The Daily Morning Post.

JOHN BIGLER, EDITOR.

PITTSBURGH, WEDNESDAY, FEBRUARY 11.

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BALTIMORE, S E corner Baltimore and Calvertsts, where our paper can be seen, and terms of advertising learned.

CONVENTION.—The Democratic Convention will meet this Morning at 11 o'clock, at the New Court House.

THE LEGISLATURE—PHILADELPHIA.—We learn from Harrisburgh that the opponents of the right of way are now confident of the defeat of the measure. They feel sanguine that should it even pass the Senate, its fate will be sealed in the House of Representatives. We do hope the Representatives of the interests of the people of Pennsylvania, will not make every thing subservient to the avarice of Philadelphia. The Bond holders and Stock-jobbers of that city, not only demand the rejection of the right of way bill, but they actually are asking the State to give them a charter to construct a Railroad on the bank of the main line of our Canal, and to surrender to them the Portage Railroad, and also the bridge over the Susquehana at Clark's Ferry. Whilst we have no objection to the continuous Railroad, we protest against giving any company the control of the State Works referred to above. The truth is, the actions of Philadelphia are more than can or ought to be endoured.—The time has come for the interior, especially the southern tier and western counties of the state, to take a determined stand against the unreasonable demands of Philadelphia. A few days since a petition was presented from that quarter complaining of taxation. We can tell the Bond holders and Stock-jobbers that if the bill granting the right of way is rejected, there will be such complaints from other sections, and we much mistake the spirit which is now aroused among the people, if the means to pay interest upon the immense public debt, is not found far short of the sum required, should farther legislation be necessary, when pay day comes. The people will not willingly bear burthensome taxation to fill the pockets of people who are using every means, "fair and foul," to defeat the best interests of the state.—Let them look to it in time. Let them not forget that there is a point beyond which "forbearance ceases to be a virtue."

BANK VETO.—Gov. Shunk's veto of the bill chartering the Armstrong County Bank, which will be found in our columns this morning, is an admirable document, and should be read and reflected upon by every honest man. The restrictions which the Governor thinks should be placed upon all bank charters, are such as are desired by the people; and will, if properly enforced, protect the community from a recurrence of the ruin and distress that have heretofore followed the explosions of mismanaged Banks. If stockholders are individually liable for the issues and deposits of the Bank, they will take good care to have the institution properly conducted, and guard against every doubtful speculation, which, in case of failure, might embarrass or ruin themselves. If any portion of the community must have Banks to speculate with, let them be placed on the same footing with their rag money commodity, that other business men are with more useful articles of trade; make them amenable to the laws as our merchants, manufacturers, farmers and mechanics are, and we will soon be rid of the evil of swindling banking institutions.

Correspondence of the "Morning Post."

HARRISBURGH, Feb. 7, 1846.

To day, in the *Senate*, the bill granting the B. & O. R. the right of way, was again under consideration. Mr Crabb spoke to the hour of adjournment—he has now been two days on the floor, vomiting forth fury against all who favor the bill. Mr Darsie will, I learn, reply to him on Monday, and I presume the question will then be taken. The bitterness of the Philadelphians knows no bounds; they are determined to defeat the bill, be the consequences what they may. If this improvement is now denied to the Southern tier of counties, we hope the Legislature will take immediate measures to relieve them from the heavy burthen of taxation which they have to bear in order to meet the interest on the state debt. It is certainly not fair to compel them to bear burthens, and deny them the benefits of state and other improvements. But little was done in the House. Mr Kunkle, of Dauphin, made a *jaunt* of himself by offering and supporting the following resolution:

Resolved, That a committee of three be appointed to enquire and report to this House, by whom or at whose instance an anonymous communication entitled "Baltimore and Ohio Railroad," and purporting to be from the Berks county Jefferson Democrat, was laid upon the desk of members this morning.

The communication which has so much excited the ire of "the gentleman from Dauphin," was an article in favor of the "right of way," and in which the writer warned the people against the efforts of the Philadelphia bond holders and stock jobbers to deceive them in reference to their real interests. If Mr. Kunkle thinks he can stifle investigation by means of resolutions of enquiry, he will find himself much mistaken. The people, will, in their own way, communicate their wishes to their representatives, and all the resolutions Mr Kunkle can write during his life time will not deter them from conferring freely with their agents in the Legislature.

PHILADELPHIA, Feb. 7th, 1846.

An individual named Henry S Stiles, with the romantic alias of Frank Rivers, was this morning held to $2000 bail, for his appearance at the next Court, to answer a charge of bigamy. It appears by the evidence adduced, that on the 30th of January, 1837, quite nine years since, the defendant married a Miss Elizabeth Silverthorn: after being with her about six years and having two children, he deserted her while pregnant with her third child. It was also proved, that on the 29th of April, 1843, he was married by the Rev Mr Quinan to a Miss Elizabeth Pigot, and for a considerable time previous to his detection, he lived in the lower part of Southwark, less than a mile from the home of his deserted first wife. The suspicions of Mrs Stiles, were aroused by seeing the defendant in the street with another woman, and on enquiry, finding out the facts given above, determined to redress her grievances, by calling upon the strong arm of the law to punish the offender. During the investigation of this case, the office of Alderman Davis has been thronged with the friends of the parties, and others attracted by the circumstances attending it. The first wife is a lovely woman, and with her three interesting children, presents a family group, which any man might be proud of. The second wife, rendered miserable for life, by the recently discovered criminality of the husband of her choice, is of quite a respectable family in the district of Southwark, and is represented by those who know her, to be not inferior in personal attraction to his first wife. The second wife is also the mother of one child, which is rendered illegitimate by the guilt of its father. The defendant is also of a respectable family and the bail required for his appearance, was given by his relations without much difficulty.

The Grand Jury of the present term of the Court of Quarter sessions, made their final presentment this morning and were discharged.

The Jury in the case of James K Martin, charged with assault and battery upon the person of Zell, with intent to kill, terminated on Thursday afternoon in the Supreme Court, but the jury have not yet agreed upon a verdict. It is doubtful whether they will determine upon any, as a previous jury had to be discharged, in consequence of their inability.

The trial of Dr Strafford for a libel upon Attorney General Kelley, uttered in a speech before a Native American meeting, previous to the last general election, is now on trial at Nisi Prius in the Supreme Court, Judge Burnside presiding. The language is not denied by the defence, but they deny that Mr. Kelley's name was mentioned, or any allusion to him intended.

THE DISPATCH.—We received yesterday morning the second number of this new daily. It is edited by Mr J Heron Foster, a gentleman who has had much experience in his vocation, and whose abilities to give a sprightly and interesting paper, are well known to the citizens. It is furnished to subscribers at very low terms and is in every respect deserving a liberal support.

AN INTERESTING PAPER.—The Washington Union, of Feb 5, containing a very interesting memoir upon a *Steam Navy*, &c. which we shall publish in a day or two. It is of especial importance to the citizens of this region, who cannot but desire to see the consummation of the plan proposed.

Mr. BIGLER:—I hand you for publication, an article taken from a democratic newspaper, from Berks county. The honest farmers of old Berks, are wide awake to the wiles of the silk stocking gentry of Philadelphia. Why cannot other sections of the State, be brought to act in the same matter, as that the hypocrisy and base selfishness of Philadelphians may be known from one section of the country to the other. Their opposition to the right of way, of the Baltimore and Ohio Railroad Company, is a disgrace to the civilization of the age, and worthy only of men, who, as the Berks county paper so ably expresses it, originated, and carried on the fleecing operations of the Girard and United States Banks. I say, then, that their opposition to the right of way, is not only mean and utterly contemptible, but has its source in the same spirit of stock gambling and wild speculation, which vampyre like, draws within its clutches all the great interests of the State, only to destroy them. It is the same spirit, which has prevented the establishment in any part of the state, the Insurance companies of other states, so that Philadelphia may have the monopoly of the same. Will not the people of the state, arouse to their interests, and trench these stock gamblers that it is time they cease their operations. The people of Allegheny, like those of Old Berks and Westmoreland counties, have hard hands, and honest hearts, and although they may differ in some things, yet, they unite in despising the trickery and knavery of a few gamblers in Philadelphia, whose chief argument against the right of way to the Baltimore and Ohio Railroad Company, is contradicted by their own memorials, which they so unblushingly circulate all over the State.

A PITTSBURGHER.

From the Berks county Jefferson Democrat.

Baltimore and Ohio Railroad.

Friends and Fellow Citizens:

You are no doubt aware, that petitions to the Legislature are afloat in our country, remonstrating against a bill which grants the Baltimore and Ohio Railroad the right of way through a part of Pennsylvania, terminating at Pittsburgh. These petitions are cunningly devised traps, invented by Philadelphians and others, for no other purpose but to gull the citizens and some legislators out of a sum of justice and equity, into another act calculated to ruin our State works, and the western part of Pennsylvania. We have made already too many acts to please Philadelphia, where by the State has been involved in debts over head and ears, and many counties be ruined, with all their minerals, &c., been set in a dormant state, just because some entire bas set hills and mountains in the way, preventing them to deal with Philadelphia.—It is time to stop and pause.—It is idle for us to work against nature and justice to our fellow citizens—let us do justice to ourselves and to the State at large. But to the subject.

Popular railroad conventions have of late been held proposing no less than five different routes, viz: From Philadelphia to Pittsburgh; from Harrisburgh to Pittsburgh; from Sunbury to Erie; from Chambersburgh to the Baltimore and Ohio Railroad, and that of granting the Baltimore and Ohio Railroad the right of way through a part of Pennsylvania, terminating at Pittsburgh.

Now, it is asserted that all these routes, if made would be a great injury to the State works and the citizens in general, and even this hypocritical petition alluded to, joins in, by stating that the grant of the right of way to the Baltimore and Pittsburgh Railroad, would "be an injury to the public works;" yet this petition calls much of "necessary increased taxation," should the right of way be granted. At the same time its cloven wolf foot can be seen from under the sheep skin, when it states, concerning those railroads, "which made under the sole authority and subject, i.e. exclusive control of our own Legislature," would "afford the facilities," otherwise afforded by these proposed railroads.

What does all this mean? Shall our Legislature make more canals and railroads on the interior of the state, and thereby involve the state still deeper and deeper in debt? Yes, here is the knot, where the petitions alluded to betray themselves. About making more debts on the state, by making more state improvements and railroads, these petitions remain silent as dumb Dogs; moreover these petitions breathe the recommendation of making such railroads by the state. But what railroads shall the state make?—Which do the Philadelphians wish? Why this can be seen by the movements of one of those Philadelphia and Huntingdon railroad conventions, of which the Hon Jas Clarke was chairman and Hon John C Bucher, Secretary. A railroad alongside of our state canals &c. up the Juniata, over the Allegheny mountains, to Pittsburg, is the object so that Philadelphia, the head of these petitions, reaps the benefit, and the state may pay for it and spoil and plunder her own canals and improvements. This, certainly, would be the case, should the Huntingdon route be granted. Were the object of these petitions to prevent this route, then they would be in place; but whilst they speak of another, doing little or no injury, they advocate the Huntingdon route very strong in an indirect way—the most poisonous ruinous and destructive of all interests to routes to the state works.

But "circumstances alter cases." Pittsburgh and all western Pennsylvania, is at present placed in such a dreadful condition, that the action of the present Legislature upon the Baltimore and Ohio Railroad or that of Chambersburgh to Pittsburgh, will for ever decide upon the destiny of Pittsburgh, and with it all the western counties. A railroad, Pittsburgh will and must have, to save and redeem her and western Pennsylvania from the fatal blows which are with outstretched arms aimed at her, and which will put her to destruction for ever. Of this the greater part of the State is aware, and say Pittsburgh has suffered by fire. If she gets not the railroad it will be worse than ten fires to her, therefore lets give her that railroad which does little or no injury to the state improvements, yea which benefits the same. These are truths which the Quakerism of Philadelphia cannot deny without exposure. They therefore join the song, and endeavor to whistle the Pittsburgh people out of the right of way, and to sing them into the Huntingdon route.

In this they will succeed, if the right of way is not granted; to accomplish this end in view, they sent petitions and remonstrances against the right of way, on fine paper, in this county, for us democrats to sign them; and if they succeed in this, then Pittsburgh will be under the painful necessity of going likewise for the Huntingdon route; this movement of Pittsburgh, &c., is closely watched by Philadelphia, and the very moment Pittsburgh is declared out of the right of way, they will then strike their banner and sing and lead for the Huntingdon rout. And what a chorus there will be! A song thus in chorus sung, which will undoubtedly succeed, and cost the State all her coppers at the expense of destroying her own improvements. This may appear strange, but it is the very root and bottom of the cunningly devised plan of these very potions set afloat in the different counties, varied according to taste as they think. O, Philadelphia, thou city of brotherly love! thou lovest thy brethern, the farmers, &c., of the country, because they bring thee the produce of the sweat of their brows, and pay thy State bills, burdened upon the yeomanry by the State improvements, to please thee, and bear thy expense, when thou art sick with nativism's hydrophobia. But thou hatest thy sister cities, because they deal in tea, sugar and coffee, and take some of thy customers—thy policy is, if thou wilt not deal with me thou shalt not deal at all; this is my rule, by which I deal with my brethern of the country and with sister cities—mark this sister Pittsburgh and brothers west.

But why is it that any railroad should be allowed to Pittsburgh, &c. The lesson is plainly this. We know that the Legislature of Virginia has granted the right of way to the Baltimore and Ohio Railroad to pass through Virginia, terminating at Parkersburg, or some such place. This is a point about 200 miles below Pittsburgh, and the railroad will just as certainly be made to that point below Pittsburgh, as certainly as the right of way will be denied to Pittsburgh. The consequences will undoubtedly be, that all the western communication of traveling and transportation will stop at the point of the termination of this railroad. And if this point be fixed below Pittsburgh, as it now has the privilege of Virginia, then Pittsburgh receives a dead blow, and with it, our state improvements; for all transportation of the west will then pass over that road through Virginia, Maryland, Baltimore, and thence come to Philadelphia; setting our state works in a dormant condition, and with it all western Pennsylvania, unless we add another folly to the many follies, of making also a railroad along the canal to Pittsburgh, in order to catch some of the travelers to come this way, who will, as it now is, not spend their days in packets on the canal, when they can fly over the railroads with locomotive speed.

Pittsburgh and western Pennsylvania, would in case the point of this railroad terminated below Pittsburgh receive in future no appropriations from Congress, to keep steam boat navigation upon the Ohio river as far as Pittsburgh—the river would become a dead letter, and so with it our State works; for Henry Clay, who has a political spite to Pennsylvania, and the far West in general, would have found another way to get to the East, why should they pass over this hated democratic soil. You see then that it is a part of self defence to grant the Baltimore and Ohio railroad the right of way to Pittsburgh, and no farther, in order to prevent the downfall of Pittsburgh, and western Pennsylvania, and to keep up our State improvements.—And mark; 179 miles of this road are already completed, and it will go to the Ohio river through Virginia, if we do not allow it to pass Pittsburgh.

In opposition to this view, it is stated that it will do injury to our State works, but would that not be tenfold greater injury to Pennsylvania and her improvements if that railroad should pass through Virginia to Parkersburg, 200 miles below Pittsburgh. But let transportation on the river Ohio come up to Pittsburgh, then it is much nearer to the Atlantic cities over the Pennsylvania canals, &c, than by the way of said railroad, and we keep our own, and get more and suffer no injury, but gain. As to travelling people will most generally prefer railroad route and if there be allowed a railroad from Chambersburgh to intersect this railroad, a distance of only 23 miles, then even all this travelling will finally pass over the Pennsylvania lines of railroads, as it is much nearer from the point of connection to the Atlantic cities on the Pennsylvania railroad, than to Baltimore.

The object of the people along this right of way route is far from doing any injury to the State works. This railroad was granted to them by our Legislature nine years ago, they now ask only a renewal of that grant—was it just nine years ago, then it is so now. Its object is to get a road to bring the immense wealth of coal and iron to market, from which many counties, otherwise as rich as Schuylkill, Carbon, &c. &c., are excluded. These counties would get rich, and pay much of the tax, which we now have to pay, because they are poor. This railroad will injure the State railroad as little as the Reading and Pottsville railroad. On the other hand, it will, by means of the Chambersburg road, be a great auxiliary to our State works, and thereby prevent the downfall of Pittsburgh and all western Pennsylvania, and the State canals, &c., which will evidently come to pass, should this road pass through Virginia. I have always been an advocate in favor of the State works, I am so still but with with all.

JUSTICE IN DEFENCE

BERKS COUNTY AWAKE.

The cunning schemes of these gentlemen who so admirably managed the Girard College and the United States Bank are not likely to deceive the honest yeomanry of good old Democratic Berks the seat of the East. Democracy has been so long legislated for the exclusive benefit of the city of Philadelphia, that her citizens are waking up and one ating to be any longer deluded into all the slight of hand tricks of her politicians. Philadelphia professes to be terribly afraid of a railroad going from Baltimore to Pittsburgh, with connections from different points in Bedford county and in Franklin county. They declare that such railroad would be ruinous to our canals. Such a railroad would deliver a large amount of business from our public works, but a railroad *along the canal* would be a great benefit!! Do Philadelphians really suppose that the honest democrats of the State are so easy to humbugged?

Two very days a long communication, signed by several of the directors of the United States Bank and some of the managers of Girard College, and in it after giving the strongest objections they can manufacture against the Baltimore and Ohio railroad, they have the following declaration: "The advantages to the Commonwealth of a continuous railroad, running nearly parallel with the canal which traverses the state, are too apparent to require exposition."

Really that is cunningly done. "Too apparent to require exposition!" A railway represented to be of easy grades, shorter than the Baltimore and Ohio Railroad and running along our canal, possesses advantages for the State which are *"too apparent to require exposition"*

A railway more travelled, and shorter than the Baltimore and Ohio Road, running right along the canal, or close to it, will take much of the through business and lick up the entire amount of the local business along the line; and yet say Messrs. Cope & Co. "the advantages of such a road are too apparent to need exposition".

Do Philadelphians really suppose that the honest Democracy of the State are so stupid as to follow such sinning? If they think so, they will find their mistake.

Berks county is awake, as the above article from the Reading Democrat will show. The cunning scheme of these Bank Directors and Trustees of Girard College, is understood. Is not the following the real secret scheme?

Get the railroad made along and near our public works, and then tell the legislature this rival work will improve your canal if left in private hands, you must buy the Railway and take the management of it in your own hands, and then you can manage both works to the best advantage.

That is what the petition means by having the works *"under the exclusive control of our own Legislature."*

Berks county Democrats understand the matter and have spoken out in the above article from the Reading Democrat.

VENANGO

GOVERNOR SHUNK'S VETO.

To the Senate and House of Representatives of the Commonwealth of Pennsylvania.

Gentlemen:—The bill entitled "An act incorporating the Armstrong County Bank," was presented for my signature on the 16th day of April last. It contemplates the establishment of a Bank at Kittanning, with a capital of fifty thousand dollars, which may be increased to one hundred thousand dollars, at the pleasure of the stockholders.

This bill involves the policy of increasing the banking capital of the State, and the establishment of new banks in various sections of the Commonwealth, against which I have expressed my views at large in the message transmitted to the Legislature at the commencement of the present session.

There does not appear to be any thing in the condition, pursuits and business of the people of Armstrong county, differing from those of many other counties in the State, within whose limits no banks exist, which present peculiar claims for the establishment of a bank. Their pursuits are essentially agricultural, which of all the industrial employments of the people, receive, and happily require, the least beneficial aid from bank accommodations.

However useful banks may be, in facilitating commercial transactions, experience has shown that those agricultural districts which have been furthest removed from their influence, have suffered least from panics and pecuniary embarrassments.

It is by no means certain, that the men engaged in the increasing manufactures of Armstrong county, where capital is so immediately productive, require the aid, or would be materially benefited by the establishment of a bank. Their business transactions contrasted in Pittsburgh, the great market for their iron and other productions. At that point they lay the foundations of credit and establish claims to accommodations.

The creation of a bank does not, under any circumstances, present a strictly local question. Each of these institutions adds its proportion to the general circulation of paper money, and thus affects the currency of the whole state, in the soundness of which all are interested. Our currency is now comparatively good, and I regard it an imperative duty of the Executive, as well as the Legislature, to guard against its deprecation. We are admonished by recent experience of the disastrous effects of excessive banking, from which the citizens have not yet entirely recovered, not to sanction a course of policy tending to produce like results.

In addition to these reasons for withholding my approval of the bill, more careful consideration than I found leisure to bestow upon the subject during the first months of my official duty, has satisfied me that in order to make the principle of individual liability of stockholders effective, it should embrace all the liabilities of the corporation. By the provisions of the bill, it is limited to note-holders.

It is true that deposites are made voluntarily, while men are compelled to receive in payment of their dues the currency which is in general circulation. But this does not affect the rule that stockholders who derive profits from a corporation should incur a correspondent liability for all its engagements.

All the contracts of a bank are voluntary. It may refuse to accept a deposite, as readily as it may decline issuing its promissory notes; then why should the liability of shareholders in case of failure, not extend to all its debts. It is true that one contract may be more favored by the law than another, in the order of payment, when the fund is sufficient to pay all; but I can perceive no reason for exonerating a solvent debtor from the payment of all his debts. Indeed the depositor for safe keeping, is in general regarded as a creditor of the most meritorious rank, as he bargains neither for interest nor profit—his debt partakes of the trust character, which has just claims to peculiar protection. It is true that the Legislature which authorizes the creation of a paper currency, is under special obligations to, secure from depreciation; this furnishes a strong ground for protecting the note holder, but does not lessen the force of the reason in favor of the general liability of the stockholders.

It should be observed, that if the circulation of a bank has a preferred claim upon the corporate funds, and the stockholders are only individually liable for any deficiency in those funds, it will be the interest of the depositor, upon the first doubt of bank solvency, to convert his deposits into bank notes. This will always be done by those who may be convenient to the bank, or are in favor with their officers, upon the first intimation of its failing condition, while those who are more remote, or less informed, may be left to witness the application of their deposites to redeem the circulation by which the ultimate liability of the stockholders will be diminished. Hence it will be the direct interest of the stockholders in a failing bank, whose liability is limited to note holders, to protect themselves against loss, by concealing its condition, until the greatest possible amount of individual deposits is secured. This furnishes a strong reason for extending the principle to all the debts, in proportion to the amount of stock held by each stockholder. Until this is done, and a simple provision made affording to creditors of corporations prompt and efficient remedies, the great object of the principle of individual liability, will not have been attained.

With these objections, I have directed the bill to be returned to the House of Representatives, where it originated.

FRANCIS R. SHUNK.

EXECUTIVE CHAMBER, }
January 8th 1846. }

From our Washington Correspondent.

WASHINGTON, Feb. 4, 1846.

SIR:—You have seen the speech of Mr Thompson, of your State, reported at large in the Union of the 21 inst. Among all the speeches which have been made on the subject of Oregon—and, as Mr T. remarks, "there have been *several*"—none, in my opinion, so fairly hits the nail on the head as this. He talks as an American patriot loves to hear an American statesman talk, when the honor of his country is involved in the subject of a controversy. We have so long been accustomed to hearing our Congressional orators acknowledge the omnipotent power and resources of England—we read English books so much to the exclusion even of our own—our laws and our fashions are still so largely regulated and guided by English prejudices and customs—and we are still so apt in our hearts to regard England as "the mother country," that those who are Americans in earnest are but rarely refreshed by the perusal of such steady American thoughts and principles as those which so eminently characterize this speech—thoughts and principles, I permit me to add, worthy of the hour when the flag of our country was first pledged to the protection of the freedom of the seas, and of the men who made that pledge effective.

After binding setting forth our right to the whole of the territory of Oregon, to 54.40., the difficulties in the way of asserting and maintaining that right are most happily disposed of. England, he thinks, would risk much more by a war than we would; and on this point he reasons well. My own opinion has always been that we had far more to hope from the fears of England in inducing her to act justly in this matter than from her sense of right. I know the grasping propensities of that power—I know the flattery with which she manufactures claims to such territory, located on what spot *soever of the globe* it may be, as her interest or ambition may induce her to wish to occupy.—I know how regardless of the rights of others she has ever been in extending her dominions, and yet I believe she fears *herself* too much at this crisis to press her claim for "a few square miles of snow" in Oregon to the limit of war, when a war with us would cut off her main resources for the employment of her laboring poor at home, and throw those labourers starving upon her support.

But I find I am leaving the arguments of Mr Thompson, for my own speculations. He thus condenses the risks which England would run should she determine to fight:

"A gentleman the other day told us that her possessions on the north stretched along for three thousand miles, that they contained as many square miles as the United States. What the risk this? Why, sir, Michigan proposes to annex all this to herself in nine days, (geese laughing.) But, seriously, would she ever risk these immense possessions for the acquisition of a few parcels of latitude north of the Columbia. Why, sir, the last of her American possessions would be the era of her decline and final downfall. Will she risk it? Will gentlemen who have apostrophized her sagacity believe that she will not think of this!—In my opinion, Mr. Chairman, she would as certainly lose these possessions, if she goes to war with us, as that I am standing on this floor. New Brunswick, Nova Scotia, Upper and Lower Canada would all be lost to her forever! Michigan will hardly be expected to perform all this, but it will be perfectly within the power of the Union.

"Her commerce, too, what of that? Gentlemen give us glowing pictures of the injury to ours in the event of war. Here is said to be much greater, and would it not suffer as much as ours? If injury to commerce be an argument to induce a sacrifice of rights on our part, will it have no effect to countervail aggression on the part of England? This is an argument, which, if it may be applied to us, has much greater force when applied to her, because her commerce is more extensive and because it is more important to her than us. Will she risk her commerce?

"But sir, there is Ireland. Will she risk Ireland at least a bloody conflict to retain it? The standing army there now is required to be 20,000 strong; I believe. Will she risk a conflict there? This, she knows she would most inevitably do by going to war with us.

Mr Thompson next alludes to the peculiar relations existing at this time between France and England, and the manner in which those relations would be affected by a foreign war by either power, and concludes this portion of his speech thus:

But, sir, in war with us, how are the manufacturers of England to get along? How can their work-shops exist. How will she provide against starvation? or, at least, against such serious injury? Where will she get her cotton from? Let me assure the gentleman from South Carolina, [Mr. BRETT,] that this will be a most serious obstacle in the way of war, and that the cotton bales of the South will again not only be a secure breast-work against the enemy, but will insure us the victory over him. [Great merriment.] Will England not think of this—of her manufacturers?

But, lastly, there comes the chances of being beaten—horse foot and dragoons. Would she think of that? Will the contest with Hercules in his cradle be forgotten? In infancy we achieved our independence, and, I trust, disenthralled a continent. In youth we gained a glorious victory, notwithstanding her power; and are not our chances now as bright—our success as probable—nay, certain?

I have not room to follow Mr Thompson through the whole of his admirable speech. I cannot, however, forbear quoting the eloquent conclusion:

"In conclusion, sir, let me advert to the value of Oregon. It has beautiful valleys and fertile soil; but in this consists not its great value. I am not a prophet, and most likely never will be; but, sir, I predict and believe that the London of America is destined to be built on the coast of Oregon, at or near the mouth of the Columbia. The city that is to carry on the commerce with India and China will be planted there. And notwithstanding it sounds wild, Utopian, a railroad will be made across this continent to the Columbia—from 15,000 to 20,000 miles of navigation in the voyage to China and the Indies will be saved by it—far more than half the voyage. Captain Fremont astonishes us in his description of the great South Pass in the Rocky mountains. Why, sir, we can cross the mountains without scarcely perceiving the activity. For 127 miles, the ascent, he tells us, is gradual, hardly perceptible; and at the dividing ridge, or apex, the activity is not greater than the ascent from the Pennsylvania avenue to this Capitol. This, sir, will be the route for the railroad destined to carry the trade and commerce of the East on its road to Europe, as well as into the heart of our own country. The iron horse, sir, will thunder through this pass, bearing in his long train the riches of the world, filling our land with wealth and happiness, the abundant fruits of our great enterprise. In view of these things, I am for the whole of Oregon, every inch of it, and I heartily desire the notice to be given.

My own impressions of the speech of Mr Thompson are mainly gathered from its perusal as I was not so fortunate as to hear it delivered. But many members have assured me that the *manner* of its delivery added much to its effect. One member tells me that at the time he commenced the House was in that state of confusion which so often exist, when an adjournment is desired. There are but few men, and those of thoroughly established reputation, to whom the House even in its blandest moments, can be said to *listen*; but at such a time as I have described even the oldest members hesitate to try to obtain the floor.—Mr Thompson being a new member, it was several minutes before he could be heard at all. At length those near him, catching a few of his sentences began to listen; and the order and quiet grew more and more complete, until the tumult became hushed in a silence which continued until the conclusion of the speech, interrupted only by peals of laughter as the House would be surprized by some sparkling witticism or brilliant retort. No higher compliment can be paid a member than this; and the reputation of Mr Thompson as one of the best debaters of the present Congress is thoroughly established.

COMMERCIAL RECORD.

PREPARED AND CORRECTED EVERY AFTERNOON.

PITTSBURGH BOARD OF TRADE.

COMMITTEE FOR FEBRUARY.

N. B. Craig. W. Barker, Robert Woods.

PORT OF PITTSBURGH.

5½ FEET WATER IN THE CHANNEL.

ARRIVED

Motive, Hendrickson, M'Keesport;
Medium, Connelly, Brownsville;
Milwaukie, Clarke, N Orleans;
Revenue, —— Cin;
Louis M'Lane, Bennett, Brownsville;
Michigan, Boies, Beaver.

DEPARTED.

Belmont, Dawson, Wheeling;
Hibernia, Klinefelter, Cin;
Louis M'Lane, Bennett, Brownsville;
Billow, Page, Cin;
Michigan, Boies, Beaver;

☞ Those marked thus " are provided with Evans' Safety Guard, a prevention for the explosion of boilers.

IMPORTS BY RIVER.

New Orleans—Pr str Milwaukie; 200 bags coffee, 30 hhds sugar, Burbridge, Wilson & Co; 9 bales cotton, Reynolds & Wilmarth; 60 hhds sugar, Bagaley & Smith; 9 crates rags, Forsyth & Co; 343 hides, J Laughlin; 10 hhds sugar, Jas Dalzell; 180 bbls whiskey, A McCride; 1 bale cotton yarn, J K Moorehead & Co; 5 bbls linseed oil, James Harrison; 30 bbls whiskey, H Mitchell; 200 bbls pork, W Bingham; 22 bund es scrap iron, J Shoenberger, 123 bbls whiskey, W & M Mitcheltree; 14 boxes mdse, 1 trunk do, J McFadden; 60 bbls whiskey, John Parker; 150 sacks oats, Burbridge Wilson & Co; 86 bbls corn, owners board.

Brownsville—Pr str Louis McLane, 3 bbls beans, W. Griet; 18 bxs glass, McCurdy & Loomis; 1 box mdz, Breading, Shipton & Hogg; 19 bbls flour, W. Graham; 100 bxs glass, Hampton & Smith; 8 bxs glass, 16 do rags, 3 bbls cloverseed, owner aboard; 21 bxs glass, Larimer & Co; 7 bbls cracklings, 8 bxs glass, 1 do apples, 2 crates rags, J. & R. C. Walker.

Brownsville—Pr str Consul, 3 bales mdze, Forsyth; & Co; 3 bbls oysters, Geo Beal; 3 kegs nails, Geo Cochran; 242 plough wings, 353 bars iron, Burbridge, Wilson & Co; 22 bbls flour, 45 bush oats, 2 sacks rags, R Mullen.

CITY PRICES CURRENT. FEB. 11.

CAREFULLY CORRECTED EVERY AFTERNOON.

Flour—From Store,	$4.00@ 4.25
" Wagon,	3.75@ 3.87½
Buckwheat—per 100 lbs	1,25 @ 1.50
Corn Meal—per bush. do	.50 @ 62
Grain—Wheat ℔ bush.	0,00 @ 80
Corn, "	45 @ 50
Oats, "	22 @ 24
Hay—Loose ℔ ton,	15.00 @16.0
Linseed—Linseed ℔ gall.	68 @ 70
Whiskey—℔ gall.	18 @ 22
Potatoes—Nesshannock, ℔ bush.	44 @ 62
Salt—℔ bbl.	1,10 @1,16
Seeds—Flax,	1,00 @1,12½
Timothy,	3,00 @3.25
Clover,	5,00 @5,25
Lard—No 1 ℔ lb.	7½@ 8
Hogs—℔ ℔ (av. wt.)	4 @ 5
Bacon—per lb.	8 @ 9
Cheese—per lb. W R.	7 @ 8
Butter—Keg and Roll per lb.	10 @ 11

Died,

At his residence, in Versailles township, Allegheny county, on the 30th of January, JAMES EVANS, Esq. in the 71st year of his age.

Executor's Notice.

ALL persons indebted to the estate of James Evans, Esq. deceased, late of Versailles Township, Allegheny county, are hereby requested to make payment to the undersigned, the executors of his last will and testament, and all persons having claims against said estate will present them properly authenticated for settlement.

ROBERT SHAW.
OLIVER EVANS,
Executors.

feb11-3tw.

PHILADELPHIA STEAM SYRUP,

ON Draught and for sale by W B ANDERSON,
feb 11 No 25 Liberty and 3 Ferry sts.

COD FISH.

500 LBS, for sale by W B ANDERSON,
feb 11

CORN MEAL.

25 BUSH Sifted, for sale by W B ANDERSON.
feb 11

SOAP AND CANDLES.

15 BOXES Cin No 1 Soap;
5 " " Mould Candles.
For sale by W B ANDERSON.
feb 11

To the Honorable the Judges of the Court of General Quarter Sessions of the Peace, in and for the County of Allegheny.

The petition of David Stewart, of Indiana township, in the county aforesaid, humbly sheweth, That your petitioner hath provided himself with materials for the accommodation of travelers and others, at his dwelling house in the township aforesaid, and prays that your Honors will be pleased to grant him a license to keep a house of public entertainment. And your petitioner, as in duty bound, will pray.

DAVID STEWART.

We, the subscribers, citizens of Indiana township, do certify, that the above petitioner, is of good repute for honesty and temperance, and is well provided with house room and conveniences for the accommodation of travelers and others, and that said tavern is necessary.

Joseph M'Clelland, Esq.,	Thomas Stewart,
Alexander Spoor,	Jacob Myer,
Daniel Heber,	Thomas Cammon,
Thomas Ingram,	Jacob Mangold,
Joseph Westerman,	John Barley,
Thomas Williams,	John Cock.

feb 11-w3t

Evening Packet for Wheeling.

THE splendid steamer MILWAUKIE, Capt. *Charles E. Clarke*, will run as a regular packet between Pittsburgh and Wheeling, leaving this city, every Wednesday and Saturday, at 3 o'clock.

For freight or passage apply on board or to
feb 11 J NEWTON JONES, Agent.

Mechanics Wanted.

A NUMBER of good workmen, who are well acquainted with Filing, Finishing and Fitting up Engine work, and Riveting, will find constant employment, and the best wages, by immediate application at the Kensington Iron ship Yard Pittsburgh.

feb11-1w. J. TOMLINSON.

NOTICE.—In pursuance of a resolution adopted by Councils on the 4th inst., notice is hereby given to all persons holding Warrants drawn by the Mayor, *prior* to the 10th April, 1845, to present the same to the Treasurer, *immediately*, for liquidation.

S. R. JOHNSON,
City Treasurer.

feb11 1w.
Treasurer's office, No. 36, Third st.

Auction Sales

By John D Davis, Auctioneer, corner of Wood and Fifth street.

AT 10 o'clock on Thursday morning the 12th inst. will be sold without reserve an extensive assortment of seasonable Dry Goods.

At 2 o'clock P. M., a large quantity of new and second hand Household Furniture, Glassware, Queensware, Carpeting, Looking Glasses, Mattrasses Window Blinds, 8 day and 30 hour clocks, Fine Cutlery, Hardware, large Whitney Blankets, &c. &c.

At 7 o'clock, P. M., one superior Bass Violin, 1 Clarionet, Flutes, Fifes, Violins and other musical instruments, Shot Guns, Pistols, Gold and Silver Watches, Ready Made Clothing, Boots Shoes, Hats Caps, and fancy articles. feb11

Cricket on the Hearth.

HARPER'S NEW MISCELLANY and other new works, at Cook's 85 Fourth st.

Cricket on the Hearth, by Chas. Dickens—three editions from 6¼ to 25 cts.

Blackwood's Magazine for January. This is the beginning of the volume; persons who are desirous of subscribing can now avail themselves of the opportunity.

The Whig Almanac for 1846.
Snowden, a novel, by Theodore Hook.
Philosophy of Mystery, by Dendy.
Wheewell's Elements of Morality, two parts.
Life of Paul Jones, by Mackenzie.
Life of Mozart.
Dick's Astronomy.
Alexia, or Lovein a Gondola, by Victor Hugo.
The Lord of the Manor, an old English Story, by Henry W Herbert.
Moll Pitcher, the Fortune Teller of Lynn, a tale by the author of "The Carpenter of Rouen."

Eastern Papers for this week.

Just received and for sale at COOK'S, 85 Fourth street, Pittsburgh, and at Barford's Literary Depot, Federal street, Allegheny City.

feb 11

BACON.

15 CASKS items; 6000 assorted hams, sides, and shoulders,
For sale by M B RHEY & Co.
feb11 57 Water st.

Corn.

556 SACKS Yellow Corn, received per str Belmont. For sale by M B RHEY & Co.
feb11

FRUIT.

20 BBLS dried apples,
175 bush dried peaches for sale by
feb11 M B RHEY & Co.

FOR SALE—150 lbs carpet filling in balls; 10 gross matches; 500 cuts yellow and purple carpet chain; 400 dozen 8-10,