er picture of the true philosophy of life?—*Genesee Farmer.*

Post Office Laws.

It will be remembered that some time last fall we published a letter of the Postmaster General to a gentleman in Kentucky, upon the subject of writing on newspapers and sending them through the mail.

The letter was republished in many papers, and the soundness of the legal opinions it expressed, in reference to the 30th section of the Post Office law of 1825, was generally admitted and acquiesced in.

There were some, however, who doubted their correctness, and we remember that a wild man, by name Byington, a member of the Ohio Legislature, introduced a resolution calling upon the President to dismiss the Postmaster General for entertaining and publishing such opinions, which he was pleased to characterize weak and puerile. These remarks are called forth, at this time, in consequence of reading the opinion of the United States District Court for the State of Maryland, which we publish below. And we invite invite its publication in all other newspapers, that the public may see the Postmaster, in this case, as it is his purpose in all other instances, made the Constitution and the law of the land the rule of his official conduct.—*Mulligan.*

WRITING ON NEWSPAPERS AND PAMPHLETS.

U. S. District Court—March T. 1843.

United States *vs.* Elder.—This was a suit to recover the penalty imposed by the Post Office law of 1825, for a violation of the 30th section of that law, by writing or putting a memorandum on the margin of a newspaper or pamphlet sent by mail.

In this case it was in proof that the defendant, Mr. Elder, of the firm of Elder, Gelston & Co., wrote on the back of a printed paper or pamphlet containing a Tariff of duties or Price Current, these words: 'From Elder, Gelston & Co., Baltimore,' and sent the pamphlet to a correspondent in Louisville, who refused to pay letter postage thereon.

In compliance with the requirement of law it was returned here, and placed in the hands of the U. S. Attorney for the recovery of the penalty. For the United States it was contended that such writing was within the prohibition of the 30th section of the Act of 1825, and subject to its penalty. The opposite ground was taken by the defence, and, after argument upon the construction of the law, the Court decided that it was a violation of the law to place on a paper or pamphlet, sent by mail, these or any other words other than the name of the party to whom the paper was sent. The jury accordingly returned a verdict for the United States.

Z. Collins Lee, Esq. U. S. Attorney, for the plaintiff. N. Williams, Esq. for the defendant.—*Baltimore American.*

McADAMIZED ROAD TO UNIONTOWN.

In compliance with the call of the Mayor a meeting was held at the Court House, on Saturday, and numerously attended. The meeting was organized by calling Wm. Eichbaum, Esq. to the chair, and appointing Wm. McCandless and J. W. Biddle as Secretaries.

The chair was then addressed by Judge Wilkins, Mr. Josiah King, Mr. Gebhart, the Hon. Harmar Denny and other gentlemen.

The following resolutions were then offered by Mr. Josiah King, and unanimously adopted.

Whereas, Owing to the present embarrassed state of public and private finances and credit, it is probable that no effort will be made for some years, to extend the Cumberland Valley Rail road farther West; and without this it is deemed certain that the travel and carrying trade between Philadelphia or Baltimore and the Ohio River will be permanently diverted from its ancient channels to the Baltimore and Ohio Rail road, during the suspension of our canals for four or five months in each year.

Whereas, It is deemed equally certain from the experience of this winter, that the travel and trade aforesaid will branch or diverge from the Ohio River at Wheeling and not as heretofore at Pittsburgh, unless some expedient be promptly adopted to restore to Pittsburgh the full advantage of her greater proximity to Cumberland.

Whereas, The distance between Uniontown, and Pittsburgh as measured by a U. S. Civil Engineer, has been ascertained to be but 41 miles and some perches, and the topography of the intermediate country so exceedingly favorable for the construction of a road having nowhere an inclination of more than three degrees, and as the distance from Pittsburgh to Cumberland via Uniontown, would therefore be made about 30 miles less than from Wheeling, thus reducing the cost of transportation by road to an amount equivalent to the entire cost of freight from this city to Louisville, and thence round the judicious traveler or merchant of the West attracted by any advantages of the Baltimore and and Ohio Rail road to the Cumberland route to pass to and from the same by the way of Pittsburgh; and thereby incidentally promote the revenues and growth of the manufacturers and trade of Pittsburgh, increase the value and revenues of improved estates and largely benefit the country through which it would pass, by the improved value of farms, facility of access to market, and the development of agricultural and mineral wealth likely to languish in or dormant.

Therefore: *Resolved*, That in the opinion of this meeting it is not merely *expedient*—but of vast utility and importance to the trade and commerce of Pittsburgh, and Western Pennsylvania to construct with the least possible delay a *first rate McAdmized Turnpike Road from Pittsburgh to Uniontown*, in Fayette county Penna., by the most eligible route.

Resolved, That a memorial be forthwith prepared for the signature of our fellow citizens, praying the Legislature for an act of incorporation; and that Messrs. P. Mulvany, Wm. Eichbaum, Wm. Wilkins, M. Allen, John Bissell, R. Beer, Thos Bakewell, W. M. Edgar, be a committee whose duty it shall be to forward the memorial to Harrisburg and take such other measures as they may deem necessary to expedite Legislative action and otherwise promote the early accomplishment of the proposed improvement.

Resolved, That these proceedings be signed by the officers of the meeting and published in all the papers friendly to the proposed improvement.

WM. EICHBAUM,
Chairman.

Wm. McCandless, Jas. W. Biddle, } *Secretaries.*

A very ably drawn memorial was then presented and read by Judge Shaler, which was immediately adopted by the meeting and signed by all present.

The above Committee are requested to meet at the rooms of the Board of Trade on Tuesday evening at 7 o'clock, P. M.

The following is the petition now circulating for signatures:

To the Honorable the Senate and House of Representatives of the Commonwealth of Pennsylvania:

The Petition of the undersigned, citizens of Pittsburgh and its vicinity,

Respectfully showeth: That the Baltimore and Ohio Railroad Company have completed the rail road from the city of Baltimore to the town of Cumberland, a distance of about one hundred and eighty miles; That the passage over this railroad, in passenger cars, is usually completed in twelve hours, and that burden trains are propelled over it in a comparatively short period of time; That at Cumberland a junction is formed by this railroad with the great National Road; That the facilities offered by this mode of transportation and trade, renders it the most advantageous route between the Eastern and Western Cities, both for travelers and goods, especially after the winter has closed the Canal route through Pennsylvania.

The effect of the facilities thus afforded upon the commercial, manufacturing, and trading interests of Pittsburgh and its vicinity, may be more easily conceived than described.

Instead of Pittsburgh remaining as she has hitherto been, the great 'entrepot' of Western Commerce, and the point at which passengers arrive, and take their departure towards the East and West,

Wheeling, a town in Virginia, at which the National road meets the Ohio river, is rapidly acquiring the eastern and western traveling and transportation, and during the past winter we are safe in asserting that the great mass of the traveling community have abandoned the Pennsylvania thoroughfares, and passed on the National Road to Cumberland. Indeed, this is now considered as the most eligible and popular route, by which Philadelphia may be reached from Pittsburgh.

Your petitioners, in this state of things, cannot but perceive that a most ruinous influence must be exercised on the prosperity of Pittsburgh and the western portion of the State at large, unless some measure can be adopted to obviate the difficulties here afore mentioned and bring back the western travel and transportation to this place.

Your petitioners believe that this desirable object can be accomplished by constructing an artificial and perfectly Macadamized Road to Uniontown, the effect of which would be, that Pittsburgh would virtually become the terminus of the National Road and the great focus to which travel and transportation would be attracted.

Your petitioners therefore pray you Honorable Bodies to pass, under such modifications as to your wisdom may seem proper, the 4th, 5th and 6th sections of an act of Assembly of this Commonwealth, entitled an Act to authorize the Governor to incorporate the President, Manager and Company of the Reading, Reamstown, and Ephrata Turnpike Road, and of the Uniontown and Pittsburgh Turnpike," approved the sixth day of April, A. D. 1822, and to authorize such corporations with Turnpike Companies already incorporated for the construction of a road on any part of the route, as may be consistent with justice.

And your petitioners will ever pray, &c.

FOR PRESIDENT.

JAMES BUCHANAN,

Subject to the decision of a National Convention.

DAILY MORNING POST.

W. M. PHILLIPS & WM. H. SMITH, EDITORS AND PROPRIETORS

WEDNESDAY, MARCH 22, 1843

See First Page.

[illegible] to Uniontown.

We [illegible] this morning, the proceedings of a meeting held at the Court House on last Saturday, for the purpose of considering the propriety of constructing a McAdamised road from this city to Uniontown, Fayette county. The report adopted by the meeting, it will be seen, strongly recommends the project, and gives good and sufficient reasons why the citizens of Pittsburgh should use every effort to accomplish this important object. It is a fact known to all, that during the suspension of canal navigation, in the winter season, persons interested in injuring the business of our city spare no pains in their endeavors to turn the trade, heretofore enjoyed by Pittsburgh, to the Wheeling route. The completion of the Cumb'd R. R. gives them great facility in this struggle, and if something is not done to counteract their efforts, the forwarding business of Pittsburgh will for three or four months in each year, be totally destroyed. It seems to be the opinion of our most shrewd business men, that the construction of a road, such as is contemplated, to intercept the national road at Uniontown, is all that is necessary to secure to our city, the trade which is now leaving us for Wheeling, and establish Pittsburgh, beyond the power of opposition, as the great commercial depot between the east and the west. We hope that those who have moved in the matter, may be successful in inducing the citizens generally, to take hold of the subject and accomplish an improvement of such vast importance to the interests of our city.

An easy Way to settle the Difficulty.

The persons who are opposed to the section boat and truck system, say that favoritism is evinced in this matter, and that those engaged in that mode of transportation have privileges not enjoyed by the large lines. If this is the case, the natural enquiry that will suggest itself to every disinterested person, will be, 'why don't the large lines abandon their old, expensive mode of doing business and take to the section boats and trucks'? There is no law prohibiting them from doing so; the system is open to all, and we think it should be just as satisfactory to these gentlemen to share the advantages of the system as to drive their more humble competitors from the business altogether. The people at large are always in favor of that mode of doing business, that will furnish employment to the largest number, and give a more general distribution of the profits of labor. The adoption of the section boats and trucks, is well calculated to effect these objects, and those who believe so, can not approve of any schemes that would go to sacrifice the interests of the many, who will get employment by this system, for the benefit of the few who desire to engross, as heretofore, all the benefits of our public works.

Individual Liability.

The people of Allegheny county have, for the last few years, heard from the federal presses and leaders, frequent and vehement declarations of Anti-bankism. In 1839, especially, we remember that the principal aim of the writers and speakers of the party, was to impress upon the public mind that the Democrats were really the Bank men, and that they, the whigs and antimasons were in truth and in fact, anti-bankites.

We are acquainted with prominent and honest Antimasons, who unhesitatingly declare themselves for the "individual liability" principle, and we believe a great portion, if not a majority of their party, agree with them on the subject. It may surprise these persons to learn that the representatives in the State Legislature, who they nominated and elected, Messrs. *Craig, Hultz*, and *Sheridan*, have voted on two occasions against making the stockholders of banks individually liable for the debts of the institutions they own and control. However hollow and false may have been the anti-bank expressions of these representatives, and of some of the federal leaders, the rank and file of the party, are sincerely anti-bank, and will frown upon the duplicity of Messrs. Craig, Hultz, and Sheridan. But even if it should happen that a majority of the federal party should approve of the vote of these gentlemen, it is certain that a great majority of their constituents must condemn it. The united voice of the democracy will denounce the iniquitous attempt to deliver the prosperity of the people into the hands of scheming bankers and brokers, without having any guaranty for their honesty whatever. And if the antimasons who agree with the democrats on this point, should speak out, Messrs. Craig, Hultz and Sheridan, will not have another opportunity to show their kindness to paper speculators, by voting them privileges which the people are not willing they should have.

The "Loblolly" Harrisburgh correspondent of the Gazette, is very severe on the democrats; he calls them "federal locofocos." Dear Messrs. Coons do not be so very, very severe, or you will annihilate us entirely. This same correspondent does not like Mr. Karns, style of speaking.—We do not wonder at that as we believe there are but few of the coons who can relish the home truths of our honest representative; we can readily imagine that they would much rather he would keep quiet; for he seldom refers to the policy of the coons that he does not make the fur fly. They would willingly vote his tongue to be the most "unruly member" in the House.

More Earthquake.—A slight shock of an earthquake was felt at Memphis, on the morning of the 10th inst., between 10 and 11 o'clock.

The inventor of the Flying Machine, assures the public that in it a man may travel from N. Orleans to London, in the space of one or two days, over a safer road than the land or water can possibly afford, and surpass the birds in his flight as much as he may now surpass the fishes in swimming by means of boats.

Important.—We invite the attention of our Engine Builders to the advertisement for Proposals to build six Steam Engines, and one Iron Steamer, which is published in to-day's Post. We think there is but little doubt that the buildings of the Cutter for Lake Erie, and the Engines to be delivered at the town of Erie, at least, will be obtained in this city.

Lindendorf.—This name has been adopted by Mr. Van Buren for his tasteful villa in the environs of Kinderhook.

The inevitable result of the Assumption Project, says the N. Y. Herald, if it could be brought about, would be not to affect the States already bankrupt, but to involve the whole Union in avowed insolvency.

The papers say that Count Barato, a Grecian exile, the companion and associate of Lord Byron, in whose arms the poet breathed his last, has reached Augusta, Ga., and proposes to deliver a course of lectures on Greece.

Richard Thompson Esq., a wealthy citizen of Russell county, Alabama, was recently killed while chasing a deer, by being thrown from a young horse. He was dashed against a tree and never spoke more.—*N. O. Pic.*

Attempt to rob a Bank.—On the night of the 2d inst., an unsuccessful attempt was made to break into the F. & M. Bank of Memphis, Tenn. The thief became alarmed by a noise within, and cut dirt, leaving some of his tools behind.

The democrats "are up and buckled on their armour" in Tennessee. Hon. James K. Polk, is preparing for the campaign with energy, and we think that his success at the next August election can hardly be doubted.

Walking into the River.—A Mrs. Warfield, who resided in Meade county, Ky., put an end to her existence on Saturday last, by deliberately walking into the Ohio river, somewhere near Leavenworth, and drowning herself. Her son discovered her in the act, and attempted to rescue her. He succeeded in getting her out, but not before the vital spark had fled.

The people of England are more liable to insanity than any other nation except Norway.

Com. Perry has been appointed to the command of the African squadron.

The Kentuckian contains an advertisement, urging people to emigrate to Oregon.

Carlyle says that the saddest aspect the decay of civil liberty can exhibit, has always appeared to me to be this, when honorable, honor-loving, conscientious diligence cannot even find work, but must stand with folded arms, lamenting his forced idleness, through which himself and his family are verging to starvation, or, it may be, actually suffering the pain of hunger.

"Two-thirds, if not three fourths, of the people of the United States, in our opinion, are in favor of winding up the banks as fast as their charters expire. It is most certainly ascertained that this can be done without creating any more oppression than has already been created by the rottenness and corruption of the banks themselves; and if the work is taken hold of in right good earnest, there can be no doubt as to the result. Not many years will roll around until the United States, freed from the shackles of a degrading bank influence, will have a currency more permanent and staple than any other country in the world."—*Quincy (Ill.) Herald.*

Some wags lately set fire to a watchman's box in Philadelphia. The poor Charly has to keep awake all night.

Among the new hymns of the Millerites, Pic. finds the following precious morsel:

'This world is all a *fleeting show*,
For man's illusion given—
When April comes, we've got to go,
Either aloft or down below—
There's nothing true *but Millerism!*'

About sixteen hundred Englishmen went to Paris in 1842 to get a sight of the horse wardrobe of Bonaparte, and to admire the magnificence of his saddles and bridles.

H. Coleman has bought a Church in Lexington Ky., and turned it into a Theatre.

The Time of the End.—Miller says that he is fully convinced that the world will be destroyed some time between the 21st of April 1843, and the 21st of April 1844."

A city in a ravine.—The entire city of Guanajuato, says Kendall, in one of his sketches, is built in a deep but narrow ravine, some two miles in length, while its greatest width is perhaps not more than 4 or 500 yards.

A house struck by Lightning.—A frame house in Louisville was struck by lightning last week and shattered to pieces. A man who was in it asleep at the time says that his bed was moved from its place and his night cap thrown from his head. A pump was sunk so low that only a few inches of the handle are to be seen, and the water disappeared altogether.

A new body of iron ore of a very superior quality has been discovered at Reading Pa.

A Catastrophe.—A sausage cart was upset in Boston last Monday.

The late earthquake in the West Indies did not affect the island of Jamaica.

The "Gold Region Reporter" is dunning its patrons, with a double row of fists.

Honor.—The Common Council of New York have passed a resolution authorizing the hoisting of the flags on the City Hall, Battery, and public squares, on the 12th of April, the centennial anniversary of the birthday of Jefferson.

Some blockhead in a New York paper talks of running Col. Webb for Congress. We should think that Mr. Marshall put an effectual stopper on Webb's *running* for anything.

What country from its name, ought to be always cool? Chili!

A man at the west advertises Temperance scythes—warranted to cut without whiskey.

Respectability.—Possessing too much stupidity to make a joke.

A large Fleece.—The New York Express says that the fleece of wool from five thousand sheep, raised by one man in the State of Michigan, was sold in that city on Friday.

A good Pastor will address your fears as well as your hopes.

We once heard of a man, who had been a candidate for public office forty years, and been elected once—elected only once! Like Dicky Dout's shirt-tail, he is more *out* than *in!*—*Ex. paper.*

Lipscomb Norvel, sr., an officer of the revolution, died at Nashville, Tenn., on the 2d inst., at the advanced age of 87 years. He was engaged in the battles of Brandywine, Trenton and Monmouth, and was taken prisoner at Charleston.

A man sentenced to be hanged, prayed for a reprieve, on the ground that he had a sore throat, which rendered him unfit for going through the operation of hanging; he feared, he said, that the most alarming consequences might ensue if he was hanged in the present condition.

They have a man in New Jersey who recollects so well, that he remembers the first sugar teat that the nurse put in his mouth.

Col. Johnson, in a recent speech, said—"I will stand by the men when they are right, but I will stand by the women right or wrong."

An Extraordinary sign.—The Portland Tribune tells the following droll joke of the Millerites:

"It is well known that the planet Venus can be seen with the naked eye. It was espied by the Millerites a few days since, who assembled with spy-glasses to see if they could discover other stars in the Heavens. One old lady in looking through the glass, canted it a little too much, and gaping with amazement, exclaimed: 'What do I see! as true as I am a living soul, 'J.—— P.—— Baker,' in large letters printed in the skies! Truly he is a holy man!' The glass had been brought so low, that the zealous old lady had been reading an extended sign in the street.'

Mesmerism.—Dr. Collyer gives the following important cautions to those who wish to examine this subject practically.

Never allow yourself to be mesmerised by a person not in perfect health.

Never allow yourself to be acted on by a person inferior in his mental powers.

Never allow a rough, uncouth person to act upon you, he will frequently induce nervous diseases the most difficult to cure.

Never allow a stranger, especially one of the opposite sex, to mesmerise you.

Never allow yourself to be acted on by more than one mesmeriser.

Never remain in the mesmeric condition more than thirty minutes.

By all means never allow your brain to be tampered with by ignorant mesmerisers; in an evil hour they may render you idiotic for life.

A good story is told of a justice somewhere in Erie county. Two men had a suit before him, when the plaintiff, whom we shall call Brown, attempted to state his case. The man of authority cut short the opening plea by saying—'Don't you say nothing, Brown, and as for you, Jones, (the defendant,) *I know you*, and I'll enter judgment agin you quicker nor lightning!'

FROM HAVANA.

By the Cristoval Colon, we have Havana papers to the 4th instant, containing Vera Cruz dates to the 15th of February.

A woman named Catalina Valdier died at Havana on the 5th February, at the great age of one hundred and seventeen years. She was a native of St. Domingo.

Vera Cruz, Feb. 14.—At length our ardent desires are fulfilled that the Government would purchase the beautiful brig Santa Anna. She has been nationalized to-day with the usual formalities. This vessal has been placed under command of Capt. Blas Godines, and will afford important service in the operations against Campeachy. She was built in the United States.

Feb. 15.—For several years we have not experienced so severe a norther as that of last night and this morning. Some disasters have occurred.—We have heard it said that the American vessel Samuel Ingraham, which sailed yesterday for Tampico, was wrecked off Chacalacas. There were several passengers, including the equestrian company. If this intelligence be correct it is much to be lamented. He [illegible] fear that these unfortunate persons may have been saved. Four coasting vessels were driven ashore.

REVENUE CUTTER FOR THE LAKES.

Treasury Department, Washington, 16th March, 1843.

SEALED PROPOSALS will be received at this Department, until the 17th of April next, for building the hull of an Iron Steamer, to be used as a Revenue Cutter on Lake Erie, of the following dimensions, say, one hundred and forty (140) feet on deck, twenty-three (23) feet beam, and ten (10) feet hold. Model, drawings and models for building to be furnished by the Department. It is expected that these boats will be built in reference to Hunter or Ericsson's Propeller. The iron used in construction must be American, and of the very best quality, and is to be painted with two good coats of red lead, one before the work is put up and the other after it is wrought and fitted to its appropriate place, and previous to its being finally put together; payment will be made according to this nett weight per pound, including coal bunkers, water tanks and galley. The chain plates, bolstays and all iron work necessary to the hull, spars, rigging, sails and guns will be included in the proposals, and the price for such work will be separately stated. A spar deck of white pine, 4 by 6 in., to be laid, secured from underneath, with the "wood screw bolts"—caulked and planed. Berth deck of ash or yellow pine, 2½ by 6 inches, spiked and bolted to the berth deck, also caulked and planed. Ceiling plank of white oak to the flooring heads, 5 inches thick, thence yellow pine, 4 inches thick, to the lower deck clamps, all of which will be estimated by the square superficial feet. The materials and weight used in the construction, to be approved and the work to be inspected by such officer as the Secretary of the Treasury may appoint, and the work to be done according to the direction of the superintendant. The vessel to be completed within six months from the day of delivering the moulds and plans of building.

The workmanship to be inspected, previous to delivery, by two competent judges; one to be chosen by each of the parties of the contract, who, in the event of their disagreement, shall select a third, who are to determine whether the work has been executed in all respects, according to the proposal and agreement.

J. C. SPENCER,
mar 22—ta17 Secretary of the Treasury.

In the District Court of Allegheny county,

George Ledlie, vs Isaac Ewan. } Vend. Ex. No. 104 Jan'y Term, 1843.

And now to wit, March 21st, 1843.—On Motion of Mr. Simpson, the Court appoint H. S. Magraw, Esq. Auditor, to distribute proceeds of sale in this case.

From the Record.
Attest: A. SUTTON, Pro.

The Auditor above named will attend at his office on Fourth street near Smithfield, for the purpose of his appointment, on Wednesday, the 26th day of April next, at 3 o'clock P. M., when and where all persons interested can attend.

HENRY S. MAGRAW,
mar 22—d21&w3t Auditor.

In the District Court of Allegheny county.

Edward Simpson, vs James Wilson. } Al. Fi. Fa. No. 47 July, 1842.

And now to wit; March 21st, 1843.—On motion of Mr. Simpson, the Court appoint H. S. Magraw, Esq., Auditor, to distribute proceeds of sale in this case.

From the Record.
Attest: A. SUTTON, Pro.

The Auditor above named will attend for the purpose of his appointment, at his office on Fourth street near Smithfield, on Thursday, the 27th day of April next, at 3 o'clock P. M., when and where all persons interested are notified to attend.

HENRY S. MAGRAW,
mar 22—d21&w3t Auditor.

In the District Court of Allegheny county.

M. Darragh, vs Wm. Graham. } Vend. Ex. No. 175, April 1842.

And now to wit; March 21st, 1843. On motion of Mr. Simpson, the Court appoint H. S. Magraw, Esq., Auditor, to distribute proceeds of sale in this case.

From the Record.
Attest: A. SUTTON, Pro.

The Auditor above named will attend at his office on Fourth street near Smithfield, on Friday, the 28th day of April next, at 3 o'clock P. M., when and where all persons interested are notified to attend.

HENRY S. MAGRAW,
mar22 d21&w3t. Auditor.