The Morning Post.

JAMES P. BARR, Editor and Proprietor.

PITTSBURGH:

WEDNESDAY MORNING: AUGUST 25, 1858

DEMOCRATIC STATE NOMINATIONS.

FOR SUPREME JUDGE,

WILLIAM A. PORTER,

OF PHILADELPHIA.

FOR CANAL COMMISSIONER,

WESTLEY FROST,

OF FAYETTE COUNTY.

DEMOCRATIC COUNTY TICKET

CONGRESS, 23RD DISTRICT:
ANDREW BURKE, City.

SENATE:
SAMUEL McKEE, Birmingham

ASSEMBLY:
THOMAS DONNELLY, Collins
PHILIP STEVENSON, Mead.
JOHN M. IRWIN, City.
ROBERT MORROW, Ross
AUGUSTUS HARTJE, Allegheny

SHERIFF:
BARNES FORD, Lower St. Clair.

PROTHONOTARY:
ALEXANDER W. BLACK, Sewickley

COMMISSIONER:
THOMAS FARLEY, Allegheny

CORONER:
WILLIAM ALEXANDER City.

AUDITOR:
JOHN MURRAY, S. ub Pittsburgh.

DIRECTOR OF THE POOR:
JOHN B. YOLE, Indipna.

THE CONVENTION TO-DAY.

The adjourned Convention of the Know Nothings meets to-day, and will, we presume settle the fate of the nation.

To day also it is supposed that the Anti-Tax Convention will assemble, although we are, as yet, "mainly ignorant" as to the delegates which will compose this body. The call has been published for weeks in the *True Press*, yet we look in vain in the columns of that delectable sheet for a list of delegates. It is "well assured that delegates from every district in the county will be present," but it gives no names. Perhaps, like Rhoderick Dhu, the *True Press* has its forces concealed in the bushes, who will at their leader's "shrill whistle" this morning,

"On right, on left, above, beli w,
Spring up at once, the lurking foe."

"We shall see, what we shall see," at the Court House to-day.

"ANOTHER CONVENTION."

Under this caption, the *Gazette* announces that "the discontented Democrats have out a call for another Democratic Convention, which has already been signed by over 600 sterling Democrats."

We have heard for some days past that a few, dissatisfied in not obtaining the nominations of their favorite candidates, in the late Democratic Convention, were circulating a call, such as is mentioned in the above extract.

It may be that "six hundred," or even more Democrats have signed it, or will sign it. No good Democrat should have a particle of sympathy with any such movement, which can result in nothing but discord.

The Convention of Wednesday last was the regularly called and regularly organized Convention of the Democracy of Allegheny county. Its delegates were elected by the people, and represented the people. The ticket which it nominated, and which may be found at the head of the editorial columns of the *Post*, is the regular Democratic Ticket, and as such we shall give it our most hearty support. We are not content that the Convention should have ignored the great national principles of our party, and refused to endorse our Democratic President. But this new movement is anti-Democratic, and should be frowned down by every true Democrat. The men who are endeavoring to get up this affair, endorse the platform of the Convention, which we do not, but having failed to secure such nominations as they sought, they object to the ticket. We support the ticket because it is a good one, and above all, because it is the Democratic ticket. The *Post* is not accustomed to get "soreheaded," because it cannot have things its own way. It is a Democratic paper, and will support Democratic doctrines. Any movement calculated to weaken the strength of the ticket which our Convention has nominated, will meet with no favor from the *Post*.

APPOINTMENT OF LOCAL INSPECTORS.

The Board to designate Local Inspectors at this port, under the Act of Congress of Aug. 30th, 1852, met on Tuesday, at the Custom House, to designate, according to law, an Inspector of Hulls, and an Inspector of Boilers, in place of John S. Dickey, and Andrew Watson, Esqs., removed. The Board consists of Hon. Thomas Irwin, Judge of the United States District Court for the Western District of Pennsylvania, Col. James A. Gibson, Surveyor of the Port, and Benjamin Crawford, Esq., Supervising Inspector.

The Board designated Capt. Redmond J. Grace, of this city, as Inspector of Hulls, and Thomas Snowden, Esq., of Brownsville, as Inspector of Boilers. These designations were made in pursuance of law to Hon. Howell Cobb, Secretary of the Treasury, who makes the appointment.

There could not have been named, in the Western District of Pennsylvania, two gentlemen more perfectly qualified for the positions to which they have been assigned, nor whose appointments will be hailed with more unqualified approval, not only by those who have interest in the business to which the duties of the offices relate, but by the entire community, than Capt. Grace and Mr. Snowden. They have each the most extensive and thorough practical knowledge of their business.

Capt. Grace has been for twenty two years a practical river man, during which time he has commanded some of the best and most popular craft upon the Western waters, the last being the Cincinnati packet, "Superior." There is nothing about a steamboat which Capt. Grace does not know. At the same time he is a thoroughly educated business man, possessing the judgment and mechanical knowledge requisite to fulfil the duties of his appointment. His personal character has ever been above reproach, and the public along the western waters, where his acquaintance is most extensive, will award the most perfect confidence, not only in his skill and judgment, but in his unswerving honesty of purpose. He is emphatically "the right man in the right place."

Mr. Thomas Snowden, of Brownsville, is a practical engineer and boiler-builder, in which business he has for some years been engaged. He possesses all the skill, the judgment and the experience necessary for his responsible duties. He has a most extensive acquaintance among steamboat men, all of whom will hail his appointment with satisfaction.

Both of these appointments will receive the hearty endorsement of the Democracy of the West, for they are both sound, reliable Democrats—ever ready to contribute by their influence and their means for the support of the right cause.

ON DIT.—That our amiable neighbor, Jas P. Barr, editor of the *only* Democratic paper in western Pennsylvania, having failed to obtain an appointment as Postmaster is desirous of getting as near it as possible. It is whispered about the streets that he is to succeed Col Gibson, as Collector of Customs at this port. As Mr. Barr was a strenuous and "powerful" defender of "Lecompton," his claims are considered superior to those of Col. Gibson, notwithstanding the latter gentleman, by his admirable tactics, saved the administration from censure, by preventing the endorsement of Stephen A. Douglas, in the late Democratic County Convention.

The *True Press*, from which we clip the above is facetious. The office of which it speaks we would not have, even if there were the slightest possibility of our obtaining it. Col Gibson, was most worthily appointed to the position which he holds. He is an old and tried Democrat and has, hitherto, always been a warm and active friend of Mr. Buchanan. We cannot endorse his course in even temporarily ignoring his long cherished principles for the sake of a local issue which, while it was important, we deem it of but minor importance as compared with the great Democratic cause. The office which he now fills he did not seek, and a single error (for in our opinion he stands in a position of gross error,) is no cause why we should attack his democracy. We shall not spare even democrats when they err. But even, were the street rumors of the *True Press*, of any consequence—even were a change to take place in the office which Col. Gibson holds we would not have it even if offered to us. We asked for an office and we did not get it. We are not therefore, inclined to grumble at those who have been more fortunate than ourselves, the slurs of the *True Press* to the contrary notwithstanding. Our Democracy has no "sore-head" about it. Col. Gibson must answer for his own sins.

Washington College.

The annual address before the Societies of Washington College is to be delivered on the 15th of September by Hon. Will. A. Stokes, of Westmoreland county. From the distinguished reputation of Mr. Stokes as an accomplished scholar and most eloquent and impressive orator, an intellectual exhibition of no ordinary interest may be expected.

WE submit the following correspondence for what it is worth. Our old farmer friend is rather quaint in his expressions, but having pruned them into English, they must go to the community as the honest talk of an old Democrat, who never deserted the flag, nor yielded the forlorn hope:

COL. JAMES A. GIBSON:—I have waited this week with great anxiety for the receipt of my *Weekly Post*, as I was uneasy, for fear you would not have things as you wanted them in your convention. I was, you may be sure, glad, after reading the proceedings, to see that you had your own way in everything; for, you know, you and I always agree on radical points, that I have always supported you for Congress, and that I was sure Mr. Buchanan would do same thing for you, even after that little mistake about the marshalship. Although you and I have always agreed on main points, you know it has sometimes been necessary for you to explain to me the bearings of some things before I could exactly see my way clear. I am in that predicament now, and hope you will explain some of your proceedings that appear a little curious to me.

As for those pestiferous rumors in and foreign bondholders that are trying to steal away all our farms, houses, horses and cattle, I think you hit them right, only not quite hard enough; but then I don't understand why you should so uncivilly refuse to hear my old friend, Judge Wilkins, especially when he wanted to endorse the best President we have ever had, and a Pennsylvania President too. I have not seen any one in our township that could explain this to me, and some of the Republicans and know Nothings are hunting around and say you don't care a sup for old Buck, but that you are figuring around for Congress or something else.

Then, again, I am afraid that Mr Buchanan will get to see the *Weekly Post*, and, if he does, he will, I know, be very angry that your convention refused to endorse his administration.

Now, my old friend, write and explain all this to me, for the Black Republicans here are boasting very much about your deserting Old Buck, and don't fail to write Mr. Buchanan immediately, as he will be very uneasy as soon as he sees the news in the *Post*.

Your old friend,
THOMAS JEFFERSON JACKSON

WEST DEER TOWNSHIP, Saturday 21, 1858.

P. S.—I shall want to ask you another question about Judge Shaler.

N. B.—I came near forgetting about the county Committee taking men off the ticket, and putting other men on the ticket to *suit them*. Why not let the County Committee make all the nominations every year, and save trouble of conventions. If they will make you chairman, I will vote for this, as I know you would manage it for something.

The Route to Frazer River.

We publish this morning a most admirable speech upon the late discoveries in the West, which will be read with interest by all.

The New York *Evening Post* in noticing the rush of emigration to Frazer River, thus speaks of the advantages of the overland route:

"The distance by Gov. Stevens' route is less and has the advantage of being within the limits of United States territory. A good wagon road by Governor Stevens' route is wanted. No other road is so practicable across the continent. It coincides with the wants of the greater part of the population of the country. It is the speediest mode of access to Frazer river, and is the route over which the first Pacific railroad will be built, if the laws of nature and the necessities are heeded, and its only formidable rival will be the projected British road running through still higher latitudes.

The most direct and expeditious route to the new found gold fields is by way of Superior. Emigrants starting from the Eastern States, and, indeed the Middle and some of the Western States, by taking the boats at Buffalo, Cleveland, Detroit, or Chicago, can come through to the head of Lake Superior in four days, without making a single change in their mode of conveyance. The distance due from the head of Lake Superior to the Frazer River mines is shorter than from St. Paul. A road is about to be opened this fall from Superior west to the Mississippi, which, taking into consideration the advantages in favor of uninterrupted travel by water, a distance of nearly one thousand miles, we doubt not make Superior the coming year the great depot for emigrants to the shores of the northern Pacific.

A MAN DROWNED IN FUN.—On Sunday morning last, a party of three men from Germantown, in Montgomery county, and two from Winchester, in Preble county, went on a fishing excursion to the Miami, above Middletown. On the way they fell in with Michael Selby, who joined the party. They all got drunk during the day, and determined, for sport, to duck Selby, but in doing so they drowned him. They afterwards dragged his dead body into the woods, covered it with bursh, and placed over this a log.

The parties were subsequently arrested. Their names are Chas. Frantz, P. Basore, Benj. Christine, A. Weatherstrander; J. Haynes, C. Dorman, J. Bowers, F. Casad, T. Casad, W. Rhineheart. The three last named were held to bail in the sum of $1,000. The others were discharged.

Direct Route to Frazer River.

Speech of Hon. Isaac I. Stevens,

ON THE

PACIFIC RAILROAD BILL.

The following extracts from the able speech delivered by Governor Stevens, at the last session of Congress, will be read with interest. It is a straight line from the city of Superior, at the head of the Great Lake, to Puget sound. It is the shortest and most direct route to Frazer River, and traverses a rich, beautiful, and well-watered country:—

Eight years ago, when the cry of California gold gave such impulse to emigration, California was regarded as worthless as an agricultural State. It was predicted of her that but little of her land was arable; that there would be severe droughts, which would always make her crops uncertain, that she was worth little or nothing, except for the miner. But still our people went there; they became acquainted with the country; they became acquainted with the climate, and California stands forth this day confessed a great agricultural community. Her wealth consists not so much in her mines as in her rich and remunerative soil. If you will examine the records of the Land Office among the slopes of the Sierra, which, but a short time since, was supposed to be, and simply set to be, the home of the grizzly bear and the California lion, you will find rich agricultural tracts adapted to settlement and occupation. The land surveys show that California, east of the Sierra, the western portion of the Great Basin, is arable and will reward cultivation. In all portions of California the cereals and vegetables thrive well, and she now invites people to her borders, more by her agricultural resources than by her mineral wealth.

Go farther north, go to the Oregon of song, and to the present Oregon and Washington.—That country was regarded as a magnificent country, not in its resources, but in its scenery. There was the beautiful Oregon winding its way to the ocean; there were the snow capped Cascades, the Blue and the Rocky Mountains inviting admiration by the grandeur of their scenery. But an agricultural, a grazing community—a community having large resources, it was not admitted to be. Oregon is now seeking admittance into the Union as a sovereign State, glorying in her eighty thousand people, with a well ordered population and a well-settled country—a country having great wealth in her timber, great wealth in her genial and delightful climate.

If I go further north to Washington, why it is but a few years since—within the last four or five years—Washington has been regarded as a *terra incognita*. Puget Sound was almost unknown. It was frequently confounded with Nootka Sound. It was supposed to be some far off body of water, lying somewhere under the Arctic Circle. Yet there we have Puget Sound, and the country west of the Cascade Mountains, in Washington territory, equaling the State of New York, almost, in extent, having two-thirds the area of New York, and in proportion to her area, having as much arable land, and having a climate as mild in the winter as the climate of the City of New York. We have that splendid and capacious Puget Sound, the most magnificent roadstead on the shores of all the oceans, with her sixteen hundred miles of shore line, and her numerous harbors, defensible, land locked, and commodious. We have on the shores of that sound a forest growth which will supply the markets of all the ports of the Pacific with lumber, and the navies of the earth with spars, for all time to come. The territory is rich in coal and in the fisheries of her coast—fisheries of cod, halibut, and salmon. If we go east of the Cascade Mountains, either in Oregon or Washington, we come there to a delightful pastoral and agricultural country, inviting not only the grazier and the wool grower, but the husbandman. I suppose that within the limits of our Union, there is no portion of the country where wool growing will be as profitable as it will be on the interior plains of these two territories.—In south-ra Oregon and northern Washington, there are extensive and rich gold fields. Thus that country which was supposed to be simply a country for miners and for a few traders, is this day a country of great agricultural capacity, as well as of great mineral wealth.

I now come to the northern route. I speak of that route from the reports. Of course, here in my position, I refer to the reports of that route as to those to the other routes. I stand here in my representative capacity. The reports of that route show that the Rocky Mountain region, instead of being closed up with ice and snow eight months in the year, is a delightful pastoral and agricultural country, where cattle can graze the year round; where neither the Indians nor the whites have to furnish fodder for the winter; where heifers bring forth young at [illegible] months; where the cattle grow large. As to the character of that Rocky Mountain region route, between the forty-seventh and forty-eight parallel. We find that route no desert; we find the country there not tremendous snows; we find the country there nearly all arable, and adapted to grazing; the arable tracts always at short distances apart, and many large bodies of arable lands distributed all along the route. On the whole route from the Mississippi to Puget Sound and the Columbia valley, there is not ten miles of sage.

When we look at the changing aspect of the interior in the light of exploration and discovery, we are reminded of the prophet thousands of years ago. The prophet Ezekiel, in the valley, of dry bones, breathed upon that valley, and the dry bones came together, bone to bone; and he breathed again, and the flesh came upon those bones and living men stood forth like an army with banners. The genius of American liberty breathed upon our interior, and high mountain ranges rose up, and vast deserts came to view. The genius of American liberty breathed again, and the mountain crests were bowed down, and the desert places disappeared; and the dry bones became living men, and the desert green pastures by sweet flowing waters.

Now, we will consider the tendencies of population and communications from our line of frontier States westward, and the time which will be required for an uninterrupted line of settlements to the shores of the western ocean. It is estimated that the frontier is moving westward at the rate of one hundred miles a year; some estimates put it at seventy. Nine years ago the distance between the frontier settlements of the Mississippi valley at the shores of the Pacific was about two thousand miles. The frontier advanced westward of the Mississippi and eastward from the Pacific, and the distance from frontier to frontier has now diminished down to about one thousand miles. Even this interval of one thousand miles, by scattered settlements, has been gradually preparing for the movements which will soon cause the whole of it to be developed. Settlements are now moving westward on an unbroken front, extending from the forty-ninth parallel to the Mexican Gulf. They have struck the Red River of the North and have moved westward upon its Cheyenne tributary. They are moving up the Missouri and its tributaries in Nebraska and Kansas. We find it moving through Texas; and thus, in nine or ten years, have our hardy American people reduced the intermediate unsettled distance one half, reducing it from two thousand to one thousand miles. This movement is not looking to a particular pass of the mountains, to the southern pass, or to a central pass; but backed up by all these States, it is moving upon them all. These are obvious facts which have only to be mentioned to be assented to.

The northern route, is however, preeminently a national one, for the question there is, shall the road which must pass from the great basin of the St. Lawrence, from the great chain of lakes, to the shore of Puget Sound and the Georgian Bay, pass through American or through British Territory? That is the question?

Sir, great injustice has been done to the country between 49° and 54° 40. Rejoicing in the acquisition of Arizonia, I only wished that her southern line had gone still further south, so as to give us a good port in the Gulf of California. I trust we will have it yet. But it has been our misfortune that we have lost that rich and inviting country between 48° and 54° 40—a country rich in mineral wealth, mines of gold, and lead, and platinum, and copper, and sulphur—extended from the shores of the ocean to the Rocky Mountains. At this moment miners are going to that country from California, and to the northern portions of Washington, where there are equally extensive gold fields, by thousands; and the information which I have is entirely reliable as to the large returns which labor has got there this spring.

Now the English Government are looking to their communications with the Pacific coast.—They have had an examination of the country lying north of the forty-ninth parallel, east of the Rocky Mountains. It is an extensive and splendid grazing country, and has large tracts of arable land, adapted to all the cereals and vegetables. They know the wealth of western coast itself, in its fisheries, in coal, and in all the elements of national prosperity. The question simply is, shall the great line of communication go through American or British territory? I propose to give some figures relative to the question. I have put them in round numbers; but they are very near the mark. The distance from Puget Sound, or Vancouver, on the Columbia, to St. Paul, or the western end of Lake Superior, is eighteen hundred miles; from Benicia to Rock Island, in the Mississippi, by the South Pass, twenty-three hundred miles; from San Francisco to Gaines, by the route of the thirty-second parallel, twenty-two hundred miles. And the distance from Benicia, via the valleys of the Sacramento and Willamette, Vancouver and the northern route, to St. Paul, is twenty-five hundred miles. If we take the equatic distance, allowing for grade, which, though not important as regards passengers, is an indispensible element as regards freight we find that the distance from Benicia to St. Paul, and the western end of Lake Superior by the northern route, is twenty-nine hundred and fifty miles; from San Francisco to Gaines by the route of the thirty-second parallel, three thousand miles; from San Francisco to Memphis by the thirty-fifth parallel, thirty-three hundred miles; and from Benicia to Rock Island, by the South Pass route, twenty-eight hundred and fifty miles. I have made the comparison to the Mississippi river because this river will be the great artery on which to distribute the freight coming from the ports of the Pacific by rail through the Mississippi valley.

Thus you see, that looking to the present great commercial depot on the Pacific, San Francisco, the northern route gives her the shortest and best connection with the north-west and the country lying upon the great lakes, and that this connection is absolutely shorter than her connection with the Mississippi, by the routes of the thirty-fifth and thirty-second parallels. Looking, however, to Puget Sound, and taking the equatic distances, you find that the equatic distance from the Sound to the Upper Mississippi and the great lakes is two thousand two hundred; whereas, from San Francisco to the Mississippi is two thousand eight hundred and fifty, three thousand three hundred, and three thousand miles, by the routes respectively of the South Pass, the thirty-fifth, and the thirty-second parallels.

But beside the other advantages of the route, Puget Sound is nearest to Asia. The mouth of the straits leading to Puget Sound lie on the line of sailing vessels from San Francisco to the ports of China, Japan, and Russia, on the Pacific, and therefore Puget Sound is as much nearer to those countries as is the distance from the entrance of the Straits de Fuca to San Francisco, some seven or eight hundred miles.

Considering, therefore, the greater shortness of the northern route and its near connections with both Asia and Europe, it must become the great route of freight and passengers from Asia and Europe, and even of freight from Asia to the whole valley of the Mississippi.

I have adverted to the views of the English Government in regard to an overland communication through its own possessions. We are contiguous on the forty-ninth parallel to that powerful foreign sovereignty. Which will give us the most strength? which will most add to our defense? which will most stimulate our own genius and force? which will most spread population through our borders and best evoke the resources of our country? which will give us the best foot in the north-west, and enable us best to hold in our hands the key of the Pacific? a railroad on our own soil, and a great port on our own ocean coast, or a road passing over the soil of that powerful foreign sovereignty, and a great port on its ocean coast? The question of the control of the commerce of the Pacific and of the ascendency of American genius and enterprise there, is involved in the solution of this question; and therefore I claim for the northern route the friendly consideration of gentlemen from all quarters of the Union, as not a sectional but as pre-eminently a national route.

I am of opinion there will be a great freight business on the routes of Asiatic supplies. By the time the roads are completed, there will be, unquestionably, a population of nearly one million of souls on the line of each route, furnishing the basis of way business, in addition to a vastly larger population resting on the present western line of States, and in the general vicinity of the eastern termini, which will receive their supplies of Asiatic goods by the rail. On the Pacific railroads a great variety of Asiatic products will be distributed to all quarters of the country, and even on these roads pass to Europe. No costly or perishable article, or article which deteriorates by crossing the tropics, will reach our Atlantic ports or the ports of Europe by either cape. Silks, spices, and teas, will go to our depots in the Pacific, and will be taken over the great overland routes to all the States of the Union, to the Canadas, and to Europe.

The imagination of man can scarcely set bounds to the future grandeur of our interests throughout that great sea. Already a commerce is springing up between us and the Russian possessions on the Pacific, by the line of the Amoor, navigable two thousand miles for steamers, whose mouth is about four thousand miles from Puget Sound, and which will early bring us into connection with thirty million of people. Lines of sailing vessels now run from our Pacific ports to the Amoor, Japan, China, and the islands of the sea. Fabrics and merchandise of various kinds from San Francisco, but lumber and spars mainly from Puget Sound. San Francisco and Puget Sound are the two great natural centres of commerce on the western coast, and both are essential to its development, and control by us, American freemen having a great destiny before us. San Francisco, more developed than Puget Sound, having a much larger immediate population backing it up, is the natural port of California and of our southern States; Puget Sound of our north west and our north, and it will be the great port of all the carrying trade by rail from Asia to Europe.

Tonic.

From Col. ALBERT PIKE, M. C., from Arkansas:

WASHINGTON, D. C., June 11, 1857

"I have used two bottles of your '*Bearhave's Holland Bitters*,' and have found it very useful in case of Indigestion and Headache, and recommend it to all who need a pleasant and efficacious remedy and valuable tonic.

DYSPEPTIC WOMAN NOTICE!—*Bearhave's Holland Bitters* has cured me of Dyspepsia by using it only one week. I recommend it confidently to all suffering from this disease.

CLARA E. SCHUCHMAN.

PITTSBURGH, Oct. 24, 1856.

(Mrs. S. is the wife of the noted Lithographer.)

The late High Sheriff of Allegheny has given us the following:

"I was afflicted with debility of the digestive organs, amounting to a severe attack of Dyspepsia, which had *reduced my flesh* considerably. My wife was also afflicted under the same circumstances and with the same disease. Having used your medicine, called *Bearhave's Holland Bitters*, we both obtained relief, and are happy to afford you this public notice of its value. JOHN FORSYTH.

PITTSBURGH, Jan. 22nd, 1857.

Caution!—Be careful to ask for *Bearhave's Holland Bitters*. Sold at $1 per bottle, or six bottles for $5, by the sole Proprietors, Benjamin Page, Jr., & Co., No. 27 Wood street, between First and Second streets, and Druggists generally.

HOME TESTIMONY IN FAVOR OF
DR M'LANE'S CELEBRATED LIVER PILLS.

Pittsburgh, August 8, 1858.

MESSRS. FLEMING BR's—*Gents:*—Allow me to add mine to the list of *thousands who have been cured by your* M'LANE'S CELEBRATED LIVER PILLS. For four long years I was troubled with a Chronic Diarrhœa, during which time I was treated by the most distinguished physicians in this and other cities—the names of the physicians and their prescriptions, I herewith enclose you—without receiving any benefit. About one year ago, I took a very bad cold, "thinking a good cathartic would help me," I procured a box of your M'Lane's Liver Pills, after the very first dose of which I was happy to find they not only relieved me of my cold, but very sensibly checked my Diarrhœa. I continued taking them until I had taken a little more than one box, when I felt that I was not only relieved of my cold, but entirely cured of my Chronic Diarrhœa, and have enjoyed uninterrupted good health ever since. Hoping all who may be similarly affected, may be induced to give your M'Lane's Celebrated Liver Pills a trial, I remain yours, truly,

DAVID EDGAR, 70 Front street, Pittsburgh.

P. S.—Being personally acquainted with the physicians above referred to, and knowing them to be ready among the most eminent of our physicians, we refrain from publishing their names. FLEMING BROS.

☞ Purchasers will be careful to ask for Dr. M'LANE'S CELEBRATED LIVER PILLS, manufactured by FLEMING BROS., of Pittsburgh, Pa. There are other Pills purporting to be Liver Pills, now before the public. Dr. M'Lane's genuine Liver Pills, also his celebrated Vermifuge, can now be had at all respectable drug stores. *None genuine without the signatures of* FLEMING BROS.

(aul9lwdw)

THE undersigned have formed a Co-Partnership under the style of SHACKLETT, McLAIN & CO., for transacting Wholesale Dry Goods business.

WILLIAM SHACKLETT, JAMES McLAIN,
HUGH JONES, JOHN AUDAY,
T. T. MYLER.

SHACKLETT, McLAIN & CO., wholesale dealers in Foreign and Domestic Dry Goods, No. 43 Wood street, opposite St. Charles Hotel. au23:1m

ALLEGHENY CITY LOTS FOR SALE—4 lots situated on Federal street, above the North Common, each lot having a front of 20 feet by 100 to an alley, will be sold at a great bargain. Apply to JAMES C. RICHEY, Real Estate and Bill Broker, No. 65 Fifth street. au24

RED, White, Blue, Yellow, Gray, Green, and Plaid Flannels, all grades.

C. HANSON LOVE.
(Formerly Love Brothers,)
74 Market street.

JUST OPENED, AT HORNE'S, 77 MARKET street—Douglass & Sherwood's Skirts, French Corsets, Skirt Hoops, Cotton Fringe, Shetland Wool, Bonnet Frames, and other desirable goods, at low prices. au24

STARCH.—300 boxes Pearl Starch received and for sale by [au26] HENRY H. COLLINS.

THE LATEST NEWS

BY TELEGRAPH.

Message from the Lord Mayor of London to Mayor Tieman.

NEW YORK, August 24.—The following message was received to-day:

LONDON, August 23, 1858.—From the Lord Mayor of London to the Hon. D. F. Tieman, Mayor, of New York:—The Lord Mayor of London cordially reciprocates the congratulations of the Mayor of New York upon the success of so important an undertaking as the completion of the Atlantic Telegraph Cable. It is, indeed, one of the most glorious triumphs of the age, and reflects the highest credit upon the energy, skill and perseverance of the parties entrusted with so difficult a duty, and the Lord Mayor sincerely hopes that by the blessing of Almighty God it may be the means of cementing the kind feelings which now exist between the two countries. R. W. CARDEN,
Lord Mayor of London.

Despatch from London.

NEW YORK, August 24.—C. W. Field to-day received a despatch from London, dated this day.

Philadelphia Politics.

PHILADELPHIA, August 24.—The Democratic Congressional Nominating Convention met today. In the First District a split occurred on the choice of President. Two Conventions were organized, when the friends of Col. Florence nominated him; the Anti-Lecompton section nominated Dr. Nebinger. In the Second District, George H. Martin was renominated. In the Third District James Landy was renominated. In the Fourth District Henry M. Phillips was renominated.

From Washington.

WASHINGTON CITY, August 24.—Purser Danforth has been tried by a court martial and sent home, and Purser Nixon has been transferred to the United States sloop-of-war Vincennes in the place of Purser Danforth.

The sale of public lands in Nebraska, advertised to take place next month, will be postponed for the benefit of the settlers thereon.

Col. Rooter, the Superintendent of Indian Affairs in the south-western district, west of Arkansas, will, on his return thither, distribute to the Seminoles and other Indian tribes nearly half a million of dollars in presents and annuities.

Mr. Turpin, the successor of Mr. Eames as Minister to Venezuela, is on the eve of leaving for that country, having received his instructions.

James Green killed Mr. Carver, of Mobile, at Warrentown Springs with a bowie knife last night in a rencontre. The same parties were recently arrested in this city and prevented from fighting a duel. Green is in custody.

The French Government and the Atlantic Telegraph.

NEW YORK, August 24.—The French Government has accorded to the Atlantic Telegraph Company the exclusive right to land cables on the islands of Miquelon, between New Foundland and Nova Scotia. The company propose to run a cable from Placentia Bay to St. Pierle, thence to Sydney, which will bring the French Islands into telegraphic communication with France, and save the keeping in repair of some four or five hundred miles of land line in New Foundland and Cape Breton, through almost uninhabited regions.

Kansas Election.

ST. LOUIS, August 24.—Leavenworth dates of the 20th have been received at Booneville, per United States Express Company. Official returns have been received from twenty-six counties, and partial from two more, with four yet to hear from, give the following result: Whole vote, 13,380; majority against the proposition, 9,648.

Nomination of Lewis D. Campbell.

DAYTON, Ohio, August 24.—Lewis D. Campbell was nominated to-day by the Republican Convention at New Paris, receiving the vote of every delegate from the three counties composing the district.

Shock of an Earthquake.

HOLDENES, N. H., August 24.—A shock of an earthquake was experienced here to-day, shaking the houses but causing no serious damage.

NEW ADVERTISEMENTS.

CARRIAGE MANUFACTORY
AND
EASTERN REPOSITORY.

JOSEPH WHITE

HAS JUST RECEIVED AT HIS REPOSITORY, situated near the Two Mile Run, between Pittsburgh and Lawrenceville, a splendid and general assortment of Carriages, Buggies, Sulkies, etc. His arrangements are such that he is constantly receiving new and second-hand vehicles, and the public may rely on always finding a good stock on hand. He also manufactures to order, on short notice,

CARRIAGES, BUGGIES,

And all pertaining to the business. With eighteen years' practical experience in this business, and his well-known facilities, he flatters himself that he offers great inducements to purchasers.

☞ The establishment is located on the route of the Excelsior Omnibus Line of Coaches, passing the door every fifteen minutes. au25:dew

INTEREST IN STEAMBOAT METROPOLIS, AT AUCTION—ON TUESDAY EVENING, August 31st, at 7½ o'clock, at the Commercial Sales Rooms, No 54 Fifth street, will be sold: One undivided eighth part of the Steamboat Metropolis, with her furniture, tackle, &c., as she now lies at the Monongahela wharf

Terms—One-half cash, residue in three and six months, with approved security.

au25 P. M. DAVIS, Auctioneer.

SPLENDID HOUSEHOLD FURNITURE, PIANOFORTE, MANTLE CLOCK, FEATHER BEDS AND BEDDING, OF A PRIVATE FAMILY, AT AUCTION—On FRIDAY MORNING, August 27th, at 10 o'clock, will be sold without reserve, at No. 49 Chatham street, between Wylie street and Pennsylvania avenue, the Furniture, feather beds, bedding, etc., of a private family declining housekeeping, all of which were made to order and of the best quality—among which are:

One splendid Pianoforte, in complete order, of exquisite tone—Blunn's make

Mahogany Hair Seat, and Fancy Plush Sofa, and Parlor Chairs and Rockers.

One splendid Mahogany High Post Bedstead; French Bedsteads

Marble Top Dressing Bureaux.
" " " Centre Tables.
" " " Pier " "
" " " Enclosed Washstands.

Mahogany Dining Tables, Breakfast Tables, Plain Bureaux, Cupboards and Wardrobes, one excellent French Mantle Clock, runs 21 days, a good time keeper, with several other articles in the housekeeping line.

au25 J. B STRYKER, Auctioneer.

TRADE SALE OF QUEENSWARE—On MONDAY MORNING, August 30th, at 10 o'clock, at the Commercial Sales Rooms, 54 Fifth street, will be sold:

5 crates White Stone China Ware;
2 " Blue " "

This ware is all of the best quality, and well assorted, including most all descriptions suitable for retailers, whose attention is particularly invited to this sale—sale positive.

au25 P. M. DAVIS, Auctioneer.

LIME—200 bbls. fresh, rec'd and for sale by au25 HENRY H. COLLINS.

WAGON GREASE—In cans and kegs, this day, received and for sale by au25 HENRY H COLLINS.

TO LET—A Store Room on Market street. au25:1m A. W. GAZZAM.

WE HAVE $5,000 for investment in City Ground Rents—persons having such securities for sale, will please address au25:3t WM. H. WILLIAMS & CO.

FRESH SUPPLY
OF THE
☞ GENTLE ANNIE MELODIST. ☜

PRICE—Plain, 20 cents; Elegantly bound, 25 cents.

Just received and for sale, by au24 H. KLEBER & BRO, No. 63 Fifth street.

SECOND SUPPLY
OF THE
ATLANTIC TELEGRAPH SCHOTTISH,

The most popular Schottish of the day.

PRICE—THIRTY CENTS

Just received and for sale, by au24 H. KLEBER & BRO., No. 53 Fifth street.

RARE inducements to persons desirous of purchasing an acre or more of ground for a country residence, convenient to Churches and Schools—in a good neighborhood, and not far from the city. For particulars apply to S. CUTHBERT & SON, au24 51 Market street.

THE soil is rich, and well adapted for fine Gardens, Orchards, etc. The land lies well for building purposes, and springs of excellent water are abundant; 23 lots will be sold at auction, on September 24, at the village of Mt. Lebanon, 4 miles from the city. All persons are invited to be present. Any part of this property will be sold at private sale, if desired, by au24 S. CUTHBERT & SON, 51 Market st.

WORTH TWENTY CENTS, and selling at TWELVE CENTS, white and colored Cotton Stockings, at au24 JOSEPH HORNE'S, 77 Market street.

LOOK AT NO. 56, and you will see a two story brick Dwelling House, of seven rooms in good order; large portico in front; fine shade trees, a lot of ground 21 feet front on Marion street, by 104 deep. Price—$1700. Terms easy. For sale by S. CUTHBERT & SON, jy29 51 Market street.

GO TO THE PEOPLE'S SHOE STORE, and buy your Shoes at reduced prices. A few more SOLID SHOES and GAITERS selling CHEAP. GENT'S GAITERS and SHOES, selling low. Gent's Patent Leather Gaiters for $2. Now is the time for bargains. Go and procure a pair. Gent's Calf Oxfords and Ties, Buck and Calf Gaiters, cheap. Boy's and Youth's Summer Shoes selling at low rates. Call soon. DIFFENBACHER & CO. jy17 No. 17 Fifth street, near Market.

NEW ADVERTISEMENTS.

OFFICE OF PITTSBURGH GAS COMPANY,
Pittsburgh, August 20th, 1858.

☞ ELECTION—The annual meeting of the Stockholders of the Pittsburgh Gas Company, for the purpose of electing two persons to serve as Trustees of said Company for the term of three years, will be held at the office of the Company, in Pittsburgh, on the FIRST MONDAY (6th day) of SEPTEMBER next, between the hours of 2 and 5 o'clock, P. M. JAMES M. CHRISTY,
au21:2w Treasurer

1858.....COLLINS PARK.....1858.

GRAND EXHIBITION FOR THE IMPROVEMENT of the breed of horses. The following Premiums will be awarded at COLLINS PARK, on

WEDNESDAY, SEPTEMBER 29TH.

A Premium of $100,00 to the owner of the best Trotting Horse, mile heats, three in five, to go as they please. Drivers and Riders to weigh 145 lbs., each. Free to all Trotting Horses owned in Allegheny county.

SAME DAY, a Premium of $60 to the own r of the best Pacing Horse, two mile heats, go as they please. Drivers and Riders to weigh 145 lbs., each. Free to all Pacing Horses.

ON THURSDAY, SEPTEMBER 30TH,

A Premium of $100 to the owner of the best Trotting Horse, mile heats, three in five, go as they please. Drivers and Riders to weigh 145 lbs., each. Free to all Trotting Horses.

SAME DAY, a Premium of $25 to the owner of the fastest Mule, mile heats, two in three, catch weights.

THIRD DAY—FRIDAY, OCTOBER 1ST,

A Premium of $100 to the owner of the best Trotting Horse, two mile heats, go as they please. Drivers and Riders to weigh 145 lbs., each. Three or more entries will be required, to contest for each premium; entrance 10 ⅌ cent.

Collins Park is a beautiful half-mile track, very wide, with very accommodating turns—it is situated five miles from Pittsburgh, on the Pennsylvania Railroad, being convenient and easy of access, to those living East or West, who wish to visit the Exhibition by railroad.

The foregoing trials of speed will be in the afternoon of each day, beginning at 3 o'clock, P. M. Special trains of cars, will leave each day for the Park, at 2½ o'clock, running to the Park, for the accommodation of visitors, and returning, will leave the Park at 7 o'clock, P. M. [au21:td

TRUSS AND SUPPORTER MANUFACTORY—Cartwright and Young, No. 86 Wood street, beg leave to call the attention of the afflicted to the fact that they are the only MANUFACTURERS of TRUSSES and SUPPORTERS in this city. They can consequently take measures, and make to order, these articles, after the most approved patterns, and furnish them at prices frequently not more than one-half that demanded by mere dealers in them. All are solicited to call, after pricing and examining Trusses at any store in the city, confident that we can satisfy the afflicted that it is their interest to deal with the manufacturer. ☞ Particular attention paid to repairing.

CARTWRIGHT & YOUNG'S,
au21 Truss Manufactory, No. 86 Wood street.

COSTAR'S Rat Exterminator,

Venitian Red,
Deep Vermillion,
Layton's Refined Liquor