

ALTOONA, PA.

THURSDAY, FEBRUARY 23, 1860

Where parties are unknown to us, our rule for adverteing is to require payment in advance, or a guarantee from known persons. It is therefore useless for all such to send , no advertisements offering to pay at the end of three or six months. Where advertisements are accompanied with the dvertiser the full benefit of cash rates.

s. M. PETTENGILL & CO.. Advertising Agents, 119 Nassau street, New York, and 10 State street, Boston, are the Agents for the Altoona Tribune, and the most influential and largest circulating Newspapers in the United States and the Canadas. They

Our readers will remember that during last fall a plan was originated to raise the means necessary to complete the Washington National Monument, by requesting the Postmasters throughout the United States to put up boxes within their respective offices, in order to afford the citizens in every part of the country the opportunity, at any time, to make voluntary contributions for the completion of the has been presented, and I can not ascertain that

Monument. The plan has been in operation about four months, and returns have been re- The removal might be of some little advantage ceived from 841 places, leaving 28,000 to the property-holders of Altoona, inasmuch places to be heard from. The aggregate as it might enhance the value of real estate, amount received is \$2,240 31. If the but it would so work to the disadvantage of renpost masters of the places not heard from would co-operate with the others, and with as favorable an average result, the annual fund would be more than two hundred and twenty-five thousand dollars. To keep the work in fair progression \$45,000 a. year would suffice, which would require an average return of \$1,50 a year, or 121 cents per month, from each town.

The following is a list of the post offices in Pennsylvania that have made returns.

in Pennsylvania	£	na	t :	nave	mau	e reu	TL11
together with the	e a	ın	O	unt r	eturn	ed :-	-
Adams,.	<b>2</b>	.08	3 1	lames	Creel	٤,	_ ;
Allentown,	1			Johnst			5
Altoona,	3	3 3	L	Kensii	igton,	ı	1
Annville,		10	)	Laugh	liusto	WI,	
Apple Grove,	٠	2	5	Livery	ool,		ļ
Arsenal,	1	1	8 1	Loreti	0,		
Barren Hill,		3	0 :	Luthe	rsburg	zh,	1
Blockley,		. 2	5	McCo	nnells	burg,	
Bowman's Creek,		3	0 .	Maha	noy,		1
Bradensville,	1	5	0	Meyc	r's To ord,	wn,	
Bridesburg,	1	7	G	Millfo	rd,		1
Buchanau,	1	0	0	Miner	sville.	, ,	1
Callensburg,	2	. 0	0	Mono	ngahe	la C'y	1
Carlisle,	õ	0	0	Moun	t Joy,	,	1
Catasangna,	1	0	0	Moun	t Plea Castle	ısant,	1
Chambersburg,	-8	3	1	New	Castle	,	3
Clark's Green,					Tripol	.1,	1
Clearfield.	2			Newv			1,
Coal Bluff,	3				tonvil		
Codorus,		2	37	N. W	ashing	gtòn,	
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Flizabethtown,	- 1			Shar			
East Freedom,		. :	32	Stone	ey Cre	ek,	2
East Hanover,		L	VΒ	Stou	chbur	g,	1
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Falls of Schuylki	II-	1	UU	Tem	peranc	eville,	, 1
Fayetteville,			26	Tipte	on,	Ü	1
Franklin Corners				Town			2
Gettysburgh,		ן נ	ŲΨ	Trev	orton,	e, i	
Granite Hill		i	98	Wasi	ningto mart,	n,	3
Greshville,			bυ	Way	mart,		1
Half Moon,			20	Way	nesoo	rough,	1
Haleyaville,			υU	Meri	16LA111	.e,	
Greensburg,		o	9U -0	West	chest	ur,	1
Harrisburg,		O O	t ü na	n est	New	ιοπ,·	1
Hollidaysburg,		4	ou or	1 1 0110	ıgau <b>y</b> ,	•	2
Hoppenville,		1	<u>بر</u> م	York	٠,		2

A SHOT FROM MEXICO. - Important news is received from the Rio Grande. The United States troops at Brownsville had been fired upon from the Mexican side of the river, and one man was dangerously wounded. Col. Ford returned the fire, and then crossed the stream in pursuit of the enemy. The American steamer Ranchero has also been fired upon by the Mexicans, at a point thirty miles above Brownsville. War was considered inevitable.

The Atlantic Monthly for March has been received. A story entitled "The Pursuit of Knowledge under Difficulties" is commenced in it and promises to be very interesting, as, in fact, is everything in the book. The Monthly is now the standard work of this country, and all who want a really valuable periodical will find one in it. Price \$3 per annum .-Ticknor & Fields, publishers, Boston.

OPPOSITION STATE CONVENTION. We learn, just previous to going to press,

### Letter from Harrisburg.

HARRISBURG, Feb. 21, 1860. Gentlemen :- Legislation to-day is in the voestive a secondary consideration—the Guber-natorial nomination to be made to-morrow being sort of Aaron's rod which for the time being has swallowed up every other question, no mater how momentous. The candidates, their friends, the delegates, and the disinterested lookers on have already filled the hotels to their utmost capacity; indeed I doubt if there ever attend a Convention. Every body is at work, button-holing, canvassing, wire-working, and scheming, pletting, and counter-plotting. Of course the time for the meeting of the Convenmyself by making vague speculations, but I believe that the paper which publishes this will also announce by telegraph the nomination of Mr. Curtin. This is my belief, and yet who knows what a day may bring forth? In politics, money, whether one, five or ten dollars, we will give the as in every thing else, "there's many a slip not correspond with the increased tonnage of the 'twix whe cup and lip." A few hours will settle | road:

Yesterday Mr. Bell introduced into the Senate joint resolution for an amendment to the Constitution, which contemplates the appointment of the Judges of the Supreme Court by the Governor, instead of electing them by the peo-Washington National Monument ple. This may look like retrograding, but I think that the law providing for the election of the Judiciary was carrying things a little too far, and people begin to see it. Of all other co-ordinate branches of the Government, the Judiciary should be free from the contaminating influences of the dirty slough of politics.

It appears that the people "over the hill" are somewhat exercised on the subject of the removal of the county seat from their town to your town, and a number of letters of inquiry on the subject have been received here. Ne such bill it is the intention of any person to present such a bill, so that the people of the South side need not give themselves any unnecessary trouble .-ters or tenants, that they, above all, should kick

against any such move. The bill extending jurisdiction to Justices of the Peace in the trial of certain petty cases, has anon Valley Branch. passed the House, and will, in all probability, pass the Senate—the counties embraced in it being so few that it will pass more as an experithe counties in the Commonwealth-every one of which is taxed to an enormous extent by pet- life has beer lost. ty litigation. There are some eight counties named in the bill, of which Blair is one.

daysburg encampment, in 1858. The object is 12.896 tons. certainly a laudable one, and from present indications I should say that he will have a good audience, a large number of tickets having al-

ready been disposed of. Mr. Strong last week read in place a supplement to the Sunbury and Erie Railroad, which provides for asstay of execution against the Company on their bonds, until the completion of their road. The interest on the first is due in May, and the Company being unable to make a raise on their bonds to meet it, beg for time. LOGAN.

PITTSBURGH FEMALE COLLEGE .- This school, although now only in the fourth year of its existence, has attained a reputation second to no institution of the kind in the country. As an evidence of its prosperity, and the high estimation in which it is held by those who are acquainted with the persons who have it in charge, it is only necessary to state that there were 183 pupils in attendance last year. The building is commodious and convenient, costing upwards of \$30,000. Those of our citizens who intend sending their daughters to school, should by all means take this College into consideration. We copy the following notice from the Pitts-

burgh True Press :-The next session of this excellent institution will commence on the 28th of March, instead of the 21st, as heretofore. This change is but temporary, and will not affect the length of the session, which will close one week later. Mr. Pershing, the President elect, will then enter upon the discharge of his duties-and we may here remark that, from the high opinion everywhere expressed, by the press and otherwise, in reference to the character and qualifications of this gentleman, the advantages of the institution cannot fail to be fully maintained, if they are not considerably enhanced. Nearly nine thousand dollars have recently been contributed by responsible persons in the city, to meet the indebtedness of the college, and this amount will soon be increased to ten thousand. When the latter sum is raised, important additions will be

A large number of new pupils will be enrolled next session, and those at a distance who intend to enter would do well to give early notice, as but a limited number of boarders will be re-

made in the way of apparatus, cabinet, library,

SHOCKING OCCURBENCE.-Mr. L. T. Rhatt. and old and respected citizen of Murderkiln Hundred, Sessex county, Del., who was heavily engaged in the grain business, had occasion, for the 14th inst., says the Delaware Gazette, to enter his granery, which was empty at the time. The door closed with a spring-look, and secured the unfortunate man, who was sought, in vain by his family, until the 21st, when the granary was opened, and it was ascertained that he liad

starved to death. In our opinion the above is the Longest Tailed Rhatt story we have come across for some time The location of the occurrence and the business of the unfortunate victim are decidedly rhattish. The editor of the Gazette deserves a rat-taning.

Godey's Lady's Book is emphatically not only a luxury, but a necessity. this (Wednesday) evening, that no organ- The March number, new before us, fully ization has yet been effected in the Oppo- proves this. It is now thirty years since sition State Convenion, now in session at the Book was started, and the fact that ats temporary Chairman. The Convention since that time, is the best evidence of its was to mean again.

We'do not expect anything definite and no lady will be without it, if she once twenty-five per cent. The gross revenue of the case be sent to any part of the country by mail. Price, 83 per annum.

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# nia Rail Road Company.

OFFICE OF THE PERCE R. B. Co. ] PHILADELPHIA, Feb. 4, 1860 To the Stockholders of the Penn'a R. R. Co. In obedience to the requirements of the Char ter of the Company, your Board of Directors submit their report of the operation of your road during the past year, and the condition of the Company at its close.

The recovery of the manufacturing and agricultural interests of the country from the conseruences of the financial revulsion of 1857, and the failure of the cereal crops of the West for was a much larger crowd, congregated here to that as well as the preceding year has necessarily been slow.

Under these circumstances, we would scarcely have hoped for any material increase in the traffic of the road during the year 1859. increased business has, however, been steady, tion is so close at hand that I will not commit and exhibits a general improvement in the the Company received possession of them, their sources from whence the revenue of the Compamy is derived.

The earnings from freight, owing to the extreme low rates obtained during a considerable portion of the year, consequent on the competition between the New York and Central Rail Road and the transporters on the Erie canal, do

The following condensed statement exhibits the results of the operations of your road for

1	the year 1009:—	:	
	Earnings of the Company from the busines	s of the Road : '	
	From Passengers,  "U. S. Mails,  "Expresses,  Freights,  Miscellaneous sources,	\$1,420,912 43 74,483 00 75,120 00 3,656,111 15 135,728 63 \$5,862,355 21	
	Expenses of operating the Road were :-	,	į.
	Cost of conducting Transportation,  Motive Power,  Maintenance of Road,  Maintenance of Cars,	\$1,333,941 00 864,076 92 671,100 19 190,278 34 72 241 70	

The earnings of this Road, as compared with

those of the preceding year, give an increase of The increased earnings for first class passengers amount to \$73,355 99, while the earnings from the emigrant business show a decrease of \$24,681 71; leaving as the increase from the whole passenger traffic the sum of \$48,674 28. This increase was mainly derived from the local travel upon the road, and is due to the increased facilities afforded for this character of business. The Philadelphia Division shows an increase equivalent to a passage over the whole Division of from 169,379 in 1858, to 196,488 in 1859. and on the main line of the Harrisburg and Lancaster Road from 109,481 in 1858, to 124,-244 in 1859, notwithstanding the competition between Harrisburg and Philadelphia, by the Philadelphia and Reading Railroad and its Leb-

The whole number of passengers transported by the Company during the year was 1,459,110, and the number of miles travelled amounted to ment than a faith in its practicability. If it is 54.839.691, or an average 371 miles per passena failure, it will be speedily repealed, and the ger. It affords much gratification to the Board bill no longer come up as an annual. If it is a to renew the statement, made in the last annual success, its provisions will be extended to all report, that notwithstanding the large number of passengers carried over the road not a single

The freight earnings for the year amounted to the sum of \$119,904 94 more than was derived Master Plummer, of Tyrone City, will deliver from this source in 1858. The increase of the lecture on Temperance in the Hall of the freight earnings is entirely due to the local busness, exceeding educating his brother, who was maimed by the 110,937 tons, while the through freight, amounpremature discharge of a cannon at the Holli- ting in all to 233,606 tons, was only increased

The whole tonnage moved upon the road during 1859 was 1,170,240 tons, exclusive of 70,-875 tons of wood, coal, lumber, &c., for the use of the Company. Embraced in the foregoing tonnage there were transported in the Cars of the Company 210,903 tons of coal, and of the same article 210,722 tons in cars of individuals, making the entire movement of coal 421,625 tons, and an increase in this traffic over the preceding year of 81,087 tons. The amount of coal delivered in Pittsburg during the last year The Legislature will have to grant it, or lose (all in cars other than those of the Company) was 100,302 tons, varying but little from the

amount for the year 1858. For more full and precise information in regard to the carnings and expenses of the road, the kind and amount of tonnage, and for numerous and interesting details, the stockholders are respectfully referred to the ample tabular statement from the Controller and Auditor, which will be found appended to this report.

The funds furnished to the Trustees of the Sinking Fund have been invested by them in the shares of the Cumberland Valley Railroad Company, and to the amount of more than one-half of the capital stock of the Company. This investment, while it yields a full interest upon the outlay, protects the business of the Company from the undue influence of other interests.

The roadway has not only been maintained in complete order during the year, but it has passed the period at which railways usually attain their maximum cost for "maintenance of Owing, however, to the quality of iron used in its construction, the Pennsylvania Rail Road has just reached that point. The amount of iron supplied for repairs during the year, is equivalent to fifty miles of track, which, with the present extent of line, is about the quantity that will be annually required to keep the road in good condition. A lower rate of speed for both passenger and freight trains could materially lessen the wear of the rails and machinery, and effect important savings in the cost of working the road in nearly every department.

To attain high speeds, heavy and powerful ocomotives must be used, and additional safeguards are required to compensate the increased risk involved. The destructive effects of these heavy machines, moving at high velocities, can be readily appreciated by any one, and it is therefore a matter of surprise that railway managers should persist in this practice. This Company cannot, however, reduce the speed of its trains, or advance its through rates and retain its customers, while its chief competitors continue to insist upon an adverse policy The earnings of the Canals owned by the Company, for

the year 1859, were:— From the Eastern Division,

\$197,549 38 The expenses of maintaining the canal fo For repairs, renewals and enlargement, For superintendence, collectors, lock tenders, weigh-masters, stationery, etc., \$149,105 07

Leaving net carnings of the canals. The increase in the caual revenues over 1858 was \$18.449 30, and the increased expenditures were \$51,394 07, embracing the sum of \$24,-394 79 expended in the re-erection of a bridge over the Susquehauna river at Clark's Ferry, which had been blown down by a severe storm, and also an expenditure of about \$8,000, incurred for steam towage, rendered necessary in consequence of the destruction of the bridge. The remaining portion of the increase of expenses was incurred in deepening and enlarging the capacity of the Eastern Division of the Canal. The amount of coal transported on the Canals

triffic in its customary channel. The enlargement of the Susquebanua and Wyoming Canals, which it is understood will be effected before the opening of navigation in the ensuing spring, will so reduce the cost of transportation on the whole line as to allow a restoration of the tolls to their former limit. It has been the policy of this Company (contrary to public expectation) to cultivate the trade upon their ennals and develope the resources of the

ble, to render them productive property... These Canals were received from the Commonwealth in a very dilapidated condition; the prism of the canal being so reduced as to scarcely afford more than a depth of three feet of water throughout. The condition of these works with the railways for the traffic of the country traversed, and the consequence was, at the time

trade was gradually declining. Upon the Eastern Division the depth of water has been increased to a minimum of five feet, and the other divisions of the works, where any trade of importance was to be accommodated, have been restored to their original capacity.— No portion of these Canals, except the Eastern the shareholders, while they have, with equal division, (of 46 miles in length) is self-sustain- care, sought to protect the manufacturing and ing; but it is hoped that the Juniata Division, commercial interests of Philadelphia, whose as far west as Huntingdon, may ultimately be made to produce some net revenue.

The management of the entire line of Canals has been placed under Thomas T. Wireman, fairs in this branch of the Company's service with commendable judgment and economy. It will be seen from the statement of the Treasurer, annexed to this report, that there has been received from Shareholders, in payment for the Capital Stock of the Company, up \$13,249,125 00 to January 1, 1860: And from loans, &c., Mortgages and Ground Rents on

Real Estate. Amount of bonds due the State of Pennsylvania for purchase 7,800,000,00 of Main Line of Public Works, Balance of interest and dividends due the Stockholders and State tax on coupous and dividends unpaid. Balance to credit of Contingent

Balance to credit of Profit and Loss, after deducting discount on 2d Mortgage Bonds sold during the year,

WHICH HAS BEEN EXPENDED AS FOLLOWS: lost of Road, including Engineering, Land Damages, Feneing, Machine Shops, Engine Houses, Station and Warehouses, Car Sheds, Water Stations, Foreman's and Tool Houses, and Shop Machinery, between Harrisburg and Pittsburg; and Station and Warehouses on the Philadelphia Division.

Less profits of road after paying interest to Stockholders, up to November 1st, 1855, credited to cost of construction as required by Charter,

Cost of Main Line of Public Works nurchased from State of Pennsylvania, Cost of equipment of road, including locamotives, Freight, 2,947,478 23 Road and Passenger cars, Cost of real estate of the Com-1,644,030 62

16,315,339 37

5,214 09

277,255 00

Cost of telegraph line, Extension of Pennsylvania railroad to Steubensville & Pitts-Total cost of roads and canals

28,484,221 59 belonging to the Company, Amount of stock of the Pittsburg, Ft. Wayne and Chica-816,050 00 go railroad company, Amount of bonds of municipal 46,712 50 and railroad corporations, Amount of bills and accounts 805,134 65 receivable. Amount of sinking fund, \$482.-

230 00, less this sum to be paid in instalments of 10,000 a month from income of Road, 204,975 00 Amount of fuel and materials on hand for shops, repairs of locomotives, cars, and maintenance of Way, Balance in hands of Agents,

216,549 10 269,941 91 Balance in hands of Treasurer, 340,867 93 Dec. 31, 1859

\$31,356,832 68 There has been charged to construction and shipment account, for the past year, the sum of \$758,547 26, which has been expended in comoleting the second track from Pittsburgh to lockport, and Johnstown, in Cambria county. to Barre, in Huntingdon county, leaving a space of 16 h miles to be filled up between Lockport and Johnstown, and of 55 9-10 between Barre and Harrisburg, in all 72 4-10 miles, to complete a line of double track for the entire length f your road. Other portions of this expenditure have been made in extensions of the shops at Pittsburgh and Altoona; the constructions of sidings, warehouses and passenger stations on the line of the Philadelphia Division, (Philadelphia and Columbia Railroad,) and in the increase of our car equipment; details of all which will be found in the statement marked B.

These expenditures have in part been met, as well as a payment to the State of \$100,000 on account of the Main Line purchase, by an increase of the funded debt of the Company-the remainder, after providing for the payments due to the Sinking Fund, having been contributed from the profits of the Road. The erection of a passenger station at Pittsburgh and one at Lancaster, a warehouse at Johnstown, and the extension of the second track from Barree to Petersburg or Huntingdon. as also the cost of reaching a Delaware terminus, will require an expenditure to be provided

The practical working of the road since the purchase of the Philadelphia Division has demonstrated the importance of a change in the distribution of the motive power of the line. which will render necessary the enlargement of the accommodations for it at Harrisburg, and throw out of use the intermediate shops. It is estimated by the General Superintendent that the cost resulting from such an arrangement and by which the road can be operated in three divisions) would be fully covered by the saving effected in the motive power and transportation

departments in a single year. The Pittsburgh, Fort Wayne and Chicago Railroad Company, which from time to time received pecuniary aid from this Company, has been in operation from Pittsburgh to Chicago during the entire year 1859 Its increased revenues during the period, over those of the preof the Company during the year 1859 was ceding year, when we consider the depressed 515,366 tons, being an increase over the prece- condition of the trade of the northwest, should

Annual Report of the Pennsylva tolls rendered necessary in order to retain this | quidation of the floating debt, and to meet the This floating debt consisted chiefly of the aggregate of that of the three Companies composing the compolidated line, which at the time of consolidation was much larger than produced justified. It was carried mainly by hypotheca. tion of its bonds. The protection of these bonds from sacrifice has been the chief difficulty encountered in arranging the indebtedness of that

Under the belief that the floating debt credicountry contiguous to them, in order, if possiors received too much consideration from the Directors, to the injury of the mortgage bond-holders, the latter applied to the United States District Court for the appointment of a Receiver. This proceeding was concurred in by the Board of Directors, after a change in the officer was render it impracticable for those engaged in agreed upon, and the decree of the Court so transportation on them to contend successfully arranged as to equitably protect all the interests involved. This decree of the Court protects, as far as practicable, the interests of the Pennsylvania Railroad Company, while it relieves the working of the road from vexatious interruptions from its creditors.

It has been the policy of your Board to seek an increase of traffice by securing freight destined to any part of the world, in all cases when they believed they could add to the profits of means have been so liberally embarked in the enterprise, by such differences in her favor in the rates of freight, as were due to the shorter distance it was to be transported to and from Esq., Civil Engineer, who has conducted the af- the West. More than this could scarcely be asked of this Company, and more, if demanded, would not be permitted by the competing lines of transportation between the East and the West. During the past year the New York Central Railroad Company, in an unreasonable (if sincere) effort to bring the rates to and from New York to the same level with those of Philadelphis and Baltimore, sacrificed hundreds of thousands of dollars to herself and rivals, without attaining her object, beyond temporarily destroying the uniformity of these differences in

It is with feelings of regret that the Board have to record the decease, during the past year, of Benjamin T. Curtis, Esq., elected a Director to represent the interests of the city of Philadelphia. Always prompt, courteous and affable in the performance of his duties, he won for himself the confidence and esteem of his col-

Your Board of Directors refer you to the accompanying report of the General Superintendent, and to those at the heads of other departments of the Company's service, as containing much valuable defailed information-quite too

voluminous to be embodied in this report. In conclusion, it is with great pleasure that the Directors record their appreciation of the skill, zeal, and fidelity of the officers to whom the details of the management of the road and canals is more immediately confided. By order of the Board.

J. EDGAR THOMPSON, Pres't. WM. B. FOSTER, Jr., V. Pres't.

SPECIAL NOTICES.

# GERMAN BITTERS.

DR. HOOFLAND'S BALSAMIC CORDIAL, The great standard medicines of the present age, have acquired their great popularity only through years of trial. Unbounded satisfac-

tion is rendered by them in all cases; and the

people have pronounced them worthy. Liver Complaint, Dyspepsia, Jaundice, Debility of the Nervous System, Diseases of the Kidneys,

and all diseases arising from a disordered liver or weakness of the stomach and digestion organs, are speedily and permanently cured by the GERMAN BITTERS.

The Balsamic Cordial has acquired a reputation surpassing that of any similar preparation extant. It will cure, WITHOUT FAIL, the most severe and long-standing

Cough, Cold, or Hoarseness, Bronchitis, Influenza, Croup, Pueumonia, Incipient Consumption,

and has performed the most astonishing cures ever known of

Confirmed Consumption. A few doses will also at once check and

ours the most severe Diarrhosa proceeding from COLD IN THE BOWELS. These medicines are prepared by Dr. C. M. JACKBON & Co., No. 418 Arch Street, Philadelphia, Pa., and are sold by druggists and dealers in medicines everywhere, at 75 cents per bottle. The signature of C. M. JACKSON will be on the outside wrapper of each bottle. In the Almanac published annually by the proprietors, called EVERYBODY'S ALMANAC, you will find testimony and commendatory notices from all parts of the country. These Almanace are given away by all our agents:

WORMS! WORMS! Various theories have been started relative to the origin of intestinal worms, and yet the question is still a vexed one among medical authorities. Of one fact, however, all are informed, and in which all agree—the fatal nature of the influence they exert on children. At this cason of the year, the attacks of worms are most frequent as well as most dangerous. We take great pleasure in directing the attention of parents to the Vermifuge of Dr. M'Lanc, prepared by Fleming Bros., Pitteburgh. It is one of the most

Kessler, and by all Druggists. [may 19, '59-1y

extraordinary medicines over introduced to the public, and has never failed of success when tried AF Purchasers will be careful to ask for DR. M'LANE'S CELEBRATED: VERMIFUGE, manufactured by FLEM-ING BROS., of Pittsburgh, Pa. There are other Pills purporting to be Liver Pills, new before the public. Dr. M'Lane's genuine Liver Pills, also his celebrated Vermi fuga, can now be had at all respectable drug stores. None genuine without the signature of

FLEMING BROS. Sold by druggists and dealers everywhere.

FITS! WHY PROMINENT. For a long time there was a a paragraph making its regular weekly appearance in our columns, with the brief, but emphatic words "Fits! Fits!" always at the head, to some an offensive caption, but not so to the benevolent and humane, who could sympathize in the sorrows of others. Some persons are shocked at any indication of disease and are oven thrown into nervous excitement on witnessing a hearse or coffin. Such are to be pitied. We should always strive to look disease and even death in the face with calmness, and Etc., etc., specially take every opportunity for alleviating disease.-Viswed in this light, the advertisements of S. S. Hance, of 108 Baltimore street, Baltimore, Md., possess a certain inlumber transported was increased from 95,770,153 feet in 1858, to 120,074,675 feet in 1859,
giving an average increase of toppage of about
twenty-five per cent. The gross revenue of the Harrisburg. Alex. Jordon was appointed list of readers has constantly increased ding year of 103,684 tons, and the amount of be deemed quite satisfactory. Had the older terest, and these who know of any one suffering from Epiwas to meet again at 4 o'clock this after- virtue. No lady should be without it, giving an average increase of tonnage of about sults upon that road would have been such as word to the affect value of the remedies. They

## IMPORTANT TO FEMALES.

DR. CHEESEMAN'S PILIS. The combination of ingredients in the Pills are the result of a long and extensive practice. They are mild in their operation, and certain in correcting all irregularities Painful Monet mations, removing all observations, whether from cold or otherwise, headache, pain in the side, palping the side, palping all nervous affections. tion of the heart, whites, all nervous affections, hysteries fatigue, pain lu the back, and limbs de, disturbed elem which arise from interruption of nation.

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R. B. HUTCHINGS, GENERAL AGENT, 14 Broadway, New York. Sold in Altoona by G. W. Kessler; in Hollidayaburg by Geo. A. Jacobs. [Dec. 8, 1859.-1y

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and impart vitality to the thorough system. 87 See advertisement in another column. Feb. 0, 1860.

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