sixth year, and I pever R GOVERNOR.

R. SHUNK: Subject to the decision of THE DEMOCRATIC STATE CONVENTION

The Daily Morning Post. THOMAS PHILLIPS, EDITOR.

PITTSBURGH, THURSDAY, FEBRUARY 1. A meeting of the Democratic Committee of for Allegheny county, will be holder An Saturday, the 3d February max, at the house of Section Boats and on Boats and Cars under the old Henry Cassady. J B GUTHRIE, Chairman.

"We are indebted to the attention of Col GIBSON for some interesting state documents. We have no Pittsburgh to Philadelphia, doubt many of our citizons think it strange that they do 1. Total Canal Toti on 60,000 lbs. 275 miles. increaceive as large a portion of papers and public docat 3 mills. Aments from their representatives as they did during former sessions. The will readily understand the rea-. Direct Toll of Cargo on Rail Roads, 118 son of this, if they will remember that the reform bill miles, at 5 mills of last year, has cut off the expenditures of newspa-Motive Power on Rail Road, 118 miles, at pers, and that the members have now to pay for all 10 mills on Portage, 6 on Col'm R Road, 51 Track Toll, 118 miles, at 23 each pair of such ' superfluities" out of their own pockets. We are certainly as much at a loss to understand wheels. . Truckage at 624 cents per 1000 lbs, on both the opinions of the Advocate, with regard to a Tariff, R Roads, as the opinions of its candidate, Mr. Clay. It says that it is not in favor of a high Tariff, but a protective Tariff, and defends the sentiments of Clay as expres- Deduct drawback on 283 bbls. at 20 cents wed in his letter to Mr. Meriweather. Mr. Clay, in | per bbl, that letter, takes great credit to himself for having, in Paid on down trip by Section Boat 1832, supported a Tariff which "ought to have satis-On the same cargo; the Boat and Car system will fied the Nullifiers of South Carolina." Now, will the Advecate pretend to say that the friends of protec- pay as follows-1. Total Canal Toll on 60,000 lbs, \$75 miles, tion would have been content with such a Tariff-does at 3 mills, R really believe that the South Carolinians are in favor of protoction at all? Mr. Clay was in favor of adher. 2. Boat Toll on Canal ing to the Compromise, and we would like the Advo- 3. Direct Toll on Cargo on Rail Roads, 118 cate to name a single friend of the protective Tariff miles, at 5 mills, Motive Power of Cargo on R Roads, 118 who concurs with him in that wish. miles, at 10 mills on Portage, 6 Col's R R 51 12 We hold, then, that a protective Tariff is not such 5. Track Toll, 24 mills on each pair wheels, a Tariff as "would satisfy the Nullifiers of South Carwhite," nor such an one as the Compromise gave us. MotivePower Wheel Tollon 8 Cars, Port-But, Mr. Chay is in favor of this kind of protection age, \$720, Col's R R 9,84 and the Advocate, which professes to be friendly to fostoring American industry, sustains his opinions. It Deduct drawback as above is for this reason that we are at a loss to know what

Paid on down trip by old system t means by a protective Tariff, or how it can reconcile itself to support a man who advocated a Tariff, that down trip, \$20 66. "would satisfy the Nullifiers of South Carolina." It will be seen from the From such protection the manufacturers of our country may well pray to be delivered ! AN OUTRAGE.—The Cincinnati Commercial states that not larg since some hands on the stemmer Deca-tur, went to a wood-boat, belonging to Mr Thomas tur, went Wood, about ten mikes below Louisville, and began to versity in the mode of charging arose from the Truck the late Canal Board being supplanted. throw in-wool. Mr W., hearing them, ran down to law, which required the charges for the use of the Having received from a triand a convol the late re-

TRUCKS AND SECTION BOATS .- We publish an ar other, if this inequality was not removed, the old frans ... trade would more than compensate for a judicious re- AN ORDINANCE RELATIVE TO CITY PRINT-

er from cheapening freights, increasing trade and title almost as questionable as the policy of the project, securing a reward from the public works. Under these and the pretensions in which it originates-matters mpressions, we offer for the consideration of the public, which we reserve for future comment. the following explanation of the existing charges on

STRAMBOAT COLLISION .--- On the evening of the 12th inst. the steamers Alexander Scott and Caliawba came such system. To illustrate some of the facts connec-On the common cargo from the west, 30 tons, say collision between New Orleans and Mobile. The Flour, the Section Boat pays on the down trip, from Cahawba's bow was stove in, causing her to leak rapidly, and rendering it necessary to lighten her to prevent her sinking. She went on, however, to Mobile cost \$69 50 and the Scott arrived at New Orleans, on the evening Boat Toll on Ganal, 275 miles, at 20 mills, 5 50 of the 16th, having sustained but little damage, and

> that in her wheel house. 35 40 FROM MEXICO. We copy the following from the N. O. Picayune o the 16th: By the arrival on Sunday last from Havane, we have, in addition to the letter of our correspondent, some information in regard to the pending quarrel b ween England and Mexico. And we have a balance of In the Diario de la Habana, of the 10th inst. we 37 50 find some of the conditions of the convention heretofore nounced, for the settlement of their mutual difficul-\$183 74 ties. By the first article, all projected hostilities on

the part of Great Britain against Mexico are to be sus-And we have a beggarly balance of pended. By the 2d, the English squadron , was to visit 56 60 Mexican ports under the English flag, which was to be 127 14 appropriately saluted by Mexican guns. Thirdly, a pitiful sum to meet the original outlay and interest. It must be remembered also that a similar calcul injuries sustained by it through the ac.s of the Mexivernment. Fourthly, the English Government binds itself to recall its late Minister, and to send anothto the state would be much greater there. er with the approbation of the Mexican Government, The number of tons shipped from Pitts-49 50 who should not be allowed to present credentials until 5 50 all the conditions above named should be complied 35 40 RESIGNATION .- It is rumored that Mr Choate has

sent in his resignation as Senator from Mussachusett to take effect after the 4th of March next. 4 72 THE TRUCK SYSTEM. 17 04 MR. EDITOR:

Atuche time when the late Board of Canal Commis-163 28 signers commenced their crusade against the Transporters on the Canal, then denominated the "Combination," a great deal was said and published, pro and and canal beats, and who cannot thus be benefitted by con., respecting the merius and evils of the Truck the Truck system.

Paid by Section Boat over the old system, on system. One party, including the commissioner themselves, contended that the tariff of tolls imposed upon the motive power on the Rail roads, was impar-

In the subject is used in the order of the state of the s It is not to be denied that the use of Trucks, or the lication thereof. Provided, that the said two, do not tract with the two lowest and best bidders for the pub-

transportation of merchandize, in Portable Boats, is belong to the same political party-and also to contract an object of great practical utility; but the state, with one, the lowest and best bidder for all job printwhilst she encourages the system, is bound to protect ing, and with the lowest and best bidder for all stationher public works by adequate charges for the great wear and tear they are subject to from the action of contracting with the committee, shall be the only au-

thorized city printers, publishers and stationers, entited with the Trucks, let us calculate how far they may be profitable for 10 years, taking the Superintendent's unless otherwise orderred by a joint resolution of Conreport as a basis: The 10 setts of Trucks on the Portage SECTION 2d. Be it further ordained and enacted-

\$36,697 38 That from and after, the passage of this ordinance, all 22,018 20 erdinances now in force relative to the city printing, Interest on this sum for 10 years, a 6 be and the same are hereby repealed. \$59,715 18 Ordained and enacted into laws in Councils the 29th day of January, A. D. 1844 Attest. MORGAN ROBERTSON, Pres't. Suppose these Trucks to yield a motive power toll, as per report, of \$10,487 05 per annum, for ten years

\$104,870 60 Common Council. THOMAS BAKEWELL, Fres't. educt from this, cost of repairs, motive power charges, &c. say \$6,081 101 Select Council. E. J. ROBERTS, CI'k 60.811 00 Common Council. ALEX. MILLAR, CI'k \$44,059 60 Now deduct 10 per cent. on the cost of Select Council. feb 1 wear and tear, for ten years, being

An Ordinance C EPERATING the duties of adjusting and scaling 36.697 38 **\$7.362 22** d, and this the markets, and providing for the election of an officer of Clerk of the markets, and providing for the election of an officer of clerk of the markets and providing for the election of an officer of the markets and providing for the markets and providing for the election of an officer of the markets and providing for the markets and provi Leaving the state with her cars destroyed, and this the markets, and providing for the election of an office for that purpese It must be remembered also that a similar calcula-

14.033Å 48.036 The principal argument urged in defence of the Truck system by the late Canal Board, was, that it

say nothing of the sacrifice of the interests of those this ordinance be, and is hereby repealed. transporters who may have their a'l invested in cars day January, A. D. 1844. Attest: MORGAN ROBERTSON, Pres't FRANKLIN.

EMBEZZLEMENT TRIAL-ACQUITTAL. Common Council. THOMAS BAKEWELL, Pres't We learn from our Southern papers, that J. B. Per-

March Term, 1844.

From the Record

M'Lane's Worm Specific Again.

OLD WHISEEY, &c.

Graham's Magazine, for February;

Colonel De Surville, by Eugene Sue;

Campbell's Magazine, for January 16th, co

Melini, a tale of the good old Colony times;

Philosopher's Stone, from the French of Balza

Insubordination, by T. S. Arthur, this is one of Ar

Family Pride, or the Palace and the Poor House

Thermal Comfort, or popular hints for preservation

American in Paris during the summer, by Jule

nur's earliest productions, cheap form; Pride and Principle, which makes the Lady;

Lady's Book, do Ladies' National Magazine, do

Tom Burke, of Ours. by Lever;

Modern Chivalry, by Ainsworth:

Ladies' Work Box Companion;

Salamander, by Eugene Sue;

om colds, coughs and consum

Creale, by the Poor Scholar;

nmes, L L D,

Infant Treatment, by Mrs Burwell;

Therese Dunoyer, by Eugene Sue;

Yemassee, a Romance of Carolina.

Charcoal Sketches, by J. C. Neal:

g a portait of Carlyle;

anslated by a Lady;

Mothers of England, by Virs Ellis;

f1-2t

Select Council.

ISAAC ORUSE. Late of Pittsburgh, Pa., COMMISSION & FORWARDING MERCHANT. BALTIMORE, MD.

Robertson & Reppert; Porter & Causidy, Robert Galway; M; Lennit & Co; J. W. Burbridge & Co; Rob't Delsell & Co; Dalzell & Fleming; Hunter & Ranna; Dalzell & Fleming; W. & R. M'Cutcheon; Henry Coulter. Hunter & Ranna; IP Particular attention will be given to the sales. of Western Produce, consignments of which are respect-

fully solicited. jan 31-6m

AN ORDINANCE n relation to the Aquednet across the Allegheny

WHEREAS, The Pennsylvania Canal was made by Law to terminate within the City of Pitts-burgh, eccupying the public streets and private pro-perty of her Citizens; and whereas, her citizens have, at great expense erected buildings for the accommode tion of the trade on said Canal, and had every reason to expect that the General Assembly of the State would have protected the pledge guaranteed to her citizens by Law, that this terminous should be preserved; But that owing to the peculiar and unfortunate condition of the finances of our state, the Beneral Assembly have een compelled to offer to the Citizens of Fittsburgh the only alternative that they have in their power at the present to make; and, whereas, the serious incon venience of changing the whole course of the business of the Canal would be a matter of great moment, torether with the great loss of public and private proerty, were the Councils of the City to refuse to accept of the provisions of an Act lately passed, giving to efore, although the burthens on our restrictions: The SECTION 1. Be it ordained and enacted by the cit-the trade and interests of nor Citizens and to prevent Treasury are now sufficiently great, still to protect It must be remembered also that a similar calcula-tion as respects the tracks may be applied to the Co-lumbia Rail Road, with this difference, that the cost sembled—That at the next stated meeting after the pas-tion of the great loss that would otherwise occur, we find the great loss that would otherwise occur, we find

sembled — I hat at the next stated meeting after the pas-sage of this ordinance, and in the meeting in January in each year for the purpose of electing City efficers. It shall be the duty of the Select and Common Coun-cils, to elect one person whose duty it shall be, to ad-just and scale weights and measures, who shall hold the debt of the City, that still it will afford the means of payment, without resorting to other resources. Therefore: Be it Ordained and enacted, by the citizens of Pitts-

duty it shall be to attend to the adjusting and scaling weights and measures, in like manner and for like com-That an act passed on the 9th day of January inst., by the second Truck system by the late Canal Board, was, that it enabled the section boats to carry cheap, and thus induce tomage to the Canal. This, doubless, a very good reason, but that the state should have to bear the expense of this inducement, without an adequate romuneration, is a point that cannot be sustained—to say nothing of the state of the state of the carboard the state soft the carboard the state of the carboard the state soft the cannot be sustained—to the induce to the cannot be sustained—to the carboard the state soft the state soft the carboard the state soft the state soft the state soft the carboard the state soft the state soft the state soft the state soft the carboard the state soft the state soft the carboard the state soft the stat

this ordinance be, and is bereby repeated. Ordained and enacted into a law in Councils the 29th day January, A. D. 1844. Council immediately after the passage of this ordi-nance, shall appoint a committee of five, to be called the Aqueduct Committee, to consist of two from the Select and three from the Common Council: and an

HIGH WATER BELOW.-We learn from our south-High Water Below.-We learn from our southren papers, that the Mississippi is very high at Natchez, and the country below is suffering from an over-charge of truckage, being on the cargo only, the Secthese, and the country being its sharing its are very full charge of truckage, being on the cargo wer, when tion Boats pay no equivalent for motive power, when and ranning out rapidly. There have been unproce-passing light on the Rail Roads. But they seem to forget that the section boat must pay as much with a

THE OHIO FAT GIRL publishes a card in the Cin- full load one way, over and above the old system, as By a reference to the tabular statements giving the cinnati Commercial thanking Mr T S Farrow, the Pi- will pay her way back. We have shown that she pays extraordinary expenditores, it will be perc lot of the Shepherdess, for his cool and calm manage. \$20 45 on her down trip over the old system, which ment in saving her from a watery grave. Miss Han. is \$3 42 more than the motive power wheel toll of 8 nah is a grateful creature-she is !

SINKING OF THE LEVEE .- The Levee in front of Free Town, opposite the second Muncipality, New Orleans, to the extent of fifty yards, was sunk into the mon sense, that even if the section boats were to run empty from the east all the time (we know they never river. A number of persons repaired immediately to river. A number of persons repaired immediately to the spot and succeeded in throwing a temporay levee in the spot and succeeded in throwing a temporay levee equal to those of the old lines; and having proved this

FIRE IN BALTIMORE .- Five frame houses were de- than is paid by the old system. stroyed by fire, on Saturday morning last. The Sun In proof of this, we append the following extracts

states that some fifteen or twenty families occupied from the report of the late Canal Board, exhibiting the the houses, and something like forty children were tur. amount of tonnage cleared in, and toll paid by, section 38. ned out from their beds, with nothing on but their night boats in 1843, as well as the amount of excess paid by clothes, barely escaping with their lives.

THE POOR OF PARIS .- Great distress prevails a. cars transported over the rail roads. mong the humbler classes in Paris, and so miserably denuded of funds are the various charitable institutions, that the mayors of twelve departments have made the most urgent appeals to the inhabitants of their respective districts on behalf of no fewer than seventy thousand persons, who are said to be destitute of bread, clo-

ef use cks mo-wer thing and fire. Recess toll for of truc under tive po Extract of a letter dated, SAINT LOUIS, JANUART 22. for use rucks o-motive 'r wheel toll. "The weather is mild here for the season; 61 feet water on Establishment Bar, but considerable ice running in the River * * * Every thing here indicates a prosperous and busy spring in all branches of busineess, but particularly the mochanics in the line of building. I doubt not but our city will build 1000 or 1500 houses next spring. Money being so very abundantin the East, will find its way here, and be invested in building, which will afford a good profit, after paying the Eastern rates of interest.

APPOINTMENTS BY THE BOARD OF CANAL COMMIS-SIONERS.

Thes. J Haines, to be Collector at Lancaster. James J Gwin, to be Collector at Columbia. Eli Overdeer, to be Weighmaster at Lancas

P M Mahon, to be Weighmaster at Columbia. Robert Laverty, to be Collector at Parkesburgh. Ardemus Stewart, to be Collector at Paoli, on the Columbia Railroad. Peter Orwan, to be Collector at Newport on the Penn sylvania Canal. John S Patton, to be Collector at Huntingdon, or the Pennsylvania Canal.

Join O'Conner, to be Weighmaster at Hollidays burgh weigh scalas, Portage Raffroad. George Polls, to be Weighmaster at Hollidaysburg Weigh Lock. Was Philson, to be Weighmester at Joh

weigh scales, Portage Railroad. C C Hemphill, to be Weighmaster at Johnstows Weigh Look. James Gillespie, to be Collectomat Freeport on the

Penneylvania Canal.

It will be state are equal under each system, and upon an equality. The other party declared that the for embezzling sixty-odd thousand dollars of the funds

his boat with his lantern and gun, and, on their telling Trucks to be applied to the cost of their constructionhim that they wanted wood for the Decatur, lying out a requirement of the law which could not have been I have to request you to publish the extract hereto at-tached, in order to exhibit to the poople of the state in the stream, but had no money, Mr W. denied them, complied with had the charge been as motive power. the true facts of the case, and then let them judge of proceedings might not be instituted against him, and caught hold of the painter of the yawl for the pure and thrown into that fund. The facts is the advantage of the state of the case, and then let them judge of proceedings might not be instituted against him, and and caught hold of the painter of the yawl for the pur- and thrown into that fund. The facts in the above the advantages or disadvantages that have and may and caught hold of the painter of the yawl for the pur-pose of securing what they had already gor; they knock-ed Mr. Wood down with a club, took his gun, and left before, and all the opponents of the new system have before, and all the opponents of the new system have o it hereafter as heretofore. The evidence here given him senseless and bleeding, in which state he was found by his neighbors. not correct. They may mystify and pervert, but these officer appointed by the Camil Board, and whose duty

other charges and expenses, Sec.

TRUCKS. The members of the Board are aware, that I con-

over the Allegheny Portage and Columbia Railroads. have disbursed \$14.812 from the truck fund, in which amount is included \$1,500 00 paid Thomas Young on account of Boat Plane at Johnstown, purchased b burden cars on their return trip. Now allowing this the Commonwealth, and also \$600 00 paid McFar-\$3 42 to stand as an offset to additional cars' occasion-ally donait not become evident to every man of com-additional works to Trucks. It will also appear from the annexed statement, that the expenses for conduc- poor. ting and repairing Trucks have amounted to \$6.081-

The returns of the Collectors at Johnstown and in the rear of the old one, before any serious damage does it not follow that they pay 62½ cents per 1000 lbs than should have been expected from the amount of beats that have passed over this lected for truckage, which, in my opinion, is much less or \$1 25 per ton on all they carry from the east more tonage and number of boats that have passed over this vement.

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9,805 36,145 30,766 34,977 12,532 114,227

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Amo motiv er

Amount of railroad toll.

Amount of canal toll.

onnage section boats.

The ten sets of Trucks that have been in use on this rond, and the Boat Planes at Johnstown and Hollidaysburgh, have already cost the Commonwealth \$36,697, Of this amount, I consider ten per cent a very moderate allowance for the annual "wear and tear," of the Commonwealth property in the transportation of Secthose boats over motivo power wheel tolls charged on tion Boats. In a communication to the President of the Canal Board, at the time a tariff of tolls for Section Boats were about to be established I took oceasion, at his request, to give my views as to the course which a correct policy pointed out. I then advocated the justice of imposing on Section Boats passing over the road a Motive Power wheel toll. I was then and am still of the opinion that if a proper construction be given to the law authorizing the Canal Board to place Trucks on this and the Columbia Railrond, and no Motive Power wheel toll be charged, that it will require a much longer time than was contemplated by the framers of that law to pay for the cost of the construc-tion of the Trucks and Slips. In addition to this the statements will show that the Motive Pawer fund is very seriously effected by the partiality shewn to the transporters by Section Poats. The whole amount of truckage is only \$10,467 101, showing an azcess of \$4,405 43, over and above expenses to compensate for the wear and tear of her property, which at least a-mounts to \$3,669 38, and the loss of \$15,860 00 of wheel tolls. This execess of tolls, when deducted from this loss, will leave an actual loss to the Common-Motive Power expenses of transporting at least 400 setts or trains of empty Trucks over the road, for which the Commonwealth receives not a cent. Taking every thing into consideration, I feel assured, that the policy adopted by the Board in reference to the Motive Power wheel tolls on Trucks, has resulted in a clear loss of fifteen thousand dollars on this road alone. There exists not a doubt in my mind, that the adoption of the Truck system, under a proper and just management, will be productive of immense benefit to the Commonwealth, but in order to insure its permanency, it must be based and conducted on principles of justice, no advantage should be afforded one mode of transportation at the expense of another. The im-

provements of Pennsylvania were designed by the people, at whose expenses they were constructed, for the general use of the public, independent of favoritism, and unless their views be carried out, there will always exist in the public mind, a deep rooted hostili-ty to the manner in which they are conducted. Let justice and justice only bemeted out by those in whom the people have reposed the important trust, and then may we anticipate the full fruition of that prosperity, which has been promised by the friends of the Public After having watched with care the operations of the

It is thus shown that the section boats have paid du-Truck system, for the adoption of which I believe I ring the year, at the five principal offices, \$114,227 47; of which \$16,651 65 were for the use of trucks. An of vanity, claim the honor of being among its first ad-ad for the use of the State Trucks. Assertions wheel toll should be imposed on boats transported on

ruit, ex-cashier of the New Orleans Citizens' Ban

State were letters, in the handwriting of Perrault, ad-dressed to the president and other members of the board of the commissioners for liquidating the affairs of the back, in which be admitted having diverted the promising reimbursment. At 7 o'clock on the evening of the 16th, the whole case having been submitted to the jucy, they retired about ton minutes and returned a verdict of 'not guilty,' and the prisoner was discharged. The Picayune calls this a 'singular case.'-Cin.

per annum, for ten years

\$3,669 73 per annum

plan was

portable boats

burgh, eastward, in 1843, on the old

Total

OFF HAND PUNISHMENT .--- In Santa Fe, Mexico, they punish counterfeitors by cotting their hands off. They can never counterfeit after the first detection.

DICKESS IN DIFFICULTT .- We see it stated, sn tracted agreeably to instructions for building eighteen the New York True Sun, that since the return of Dick-sets of Trucks for the transportation of Section Boats cas to England he has been within the rules of the Court of Queen's Bench for debt. On what authority ved that I must be a very unfortunate or extravagant fellow, for when he was at New York, he estimated his fortune, clear of the world, at about 20,000/. IF Just hear what Mike Walsh says of the law ir

his Subterranean of the 16th inst; "Laws are made to protect the rich and punish the A man who possesses a couple hundred thou-

sand dollars, and knows how to use it, can drive an omnibus through any laws that was ever erected. On the

him, he may put in his eye without materially affecting his vision

> FIRST SESSION. [Reported for the Baltimore Sun.]

SENATE .- Numerous petitions, memorials, &c were presented and appropriately referred. The bill for the improvement of the Fox and Wi consin rivers was postponed with a view of obtaining further information. The Senate then resumed the consideration of Mr McDuffre's tariff bill. Mr McDuffie having the floor. replied at length to Mr. Evans' remarks, of last week. House.-A resolution was adopted, directing the committee on naval affairs to inquire into the expedien cy of reporting a bill providing for the relief of the or phans and widows of those lost in the Sea Gull. A resolution was adopted, instructing the post of of letters, &c., by persons not connected with the Pos Office Department.

until the 29th of February next. lies over. A resolution was offered, calling for a statement of

read the 1st of May. Mr Black again offered his resolution to provide for

tempted to be done, &c. Debate ensuing, the resolu tion was withdrawn.

Mr Campbell offered a resolution, proposing certain amendments to the Constitution, so that the states of Maryland and Virginia may have jurisdiction, except u certain cases, over the District of Columbia A joint resolution was next offered, providing for a reduction of 15 per cent from the prices paid for printing, in accordance to the joint resolution of 1819 The object of the resolution is to place the printer to the Senate on the same footing as the printers to the Hou the printer to the former body being at present paid 15 per centmore than the printer to the House.

Mr Adams made another ineffectual attempt to in troduce the Massachusetts resolutions, prope ngauch n amendment of the Constitution as shall cut off the

Mr Hale offered a resolution to abolish the West Point Academy. It was laid over. A resolution was offered, directing the Library con wittes to inquire into the expediency of having remo-ved by the next session of Congress the luxurious deaks and chairs of members. It was objected to by a gene-

Also a great variety of London and Dublin papers, such as Punch, Pictorial Times and News, Dublin Na-

Common Council. ALEX. MILLAR, CI'k Select Council. feb 1

receive proposals for advertising and executing the other printing for the city and furnishing stational until Saturday, the 3d of February, at 3 o'clock . M. Proposals must be made with reference to the Ordinance concerning city printing, published in this paper, and may be left at the office of Dr Wg. KERE, account of the Aqueduct, together with such other in-formation as Councils may desire. Smithfield street, a few doors below 7th. f 1-3t

(Gazette copy) IN the Court of Common Pleas of Allegheny county, In the matter of the estate of William Briggs, L.S. of Saint Clair township. And now to wit, January 27th, 1844.-Trustee of the estate of the said William Briggs, prayother use of the same than for the purposes of the Aqueng to be discharged from the execution of the trust and it is thereupon ordered, that notice of the pen-

dency of said petition be given to all persons interested, by advertisement in two wockly newspapers, pub-lished in the city of Pittsburgh, and that the prayer of the petitioner will be granted by the Court, unless cause

he shewn to the contrary on or before Saturday, the 10th day of February next, at 10 o'clock, A. M. meet as soon after the passage of this Ordinance as may be necessary, and by their joint vote proceed to elect one respectable and suitable person as a Collector of Tolls for said Aqueduct, and annually thereafter. at the regular time of electing other city officers, who, be-GEORGE R. RIDDLE, Proth'y. This is to certify that with one vial of Dr McLane's orm Specific, one of my children passed twenty scvfore entering on the performance of hisduics, shall give bond, with good and sufficient securities, in the sum of en Worms, another eighteen, and a third sixteen two thousand dollars, in the same mannel as other city officers are now required to do; and to be collected for any default, in the same way; and the Committee on the Aqueduct shall approve and endorse the same as other words are now approved and endorsed. The said Col-ectorshall keep a daily account of the receipts; the name Corner 4th and Wood sta of each master or officer having charge of boats passing,

Committee may require, and shall pay all monies on hand into the City Treasury at least twice in each week. And the said Collector shall be entitled to the annual THE subscriber, agreeably to the Will of Mr Rouand and by order of the Executors, will sell off. between this and the first of April next, at private sale, the entire stock of Liquors and Wines belonging to the deceased, at the old stand, next door to the corner of 3d and Market street, Pittsburgh: consisting of 10,000 gallons of OLD WHISKEY, well known all over the immediately after the passage of this ordinance, to in United States; 700 bottles do; Holland Gin in bottles; 120 gallons French Brandy; Port, Rota, Muscat, days notice, and so soon as they receive the approv Champaigne, and various other Wines, but principally Clarets; together with sundry articles which he kept under contract: providing however, that the Contract Clarets; together with stindry articles which he kept for sale, (except the Dry Goods, which will be sold at *Auction* on the 7th prox. at the store room, two doors above.) None of the Whiskey is less than nine years and much of it is from incents to this store room, which will be structure so as to accommodate the business old, and much of it is from twenty to thirty years old .-To give an opportunity to correspondents in Philadelin. St Louis, and other places at a distance (who are waiting for a public sale) to get some of this celebrated whiskey-a chance that may never again occur -the sale of two hundred barrels of it will be reserved The price for the oldest Whiskey, is \$2 per gallon; for the other \$14 per gallon. Terms, cash par money. MICHAEL McCLOSKEY. COOK'S LITERARY DEPOT. 85, Fourth street. EW and cheap publications received as soon as published. Among the latest received are the

rowed for or on secount of said Aquedoct, together with all and every expense for the same, the surplus should there be any, shall form a sinking fund, for the

29th day of January, A. D. 1844. MORGAN ROBERTSON, Pres'L Amest

THOMAS BAKEWELL, Pres'L E. J. ROBERTS. Cl'k., Select Council. Common Council. ALER. MILLER, CI'L.,

Select Council. jan 31.

140 Liberty stacet.

Austria, Vienna, Prague, etc., etc., by J. G. Kohl; P. Walder, Boot and Shee Maker WHO resided on 2d st, between Wood and Smithfield, for many years. has removed back from Allegheny to the house lately cccupiof by Charles L Voltz, on Wood street, between 2d and 1st streets, Pittsburgh. Keeps all kinds of aboes and boots, and shoe findings of the best quality, all of which he will sell at low prices to his old can and all others who may favor him, with a call jan29-1m

ally thereafter at the usual time of appointing the regular Committees, whose duty it shall be to superinned the rebuilding or repairing of the Aqueduct, and gen erally to attend to all matters connected
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city Treasurer, and keep a separate and distinct war rant book for this parpose. And the said Committee shall make report to the city Councils annually, or oftener, if required, of the receipts and disbursements on

3. Be it further enacted as aforesaid, That all receipts and disbursoments for and on account of said Aluct, shall pass through the city Treasury, under the quoduct, shall pass torough the my Arcasory, onder the charge of the City Treasurer, whose securities shall be bound under the same conditions and restrictions that they are now bound for other funds of the city. The said Treasurer shall keep this fund separate and distinct from all other tunds of the city, not making any

> duct, and he shall keep a separate and distinct account of all receipts and disbursements for or on account of said Aqueduct, charging overy and all expense that may be incurred for the same to this fund; and for his services shall be entitled to an annual compensation of our hundred dollars, chargeable to this fund, and payable

4th. That the Select and Common Councils shall with their tonnage, and such othe information as the

compensation of five hundred dollars per annum, pay-able in like manner as other city officers are now paid. 5th. That for the purpose of a temporary repair that will secure the Aqueduct for the business of the coming season, the Committee are authorized and required, vite proposals for this purpose, giving nutless than 10 until the 30th day of November, 1844; and for the purpose of meeting the expanse of these repairs the Committee are hereby authorised to raise on tempo-rary loan the sum of not exceeding six thousand Dollars, for the payment of which with interest at six per cont per annum, the receipts from the Aqueduct, with the faith and credit of the city hereby pledged, and the said Committee are further instructed and required to invite proposals with plans and estimates of cost for rebuilding the Aqueduct over the Allegheny River, til the 1st day of April next; and so soon after as until the 1st day of April next; and so soon after as they shall receive the approval of the Board of Canal Commissioners, according to an Act of Assembly, pas-sed 19th day of January. 1344, shall report the same to Councils, and the said Committee are hereby **Sotho**to Councils, and the said Committee are nor coy auto-rized and empowered to employ some well known and competent person to superintend the repairs or rebuild-ing, should they deem it necessary.

6th. After paying interest on all sums used or borpurpose of repaying the debt contracted for the ropair or reconstruction of said Aqueduct. Ordained and enacted into a Law in Councils, the

Common Conneil.

RANBERRIES-40 Bushels Cranberries, a prime article, just received and for sale by REINHART & STRONG,

Gestion Chesses. A FURTHER supply of that prime Goshen Cheese just received and for sale, by DETRUGATE & STONG

the amount expended on the Cumberland road; also, the amount necessary for its completion

Mr. Brown introduced a joint resolution providing wealth.in consequence of the system which has been adopted of \$15,103 69. To this migh be added the Mutice for the adjornment of the present Congress on the 20th of May next. It was subsequently amended so as to

> a corps of reporters, to be paid by the House, whose duty it shall be to report every thing that is done, or at-

A resolution was adopted, directing the committee on the Library to inquire into the expediency of pu chasing the library of the late Hugh S Legare.

After some explanation, the joint resolution w read a third time and passed by a large majority.

slave representat

P case let me have another vial, for it is the most sur nibus through any laws that was ever erected. On the other hand, all the redress a poor man can obtain for DOHN BRADEY, 6 mile Ferry. the injuries inflicted on him by the proud, wealthy and For sale at the Drug Store of JON. KIDD, nowerful, beyond what his courage and arm will afford Jan. 31. FOR SALE, THE LATE MR. ROUAUD'S STOCK TWENTY-EIGHTH CONGRESS.

WASHINGTON, Jun. 29, 1844.

fice committee to report on the subject of the carriage | ph

A joint resolution was introduced authorizing the appropriation of \$50,000 for the purchase of water rotted hemp for the use of the American Navy. It

jan 30 1

