potent to make the regulations in question by the instrumentality of the Legislature or agents duly authorized, and the question is whether the respondents were so.

Specific powers have been given to the Canal Commissioners by sundry enactments; but the general power which is thought to authorize the regulation in question, is found particularly in three of them. By the act of the fifteenth of April, 1834, they were empowered to put locomotive engines on the Commonwealth's railroads under such regulations as they should deem necessary to be prescribed, and the citizens were authorized to attach cars to them: and by a joint resolution passed the twenty-first of February, in the same year, these officers were required to permit cars to be put on the finished part of the Portage Railroad, "and also to adopt rules and regulations for the use of the said road." But their general and permanent authority is contained in the twelfth section of the act of the sixteenth of April, 1838, which is in substance a repetition of the sixth section of the act of the eighth of April, 1834, and which declares "that the Board of Canal Commissioners shall have power to make such rules and regulations *not inconsistent with the Laws of this Commonwealth*, as to the form and structure of the locomotive engines and vehicles used on the State railroads, for weighing and inspecting such engines and other vehicles and their lading; for collecting tolls; *and in* ALL *matters connected with the* USE *and preservation of the railroads*: and impose such fines for breach of such rules and regulations, as they may deem reasonable." We perceive in this, no other limitation of the power to make rules and regulations connected with the use of the railroads, than that they be not inconsistent with the laws of the Commonwealth Words could scarce be found to carry a grant of larger powers; and, indeed, as the commissioners were not to have the Legislature perpetually at hand to provide for emergencies, nothing less than plenary powers would have enabled them to execute their office to the greatest public advantage. The question, then, comes to this; In what respect are these regulations, connected as they are with the use of the railroads, inconsistent with the laws of the Commonwealth?

They give certain individuals a preference, say the relators, which is virtually a monopoly; and all their argument is comprised in that one word—an unexpected one from them. But granting the fact of preference for the sake of the argument, in what respect are monopolies inconsistent with the laws of Pennsylvania?—We have no general statute which prohibits them; but certain monopolies granted by the British crown, were held to be illegal and void at the common law; such, for instance, as an exclusive right to import, buy, sell, make, work, or use, any particular article or thing.—We are told that the abuses of such grants, in the reign of Elizabeth, led to the more effectual suppression of them by the 21 Jac. 1, c. 3, which, however, has never been in force in this State. That statute, which was declarative of the more effectual restriction on the power of the crown to create monopolies, proprio vigore, than had previously been provided, but an attempt to create them by the concurrent action of the parliament and the crown, would equally have been a violation of the constitution, and one which would speedily have been redressed by the nation. But we have no constitutional prohibition on the subject; and though the common law principle might be opposed to these regulations, if they were found to conflict with it, yet it is not every preference or monopoly that is illegal. On the contrary, we have a countless number of them which are entirely consistent with the constitution and the laws. An office is a monopoly. Grants of land to settlers or soldiers, patents for discoveries or inventions, charters of corporate powers and privileges, are all lawful monopolies. A turnpike company monopolizes its tolls; a bank its profits; a congregation, the offices of its church: and why might not the State monopolize the business of its railways and canals, if it desired to do so, by taking it into its own hands, or farming it out on terms to make it the more productive, by excluding competition? I speak not of the policy, but the legality of such a measure. Should it be injudiciously attempted, there would be no remedy for it but an appeal to the discretion of the Legislature.

But the respondents aver with great earnestness and much apparent sincerity, that their purpose has been, not to extinguish competition, but to promote it by putting all the carriers in the trade, as near as may be, on a footing of equality. They have certainly created neither preference nor monopoly as regards the puplic trucks; for these are open, on the same terms, to all the citizens, the relators included, who may desire to use them; and if the relators think proper to use their own they are free to do so, but they have no further cause for complaint than that their own monopoly has suffered encroachment from a competition nourished by the public patronage. But it would be hard to convince the world that the relators are wronged, or that the public is prejudiced by it. It has brought down the price of freight, and increased the amount of revenue. The pretension of the relators to be put on a footing with the State, and that her agents shall not be suffered to underbid them for the public good, is a monstrous one. As individuals, destitute of a right to peculiar privileges, all they can demand, is to be put on a level with their neighbors; and are they not so when they can use the public truck on the general terms? They are not bound to lay aside their own for those of the State; but that the State's officers are not at liberty to put the use of her trucks to her customers on her own terms, is a proposition, that cannot be maintained. She is the mistress of her property, and may use it or hire it out as she pleases.

But the respondents deny that their regulations put those who use the public trucks on better ground, than those who use their own. They admit that they do not charge their customers for motive power; but they assert that this is necessary, not only to maintain the balance of competition, but to break up the monopoly of the trade formerly enjoyed by capitalists and companies. They allege, that before the necessity of transshipment of the Portage was obviated, the owner of but a few boats could not engage in the trade with a prospect of success, because the profits of a small business would not support the expense of the necessary agencies and commissions at Hollidaysburgh and Johnstown. The difficulty has been surmounted by the introduction of the section boat, which enables a carrier to engage in the business on equal terms and with but a single craft; but the respondents say that they were at first without authority to provide the trucks necessary to transport the boats of those who had them not themselves, and that the relators refused to hire their trucks, or suffer them to be used for the transportation of any other boats than their own; by reason of which they were still able to keep up the price of carriage despite the respondents' efforts to lower it by reducing the tolls, which served no other purpose than to put just so much in the relators' pockets. They aver, too, that the exorbitance of the charges for transportation, had driven a great part of the business to antagonist routes in the adjoining states in prejudice of the revenue, and the trade of our principal emporium: and all this that a few capitalists and companies might suck the marrow out of the public works. I pretend not to determine the truth of these assertions; but that that such abuses existed, is made more than probable by the conviction, in Pittsburgh, of certain conspirators, bound by a written constitution, and by oath, to adhere to the prices fixed by the association; by the consequent decrease of the business on the lines; and by the enormous increase of it that has taken place since the section-boats have come into general use. It had been perceived that the price of transportation could not be brought down by lowering the tolls without doing more; and that to put the principle of competition into effectual operation by introducing small capitalists into the business, it would be necessary to provide trucks to pass the sections of their boats across the Portage free of expense. The project was accordingly submitted to the Legislature, by whom it was coldly received; and though the commissioners were authorized to lay out forty thousand dollars in purchasing trucks, no appropriation was made to enable them to do so, but they were directed to fix rates and charges for their use, and apply the proceeds to the cost of procuring them. They were thus compelled to lay a duty on them which, to effect the declared object of securing "a fair and free competition," it was necessary to compensate by a decrease of tolls or the charge for motive power, in order to enable the public trucks to compete with those already on the road. The respondents had, therefore, to choose between giving up a part of the tolls or the charge for motive power; and they chose the latter by which they say, the public charges on transportation have been as nearly equalized among all classes of the carriers as they can be; and they allege that the increase of business consequent on the success of their measures, has exceeded their expectation. Certain it is, that the public works, since the introduction of the state trucks, having given strong indications of the profit which the Commonwealth is likely to derive from the introduction of this new system, and that the revenues, so far as past experience affords any evidence, will be greatly improved by it; and that this has been produced mainly by controlling and decreasing the charges for transportation, is not to be doubted; and this shows how necessary it is for the officers of the State to have a controlling influence over the prices of carriage, in order to bring our public lines of transportation into successful competition with the lines of our neighbors. There was a time when the produce of the western counties found its way to the New York market, even partly through our own canals to Lake Erie, despite of a reduction of tolls on produce coming from places beyond Pittsburgh, merely because a few cents were saved by it on the bushel or the barrel. Thus the produce, not only of these counties, but of the valley of the Mississippi, was drawn from our main line; and by what? Evidently by the cupidity and extortion of our carriers, the paucity of whose members enabled them to make common cause. It is evident that a power to control them is necessary; and the section under consideration, therefore, ought not to be too strictly interpreted. But the most strict interpretation, would leave power enough in the respondents to warrant what they have done. They had power to take the entire business of the line into their own hands; and they, who put their trucks on the road for their own accommodation, must at least allow the state to hire her trucks to others on her own terms.

The principle which rules the preceding part of the complaint, also rules the application to annul the contract of Wilson & Cameron to carry passengers over the Philadelphia and Columbia Railroad for reduced fare, and at a reduced rate of tolls. The State did no more by becoming a party to it, than form its right to carry; and in framing the bargain, it had a right to consult its exclusive interest—nor has it been asserted that its interest was forgotten. But the respondents' answer contains a denial of the relators, more material allegation, in point of fact, that they had directed their officers to attach all passenger cars, except those of Wilson & Cameron, to the burthen trains; and as the relators have not thought proper to take the matter before a jury, we are to treat the allegation as a chancellor would treat it, at a hearing on bill and answer. By Act of the 15th of April, 1834, every citizen has a right to attach a car to a public engine; but no one pretends that the relators have not been allowed to do so. What more do they want? They surely cannot expect that their interest is to be made a subject of peculiar protection, to the prejudice of the State. Even had the respondents, in fact attached the relators' cars, as they are said to have done, they would not have exceeded their power; and if they discriminated, in respect to the rate of tolls, between passengers agreed to be carried for a reduced rate of fare, and those who were carried under no such arrangement, they were competent to do so, for the whole subject is left to their discretion, by the Act of the 8th of April, 1824; and they may have exercised it very judiciously, in this instance, to attract custom to the road, by encouraging the owners of cars to carry their passengers on reasonable terms. But even for an abuse of it, they would not be answerable to this Court. What we have to do with, is the legality of their acts; to judge of their propriety, is the province of another tribunal.

We are of opinion that the answer is sufficient, and that the motion for a peremptory mandamus be dismissed.

FOR PRESIDENT,

JAS. BUCHANAN,

Subject to the decision of
THE DEMOCRATIC NATIONAL CONVENTION.

The Daily Morning Post.

PHILLIPS & SMITH, EDITORS AND PROPRIETORS.

PITTSBURGH, TUESDAY, SEPTEMBER 5,

DEMOCRATIC TICKET.

CONGRESS,
WILLIAM WILKINS, Peebles.
ASSEMBLY,
ALEXANDER BRACKENRIDGE, Pitt.
JAMES A. GIBSON, Pine,
WILLIAM STURGEON, Fayette,
JOHN ANDEREGG, Pitt.
SHERIFF,
ELIJAH TROVILLO, City.
PROTHONOTARY.
GEORGE R. RIDDLE, Allegheny.
COMMISSIONER,
JAMES CUNNINGHAM, Mifflin.
TREASURER.
ROBERT GLASS, City.
CORONER,
DAVID HARTZ, Allegheny.
AUDITOR,
ROBERT DONALDSON, Wilkins.

CANAL COMMISSIONERS.—The State Convention, for the purpose of nominating candidates for Canal Commissioners, meets at Harrisburg this day. We may expect to know the result of its deliberations in a few days, and we sincerely hope they may be such as will give satisfaction to the party in every section of the state. It is of the utmost importance to the welfare of the state, that the Canal board should be formed of experienced, liberal-minded men, who in the discharge of their official duties will not be influenced by any factional feeling, or make the public improvements subservient to the private or political schemes of any set of men. It is now reduced to a certainty that the main line can be made a source of immense revenue to the state, and it is of the utmost importance that the Convention should place men in nomination, who will carry out the system that has been so auspiciously begun.

It is known to every body that strong prejudices exist on the question of our public works, and our opponents expect that, through this unfortunate diversity of opinion, they will be able to elect the board, or at least a portion of it, from their own party. In this we hope they will be disappointed, for whatever difference may exist among democrats as to men, we think there is none as to the propriety of keeping the public works in the hands of the people, and defeating the federal project of converting them into an overshadowing corporation, with which capitalists might control the wishes and crush the liberties of the people of the state. We therefore think that whoever the Convention may nominate will be elected, as we have the fullest confidence they will be men in whom the democratic party, and the people at large, may safely confide the important duties attached to the office of Canal Commissioners.

The Gazette appears to think that there is not the slightest prospect of a union between the whigs and Antimasons, because the plot will meet with no favor from the latter. The editor says, too, that we appear to know more about the details of the scheme than any one he has conversed with. Considering that he is a dealer in news, he certainly is unfortunate in not hearing any thing of matters that were the topic at every corner. However, the editor would have heard it, we have no doubt, if the business could have been properly adjusted; and he, with the rest of the party, would have been required to sanction it. We dont know that he had any more right to be consulted in the matter than the remainder of the 3 or 4000 federal voters, whose candidates were sought to be changed without their advice and consent.

The plot, however, seems to have got its quietus—and now a question of dispute will arise as to who were foremost and most active in a scheme now repudiated by both parties, but from which, great results were hoped a few days ago.

The Fall River Fire not yet extinguished.—It is now eight weeks since the destructive conflagration at Fall River took place, and yet, says the Fall River Monitor, the fire in some of the cellars is still burning—particularly in the cellar of one large wholesale establishment, where there were thousands of bushels of corn and grain, and provisions and groceries in large quantities, the fire has continued to burn, and is now burning.

ANOTHER SUIT FOR A COON FEED.—We had tho't that the coons of our own city and county were the only persons who refused to pay for their jollication, after the last Presidential election; but we find that they must divide the *honor* with some politicians of the same stripe in New Lisbon, Ohio. A verdict for $149,00 was recently obtained in the Court of Common Pleas of Columbiana county, by the gentleman who prepared a great *Harrison Dinner*, for the buckeye coons of that part of the country, and which dinner the patriotic hard cider guzzlers had entirely forgotten to pay for, until their memories were refreshed by a legal prosecution.

Although we think it perfectly right that every man should pay his pecuniary liabilities, and that those who are unwilling should be compelled to do so, yet we do admit it is rather hard to force the poor whigs to pay for their rejoicing over a victory that has proved so barren as the coon skin triumph of 1840. They feasted on all the good things the markets could afford; the rich luxuries of the table shadowed forth the good fat offices they were all to obtain from "Tippecanoe and *Tyler* too;" the sparkling wine that created such hilarity around the board, and added such zest to the wit of the whig wags, gave them a foretaste of what would be their sensations when elevated to high and honorable stations, with the motley multitude that followed the bacchanalian scent of the hard cider carousals through the campaign, looking up to them with wonder and veneration; and the unrestrained indulgence of those who fed at the table, was a miniature likeness of the career of the whig party, could they but get the Government in their hands. But alas! their fond anticipations have been blighted; their hopes have proved illusive, and the prospect of four years' power and patronage has vanished. Their public dinners have long since been eaten, but the "loaves and fishes" that were to follow, as a dessert for the elite of the party, have not been forthcoming, and the official pap with which they expected to gorge themselves, they have never been permitted to taste. Is it any wonder, then, that they should feel reluctant to pay for such propitiating efforts to obtain office? Although nothing of the kind has ever happened in the democratic party—it being always willing to pay all electioneering expenses—yet we can readily imagine the chagrin and disappointment of the poor coons, and our commisseration for their situation softens our abhorrence for the meanness of the act. But we know of no help for them; the bills are justly due, and it will be an everlasting disgrace on the universal whig party, if history shall have to record that all the talents, all the decency, and all the wealth of the country, refused to pay for the "roast beef" devoured at their "magnificent triumph" in 1840.

ELECTIONS IN INDIANA—OFFICIAL

Chapmans' last State Sentinel contains the official returns from every county in Indiana, from which we are enabled to give the following statement:

For Governor—	Whitcomb, (dem.)	60.714
	Bigger, (coon.)	58751
	Dem. majority.	1963
Lt. Governor.—	Bright, (dem.)	60905
	Bradley, (coon.)	56951
	Dem. majority.	3954
Congress—1st dis.	Owen, (dem.)	6659
	Paine, (coon.)	6032
	Owen's majority,	577
2d	" Henley, (dem.)	7020
	" White, (coon.)	6070
	Henley's majority.	950
3d	" T. Smith, (dem.)	7021
	" Matson, (coon.)	6766
	Smith's maj.	255
4th	" Test, (dem.)	3442
	" C. B. Smith. (coon.)	4079
	Smith's maj.	655
5th	" Brown, (dem.)	7394
	" Wallace, (coon.)	6719
	Brown's maj.	1035
6th	" Davis, (dem.)	7106
	" Dunn, (coon.)	6187
	Davis's maj.	919
7th	" Wright, (dem.)	5463
	" McGaughey. (coon.)	5160
	Wright's maj.	3
8th	" Pettit, (dem.)	6403
	" Bryant, (coon.)	5985
	Pettit's maj.	413
9th	" Semple, (coon.)	5693
	" Chamberlain, (dem.)	5379
	Semple's maj.	314
10th	" Kennedy. (dem.)	5358
	" Thompson. (coon.)	5098
	Kennedy's maj.	260

LEGISLATURE.

Senate—	Democrats.	26
	Coons.	24
House—	Democrats.	55
	Coons.	45
Majority on joint ballot.		12

RHODE ISLAND ELECTION.—The Providence Journal of Wednesday, contains full returns of the votes for members of congress in the eastern and partial returns from the western district. The result is as we anticipated. The vote is much smaller than in April, and in the eastern district, Cranston, the whig candidate, is elected by a majority of 1521 over Mr. Weeden, democrat. The following is the state of the vote, compared with the result of the April election:

	August,	April.
Democratic,	2557	4217
Whig,	4078	2236

In the western district thirteen towns give for Aldrich, democrat, 1321; Potter, whig, 2025. In April the same towns gave for Carpenter 2624; Fenner, 2939. There are six towns to be heard from.

A BATTLE BETWEEN THE TEXANS AND MEXICANS.—A letter recieved at New Orleans, dated at "Choctaw Agency, 5th Aug., 1843," says: "Part of the company who went out from Texas to intercept the Santa Fe traders have returned. They had a fight with some Mexicans, and report 20 killed of the latter, and many prisoners. The United States Dragoons captured the Texians and set the Mexicans at liberty. Col. Montague followed the wagons with 60 men to attack them after the escort should return. The Texans who cam in had their horses nearly all taken by the Camanches; whom they followed and killed a number, which of course will not strengthen the treaty of amity between those powers.

TROUBLE IN A "CAMP."—15,000 Methodists are holding a Camp Meeting at Bridgeport, Conn. Some trouble was apprehended, as the Millerites, who had engaged for this week the gronnd now occupied by the Methodists, who had arrived, prepared to hold their meeting, and had issued handbills to that effect. In the mean time, the Methodists had agreed to continue their Camp Meeting another week, and were holding possession of the premises for that purpose. Which party would have precedence was uncertain, but as the ground is owned by one of the Methodist brethren, it was supposed the odds were in their favor.

THE ELKTON AFFRAY.—The Cecil Democrat gives the following account of the melancholy occurrence noticed in our paper yesterday:

"A. T. Forwood, Esq., a young and respectable lawyer of this place, was shamefully and disgracefully attacked through the columns of the Cecil Whig, upon the supposition that he was the author of a communication which appeared in this paper, criticising a piece of editorial in the Whig. Mr. Forwood felt indignant, and called upon P. C. Ricketts, editor of the Whig, at the Post-office door. While talking, Mr. Forwood saw Ricketts attempt to draw a pistol from his pocket, when Mr. Forwood seized him by the arm—Ricketts jerked his arm from Mr. Forwood's grasp, and stepped back and fired, the ball entering his abdomen. Mr. Forwood then made towards Ricketts, when he again fired, and continued until he had fired four times, three balls entering Mr. Forwood's body, and one of them passed through him. Mr. Forwood lived about nine hours, suffering extreme pain, but he bore it all with great fortitude, and conversed calmly, forgiving P. C. Ricketts the disgraceful and foul deed. Mr. R. was armed with one of Colt's revolving pistols. Mr. Forwood had a hickory stick in his hand, but dropped it after he had received the second fire.

Ricketts was arrested immediately, and committed after two examinations, to await his trial at next October term."

☞ Three persons were sentenced to the Western Penitentiary at the last term of the Court of Quarter Sessions of Westmoreland county. Another to one year's imprisonment in that county jail, and another to the House of Refuge, Philadelphia.

MIKE WALSH and his "subterranean band," appear to have got into trouble in New York. The Plebeian of the 1st has the following paragraph in reference to him:

ARREST OF MIKE WALSH.—This notorious character was yesterday arrested on another complaint, and was held to bail. We learn that James Kelly, the Whig Deputy Clerk of the Sessions, was his surety!—Is it possible? We shall inquire into the standing of this Kelly, and whether the magistrate was justified in taking him. A pretty state of things indeed, when an officer of our criminal court steps between justice and ruffianism. Several more complaints will be made before the end of the week. Public excitement is intense against this violator of public order, and we learn that the people of the Ninth Ward intend calling a public meeting to devise suitable measures for the complete extirpation of his gang.

What has Mike been doing? Will the Plebeian give us "more light?"

WHIG IMPUDENCE.—That illustrious Whig, Nicholas Biddle, (says the Plebeian), has written to the Pennsylvania Inquirer a letter, in which he asks:

"Ought the state legislature to defraud its citizens with impunity, to retain the property of others, and to laugh at their distresses?"

Here is a man who has carried on a larger business at swindling than any other person living, talking about the state of Pennsylvania defrauding its citizens with impunity. Could impudence go further?

YELLOW FEVER ON BOARD THE GOMER.—We learn from the Bee of 22d inst., that the yellow fever has raged extensively on board the French steam frigate Gomer at New Orleans. When the disease first broke out it caused some consternation among the sailors, but this was soon arrested by the efforts of the surgeon. There had been sixty cases on board up to the 18th instant; of these, but six were fatal. The disease prevailed much more generally among the officers than the crew.

GREAT DRIVING.—An extraordinary feat at driving was witnessed recently in the great metropolis. The fact is thus recorded in a late number of the London Times:—"At 10 o'clock yesterday morning, Mr. Bulger, who is connected with Mr. Barry's establishment, left Astley's theatre with fourteen beautiful horses, in pairs, harnessed and richly caparisoned, and attached to a carriage built expressly for such occasions. Mr. Bulger drove the animals through the principal streets and crowded thoroughfares, turning the various corners with the greatest precision, and without meeting with the slightest accident, and entered St. James's Park, passing up Constitution Hill into Hyde Park, and came out of Cumberland gate into Oxford street, and after passing down that street returned by Charing Cross and Whitehall over Westminster bridge back to the Theatre. Van Amburgh has driven as many as eight or ten horses in harness, but no person has ever before attempted to drive fourteen."

ANOTHER MURDER BY SLAVES.—Three negroes, the slaves of a Mr. Chapman, near Athens, Ala., decoyed their mistress into the woods and murdered her on the 11th ult. in the absence of their master. When he returned, they attempted to serve him in the same way, as they had previously conspired to do, and sent him word that one of them was sick, down in the field, and wanted him to come there. The negro was rolling on the ground, counterfeiting great pain, but with an axe concealed under him. Mr. Chapman foiled the plot by taking a friend with him. Becoming alarmed by the strange conduct of his slaves, Mr. C. sought for his wife and found her dead body. The slaves were then arrested; the murderer escaping, and whirling an axe at his master as he ran, to the woods on the master's approach. The murderer was 54 years old, from Virginia, and now states that he murdered his master and mistress in that State. Horrible.

NEWS FROM THE WESTERN BORDER.

The "Standard," published at Clarksville, Texas, some twenty miles beyond the United States boundary, states that a part of the Texians who went in pursuit of the Santa Fe Traders have returned to their homes. These men assert that they were within the territory of Texas when Col. Snively surrendered to Capt. Cooke of the United States Dragoons, and attribute the capitulation to inefficiency or treachery on the part of Snively. They report also that the Traders continued their journey without any protection after separating from the U. S. troops, but suppose, form the start they had, that there was little chance of the party being overtaken by the remnant of Texians who went in pursuit of them. So that, notwithstanding the report we have had to the contrary, it is yet possible, if not probable, that this company of traders will reach Santa Fe in safety.

THE GENTLEMAN FARMER.

It is worse than idle for any man to expect to better his condition in a pecuniary point of view by turning gentleman farmer. If a person have a fortune already, he may lay out pleasure grounds, fence in parks, make experiments in crops, try crosses in breeds of cattle, set out trees for shade scenery, and thus gratify his taste, and possibly make some discovery for others to profit by; but in his own case he will lose money—probably he expects it. What would any one think of a gentleman warrior or a gentleman poet?—that is, of a man who should hire all his fighting done, or his verses made. If success crowns individual personal exertion in all other matters, how is it that this alone the primitive occupation of mankind, men expect it, without putting their hand to the plough and girding themselves for the labor? It is a common remark among husbandmen, that he who works with his "hands;" gets double the amount of work out of them, compared with him who only gives his orders, and waits until they are accomplished. The general must lead his troops to victory; he must endanger his own life if he would infuse bravery into the hearts of his soldiers; and this principle is not inapplicable to the "boss" of the farm.

A CURIOUS CIRCUMSTANCE.

The St. Clair County Banner says, that a "Mr. M. Geel, of Port Huron, in that county, commenced near his house boring for water, and after having sunk a shaft to the depth of 115 feet, he suddenly heard a hissing noise, which he supposed to be water rising where he had bored. He immediately commenced taking up his shaft, which as soon as he had done, was followed by a noise as loud and resembling that made by the largest steamboat letting off steam, and a rush of gas, throwing stones, sand, &c., to the height of 100 feet, and with such force as to throw stones weighing from 5 to 10 pounds, when placed in the orifice, to the height of several feet. A large tube has been inserted over the hole, and up to the present time it has continued, although not as strong as at first, to emit a strong current of gas, of an inflamable nature supposed to be hydrogen. We yesterday visited the spot and saw the gas lighted. It burnt freely, producing a bright flame and slightly impregnated with sulphuric smell, but when burning or otherwise, not the least offensive.

PHYSICAL EDUCATION—GIVE CHILDREN SCOPE.

Woodward, the able superintendent of the Worcester Lunatic Hospital, in his last report, urges with strong argument the importance of a proper physical education—a subject which is too much neglected:

There is undoubtedly an intimate connection between *education and insanity*, especially between early training and that condition of the brain which is manifested in precocious mental development.

One of the great defects, both of *nursery* and *school* education, is the neglect of proper training of the bodily powers during childhood and youth.

Nature provides an excess of the principle of life, that all young animals may not only *grow*, but be *active* and *frolicksome*, so that the locomotive system may be healthy, strong, and well developed. Noise is also as useful as it is natural to children, because the lungs, and other organs of respiration, can not be rendered strong and vigorous without exercise, any more than the muscles. An opposite system of management, now too prevalent, leaves the child effeminate and slender. But this is not the worst of the evil. If the child is deprived of exercise and kept at his studies too early or too long, the excess of the vital principle, which is produced for the purpose of giving activity and energy to the digestive and locomotive system, is expended upon the brain and nervous system, and they become too susceptible, or diseased. This course, if pursued, leads directly to precocity of intellect, or to a train of nervous diseases, such as epilepsy, chorea, spinal distortion, &c. which often mar the brightest intellect, or bring on insanity.

Next to neglect of the proper training of the locomotive system in producing physical inbecility and disease, is a pernicious system of dietetics, pampering the appetite with improper food, condiments, and confectionery, inducing dyspepsy, the more inveterate because produced before the natural tone and vigor had been given to the stomach, when its susceptibility is greatest, and its power of endurance least. Then comes the restraints of dress, which prevent the healthy and naturel development of vital organs, before growth is completed, and impede the natural functions of organs well formed, whose office is essential to life. All bandages upon the body are pernicious, even tight shoes will often produce headache, and tight cravats bring on appoplexy. Bandages on the chest are particularly injurious, as they impede respiration, one of the most important vital processes in the human system.

The chemical principle, of which respiration frees the blood at every round of its circulation, is a poison to the brain, that destroys life in drowning, strangulation, the inhalation of irrespirable gases, of wells and caves, and from the fumes of burning charcoal in close rooms. Any impediment to the regular and constant inhalation of vital air impedes the expulsion of this principle, and it eventually goes to the brain, diminishing its energies, disturbing its functions, and tending directly to produce disease.

Such are briefly the foundations of innumerable evils laid in early life by ignorance or neglect of the natural laws of man. An inheritance accompanied with wealth and every thing to pamper and satiate, often fails to afford the happiness and substantial enjoyment which poverty secures with its daily toil, and the homely subsistence which stern necessity compels.

The evil, well understood, leads to the remedies which education must apply to counteract it. Firm and healthy bodies, brains, lungs, stomachs and moving powers, must be first secured. Care must be taken that none of them be overtaxed. The precocious and feeble must be taken from their books and put to active exercise; the robust and vigorous must be taken from cruel exercise and sports, and put to study and more placid employments, lest with vigor they become unfeeling and pugnacious.

Some of the mental faculties may need restraint, and others encouragement; active passions and propensities must be repressed, and all be kept under the guidance of the intelligent and moral powers. Firmness and cheerfulness under trial and suffering should be daily cultivated, that the evils which cross our paths may be bone when they cannot be avoided. In this way the ills of life may be endured without repining, the source of many diseases dried up at the fountain, and the causes of insanity be diminished both in number and severity.

THE OCEAN AND THE DESERT.

In this world there are two mighty forms of perfect solitude—the ocean and the desert; the wilderness of the barren sands, and the wilderness of the barren waters. Both are the parents of inevitable superstitions—of terror, solemn, ineradicable, eternal. Sailors and children of the desert are alike overrun with spiritual hauntings, from accidents of peril essentially connected with those modes of life, and from the eternal spectacle of the infinite. Voices seem to blend with the raving of the sea, which will forever impress the feeling of beings more than human: and every chamber of the great wilderness, which, with little interruption, stretches from the Euphrates to the western shores of Africa, has its own peculiar terrors, both as to sights and sounds. In the wilderness of Zin, between Palestine and the Red Sea, a section of the desert well known in these days to our countrymen, bells are heard daily pealing for matins or vespers, from some phantom convent that no search of Christian or of Bedouin Arab has ever been able to discover. These bells have sounded since the Crusades. Other sounds, trumpets, the *Alala* of armies, &c., are heard in other regions of the desert. Forms, also, are seen, of more people than have any right to be walking in human paths: sometimes forms of avowed terror, sometimes, which is a case of far more danger, appearances that mimic the shapes of men, and even of friends and comrades. This is a case much dwelt on by the old travellers, and which throws a gloom over the spirits of all Bedouins, and of every cafila or caravan. We all know what a sensation of loneliness or "eeriness" (to use an expressive term of the ballad poetry) arises to any small party assembling in a single room of a vast desolate mansion: how the timid among them fancy continually that they hear some remote door opening, or trace the sound of suppressed footsteps from some distant stair-case. Such is the feeling of the desert, even in the midst of the caravan. The mighty solitude is seen; the dead silence is anticipated which will succeed to this brief transit of men, camels and horses. Awe prevails even in the midst of society: but if the traveller should loiter behind from fatigue, or be so imprudent as to ramble aside—should he from any cause once lose sight of his party, it is held that his chance is small of recovering their traces.—And why? Not chiefly from the want of footmarks, where the wind effaces all impressions in half an hour, or of eye marks, where all is one black ocean of sand, but much more from the sounds or the visual appearances, which are supposed to beset and to seduce all insulated wanderers.—*Blackwood.*

VALUABLE REMEDIES.

HEADACHE.—Bathe the forehead and temples with a mixture of hartshorn and strong vinegar, equal parts, and snuff a little of it up the nose. Sick headache must be cured by an emetic as it proceeds only from a foul stomach.

SORE MOUTH.—Mix together honey and white borax, equal parts, and with a white rag tied to the end of a skewer, rub the mouth three or four times a day.

SORE THROAT.—Take twenty drops of spirits of turpentine on loaf sugar every night, till cured. Black currant jelly hastens the cure.

BILIOUS COMPLAINTS.—Take forty drops of Balsam of Peru on loaf sugar, or in a tumbler of water every day at 11 o'clock.

INABILITY TO SLEEP.—Take a grain or two of camphor at bed time; this is a surer and safer remedy than opium or laudanum.

NIGHT SWEATS.—Drink a gill or more of warm water, at night previous to retiring to bed.

Port of Pittsburgh.

Reported by Sheble and Mitchell, General Steam Boat Agents, Water street.

TWENTY-FOUR INCHES WATER IN THE CHANNEL, According to Copper Mark, at the Wood street Sewer.

ARRIVED.
Warren, McDonald, Beaver.
*Bridgewater, Boies. Cincinnati,
DEPARTED.
Warren, McDonald, Beaver.

A RARE CHANCE.—A store in one of the best business streets in the city, will be to let low to a good tenant. Apply at Foster's Agency, St Clair st.
aug 30—2w.

LOAF SUGAR.—10 boxes loaf sugar, just received and for sale by
HALLMAN, JENNINGS & CO.,
aug 9 43, Wood street.

A BREAKDOWN.

The Covention of Abolitionists for the purpose of forming a Liberty county ticket, met in the borough of Washington, Pa., last week. They met in an unfinished building in Maiden street. About two hundred prsons had gathered inside, when the main beam which supported the cellar gave way, and all were precipitated into the cellar. The beam passed through the centre of the building lengthwise and other timbers were resting on it and on the walls. The crash was tremendous. Those were in the middle fell perpendicularly, or nearly so, and those on either side were pitched headlong into a sort of funnel shaped centre which was formed. Boards, scantling, men and timber, were all thrown together.

Almost miraculously no lives were lost, though a large number were injured more or less. One gentleman, we understand, had his leg broken. It is difficult to conceive how such an accident could occur without killing some half dozen, and we are astonished that such was not the case. We hope it will be a warning to all against going into newly finished buildings for any purpose that requires the attendance of even a hundred persons. The Convention resumed its sittings out of doors, and formed a Ticket.—*Examiner.*

GERMAN DEMOCRATIC CENTRAL COMMITTEE.

The standing German Democratic Committee of Allegheny Co., have on the 2d inst., chosen the following gentlemen as their Central Committee.

J. Herman, D. Fickelson, Ernest Heidelbergh, J. G. Backofen, Martin Dorflinger, C. Kuhn, Otto Hoffman.
T HERMAN, Prest.
O. HOFFMAN, Sec'y.

LAST CONCERT BY THE BLIND.

Concert of Sacred Music, Vocal and Instrumental, by the Pupils of the
PENNSYLVANIA INSTITUTION
For the Instruction of the Blind, at the 3d Presbyterian Church, on THIS EVENING, *September* 5.
Admittance 25 cents. Children half price. To be had at the Hotels. Doors open at 7½ o'clock.

PART FIRST.
1. Overture, Caliph of Bagdad.
2. Anthem, Great is the Lord, *Boildieu.*
3. Eve's Lamentation, from the Oratoria of the Intercession,—Miss Laird.
4. Anthem, Praise Ye the Lord.
5. Air, "Rocked in the Cradle of the Deep"—Mr. Dyer. *Knight.*
6. Prayer to Thee, O God our Saviour, Solo and Chorus.
7. Solo on the Piano, Air, "The Blue Belles of Scotland," Variations,—Miss Dandy, *Hunter.*
8. Woodman Spare that Tree,— *Russel.*
9. Chorus, Praise His Awful Name, from the Oratoria of the Last Judgement, *Sphor.*

PART SECOND.
Reading by the Blind.
10. Overture, the Two Blind of Toledo, *Mehul.*
11. Recitation, Total Eclipse,—Mr. Parven, *Handel.*
12. Anthem, the Voice of Angels. *Clark.*
13. Duet, Ave Sanctissima,—Miss Laird and Mr. Parven.
14. Solo on the Clarionet,—Mr. Pyle, *Rossini.*
15. The Old Arm Chair,—Mr. Dyer, *Russel.*
16. Anthem, Praise the Lord in his Holiness, *Barcke.*
17. Sacred Melody, "This Earth is not our Rest," *Barcke.*
18. Pilgrims Fathers,—Miss Brown.
19. Quartette, Keep On. *Hermon.*

sep 5-1t.

To Farmers.

WANTED, a steady man with a small family, who understandr Tanning, Currying and dressing leather, in all its grades and forms, to go Tennessee to furnish a small stock of leather, and take an interest in a tan yard. Apply early to
M. ALLEN & SON.
sept. 5.—1t.

Guardian's Sale.

IN pursuance of an order of the Orphans' Court of Allegheny County, the undersigned Guardian of Thomas Willson, James E. Willson, and William Willson, minor children of James Willson, late of the township of Upper St. Clair, county aforesaid, deceased, will expose to sale by public vendue or outcry, at the Court House in the city of Pittsburgh, ON THE 4TH MONDAY OF OCTOBER, A. D., 1843, at the hour of 10 o'clock on said day, all that valuable FARM, situate in the township and county aforesaid, adjoining lands of James H. Robb, Samuel Morgan, John Boreland, Samuel Willson and others, containing Eighty-seven and one half acres, strict measure, be the same more or less. Also, the small piece adjoining the above, of about one acre of land, with the privileges as the same was conveyed by John Irvine and wife unto Thomas Willson, late of the Township aforesaid, dec'd, about 40 acres cleared and in a high state of cultivation, and the balance of the land is well timbered. There is on the premises a first rate Saw Mill in good repair. The land abounds with Stone Coal and Lime Stone easy of access and is well watered.

The terms are one-third cash, and the balance in two equal annual payments, with interest thereon from the day of sale.
WILLIAM ESPY,
sept. 5, 1843—d1w & wts. Guardian.

Dissolution of Partnership.

THE Partnership heretofore existing under the firm of DICKEY and ALEXANDER, is this day dissolved by mutual consent.
JAMES DICKEY,
sept. 1, 1843. WM. G. ALEXANDER.

JAMES DICKEY respectfully informs his friends and the public, that he still continues in the Transportation Business, at his Warehouse, CORNER OF LIBERTY AND WAYNE STREETS, Canal Basin, under the name of the "*Independent Portable Boat Line,*" where he will receive and forward freight to the East at the lowest terms. sept. 4—tf.

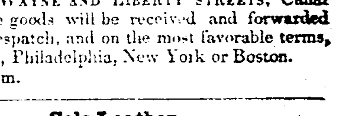
Lost.

AT the Refermed Methodist Church, yesterday forenoon, a GOLD WATCH CHAIN and SEAL. The finder will be liberally rewarded by leaving it at office of the "Morning Post." sep 4-3t.

C. A. McANULTY,

FORWARDING & COMMISSION MERCHANT,
Canal Basin, corner Wayne and Liberty streets, Pittsburgh. Agent United States Portable Boat Line.
sept 4—3m.

United States Portable Boat Line Depot.



C. A. McANULTY very respectfully informs his friends and the public, that he has made arrangements to continue the agency of the boats forming the U. S. Portable Boat Line, at the large new Warehouse, CORNER OF WAYNE AND LIBERTY STREETS, Canal Basin, where goods will be received and forwarded with usual despatch, and on the most favorable terms, to Baltimore, Philadelphia, New York or Boston.
sept. 4—3m.

Sole Leather.

5,200 SIDES of Baltimore and New York Sole Leather: also a general assortment of Morocco, Lining and Binding Skins, for sale by
WALTER BRYANT & CO.,
sep 2-d1m&w2t. No. 83 Liberty street.

Hides.

1,300 LIGHT HIDES, suitable for Upper Leather.
900 heavy Spanish Hides,
250 city slaughter do.,
700 Madras Goat Skins,
In store and for sale by
WALTER BRYANT & CO.
sep 2-d1m&w2t. No. 83 Liberty st.

Lace Leather.

320 SIDES Lace Leather, a very superior article for sewing Machine Belts, for sale by
WALTER BRYANT & CO.,
sep 2-d1m&w2t No. 83 Liberty st.

Fresh Dye Stuffs.

CHIP, LOGWOOD AND FUSTIC, MADDER, Oil Vitriol, Alum, Ground Camwood, Verdigris, and a very general stock of materials for dyers, on reasonable terms. Just received at the Wholesale and Retail Drug Warehouse of
JONA. KIDD,
aug. 31. No 60, corner Wood & Fourth sts.