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

DAILY MORNING POST.

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

SATURDAY, JULY 1, 1843.

See First Page.

The Canal Commissioners and the Transporters.

We commence to-day the publication of the reply of the Canal Commissioners to the Writ of Mandamus caused to be issued by a number of transporters who desire to drive individual competition from the public improvements, by breaking up the Truck system. The great success of the public works during the present season, is mainly owing to the new mode of doing business on them which has been introduced by the present Board of Commissioners, and the people now feel assured that with prudent management they will yet be the means of liquidating a large portion of the State debt.

The document of the Commissioners that we now refer to, gives a full history of the Truck system; points out its advantages, not only to the Treasury of the State, but to the public at large, and clearly refutes every charge of favoritism made by their accusers. The fact is established by figures, beyond the power of cavil or contradiction, that instead of the section boats being transported over the Rail Road at lower rates than are charged the old lines, the favoritism appears to be on the other side. By referring to the statement it will be seen that the State has charged the section boats $940,26 more than it did the old lines for the same amount of service. Yet in the face of this, and other facts equally strong, the transporters have the folly to gravely charge the Commissioners with permitting the section boats to pass over the Rail roads at a lower rate of toll than is charged the old lines.

The fact is, these transporters know that the section boats receive no favors that are not granted to all others engaged in the forwarding business, but the introduction of individual enterprise has curtailed the immense profits that they made in former seasons, when they held the public works as a vast monopoly in their own hands, and by illegal combination were enabled to drive off all competition, and at length essayed to bid defiance to the laws and to the State in carrying out the objects of their conspiracy. They desire a restoration of the old system, when they would have the public works under their control, but before this can be accomplished, they must drive off the section boats and break up the Truck system, and restore their old combinations. This is the grand object of all their complaints, and nothing short of this will satisfy them.

This Mandamus movement, will, we suppose, be the last attempt of these men to seize the public works, and with its dismissal by the Court, as we confidently expect it will be dismissed, they will abandon all further efforts to break up a system which has already resulted so advantageously to the State, and which is approved by every honest man who gives the matter a moment's consideration.

On Monday we will publish the conclusion of the Commissioners' reply.

The editor of the Gazette announces that he has recovered from his late indisposition; but we regret to find that although the medicine he was obliged to take may have purified his physical system, his mind remains as vile as ever. It is natural to suppose that sickness would have chastened his disposition, and have deterred him, for a short time at least, from his usual course of reckless falsehood and vulgar abuse.—But the Deacon appears to be incorrigible; billingsgate and falsehood is his element and aliment; he wades through it, feeds on it, and wallows in it. In yesterday's paper he gorged himself to repletion, and considering his late sickness, we should not wonder if he would have a relapse from such inordinate indulgence.

Our exposure of the base trick by which he attempted to injure the Repeal cause in this country, by coupling it with the Abolition question, has roused his wrath, and he treats us to a column of abuse, couched in the elegant language peculiar to fellows who have been caught in a dishonorable act, and who, by uttering vehement denunciations upon others, hope to divert public scrutiny from themselves.

He calls on us to point to 'the page, the column, the paragraph,' in which he reviled the countrymen of O'Connell; and in the very next paragraph that follows this bold call, he admits that a short time since, he published an article against them and foreigners generally, of so gross a nature, that he had to *apologize* for it the next day. Is there any further proof wanted than the fellow's own admission? He acknowledges that he was forced to apologize for abusing Irishmen and other foreigners, and yet the blundering calls on us to prove the very thing he admits.

Further proof than this we think is not wanted to substantiate all we have said about his feelings towards the countrymen of O'Connell, and it is publications such as the one he had to *'apologize'* for, that has won for him the scorn, not only of the adopted citizens, but of every liberal minded man in the community.

The Gazette says that "some years ago" one of the editors of this paper was an advocate for the doctrine of "Native Americanism," which went to debar all foreigners, *Irishmen* as well as others, from the rights of American citizens.' We defy the editor of the Gazette to show that either of the editors of this paper ever advocated any doctrine relative to the suffrage of foreigners, adverse to those held by the Democratic party, to which they have always belonged, and with which they have always acted. We defy him to show that either of us ever sought to 'debar Irishmen or others from the rights of American citizens.' We have been the publishers of papers in this city for eight years past, and we challenge the Gazette to point out a single line of our writing that can be tortured into an attack upon the rights of our adopted citizens. We know the basis of the Gazette's charge, and may just as well allude to it in this place, and put it at rest forever.

Many years ago, one of the editors attended a Democratic festival, at which toasts were drunk in praise of the Poles, Germans, and other foreigners who had fought in the revolution. He, no doubt erroneously, took up the notion that some slight was intended to the Americans who had participated in that glorious war, and drew up a toast in their honor, which read substantially thus:

"*The Native Americans* who fought in the Revolution. Equal to the best and the bravest who shared in that glorious struggle."

Now here is the origin of the charge, that he was willing to debar 'Irishmen and others from the rights of American citizens.' The meaning of the toast was misapprehended and its intention perverted by individuals who, we are confident, are now convinced of the injustice they did us in that business, and in the discussion which grew out of it. If it be asked why such an unobjectionable sentiment could be construed into an attack on foreigners, we will explain by stating that they were rendered feelingly alive to all such matters, by the base and malignant persecution then raging against them, in which the Gazette bore a conspicuous part.

Another Strike.—The Weavers in Baltimore have struck for an advance of wages. It appears from their statement that at the present prices they cannot earn more than $2 per week, and all they ask is an addition of 37 cents which is surely but slender recompense for a week's labor. They have held a public meeting, and to the number of about 70, embracing all in the city, have refused to work at the old prices.

The Squibbs Debating Society will Debate on the following, submitted by the Question committee—'Are stockings *pulled* over the feet—or are feet *pushed* into stockings.'—*Rich. Star.*

By last evening's mail we learn that the Society have unanimously decided that *they are.*

The British papers mention the case of a religious lunatic, who, having escaped from the asylum, climbed to the top of a tree, intending, as he said, to go straight to heaven. He jumped down, was but little hurt, and recovered the use of his senses!

ANTICIPATED REBELLION IN CANADA.

The Canada papers seem to apprehend another outbreak against the Government in that country, an apprehensisn which is founded upon certain movements recently observed in different quarters. The Montreal Herald of the 24th inst., in apprising the public of its fears that another rebellion is organizing in that country, says: "We have heard for some time past that bodies of cavalry have been manœuvreing in the neighborhood of St. Philip every Sunday mounting and dismounting, charging in squadrons, and going through all the evolutions of regular troops at the word of command. On Sunday last a body of infantry was seen, by some officers of high standing, drilling upon the north bank of the St. Lawrence, some miles below Montreal. Some were armed with muskets, others had fusees, and many had shot belts and powder horns slung across their shoulders. They were commanded by one who carried a drawn sword in his hand, which he waved about his head when giving the word of command. The men appeared to be tolerably disciplined, marching and going through their exercise, firing in companies, &c., with great steadiness. Meetings are frequently held in Montreal, which are largely attended by the French Canadians, and secret societies, having for their object the dismemberment of Canada from the mother country, prevail throughout the French districts."

Things in New York.

We find the following in the N. Y. Correspondence of the Phila. Mercury of the 26th ult.

"The examination of the 'Scotch murderess' has been further postponed to next Wednesday week, instead of next Saturday. It is thought she will not go back.

The Drama droops wofully at all our establishments except Niblo's. Burton and Miss Ayres have engaged there; Burton makes his last appearance to-night.

Suicides are so common that you will scarcely think them news. Another one occurred yesterday. John Patrullo, a wine merchant, shot himself through the head. He was a Scotchman, in good business and no cause is assigned for the deed. A day or two before he attempted to hang himself with a handkerchief but was prevented. He was a single man aged 35.

There was a large Repeal meeting at Washington Hall last night—a liberal contribution was made, and the utmost harmony prevailed, notwithstanding one of the papers attempted to bring about a disagreement.

The business at the stock board, to-day, was pretty fair. State Sixes improved ½, State Fives ¼; Ohio Sixes 1; Indiana 1; Kentucky ½; Illinois ¼; Ohio Sevens sold at 105; Ohio Trust ¾; Harlem ¼; Stonington 1. There is rather a better demand for bills to day, and Sterling is steady at 8½ a 8¾. Yesterday was the time appointed for the opening of the Government Loan. It is supposed that bids have been made for at least $14,000,000 at par to 1 per cent premium." Yours,

COBB.

Later from Trinidad.

Dates considerably later have been received at New York:—On the 1st inst., a schooner of very suspicious appearance was seen to be becalmed in the Gulf of Pario for three days; boats were sent to board her and ascertain whence she came. The commander would not allow any boats whatever to board her. The men who went alongside heard noises which appeared to come from the hold, and led them to believe that there were slaves confined there. Upon that supposition two boats full of armed men were sent to ascertain if their suspicions were correct. When they approached the schr., a small breeze sprung up and she got under weigh and escaped, not, however, without losing part of her cargo, as two of the slaves escaped by jumping overboard. Nothing could be ascertained from them except that there were a great number more on board. A cutter has been sent in pursuit of her.

All was very quiet on the Island, and nothing of any interest had occurred there lately. The inhabitants generally were in good health; indeed this has been the healthiest season known for ten years.—Business was not very brisk, and money very scarce.

Great Storm in Rochester—Destruction of the Miller Tent.—The Rochester Post of Saturday says:—One of the heaviest storms we remember to have seen, occurred this day about 11 o'clock A M. The rain poured down with force and impetuosity that baffles description, and seemed one dense mass of water dashing from the heavens, to the earth. The imposing tent erected by the Millerites has suffered from its effects. The Rev Mr Himes was engaged in exhortation to not less than 500 persons, when the force of the wind and rain broke some of the fasts, and a scene of indescribable confusion ensued. The ladies, about 70 in number, were seated without bonnets when the ropes gave way, and bonnets, ladies, children, men, water, mud and wind were mixed up in a most fearful confusion. Luckily, we hear there was no serious accident, though some of the ladies are severely bruised.

Hatching Eggs by Machinery!—From the following advertisement which appears in a London paper, it will be seen that they have actually a machine for bringing out little chickens in broods of fifties and hundreds, with all the neatness and despatch of an experienced old hen:

HATCHING APPARATUS!—Reduced prices (from Eight to Sixteen Guineas)—Messrs Todd and Son, of Bury st. Bloomsbury, beg to call the attention of the public to their *Patent Hatching* and *Rearing Apparatus*, being the original manufacturers. This successful invention is capable of hatching at a trifling expense any number of game and poultry eggs of all sorts, from 50 to 200, at one time, and possesses the further recommendation of rearing the young birds at all seasons and of furnishing poultry for the table at a trifling cost at all periods of the year. For further particulars apply to the manufacturers. A machine may be seen in use daily.

We insert the above advertisement gratis, for this time only.

Can any of our Washingtonians recognize the following speech. It is said (by the N. Y. Sun) to have been delivered in Western Pennsylvania:

"Well—the subject to be discussed is, whether ardent spirits does any good or not. I confer it don't. Jist think of our ancestors in future days—they lived to a most numerous age—so that I think that whiskey nor ardent spirits don't do no good. (Long pause.) Well—the question to be excussed is whether ardent spirits does any good or not—so that I include it don't. (Another long pause.) I can't get hold of the plaguy thing."

Court of Quarter Sessions.

BEFORE JUDGES PATTON PORTER AND SNOWDEN.

TRIAL FOR MANSLAUGHTER.

Commonwealth vs. Job Wheatly and Caleb Wheatley.

For the Commonwealth—*Eyster, Flanekin* and *Judson.* For the Defendants *Biddle* and *Loomis*

FRIDAY, JUNE 30, 1843.

Charles Norcross sworn.—I was awaked by my mother, on the morning they came to my house. She is about 74 or 75; she coughs sometimes; she resides with me; we sleep in the same room. The estate left for the child was about $4000. I never heard Wheatley say the child was not well at the time.

John Cook affirmed.—I have known Job Wheatley for about 37 years—since he was a boy. He has a very good character as to temper and decorum. I have never heard the least blemish on his character of any description, till this report came out. I have known the son since he was a child, his general character is good.

F. Shearer and Robert Johnson also swore to the good character of the defts.

Dr. J. P. Gazzam sworn.—The catarrh and bilious fevers are not identical. Bilious fever is accompanied by a disordered condition of the digestive organs, especially the liver. Catarrh fever is accompanied by inflammation of the bronchial membrane; but although these two diseases are not identical, they are not incompatible. You may have fever with the disordered condition of the digestive capacities, and at the same time, you may have combined with that, inflammation of the bronchial membrane. No competent doctor could mistake the characteristic indications of the two diseases.

By Mr. Biddle. How soon would disease develope itself in a child 3 or 4 years old, who had just recovered from disease. According to the mildness of the previous disease and constitution of the child, the time might vary from 6 to 36 hours. The great danger is in an abrupt transition from warm to cold. It would be more perilous to take it out of a warm bed into the cold than to keep it out during a warm October day.

Cross Ex—Exposure and usage such as described would effect a child of three years of age carried 14 miles as described by witness. Fever would follow, and much constitutional disturbance, and would tend towards the weaker part. A healthy child would be in a dangerous condition before the end of a fourteen miles ride. A lesser degree of injury would not manifest itself so soon.

Dr. E G Edrington sworn—A relapse would manifest itself in a few hours after the exposure which the child is alleged to have received. The effect would depend upon the previous disease. The effect would manifest itself in 24 or 48 hours; 48 is the utmost limit. If catarrh fever be one of the prominent diseases, it would shew itself by fever, cough, difficulty of breathing. The bilious fever is a periodical disease, the catarrh fever is not. Bilious fever is either intermittent or remittent. If intermittent it would show itself paroxysms.

The exposure of taking the child from the bed at night would be more dangerous than the ride on the horse. A post mortem examination would tell whether the disease had been caused by bruises. After such an exposure the child would not be likely to take the sore throat or the catarrh fever a week afterwards, it would either manifest itself or be exhausted within forty eight hours, I think.

Cross Ex—It would be injurious to ride a child fourteen miles on a horse without being dressed. It is improbable that the child could be going about on a week while the germs of disease were in it. Should a child be poorly for a week, I should attribute it to exposure. A child is more apt to sleep soundly than an adult; it would not wake 3 or 4 times an hour.

Dr. Jas Estep affirmed—I have heard the principal part of the testimony. In a majority of such cases, I would say that a relapse would come in six hours. From my knowledge of this child I would say that twelve hours would be the utmost. Taking the child out of bed at twelve at night would be more dangerous than riding fourteen miles on the horses. A child exposed in that way would have its circulation quickened, and in consequence, the disease would develope itself in a few hours. I attended his father during his illness and saw the child frequently.

Mr. Biddle offered in evidence a certified copy of the will of the late Thos. Wheatley. The clause to which he referred was the one appointing Job Wheatley guardian to Margaret Laura Wheatley, during her minority.

He then showed that the warrant was issued on the 24 of January, 1843, upwards of forty days after the burial of the child.

Rob't Lytle sworn—It is about 6 miles from Storer's to the county line, on the road they travelled.

Testimony for the defence closed.

REBUTTING.

Jesse Wilson sworn.—[Called to rebut the testimony in relation to the child being wrapped up in an overcoat: objected to by defts counsel: partially overruled]. It is called 7 miles from Storer's (Allegheny co) to where I saw the child. I took no notice of any buffalo robe, nor overcoat. It was between sun down and dark I saw them.

Nathaniel Stevens affirmed.—On the 8th of November I was at Storer's, after sundown. The child was lying in the cradle, very sick, the mother rocking it. It coughed very hard: every time it coughed it kind of strangled. She had to raise it up to keep it from strangling. It had a high fever.

Cross Ex.—They told me the child had a whooping cough.

Mrs. Storer recalled.—The child's hair was light; a shade lighter than that one. It never was out of the house after Tuesday; it was from that time confined to the cradle. Mr. Storer had a child a year younger than mine, about the size, and rather heavier. Both of the girls wore nets. At the time Mr. Robins came to our house I was waiting at the table, with the child in my arms. The child did not go out: I carried it in my arms to meet my sister. I don't recollect of Mr. Storer's child running about at that time. Mr. Storer had 9 children; this is the tenth (the one in her arms).

John Snyder affirmed.—[Called to state the condition of the child.] Objected to. Testimony over ruled.

Here the testimony closed on both sides.

The Jury was briefly addressed, in a very effective manner, by Mr Judson for the Commonwealth. He was followed by Mr Eyster, who merely quoted authorities on the subject of voluntary and involuntary manslaughter. Mr Loomis followed for the Defence in his usual able style; and was followed by Mr Biddle, who almost surpassed even himself in defence of his clients. Mr Eyster will address the Jury this morning.

☞Get out of my way, or I'll strike you—as the thunderbolt said to the pine. I'll be split first! was the saucy reply.—*N Y Sun.*

IN THE SUPREME COURT.

SITTS IN DISTRICT.

In the case of DAVID LEECH AND OTHERS *vs.* THE CANAL COMMISSIONERS OF PENNSYLVANIA, *the Canal Commissioners make the following return to the Writ of Mandamus which has been served upon them by the Honorable the Supreme Court of the Commonwealth of Pennsylvania:*

Tolls on Trucks.

The Relators ask the Court to enjoin it upon the Canal Commissioners to repeal, abrogate, and annul, all rules, regulations, orders, and resolutions, by which any privileges or advantages are given to any individuals, or companies, over the other citizens of this Commonwealth, either in respect to rates of toll or motive power, for the following reasons;

1, Because, the Canal Commissioners permit the trucks of the Commonwealth, purchased under the act of first July, 1842, to be used on the Philadelphia and Columbia and Allegheny Portage Railroads, without any charge for motive power, while persons carrying merchandize in their own cars, or using their own trucks, are obliged to pay the State for motive power.

2. Because, the effect of this regulation is to compel persons using their own cars or trucks, to pay on each trip from Philadelphia and Pittsburg and back, the sum of $34 08 to the Commonwealth for motive power, while those who use the trucks of the Commonwealth, in the transportation of a like quantity of Merchandize, are entirely free from such charge, and must therefore, very soon, obtain the monopoly of the carrying trade.

The Commissioners deny the truth of the allegations of the Relators.

By the act of the 1st July, 1842, (pamphlet laws, p. 809) the Board are authorized to establish such rates and charges for the use of the Commonwealth's trucks in the transportation of section boats, as they may deem just and equitable. In pursuance of this law, the Canal Commissioners passed the following resolutions, fixing the charge for the use of the trucks:

"Resolved, That section boats, plying on the Pennsylvania Canal, and passing over the Allegheny Portage Railroad on trucks belonging to the Commonwealth, shall, in addition to the regular tolls, (excepting motive power tolls on wheel,) be subject to a charge of twenty-five cents per thousand pounds on each one thousand pounds of tonnage so transported, for the use of said trucks.

"Resolved, That each passenger carried in section boats on the trucks belonging to the Commonwealth, over the Allegheny Portage Railroad, shall, in addition to the regular tolls, be subject to a charge of twelve cents for the use of said trucks.

"Resolved, That all tonnage passing over the Columbia and Philadelphia Railroad in said section boats, on trucks belonging to the Commonwealth, shall, in addition to the regular tolls, (excepting motive power tolls on wheels,) be subject to a charge of thirty-seven and a-half cents per thousand pounds so transported, for the use of said trucks.

"Resolved, That each passenger carried in section boats on the trucks belonging to the Commonwealth, over the Columbia and Philadelphia Railroad, shall, in addition to the regular tolls, be subject to a charge of 25 cents, for the use of said trucks,

"Resolved, That the owners of section boats shall be permitted to detain the trucks in Philadelphia only for one day; for every day's detention beyond that period, they shall be subject to a charge of five dollars for each set of trucks."

In what particular are the Relators aggrieved by these resolutions?. The charges "for the use of the trucks" are as nearly equal to the amount of toll paid by transporters not using said trucks, as present experience will enable the Board to impose. The amount of toll paid over the railroads by transporters using the trucks, and by those who do not use them, depends upon the tonnage transported. If full loads were carried each way, the advantage would be in favor of transporters who do not use State trucks. The Board are therefore compelled, for the purpose of equalizing the tolls, to resort to estimate. That estimate may be erroneous, but the error can only be ascertained at the close of the navigable season. As it is not designed to give any improper privileges to one class of transporters of merchandize over another, the Board will most cheerfully equalize the tolls when experience proves satisfactorily that any inequality exists. But sufficient time has not elapsed since the imposition of these tolls, to justify the Board in changing the rates, or the court (if they possessed the power) of interfering with the matter. But what is the fact in relation to these tolls?

The following table, prepared from the official books of the Collectors, will show the number of section boats passing east and west over the Columbia and Philadelphia and the Allegheny Portage Railroads—the number of boat loads—the amount of tonnage—the whole amount of toll charged—the amount of truckage paid—and the excess of the charge for truckage over the amount which would have been charged on the same amount of tonnage carried over the roads by the transporting companies using their own cars or trucks.

Statement of the number of Section Boats passing over the Columbia and Philadelphia and Allegheny Portage Rail Roads, on State Trucks, from the opening the navigation this spring to the 1st of June, A. D. 1843.

Name of office.	No. of boats passing.	Tonnage in section boats.	Whole amount of Toll.	Charge for use of Trucks.	Motive power. Wheel Toll.	Excess of truckage over motive power.
Johnstown,	106	2,980½	$5,147 99	$1,495 01		$732 54
Hollidaysb'rg.	85	1,323¼	2,734 26	666 71	53 93	
Total Portage R. R.,	191	4,304	$7,882 25	$2,161 72		$786 52
Columbia,	32	906	2,492 67	682 88	153 74	
Philadelphia,	44	237¼	1,181 97	218 70		
Total Col. R.	76	1,143¼	3,674 64	901 58	153 74	
Add P's'e R.	191	4,304	7,882 25	2,161 72		786 52
Total over both roads,	267	5,447¼	$11,556 89	$3,063 30		$940 26

RECAPITULATION.

Number of Boats transported on both roads,	267 00
Amount paid for the use of Trucks,	$3,063 30
Amount which would have been charged, if the goods had been transported in cars or trucks owned by the Relators,	2,123 04
Difference in favor of Cars or Trucks owned by the Relators,	$940 26

It is thus satisfactorily established that the individual's using the trucks belonging to the Commonwealth, have been, and still are, paying a higher rate of toll for the transportation of their cargoes over the public improvements, than the relators, or those who employ the old method of transportation by cars.

The relators likewise allege that the present resolutions, in regard to tolls for the use of trucks, will very soon obtain for the section boats a monopoly of the carrying trade upon the improvements of the Commonwealth. It must appear to the Court, as it will to every body else, to be a very strange kind of monopoly of trade which every individual is permitted to enjoy. It is unnecessary to show to the Court, by proof, for it is a fact of general notoriety, that the carrying trade upon our public works has been heretofore in the hands of a few monopolists, who, by the employment of large capitals, and by combination and concert of action, were enabled to put down competition, and to keep down individual enterprise. These monopolists have enjoyed almost exclusively the advantage of the carrying trade for years, and now, when the lines are opened to competition; when individuals are permitted to share in the benefits to be derived from the public works; when it is proved that the system of section boats has reduced the price of freights, increased the public revenue, and consequently lessened the public taxes; they come forth and ask the interposition of the Court to suppress that competition, to drive individual enterprise from any share in the carrying trade, to give them the sole occupancy of the Canals and Railroads of the Commonwealth, and to perpetuate a monopoly which has heretofore seemed to regard the public interest as being centred in their own pecuniary aggrandizement. For such would be the effect of the success of the present application to the Court.

The Experiment made this year, of the use of the trucks and section boats, has fully demonstrated the advantages of that system. The great reduction in freights and consequent increase of tonnage this spring over other seasons, are justly ascribed, by the business community, to that system alone. Previously, mere reductions of toll had no such effects upon the price of freight—carriage on goods did not come down in proportion. The means of transportation, afforded by the combined companies, were limited, and with every increase of produce the freights were raised. In this combination system, there was no permanent inducement to bring trade to the Pennsylvania improvements, nor did any ever come, except that which naturally sought the route at any price, or was thrown upon it by over-trading, and occasionally by superabundant crops. The statistics of our western trade for the last eight years, will show, at a glance, that its annual monotonous routine has been varied by these circumstances alone.

The following is an abstract of the receipts, from the book of the Collector at Pittsburgh, during the period referred to:

Fiscal year ending	October	31st,	1835,	$33,920 48
Do.	do.	do.	1836,	34,549 40
Do.	do.	do.	1837,	48,807 97
Do.	do.	do.	1838,	45,096 97
Do.	do.	do.	1839,	37,093 83
Do.	do.	do.	1840,	43,583 49
Do.	do.	November 30,	1841,	43,115 43
		November 30,	1842,	42,465 46

Past experience has proved that the old system of transportation has availed nothing to the state. It is felt in her present condition. She has been sinking under its influence; and her improvements would have become a wreck, a monument of her folly and imbecility—for she could never have secured the trade of the West by such a system, in the hands of a few companies.

The Portable boat system, on the contrary, holds out the strongest inducements to the public. In addition to its being better adapted than any other to the trade on our canals and railroads, it has this great advantage—it is capable of being extended so as to meet the largest demands of trade, and at the same time it is effectually restrained, by individual competition, from all collusive arrangements to extort high freights at particular seasons—a practice which has been as ruinous to our prospects as it has been injurious to the business on our public works.

(TO BE CONTINUED.)

Loco Foco ruin.—The Cleveland Plain Dealer has the following. It is a pretty commentary on the cant of the Whigs about Loco foco misrule and ruin:—"Two years ago, with two Banks in full blast, Cleveland did not employ over twelve hundred mechanics, exchanges were from 8 to 12 per cent on New York; wheat brought 60 cents per bushel; pork, mess, $7,00; and Ohio stocks sold for 50 or 60 cents on the dollar. Now, without a Bank, 500 mechanics are daily employed, paid better wages, and in *cash* instead of shinplasters—exchanges on New York 1½ premium—wheat brings from 96 cents to $1.00—pork, mess $10,00—Ohio stocks, 6 per cents, 93 cents; 7 per cents, par. This is the *ruin* at which the whigs are so much alarmed when *Loco Focos rule.*

The people don't like too much of a good thing, and they have concluded to try a little 'loco foco rule and ruin' in the place of *'roast beef Whiggery.'*

Conscience.—Alexander Furgeson, of Philadelphia, recently received a letter, of which the following is a copy:

"Alexander Furgeson, Merchant, Market street:

"In the name of God, amen. The writer had business with you in former years, and defrauded you out of money. He now wishes to make restitution, and sends you the enclosed note for $100, praying your forgiveness, and desiring your prayers to God in his behalf!"

Such cases of "conscience" as the above are rather too plenty to be genuine.

Something Novel.—A new paper edited entirely by ladies is about to be commenced in New York. It will go warmly for John Tyler.

Ladies' Pittsburgh made shoes,
CHEAP FOR CASH.
NO 8, FIFTH STREET,
Two doors from Market street.

J. YATES intends to manufacture a better article of Ladies', Childrens and Misses' Shoes, and sell them cheaper for cash than they can be bought in the city—He will keep constantly on hand and make to order Ladies' Shoes of all kinds and colors at the very low prices of the following list:

Ladies' Lasting Foxed Gaiter Boots,	$1 75
" best quality Kid or Morocco Gaiters	1 50
" " Gentleman's Mor.	1 50
" Gaiters made of Gent's Morocco,	1 37½
" Foxed Half Gaiters, all colors,	1 37½
" best Kid and Morocco Buskins,	1 12½
" Double Soled Slippers, (left)	1 12½
" fine Kid Springs and Turns, bt qual,	1 00
" " Springs, heavy,	87½
" " Slippers,	75
" "	62½

All Shoes made here warranted. Misses and Children's in the same proportion.

☞Remember the place, at the sign of the Red Boot, No. 8, Fifth street,

july 1. JAMES YATES.

100 Bags Rio Coffee,
10 Boxes Tobacco,
5 Chests Tea,
75 Barrels No 1 Baltimore Herrings,
Rec'd on consignment and for sale low for Cash by
july 1. DEVINE & McANULTY.

JOHN H. BRANT,
WHOLESALE GROCER,
Dealer in Grain, General Forwarding and Commission Merchant,
HARRISBURG, PA.

WILL dispose of all goods sent for Commission or Sales at the lowest commission rates.

REFERENCES:
Phila.—J & W Esher, Day & Gerrish, D. Leech & Co;
Baltimore—W Winn & co., Wilson & Herr, J E Elder.
Harrisburg—Mich'l Burke, H. Antes, J M Boldman.
july 1—6m.

PROTHONOTARY.

To the Voters of Allegheny County;—I respectfully offer myself to your consideration as a candidate (*independent of parties*) for the office of PROTHONOTARY of Allegheny county, at the ensuing election. As I do not come before you recommended by a *Convention*, those of you to whom I am not personally known will please examine into my qualifications, &c.; and if so fortunate as to obtain a majority of your suffrages, I shall endeavor by strict attention to the duties of the office, to satisfy you with your choice.

ALEX. MILLER,
Of Pittsburgh.
may 10—tE*

SHERIFFALTY.

We are authorized to announce Mr. RODY PATTERSON, of the city of Pittsburgh, as a candidate for the office of Sheriff, at the ensuing election, subject to the nomination of the county Democratic Convention.
june 24—tc

SHERIFFALTY.

I RESPECTFULLY present myself to the citizens of Allegheny county, as a candidate for the Sheriffalty, subject to the action of the Democratic Convention, which meets on the 30th of August next.

ELIJAH TROVILLO.
june 9.—d&wtc.