obvious to be overlooked; and not the least of the considerations which induced me under so many discouragements and difficulties to urge forward the work to Cumberland, was the conviction that from that point it would call into action the energies and resources of more distant sections, there to unite with it, or to aid in carrying it onward. I have always entertained much confidence that even from Cumberland the road would greatly augment the trade of Baltimore, and yield a reasonable profit to the Stockholders, and the actual results, so far, have satisfied me that the day is not far remote when this confidence will be realized.

With the benefits of the present reduced cost of transportation upon the Rail Road, and of arrangements entirely practicable, for wagon transportation from Cumberland to the Ohio, there appears to be but little reason to fear competition from any other quarter, or that he will not command the business and travel to and from the West. Even now, where the advantages of the route are but partially known and understood, it has engrossed a very large portion both of the travel and transportation, and it may be important that you should be made acquainted with the fact that, of the whole number of through passengers, amounting to 1914 taken over the road in both directions in the month of March, not more than 130 have been taken to and from Pittsburgh, and it is believed that the like proportion may be assumed in regard to the tonnage.

If you are not already aware, these facts will convince you of the indispensable importance to Pittsburgh of promptly ensuring a connection with the railroad, and at a point as far east on the main line as the resources of that region will allow; nor will you fail to perceive upon grounds which I abstain at present from stating in detail, that the extension of your connecting road to Cumberland would most probably effectually supplant any rivalry within your immediate vicinity.

It will not escape you that such connection would bring Pittsburgh into immediate proximity with the Atlantic, and give to that city greater advantages in this respect than are enjoyed by Philadelphia.

These and many other considerations upon the general subject are susceptible of an enlargement which I should desire to give them, if I could do so in a satisfactory manner within the time in which it is necessary you should receive my present answer for the meeting of the 15th inst.

I will therefore reserve any further general observations for another communication; and for a personal conference which I will endeavor to seek with you at Pittsburgh in the course of the Spring.

Meantime, I will confine my present answer more particularly to the points stated in your letter, and upon which you desire specific information.

It will give me a great pleasure to permit Mr. Lathrobe, who is at present our chief engineer, to attend the meeting to be held at Pittsburgh on the 15th inst., and he will with equal pleasure attend for the purposes mentioned in your letter; provided he can be released from his engagements in the court now sitting in this city and upon which he is in attendance as a witness.

In reply to your second question, I have to observe that the suspension of the works at Cumberland is not voluntary, and but for the considerations I am about to advert to, it would be the pleasure of the board to carry it forward without delay. You are aware, however, that by the Virginia charter, it is made the duty of the Company to terminate one branch of the road at some point on the Ohio river, within that State; and it becomes on that account the more necessary so to manage our funds and expenditures as, if possible, to attain that object. Independently of this, the recent legislation both of Maryland and Virginia will not only arrest the work at Cumberland longer than we had hoped, but renders its prosecution somewhat indefinite. I ought to mention also, that upon our last application to the Legislature of Pennsylvania for an extension of the period allowed by the charter for the completion of the road in that State, the grant was accompanied by condition and restrictions so onerous as to deter the Stockholders from any attempt to comply with them. They might indeed if persisted in, though that I can scarcely anticipate, exclude altogether, and give the road a more southern direction, which it is believed, would be practicable without much augmentation of distance or expense.

Under all these circumstances, however, and until the difficulties can be removed, it can scarcely be within the intention of the Company to continue their work during the approaching season for any distance west of Cumberland.

3d. The distance, according to the surveys of our Engineers from Pittsburgh to Connellsville, is fifty eight miles.

4th. The estimated cost per mile, by our Engineers of the Graduation, Masonry and Bridging, and single rail way of heavy rail of the most approved form, such as is employed between Harper's Ferry and Cumberland, is $25,020—and for the fifty eight miles, $1,458 600.

As it may be more satisfactory to state these results in a detailed form, the cost of the graduation, masonry and bridging for the entire distance, may be estimated at $830,000.

Sills and strings, cross-ties, and tree nails, per mile,	$1,590.	
Iron rails, 80 tons, per mile, at $70 per ton,	5,600	
Iron fastenings,	600	
Ballasting,	1,500	
Workmanship laying, track,	840	
Crossings, Sidings, transportation and contingencies,	570	
	$10,700	620,600
Total for the whole distance		$1,450,600

5th. It is impracticable without an opportunity of consulting the Board, and of further examination and reflection, now to state definitely what connection it would be most desirable to form with our road, if the funds can be raised in Pittsburgh and that section of country, to carry a road from that city to Connelsville. I do not suppose, however, that an arrangement for that purpose, satisfactory to all parties, would be attended with any difficulty. It would probably be found most advantageous to allow the road from Pittsburgh to the point to which the extension might reach, to be for the present managed by a separate and independent Company; to be hereafter incorporated, if that should be desirable, with the Baltimore and Ohio Railroad Company, upon terms which may now be agreed upon. One thing I am sure I may promise, and that is, that this company will afford every possible facility in its power to enable the people of Pittsburgh and its vicinity, to carry on and complete their work in a manner the most satisfactory to them and most condusive to their interests.

To these answers allow me to add that in the present state of things, and at the present reduced price of labor and provisions, and materials of all kinds, the entire cost of a road from Pittsburgh to Cumberland, of the best construction, could not exceed four millions of dollars. It would most probably fall short of that sum. Although this sum nominally may appear to be large, yet, with requisite energy and a proper sense of the magnitude of the interests at stake, it may be compassed. If the manufacturers of Pittsburgh could be induced to supply the iron, the agricultulists on the line of the work to yield the right of way, and supply the timber, receiving payment in the stock of the road, and if contractors could be found, which is not impracticable, willing to undertake the work; and accept payment for the most part in the stock of the city of Pittsburgh, or in stock or bonds of the company, the work might be accomplished for an advance in money not perhaps exceeding one million of dollars. The trade and travel which such a road might be expected to command for an indefinite period ought at an early day to render it profitable to the stockholders, and afford a reasonable security to the holders of its stock or bonds.

For your further information, I send you by the present mail, a copy of the reports of Messrs. Knight and Latrobe, containing the results of the surveys and detailed estimates of the several routes of the Baltimore and Ohio Railroad, both to Pittsburgh and Wheeling, from which you will be able to obtain more information than from any other source.

If any thing be here omitted which it may be desirable for you to know, and which it may be in my power to furnish, it will at any time give me great pleasure to supply the omission.

I am dear Sir,
With sincere regard
Your ob't serv't,
LOUIS McLANE,
President.

Judge Wilkins here explained as to the high estimate of Mr. McLane that it had been made with a view to avoid all deception, every thing having been calculated at the highest rates; that Mr. Latrobe, who was then present would present an estimate made also with the same spirit of candor, but at prices, rather above than below what the work might, in the opinion of many, be done for.

Judge Wilkins then stated that Mr. Latrobe, the chief engineer of the Baltimore and Ohio Railroad Company was then present, and at the request of the committees had made out an estimate of the probable cost of a railroad made in the best manner and with the most approved form of iron, called the U rail, and which estimate he would submit to the meeting, together with one of the common flat bar, which, though the cheapest, was now generally disapproved of from the expense of continual repair and the danger of damage to life.

The following are the

Estimates of cost, founded upon those of the printed report of February 14th, 1838, and revised to allow for some changes in the position of the line, and for reduction in the prices of work—given by Mr Latrobe.

1. From Pittsburgh to Connelsville—by the Monongahela and Youghiogeny rivers—distance in round numbers 58 miles—or with sidings 60 miles of track.

Graduation—2,500,000 cubic yds at 25 cts	$625,000	
Bridge masonry—20,900 perches at $3 50	70,000	
Culvert masonry—12,000 perches at $2	24,000	
Walling—4,000 perches at $1	4,000	
		$723,000
Railway track, 58 miles main—2 miles siding track laid with rail of say 51lbs. per yard as between Harper's Ferry and Cumberland—viz; Ballastings—2000 perches at 62½ cts.	$1,250	
Sills and strings—60,000 ft. Board measure at $15	900	
Crosties, 1400 at 20c.	280	
Treenails—5000 at 1 ct.	50	
		2,480
Fastenings viz: 7650 lbs castings at 2½ cts.	$191 25	
1584 lbs bolts & nuts at 7 cts	110 88	
591 lbs Iron washers at 5½ cts.	32 50	
100 Zinc washers at 12 cts.	12 00	
2247 lbs Spikes at 6 cts	134 82	
		481 45
Add for waste, breakage, &c.	48 14	
		$529 59
Iron rails delivered on the line 80 tons at $63	$4,800	
Workmanship of laying track 320 rods at $2 50	$800 00	
Ditching, crossings and switches, and contingencies,	150 41	
		$950 41

(*Concluded to-morrow.*)

The members of the Committee of 100 appointed at the resolved meeting on Saturday are requested to assemble for organization at the new Court House on Wednesday the 19th inst., at 3 o'clock P. M. The following gentlemen compose the Committee.

Wm Wilkins	Charles Shaler
Geo A Bayard	JB Guthrie
Wilson McCandless	M Tindle
Jas S Craft	Andrew Fulton
John Bissell	James Fenlon
John Freeman	J W Lightner
Wm M Lyon	Samuel McKelvy
John Shoenberger	Aaron Floyd
Fred Lorenz	J mes Thompson
Thomas Simmons	John Arthurs
John Anderson	John Warden
B A Fahnestock	Lewis Hutchison
Wm Dilworth	Harmar Denny
Wm Porter	James Ross jr
J W Burbridge	Thomas Hannah
G ELWarner	R W Poindexter
S Lothrop	John Greer
J K Moorhead	R Galway
Wm Robinson jr	Wm Bagely
Michael Tiernan	James Dalzell
Joshua Henry	Wm McCutcheon
James May	F G Bailey
Pat'k Mulvany	James Wood
Thomas Bakewell	J Carothers
Michael Allen	Robert Peebles
Josiah King	George W Jackson
Robert Bear	John Shipton
Wm Eichbaum	John Graham
John Irwin (Alleg')	Edward D Gazzam
Charles Avery	Dr Speer
Wm Bell	Richard Biddle
Poland McCormick	Edward Simpson
John Sheriff	R C Townsend
Wm J Howard	Thomas Scott
John Simpson	Jos Woodwell
C Hunsen	Alfred Curling
Rody Patterson	John Caldwell
Wm G Hawkins	Wm Mackey
Danial Negley	J H Ralston
James Kelly	S McKee
David M'Clellan	John Gebhart
Robert Christy	Wm L Miller
George Breed	Thomas Flood
John Vandegrift	J Sibbett
Wm Larimer	Thomas McKown
George Ledlie	George Singer
Hugh Davis	J Anderson (Ali'y)
Wm Holmes	H Childs
Wm Marks	Wm Ebbs

The Crescent City says there is a young lady in that city engaged to be married but she won't fix the time until her betrothed gets a mason to put him up a "patent *back*." She says, that as matters are now, she couldn't live with him—like a chimney, he *smokes too much*.

About eight hundred persons were naturalized at New York just previous to the late election.

FOR PRESIDENT,
JAMES BUCHANAN
Subject to the decision of a National Convention.

DAILY MORNING POST.

THS. PHILLIPS & WM. H. SMITH, EDITORS AND PROPRIETORS

WEDNESDAY, APRIL 19, 1843.

See First Page.

State Printer Elected—We learn from Harrisburg that Isaac G. McKinley has been elected State Printer, for three years. The vote stood on the fourth ballot, for McKinley 75, for all others 50, Mr. McKinley is one of the editors of the Keystone, and had formed a partnership with Mr. Bratton of the State Capital Gazette, who was the caucus nomination for printer. Mr. Bratton's name, for certain reasons, was withdrawn, and that of Mr. McKinley substituted. We are rejoiced that this matter is at last settled, and as the printing has been a fruitful source of bad feeling during former sessions, we hope that at least for three years matters will go on more harmoniously.

Going in Cahoot.—The N. Y. Sun says a good story is told of a political salute of a hundred guns fired at Albany on Thursday. It is said that the Whigs furnished the guns in honor of *their* success in Albany, and the Democrats furnished the powder in honor of *their* victory in New York—a sort of partnership affair all round. It is really pleasant to see politicians so good natured.

Blood! Blood!!—The number of assassinations which we are daily called upon to record are truly frightful. Duels in N. Orleans ending in death; murders at Mobile; assaults at Boston and Baltimore; a fight in the Pennsylvania Legislature; an editor killed at Norfolk; a man waylaid in Columbia street (N. Y.) by a highway robber; Mr. Jacob Cannon shot dead at Cannon's Ferry, Delaware, by one Owen Day, who has escaped;—these, and many more of recent occurrence, form a terrible catalogue;

A Mesmeric Idea.—A writer in the Boston Transcript proposes that the Governor of each State in the Union should give employment to a certain number of magnetizers, who shall "*will*" all prison birds to "*stay put*" in their various places of incarceration. This magnificent conception was suggested by the reported escape of Monroe Edwards.

Messrs. Casserly & Sons, the New York publishers of O'Connell's "Memoir on Ireland, Native and Saxon," have been prosecuted for libel by the publishers of the Tribune. Mr. Casserly, considering his rights as publisher of the above work, encroached upon by the Tribune folks, who through the instrumentality of one of Casserly's sons, got out a cheap edition of the "Memoir," published an angry card in the papers, in which he handled Greely in rather a rough manner. For this he has been prosecuted.

The birth day of Washington was celebrated on the 23d ult, by the Americans in Rome, in their usual manner, by a public dinner. About 40 citizens of the United States were present.

A brute named Evans, has been arrested at Elizabeth city, N. C. on the 8th inst. on a charge of inhumanly beating a child committed to his charge. The child's entire body was lacerated, and its head was apparently laid open by a series of blows, and when its situation was discovered, was discharging the most offensive matter.

The N. Y. Plebeian says that it appears that the democratic vote on Tuesday was 3,099 greater than their highest vote for Governor in 1840, and the whig vote less by 1,437 than their vote for Harrison in 1840.

The trial of Cook for the murder of Meltzer Gardener is progressing in Norfolk.

The bridge over Maumee has been carried off by the ice.

The editor of the Boston Bulletin was serenaded the other night by one of the bands.

Sillisbe is the leading star at Boston now.

Later from St Domingo—Flight of Boyer.—It is stated on the authority of Capt Lelland, who has arrived at Holms' Hole, that Boyer had fled from Hayti with three millions of treasure, and had reached Kingston, Jamaica.

Capt Pope of brig Nonpareil, at Boston, from Gonaiovas, 20th ult. states that President Boyer had abdicated. He went on board a British frigate on the 13th, and sailed for Jamaica on the 17th, but were enabled only to hold it only conditionally.

Col Young, of N York, thus alludes to Father Miller:

"I live in an adjoining county to the residence of a man whom you have associated with Joe Smith, the Apostle of the Mormons. I have known the character of Mr Miller for years; it is that of an upright and a pious christain. And although I wholly dissent from his exposition of the prophecies, yet I have no doubt of the sincerity of his opinions; nor would I dare attempt to convert what common charity should regard as a conscientious mistake into "blasphemous mummery."

"Let not this weak, unknowing hand,
Presume Thy bolts to throw,
And deal damnation round the land,
On each I judge Thy foe."

The Mackenzie Verdict.—The Madisonian of Thursday evening contains the official publication of the verdict in the case of Commander Mackenzie. It is the same as published by us a few days since The following are the concluding paragraphs:

The Court do therefore acquit Commander Alexander S. Mackenzie of all the charges and specifications preferred against him by the Secretary of the Navy.

As these charges involved the life of the accused, and as the finding is in his favor, he is entitled to the benefit of it, as in the analogous case of a verdict of not guilty before a civil court, and there is no power which can constitutionally deprive him of that benefit. The finding, therefore, is simply *confirmed*, and carried into effect without any expression of approbation on the part of the President; no such expression being necessary.

Yucatan.

By the arrival of the schooner Octavio, Captain Churchill, which left Sisal on the 31st of March, the editors of the New Orleans Bee have recived files of Merida papers to the 28th ult., and verbal intelligence from Sisal to the day of her departure.

A despatch published in the Boletin (Merida,) of the 28th informs us that the Yucatecoes assaulted the enemy on the Eminencia, in the rear of Campeachy on the 26th of March, and kept up a very brisk fire for three hours. The Mexicans it was supposed had suffered considerable loss, whilst that of the Campechanos was inconsiderable. The assailants returned to the city without effecting the dislodgement of the Mexicans.

The Mexican fleet had landed their forces at Selma, and burnt the town. They embarked on the 20th ult., and proceeded to Tilshae where they again landed. It was thought that Sisal would be the first place of attack, off which port the Mexican fleet was hourly expected. 4,500 troops had been dispatched from Merida, Sisal and Hunacomah to meet the enemy on their march from Tilshae.

The bombardment of Campeachy was yet continued without serious damage.—Troops were daily deserting the Mexican army.

And Still they Come!—More Sights in the Heavens!—A Correspondent of the Cin. Sun gives the following astounding intelligence. We feel so much excited too make any comments and just give it as we find it.

Millers Doctrine Coming True.—Three Ladies of Fulton stepped out of their door the other evening, and the first sight that met their eyes, was the shape of a splendid house in the Heavens. They stood and gazed for a few moments, and lo! and behold! the windows and doors opened and they could see people within. Presently the doors and windows closed, and gradually the house sunk away into the valley of Deer Creek!

Neither of these Ladies believes in Miller nor his doctrines, neither are they believers in signs; but all of them declare this to be the fact. They further say that if any person wishes further proof they can call on them in Fulton personally, and they will give them further particulars.

P. CAWFIELD has removed his marble Establishment to Wood st. opposite Fahnestock's Drug Store, where he will keep constantly on hand Tomb Stones, Monuments etc.
ap 19—1yr

JOHN KENNEDY & CO.
HAVE commenced the manufacture of Brushes, at No 68 Wood street, near Fourth, Pittsburgh, where they will manufacture and have constantly on hand, every description of fancy and common Brushes, comprising Hair, Cloth, Flesh, Nail, tooth, Shaving, Paint, Varnish, Fash-tool, Sweeping, Dusting, Whitewash, Scrubbing Horse, Hatters, Tanner and Carriers, Brick pointing, Artists pencils &c.
In addition to the above, they will keep a general assortment of variety goods; such as Combs of every description hooks and eyes, pins, thread, tapes, bonnet, wires and canes, quills, fine soaps, shaving apparatus, pen knives and scissors, fishing rods, lines, hooks, flies, reels, silk gut, &c; shoe thread, shoe pegs, sparrables, and shoe findings generally.
The above goods have all been purchased in the Eastern cities within the last month for cash, which with our own manufactured articles, we are prepared to sell wholesale and retail on as liberal terms as any house in the city.
Merchants from the country and the citizens generally wanting anything in the above line of business, are respectfully invited to call and examine our stock before purchasing elsewhere. ap19

MORE ATTRACTION!
BETTER BARGAINS THAN EVER OFFERED BEFORE, AT THE
IRON CITY CLOTHING STORE,
No. 151 Liberty street.
THE attention of all persons who wish to purchase genteel, fashionable and first rate clothing, at lower prices than ever before offered in this city, is called to the extensive stock of Ready Made Clothing now preparing and for sale by W. J. DAVITT, at the *Iron City Clothing Store*, No 151 Liberty street, near St Clair.
His stock is composed of English, French, German and American manufactured Goods, bought for cash and made into garments during the depression in business, and consequently can be sold at the very lowest prices. It is only necessary for the Public to call and examine for themselves to be assured that such bargains were never before offered, and that by purchasing at this house in preference to going elsewhere they will realize a great saving in their expenditures for clothing.
As all the articles in his store are new and manufactured from fresh Goods, purchasers may rely on getting first rate articles as well as unprecedented bargains.
Confident that no rival establishment can offer superior inducements to purchasers, he respectfully solicits a share of public patronage, and pledges himself that every promise made in his advertisement will be faithfully redeemed. W.M. J. DAVITT
ap 19-3t *Agent.*

YAWL FOR SALE.—A new Clinker built Yawl, (McNaughten's build) for sale low for cash. Apply to BIRMINGHAM & Co.
ap 18 No 60 Water st.

FOR CINCINNATI, LAWRENCEBURGH, INDIANA.
The new and fast running Steamer LITTLE MAIL, GASKILL, Master, WILL depart for the above ports and intermediate Landings, on Thursday the 20th inst., at 10 o'clock, A. M., for freights or passage, apply on board, or to BIRMINGHAM & CO.,
ap 18 No 60, Water street.

FOR LAFAYETTE AND WABASH RIVER.
The Steam Boat CECILIA, George W. Clark Master, will leave for the above and intermediate landings on Wednesday next, 19th inst at 2 o'clock P M positively.
For freight or passage apply on board or to
ap 18 JAMES MAY.
The Cecilia is furnished with Evans' Safety Guard to prevent explosion of boilers.

LIST OF LETTERS REMAINING IN THE POST OFFICE AT PITTSBURGH, PENNSYLVANIA, APRIL 15th 1843.

☞ *Persons calling for letters on this List, will please say they are advertised.*

A

Adams Clari
Abercrombie Mas El'bth
Abbott Geo W.
Allen David D
Ashton Hatton
Banks Rev Joseph
Baily Saml 2
Baldwin O
Bachell Jonh G
Baley Alex
Barclay Mrs Margret
Bateman Nicholas M
Barnes Henrietta A
Barnolly David
Barton Saml
Bausman Saml B
Barndollar John
Barret Rev Jerrish
Barret Saml
Barrens Francis
Bateman Hugh
Bell Andrew M
Butler J R
Burns Isabella
Burgess Robt
Byron Wm
Bell Ankow
Bell Basil
Bell James
Beaty Mrs Rebaccca
Beadel T
Beadel Mary
Burgess Jacob

Cameron Lewis O
Carlin John 2
Carothers Mrs Emily
Carkey Wm
Carrel Wm
Carr Mrs Eliza
Calhoon John K
Campbell Wm
Campbell Wm W
Campbell Archibald
Champe E is
Chadwick as
Christy R t
Champion oseph
Chaves Ja s
Chessman & Spalding
Chapman Wm H 2
Clark Benj

Dailey Miss Catharine
Dailey Wm
Dales Wilson G
Dales John S
Darling Harriet
Dabney Sarah M
Darricot Mrs
Davis Jacob
Davis Robert
Deeds Lewis
Deveraux John
Devlin Catharine
Dean Miss Elizabeth Jane
Dennison Eijth
Dockins Mary Jane
Dinsmore Henry

Eaton Mrs Caroline M
do Mrs Mary Ann
Eakins Mrs
Estep John
Easler James

Ferguson John
Fletcher E Egidius
Flint M s Jane
Foster Rebecca
do Margaret
Forsythe James N
Fowler Miss Sarah
Forrsare & Campbell

Gall D
George Thos
Gaskell Morgan
Garr Dr W
Gamble Henry
Gage George
Gardner Mrs
Gardner William 2
Gable John C
Geddis John
Gillis Miss Emeline 2
Gallerpri Noble
Gillerpri Miss Jane
Glim John H
Goddard Abram S
Godsman Miss Anna
Green John

Hamilton Robert
Hamilton Thomas
Hagerty Mary
Hallman Mrs Elizabeth
Hamner J & J
Harrey Hendelson
Harrison James
Hare C W
Harding John S
Harris Carter
Heart M
Hawkin John
Hagle Wm
Haglet Capt E C
Hays Wm
Hemingray Robert
Irons John
Ingram Miss Eliza

Jamison Geo W
Jackson Jonathan
Jacobs Adam
Jeffries D
Justus Wm
Jurey John
Jurvine Eveline M
Johnston W F
Johnston Thomas
Johnston W H
Johnston Robt B

Kerby James
Kennedy Thomas
Kelly Michael
Kerr Joel F
Kimber Isaac
Knox Mrs Sarah
Knox John

Lake Mary Ann
Laran Daul
Larimer Lydia Ann
Laurence Joshua
Laning F
Lee Mrs H
Leach Miss Martha A

Maxwell James 2
Marks Miss Eliza
Mercalas John
Marlatt James
Messerheimer S
Mercer Wm
Myers John
Myers Jacob
Meek Miss Eliza
Meriam Marshall
Mone Miss Harriet 2
Mull Robt
Miller George
Miller & Smith
Miller Robt
Mitchell Eliza

McBride Mary
McBratney Samuel
McBean Nancy
McClure James H
McCloskey J H
McCauley John
McCartney George
McDonald James
McDowell James
McDonnell Thomas

Anderson Fanny
Blanchard Jonathan
Appleby James
Anthoitz George
Artz Charles

Barret P F
Brown Geo
Brown Richd
Brown Rev Geo
Brown H
Brown Charles
Brickle Capt John
Brinsy Margret
Briscoe A 2
Brooks John
Brush J M
Brooks Corsah
Bulger R
Ball Wm M 2
Blean John
Blanchard Aaron
Blair Miss Elizabeth
Black Robt 2
Black master John
Boynton Alonzo
Boulon Isaac
Boyle Margret
Bowdich Martha
Botelar Ag Clagett
Best John
Berry John
Bills Sherman
Blake & Co

C

Cochran John
Cochran James
Corper Nathanl
Cook Deborah
Cogswell Wm.
Cowan Miss Mary
Cowan Robt
Costa Emmanuel
Craig Joseph
Craig Thomas
Craig William
Creighton Eliza A
Crosby Miss Lydia
Crane Charles
Cunningham Miss I.
Curtin Andrew
Cronaughan James

D

Dixon James
Dixon Mr
Donaldson Wm
Dobins P
Dodge Wm E
Douglas Thomas
Douglas Miss Ann
Dodge Calvin
Dougn John
Donlio Stephen
Drake F R
Dunlap John
Dunn Wm
Dunn Peter
Dunham Isaac H
Duncaing William

E

English Mrs Mary
Espey Miss Mary Ann
Evans John Dr
Ewing Dr

F

Fowler John
Forster J E
Frew James
do Jacob
Freth F A 2
Francis Willis
Frink Pelatiah A
Freeborn John

G

Grant H W
Grimes Johnston
Groyan Dr
Grier Miss Martha
Grover Solomon
Grace Simon B
Greenlee Mrs Susannah
Griffeth Thomas
Griffeth John
Gray Rev W
Gray M A
Gray James
Graham Thomas
Graham Elener
Graham W B
Grain P

H

Hughes Saml
Hudel Jacob
Hull Mr
Hull John
Hull Charles S
Hale Henry
Hunt Miss Jane
Hutchinson Charles
Haynes Micheal
Haynes Michl
Hill James
Hibber Maria
Highgate Mrs Julia
Holmes Rush
Howells Mrs Felicia

Irvine John 2
Israel Jas P

J

Jones Elizabeth
Jones Col L G
Jones John W
Jones Thomas
Jones Jacob
Jones S C
Jones Owen
Jones Mrs Chas H
Jones David
Jones Margret

K

Kiby Miss Nancy
Kissick Saml
Kirk Peter
King Charles
Korell Isaac
Kobssen John D

L

Lynch Jno
Ludwig John
Lockhart Isaac
Lewis H W.
Leavitt Miss M J
Leoni George
Loyd J C

M

Montagne Wm
Montgomery Hugh
Morgan Morgan
Morrison Arabella 2
Moore Thos
Moore George
Murdock Andrew 2
Mulberry John T
Myline Benj C
Murry James
Morry Patrick
Mitchell Miss Mary A
Mitchell Myriam
Morley Miss Lucy Jane
Morgan Elizabeth
Moorhead Mrs Charlotte

Mc

McGongal David
McGarigil James
McIntire James
McElroy Thos S
McKee Thos
McKelvy James
McKee Wm
McNaughten Thos
McNaughten Eliza
McMillen Maly
McDonnell Miss Margt
McCormack Mrs R
McCully Louisa
McCully Thomas
McCoy Wm
McClean

Nesmith Mrs Harriet
Nisbet Miss Nancy
Neville Margret
Newell Thomas
Neale Mrs Sarah

O'Donnel Patrick
O'Neill James
Otterson John 2

Peyaer Richd G
Palmer Robt
Pattou Miss Susan E
Paton J mes
Patterson Geo R
Patterson Robt
Patterson John
Patterson Elizabeth A
Parker Rev Edward
Parker Margret
Pettis Riend
Pierce Walter

Quinlin Wm

Ray C M
Ravell Miss Mary
Rame Saml
Rea Henry
Rea John
Reyd Margret J
Reynolds John
Reynolds George
Rittenhouse Edward
Riley Ann
Ross Joseph 2
Rogers Saml A 2

Sanders John
Scott Mary Ann M
Scott John
Schweimber Mary A
Seese Loyd
Sewall Mrs Caroline
Sell Joseph
Segner Magnus
Seville Mrs
Seabrigh Thomas
Sharp Mrs Mary
Shay Mrs Mary
Shaw J W
Shapord Henry
Sheridan Thomas
Shellenbarger Jacob
Shields Captain
Short A
Shook Mrs Christina
Short Henry
Sinclair James
Simpson Mrs
Simpson Mrs Susan
Simmons George
Silverthorn John
Slagler Wm
Smither Miss Ann 2
Smethurst Thomas

Taner Adam
Tarney James
Thompson John
Thomas David 2
Thayer Horace
T r Martin

Vermilye Wm H 2
Valentine Nathanl

Walker John
Wallace John Esq
Ward Capt W 2
Wadsworth Dawson
Watson Andrew
Wells Jesse
Well Mr E R
Weiberger Eli
Williams Steel Sample
Williams John R.
Wilson Alexander
Wilson Miss Jane
Wilson Miss Margaret
Wilson Miss Eleanor
Wilson Jesse
Wilson George
Wynne Thomas
Woods James
Wray Dr Robt

Young W H
Young Johnson

Zeigler John H

McMurry Thomas
McFarlane R C
McGehan Joseph
McGill Rev A T
McGinley Edward
McLelland W
N
Norris Miss Sarah
Nimon James
Norton Harris
Nock Wm
O
Oliver Joseph
Oliver Robt W
Orr James
P
Pryor James
Pope Alex
Potts Joseph K
Proudlock James
Purseglove Elizabeth
Phelps Wheeler
Phelps Humphrey
Pinkerton J P
Potter Caroline
Price Abel
Philpot Miss
Q
R
Rosebury Saml 2
Rose Wm
Rose W B
Rollins Mitchell
Robinson A P
Robinson George
Rinehart Fred A
Riddle W E
Richerson Alvin
Rogers H K
Russel Saml
S
Steventon Reuben
Stewart Miss Jane M
Stewart James
Stewart Miss M A
Stewart Jefferson
Strickling William 2
Strean Thomas
Swords Thomas
Snyder John L
Spargo Mrs Sarah
Spence Sarah Jane
Speer A
Speer John
Steen Samuel
Sterrit James A
Sterrit Charles
Smith Benj A
Smith W E
Smith E
Smith Richard F
Smith Amelia S
Smith Miss Clari
Smith Miss Elvira
Snider John 2
Smithers Saml H
Smith Benj
Smith G Nelson
T
Timmons Francis
Tryon David
Trunock James
Tunnonk & McCall
Trevor Miss Mary
V
Vanwickle N
W
Wells Christosher
Werby Joseph
West F R
White Isaac
White David
White John Merchant
Whiteman Wm H
Williams Isaac
Wertz Miss Elizabeth
White Wm
Wiggins Amos
Wolfslayer Michael
Wolcott Henry
Wolcott M 2
Wing Henry
William Robt
Wright John
Wray John
Y
Young John
Young Andrew
Z
Zemmerly Mrs Ann

R M RIDDLE, P. M.

Ohio River Improvement.
PROPOSALS will be received until the 12th of May 1843—for furnishing and delivering by casting, as may be directed, into line of dam:
From 15,000 to 20,000 tons of rough stone, at White's Ripple and the Trap, 12 miles below Pittsburgh.
From 20,000 to 30,000 tons rough stone, at the head and foot of Blannerhassets Island, near Parkersburg, Virginia.
From 5,000 to 10,000 tons of rough stone at Buffington's Island, 214 miles below Pittsburgh.
For transporting and delivering stone to be directed into line of dam:
All the stone quarried in Ohio (on the left shore of the river, middle of the Island,) into the Island, 7 miles above Steubenville.
All the stone quarried and on the right shore of the river,) into Mingo Island, 3 miles below Steubenville.
All the stone quarried and lying at the right shore—into dam at head of Captina, 7 miles below Wheeling Va., and for quarrying, hauling such additional quantity as may be wanted to complete same dam.
The quarries in all cases are but a short distance from line of dams.
Proposals must be accompanied with satisfactory references. Address Capt John Sanders, Corps of Engineers, Pittsburgh Pa.
Office Ohio River Improvements, Pittsburgh, April 12, 1843.
Advocate and Gazette, Pittsburgh; Wheeling Times and Argus, Wheeling; Union and Herald, Steubenville papers at Marietta and Parkersburg, will copy till the 1st of May, and charge this office. ap 15

ADMINISTRATOR'S NOTICE.
ALL persons indebted to the estate of Oliver P. Ely late of the city of Pittsburgh, deceased, are hereby notified to make payment to the undersigned administrator, and all having claims against said estate are required to present their accounts properly authenticated for settlement. JOHN W. BLAIR,
mar 25—6t. Administrator.

PIG IRON.
60 TONS Soft Pig Iron, hot blast, for sale by
mar 23. JAMES M

WHISKEY.
50 BBLS 5 years old copper distilled Monongahela Rye Whiskey on consignment, and for sale by
J. W. BURBRIDGE
ap 15 Water between Wood and Fm

FLOUR.
25 BBLS. fresh Family Flour. For sale by
mar 14. JAMES

PIG IRON.
64 TONS Tennessee Pig Iron.
For sale low to close consignment, by
mar 14. JAMES

SCHOOL FOR YOUNG LADIES.
MR. J. W., Mrs., and Miss BAKEWELL respectfully inform their friends and the public that their Quarter will commence on Monday. A few weeks notice will be required before the reception of pupils.
ap 12—3t

FOR sale on accommodating terms
100 bbls good Louisville Lime, 300 sets window Sash, 100 boxes all sizes window Glass, wrapping, letter and writing Paper; 40 doz brooms and wisps, 500 pieces paper hangings and borders for cash or approved barter to suit contracting parties.
ap 12 ISAAC HAYS, Agt and Com Mercht, 84