliza A
Flowers J M — Follansbee E — Fuller A J
Fowler Jacobina — Fulton Maria

G

Gamble Han'h E — Gitt Elizabeth — Grover Rachel
Garbet Sarah — Gluss F — Gunsaulis Mary
Gibbs Adeline — Goodman B — Gwinn Mary A
Gillespie M J — Gormly Mary A — Graham Frances

H

Hagan Betty — Hays Emily — Hornish Nancy
Hagherty Marg't — Flingy Mary — Howard Cath'e
Hammond Mrs — Hood Carolina A — Hugo Anna
Hanen Sarah — Horn Cath'e E — Hurst Elizabeth
Hall R G — Hall Catherine

J

Jones C K — Johnston Sarah S — Johnston Sarah J.

K

Karney Herriot — Kelly Amelia — King Mary
Kean Ellen — Kelly Mary Ann

L

Langdon Elizab'h — Leary Margaret — Loyed Alice
Larsen Mary — Lewis Ann — Lusbock Mary C
Lassin Martha A — Liton Mary — Luper Sarah
Lawler Margaret — Loughry Ann — Lechlin Martha
Leaty Ellen

M

Mahoney Bridget — Milhean Cath'e — Morgan Margaret
Marshall Eleanor — Mitchell Mary A — Morton Elizabeth
Meeds Mary F — Moberly Martha — Mudge Harriet
Merriff Sarah — Montgomery M J — Murphy Ellen
Mills Rachel

Mc

McBride Bi'e — McDonald M J — McKey Mary
McCandless Afin — Mettenough A — McLaren Elizab'h
McClelland C — McDowell E — McLaughlin Mrs E
McClinsey M — McFarlin Jane — McLeary Martha
McCracken A J — McFarlane Martha — McPherson Ellen
McCreight Mrs — McIntyre A C — McPherson Rachel

N

Nichoson Ann L — Nisbet Mary — Nalory Madonnie
Nicholson R H

O

Owens Margaret

P

Parry Maria — Perkins Sarah A — Pryor Ann
Perkins Mary F — Pinckett Hannah

R

Richardson Jane — Ruddle Elizabeth — Riley Anna
Robson Henrietta — Roberts Mrs — Roche Eleanor

S

Slater Isabella — Scott Ellen — Scott Janet
Shannon Pamela — Shaw Hannah J — Simpson Charlotte
Skillman Elizab'h — Smith Mary J — Smith Margaretta
Sprata Elizabeth — Spears Mary Swift — Smith Mary E

T

Tabor Mary A — Tanner A — Taylor Mrs Wm
Torrence Mary A — Taylor Mary — Townsend Edith

V

Vance Jane — Vance Harriet E — Vanbuie Mary E D
Vogdes Anne E

W

Ward Jane — Warth Rosannah — Walker Elizab'h
Walsh Catherine — Westlake Amelia — Whitesides Anna
Watson Mary A — Wiggen A Maria — Williams Martha
Williams Cirena — Wilson Mary — Wright G W
Wood Hannah

Gentlemen's List.

A

Abee H — Adams Henry J — Allen Robert
Abe Henry — Adams John — Alexander A C
Ager Charles — Adams Wm — Alexander Robert
Ainsworth R S — Adams David — Anderson Jas M
Aitken Jas — Aikman Jas B — Anderson Geo
Abbot Jos — Albright Daniel K — Arthurs James
Ackley Andrew — Armstrong Robert — Atkinson George
Atkin Samuel M — Alger Madison

B

Baker John — Bennett Timothy — Bradeo Joseph
Baker James — Bennett Hiram — Bright Geo
Baker Wm — Biddell Henry M — Bruce Wm S
Baily M — Blain Wm Jr — Brady John
Baldwin Henry — Blakeley Chas — Brannon Maurice
Barnes Henry — Boror Andrew — Brotz Henry C
Barnhard L — Bufington Wm — Bryant George
Barnett Charles — Buchanan J S — Brooks Eric
Batchelor Freder'k — Buchanan Sam'l — Pharrell C
Barbour Geo'ch — Bitter James — Burke Edward
Bates Stephen — Beck Wm F — Brunston Albert
Barlow Robert — Bowen O H — Byrne J
Barrett John — Brown Geo — Barrows Robt
Bell Wm — Boat Thomas — Burgess Geo
Butyna John — Boal Robert — Barter Jos'h
Bateman Walter — Brown John P — Bartlett Jas
Beaty Thomas — Brown Benton F — Barnes Geo W
Bell Wm — Brown Zephaniah — Barnes John
Bell Jas — Brown T H — Bromstaup J W
Bell James — Brandon Geo — Bridle John F
Blend'r Jacob A — Bellmore John — Brady A
Barford Pls — Bracken James

C

Calhoun Mr — Clark F J — Cox Benj
Calhoun John — Clark Ferra — Cox Wm
Calvert Neth'l — Clark Terrence — Cord Isaac
Carroll Thos — Clark Zer — Courtney Robt
Caughey J M — Clark Jas M — Cassin
Carothers Jas — Cowan Simon W — Correll L T
Cassidy Pat — Cocain Jos — Crawford J M
Carter Thos C T — Culver Lewis W — Crawford Jas H
Cannon Michael — Collins A Hatteman — Crawford Jas
Carrell Geo — Collins F C — Crawford Jas H
Carshaw Wm L — Cooper Freeman — Crosslar Geo
Carpenter M H — Cooper Jas F — Crosgnides Thos
Carpenter Thos — Condy Alex — Culley Geo
Campbell Wm — Connoughton P — Cromb Geo
Campbell Wm — Curry Jas — Cromd Stephen
Cassidy J — Counsand A & J — Coyle J H
Chase David — Coury Wm — Crouse Henry
Chase Benjamin — Compton P C — Coil Geo
Child Jas — Conerly Richd — Cover Fred'k
Chambers Mr — Conover O H P — Cumming Hugo
Chambers John — Connor Cornelius — Cumming Jas
Clarke Jas — Conner Jeremiah — Cummins Robt J
Chapman Saml — Conner R S — Cummins Saml
Cooper John R — Cummins Robt
Clayton Jas R

D

Dawes John L — Divine Hugh — Donaldson Hugh
Darrah Jas — Dennett Cordy — Dolan John
Davis Silas — Dulmore Daniel — Dincole Jas'h
Davis Jos — Dickson Thos — Dreamgoer Julius
Davis Jas — Douglass Robt — Draper Jacob
Davis Thos — Doris John — Dummett H J
Davis Jas — Downer Jas W — Dunlap Geo
Davis Alfred — Doubs John — Dunham Saml
Dexter Henry T — Douglass Jed'h — Davall David P
Demilier Alex S — Dougherty Chas — Dunn Wm
Devenny J — Dougherty Sam — Dunks J
Darrell E W — Dougherty John — Dunn Wm C
Derm Saml — Donoghough P — Dunphy Edw
Divine Thos

E

Edmond Alexr — Errett & M'Phersn son — Eliz Calvin
Edmond Linus — Erskine Adam — Ettu Thos
Ellerson Saml — Elliott Valentine — Ettle Lawrence
Eeller Peter
Kelly Edward

F

Fagan John A — Flynn Thos — Forsen Wm
Farres Thos — Flaherty B B — Forster Geo
Farly Jas — Fleming Wm — Fredrick John
Fitch Edwd — Flower Franklin — Frost Frank H
Fitzsimmons O — Fellows Henry — Frampton John
Field Wm — Flurner John — Franz Saml
Felkeren Wm — Foy Condy — Frosh Ralph
Ferguson Jas — Fox Robt — Frankford Geo
Finn J as — Fogarty Jas — Fuller A T
Flynn Bryan — Forse Wm — Fuller Wm B

G

Gordon Thos — Gibson Wm — Green John
Galloway Wash'n — Gibson Robt — Grant Jas H & Co
Gallagher Jas — Gibson Adam — Gregg Jas
Gannon Prescott — Giraldy A Hadwick — Gregg Thos
Geraghty Mordi — Giles Jas — Gregg Geo
Gaston Austin — Giles David — Griffith W
Gaskin John — Glass Samuel — Graham Robt
Gaston Saml — Gormly W H — Graham Saml
Geary John A — Greaves H R — Graham Benj
Gartel John — Gayer Geo
Gilliam J B

H

Hall David — Harback A — Hill A F
Hall Jas — Harnott Norris — Hill Edwin
Half John — Harlan Chas — Hill W H
Hall H — Hawkins R S — Hunk Jas
Haigh Jas M — Hawkins Saml — Holliday F
Hahn Jas — Hayes J W — Holton A
Hamm Jas — Heeney Bernard — Hong Jas
Hamm Rich — Head Jas A — Howard Johnson
Hanlon Phil — Herbert Rev J — Hopkins Jas
Hanson Jacob — Herrings E A — Hopkins W
Hannon John — Hendenhoot Geo — Howard H
Harper Peter — Hay — Horton Jas A
Harper Jas — Hessin John — Hopper Rev A
Harper J C — Hennings M W — Hoover Wm H
Harris M Neil — Hewitt Wm — Hutchinson Wm
Harvey Jos — Hitchcock John — Hodgson Wm
Hartsell Jonas — Hiller Henry — Hassbaert J Rev
Hunter Thos — Hider John — Humphrey Jas
Hinds Lexington — Hughes John
Herback Wm H — Hughes Tavern

I

Irwin Wm Dr — Iniss Geo
Irwin Jas — Ingram Mr

J

Janney Wm — Jones Hugh — Johnson Geo A
Jackson Aud — Jones John — Johnson Levi
Jamison Joshua — Jones Edward S — Johnson Wm
Jefferies Thos — Johnson John — Johnson Wm M
John David — Johnson Jas — Johnson Saml
Jenkins Evan — Johnson Ralph

K

Kirgan John — Kehough Thos — Kelly John A
Keye Adam — Kerr Wm — Kiley Timothy
Keeble Geo — Carr S Watson — Kiecker Mathias
Kephart P D — Carr Stephen — Kintz Lavin
Kennedy Park — Carr Root — King John
Kennedy Jas W — Kelly Beckwith — Kingsgrand R
Kennedy Saml — Helly Hack — Knuter Mathew
Keller Jacob — Kelly Francis — Kountz W J
Keller Peter — Kelly Wm — Kremer Geo
Kelly Edward

L

Lally James — Levake Henry A — Logan John M
Lawlore Geo — Leech Jos — Little Jos B
Lamed Harvey — Leech Chester — Little John
Lavin Patrick — Leech John L — Little Wm
Lawson Chas — Lewis Jas — Litch Andrew
Lawson John — Lees Andw — List Harrell & Co
Lemour & Co — Lee Thos J — Longmore Jas
Lentz Jacob — Leonard Reuben — Lynch Mich'l
Letchworth A S — Leonard S K — Lynch Thos
Lieuty Samuel — Lodi John — Lloyd Rowland
Lennon Dennis — Lockhard Richd — Lloyd Abel
Levers Wm

M

Mansfield & Smith — Myers Saml — Morgan John T
Mahonney S — Myers Jos — Morgan Wm L
Manning Wm E — Myers G T — Morgan John
Malan Wm O — Meller Jas — Morgan Abm
Mahonney B — Means John — Moss Fills W
Mashera John — Mellon Andw — Moser Levi
Marbeth Andw — Mills John — Morrison Bartley
Marsa Jacob — Millin Jos H — Morrison Jas
Martin Saml — Millikes Wm — Moore Jas
Mattern Geo — Miller Henry J — Moore Saml D
Matthews Wm G — Miller John K — Moore Jas
Matthews S — Miller John — Moore W H
May Pat — M i e r J H — Morrow Edw
May H H — Miller Alexr W — Murdo K D L
Maters Chas — Miller Robt — Mullen Jas
Marsh Roswell — Miller Alexr C — Mullen Edw
Maxwell Jas F — Miller Lewis C — Mullan Dani or Francis
Matheson S H — Miller Jos
Myer John — Morgan Mich'l — Murphy Richd

Murray Jas — Morgan Jas — Murphy John
Morgan John C — Murray J B

Mc

McAlavy John — McCloskey Peter — McKenna Pat'