portion of the route between Turtle creek and Connellsville, with the connection above indicated, is submitted as follows:

| | | |
|---|---|---|
| 25 Through passengers each way per day at $1 15 each | | $57 50 |
| 60 Local | 40c. each | 48 00 |
| 50 Tons Through Freight | $1 95 | 195 00 |
| 100 " Local Freight | 80 | 160 00 |
| Total receipts per day | | $460 50 |
| 313 days at $460 50 per day makes total annual receipts | | $144,136 50 |
| Less 45 per cent for running expenses and repairs | | 64,861 43 |
| Net profits equal to 9 1-100 per cent. on $870,000, the cost of road in use | | $79,275 07 |

After some delay, in consequence of the parties to whom the Tunnel was first allotted not having signed the contract, the work was not fairly commenced at the Sand Patch Tunnel until the 22nd of May Since this time that great work has progressed steadily and rapidly, and the four shafts are now respectively carried down 112 feet, 68 feet, 142 feet and 83 feet. Three of them are at their full depth, and the headings have been excavated a considerable distance horizontally in the line of the Tunnel.

Shaft No. 1 was commenced June 19th, 1854, finished October 3rd, 1854, 112 feet deep. This shaft was quite wet. In warm weather the bad air and smoke gave some trouble, but the present cold weather render it free from these evils. The rock was generally brittle, soft, and easy to excavate. Shaft No. 2, commenced May 26, 1854, suspended Sept. 12, at the depth of 68 feet, until a steam engine of 50 horse power, now being erected, can be completed, in the course of the present week. The rock in this shaft was brittle and easy to excavate—but little inconvenience was experienced from water—but as, when finished, it will be the deepest, and the longest amount of tunnel excavation being likely to be taken up through it, an engine was deemed necessary. Shaft No. 3, commenced May 22d, 1854, was finished October 27, 1854, 137 feet deep. Water gave but little trouble in this shaft. The bad air and smoke greatly interfered with the mining operations during sultry and warm weather, until proper machinery was created to convey a constant supply of fresh air to the bottom of the shaft. Shaft No. 4, commenced June 19th, 1854, was finished September 26th, 1854, at a depth of 83 feet. At first this shaft was quite wet, but afterwards it came rather dry, and the present amount of water to be taken out is small. Headings at Shaft No. 1, were commenced October 5th, 1854—progress to this date 169 feet lineal. The material forming the roof in this heading, as far as we have progressed, is a soft red stone, easy to excavate, and will probably need arching as far as this stratum extends about 400 feet. Headings at Shaft No. 3, commenced October 26, 1854. The rock, though of a compact texture, is easy to excavate on account of favorable seams. The rock forming the roof is solid and firm, and promises to stand well. The progress to this date is 105 feet lineal. Headings at Shaft No. 4, commenced September 28th, 1854. Rock in these, compact and difficult to mine in the west heading, but not quite so hard in the eastern heading—roof excellent and likely to remain so for several hundred feet. Progress to this date 156 feet. Total amount of excavation taken from headings and shafts, to this date, 4600 cubic yards. The present cost of removing water from all points, is only about one dollar per diem. Thus far the work shows the location for our tunnel to be a most fortunate one. The whole excavation will be through a compact, hard red sandstone, which, thus far, promises to afford a roof that will not require arching, or other artificial support, except for the short distance mentioned. At the present rate of progress, which can be much accelerated in a short time, the heading of the whole tunnel will be completed in 13 months from the present time. The remainder of the excavation can be taken out in eighteen months thereafter. The rock at each end of the tunnel having been found to be more favorable than was anticipated, its length will be increased to 4500 feet, thus diminishing the depth and extent of open cutting at the approaches, and effecting a considerable saving of expense. When completed, this tunnel will be 24 feet wide at the springing line of the arch, and 22 feet high from the grade of the road to the crown or roof—amply large enough for two tracks, and the free passage of the widest cars in use on railroads having a guage similar to ours, of 4 feet 8½ inches. It was deemed of the greatest importance that this tunnel should be made wide enough for double track, for the reason that when the road is completed to Cumberland, a vast coal trade from the Meyers' Mills Coal Basin, 5 miles west of the Summit, will have to pass through it. On a single track, in so long a tunnel, with a mixed business of passenger trains, express, freight and coal trains, accidents, long detentions, and consequent expense, would have been of almost daily occurrence. A single track tunnel would have cost much less in the first instance, and would have required a roof more likely to stand without arching throughout its entire length, but in view of the vast trade tributary to this part of the road especially, I considered so objectionable a feature to be entirely inadmissable. Indeed, had it been decided to make it single track, instead of double, the value of your road, compared with other first class roads leading to the seaboard, with which it will have to compete, would have been much impaired.

At the close of the field operations of last year there remained yet to be located that portion of the route from M'Keesport to West Newton, a distance of 17 miles, and from Connellsville to Pinkerton Bend, a distance of 34 miles. The location on Wills Creek from the Summit to the State line being susceptible of improvement, a new location was deemed advisable there. Also on the south bank of Castleman's River, from Meyer's Mill o Pinkerton Bend, a location 1000 feet shorter than the line on the north bank was made, and a location is now being made of the proposed connecting line at Turtle Creek, which, when finished, in the course of the present week, will complete a full location of the whole route, and the party engaged upon that duty will be disbanded, the Assistant Engineers being retained to revise the estimates, prepare maps, profiles, &c.

Some additional examinations on the Wild Cat Hollow route, and on Crooked Run and Long Run, with a view to saving distance between McKeesport and West Newton, were made during the past season,—also a route to be accessible, was explored and found to be impracticable, within any reasonable limit of gradient. The period of your annual meeting coming just at the close of the season for field operations, I am unable to lay before you at this time all the data relating to lines upon which an estimate of the whole road has been based, but in the course of the winter this information will be submitted in proper form and detail, and you will then be able to decide upon the remainder of the line to be adopted. The following estimate of the cost of the whole road, if constructed upon the route via the north bank of the Monongahela, Youghiogheny, and Castleman's rivers to Meyers' Mill, thence by Flaugherty creek to the Sand Patch Summit, thence via Wills' creek to Cumberland, divided into five divisions, is submitted, as follows:*

The foregoing table shows the estimated *cash cost* of the whole road, graded partly for double track, with a single track of superstructure, and ten miles of sidings laid—also, of the equipment necessary for the first year's business, after the whole road is opened. It differs but little from that which was submitted to you in February last. The amount of the Interest and Discount account, the General expense account and Interest paid to stockholders, charged to "Cost of Construction," less the amount of the net earnings of the divisions of the road brought into use before the completion of the whole road, must be added to this estimate. This amount being contingent upon the condition of the money market, and the time which will be consumed before the whole road is completed, it is difficult to determine; but I presume $800,000 will be necessary, in addition to the above estimate to cover these items.

Should you adopt the route upon which the foregoing estimate is based, you will have a line, a large portion of which is straight, and the curvature of large radii. The grade of the road from Pittsburgh for a distance of 16 miles will be perfectly level, and from that point to West Newton there will be but three gentle ascents overcoming an elevation of 17 feet, at the rate of five feet per mile. From West Newton to Connellsville the height overcome is but 110 feet, and the rate of the grade used is only 10 feet per mile. From the mouth of Indian Creek, seven miles above Connellsville, to a point a short distance above Ohio Pile Falls, we ascend at the rate of 26 feet per mile, and then run level or ascending at 10 feet per mile to a point a short distance below Laurel Hill Creek, where we commence an ascent at the rate of 50 feet per mile, for five miles, to pass the Hog Back Ridge. Thence we run level or ascending at the rate of 26 feet per mile to the foot of the Mountain at Meyers' Mills, where we commence grading up at 50 feet per mile to the Summit at the west end of the Sand Patch Tunnel. Here we run level for a short distance—then grade down at 66 feet per mile into the valley of Wills' Creek—thence level or gently descending to Cumberland.—Thus it will be seen that from the summit to Pittsburgh the grades are all either level or gently descending, which makes this portion of your route exceedingly favorable for a heavy tonnage in a westwardly direction.—The 60 miles nearest Pittsburgh passes through a continuous Coal Field, and during two-thirds of the year a vast amount of coal will seek our road as the best means of getting to a market. No favorable are the grades of the portion of the road, that a single engine will be able to take a train of cars containing 600 tons of coal, to Pittsburgh, at one trip, and haul back the 150 empty cars to the mines. As the demand for coal at Pittsburgh for consumption in her manufactures, &c., is now about 500,000 tons per annum, and the exportation from the Monongahela and Youghiogheny valleys to points down the river more than an equal amount, it is not unreasonable to expect an an immense coal trade upon this end of your road. Large quantities of coal are now brought to Pittsburgh from points on the Pennsylvania Railroad 25 miles distant, and sold here at a price largely remunerative to the coal operator and the Railroad Company over grades of 50 feet per mile inclined against the trade.

The following table showing the number of tons of freight, exclusive of the weight of cars, which can be drawn on a level and up grades of different inclinations by a 24 ton engine will enable you to see at a glance the advantage of low grades on railroads.

| Grade in feet per mile. | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Tons of 2000 lbs. | 616 | 408 | 307 | 242 | 202 | 168 | 144 | 126 | 112 | 100 | 92 |

You will observe that the load which can be hauled on a level road is more than four times as great as on an ascent of 60 feet per mile.

Before closing this Report I take pleasure in acknowledging the valuable services of my principal assistants, Messrs. Henry Blackstone and Thomas Franklin, also of the senior assistants, Messrs. Chas. P. B. Jefferry's and A. S. M. Morgan. Messrs. McPherson, Barnitz and J. H. Davis, although not at this time in the service of the Company have rendered valued services during the past year. All of which is respectfully submitted by your obedient servant,

OLIVER W. BARNES,
Chief Engineer.

| Divisions | Extents. | Miles. | Cost of road in money. | Cost of road per mile. | Cost of road per mile, exclusive of right of way & fencing. | Total cost partly graded for double track, single track laid. | Equipment of road. |
|---|---|---|---|---|---|---|---|
| No. 1 | Pittsburgh to West Newton. | 33 | $500,000 | $15,150 | $480,000 | 160,000 17 | 8 Locomotives for freight & passenger trains. |
| " 2 | West Newton to Connellsville to Turkeyfoot. | 25 | 375,000 | 15,000 | 350,000 | 116,666 23 | Machine shops and engine houses |
| " 3 | Turkeyfoot to Meyers' Mill. | 39 | 585,000 | 15,000 | 550,000 | 183,333 29 | Workmen's houses |
| " 4 | Meyers' Mill to Cumberland. | 39 | 585,000 | 15,000 | 550,000 | 183,333 29 | 10 Passenger Cars |
| " 5 | Cumberland to Pinkerton. | 142 | 2,128,000 | 15,000 | 1,700,000 | 566,666 67 | Freight cars. |
| | Total | 278 | $4,173,000 | | $3,630,000 | $1,210,000 | Blacksmith shop, machinery |

Total cost of whole road equipped as above $4,383,000

## CALIFORNIA FARMING

The following notice of the wheat crops of California will surprise some of our farmers. We mentioned the other day a monster potatoe which was brought all the way from California. It weighed four pounds, and was sound and good clear through. The following will show that the wheat crop of the Golden State is equally prolific. We find it in the New York *Herald*:

"At an agricultural State Fair in California, upon the high authority of the Governor, the premium crop of wheat was the splendid product of *eighty-two and a half bushels to the acre*! This statement, written in the manuscript, over the Governor's signature—upon his official and private responsibility—and there can be no doubt of it. Eighty-two and a half bushels to the acre! Let our farmers take a note of it, and put on a little more guano. Our Saviour, in one of his most beautiful and touching parables, tells of a "sower who went forth to sow;" and that of the seed thus sown falling into good ground, it produced "some sixty and some a hundred fold." This puts the Holy Land ahead even of California as a wheat growing country; but in Palestine and in Egypt, if we mistake not, there is a species of wheat which is far more prolific than any of our European or American varieties. At all events, we have yet to learn that out of Egypt or Palestine there has ever been a product of wheat exceeding *eighty-two and a half bushels to the acre.*

ABUSE OF HORSES.—Horses are often seriously injured by the neglect, or laziness of owners. The golden rule ought to be applied in the treatment of dumb beasts: "Do as you would be done by." The Country Gentleman says: "Many owners of horses, probably shut them up in a close, unventilated, and perhaps dark stable, without its once occurring to them that they are thus injuring the health, and destroying the comfort of their animals. The stench and pungency which meet one on opening the stable door in the morning, might make some think of this matter, who do not seem to. If they were shut up a night, or a few hours, in their own stable, perhaps then they might. A horse cannot breathe the atmosphere of many stables, without injury to his eyes, and especially to his lungs or respiratory organs. As this is the reason when horses are stabled, pasturing being about over, it would be well for many horses, and for their owners too, if they would see that their stables are provided with means of ventilation, and that every source of pungent and foul smells be removed as early and as effectually as possible."

MOB LAW.—In the town of Tuskegee, Alabama, lately, a Col. Benj. W. Walker was sent to jail for refusing to obey an order of the Court directing him to pay over $17,000, which he held as trustee of an estate. At the next session of the same Court, some of his friends broke open the jail, took him out and carried him into Court, where he demanded a rehearing. The Chancellor refused it, and after several fights had taken place in Court, Walker went back to jail. A few days afterward, Col. Reynolds, commander of a regiment, mustered his men, and marched to the jail, accompanied by a cannon, and carrying banners, inscribed "Walker," and "Alabama will protect her citizens." They broke open the jail, took Walker out, and bore him off in triumph on a platform, after he had made a speech declaring his determination to conform to the will of his friends. A clergyman also made a speech encouraging the riot. Walker was then borne to his own house, where a hundred men remained on guard with him. The sheriff, with his posse, followed thither, but at the latest accounts had done nothing.

DEATH OF A VENERABLE LADY.—Mrs. Susan V. Bradford died last week in Burlington, N. J., at the advanced age of 90 years. She was a daughter of Elias Boudinot, of New Jersey, who was the first president of the American Bible Society. Her husband was appointed by Gen. Washington, in 1794, to succeed Edmund Randolph as Attorney General of the United States. By her death a large and valuable property in Burlington vests in the General Assembly of the Presbyterian Church.


# Daily Morning Post.

PITTSBURGH:

FRIDAY MORNING.....DECEMBER 8.


### MORNING POST JOB OFFICE.

We would call the attention of MERCHANTS AND BUSINESS MEN to the fact that we have just received from Philadelphia a number of fonts of new Job Type, and are now prepared to fill orders for Cards, Circulars, Bill Heads, Paper Books, Posters, and Programmes for exhibitions. All orders will be promptly filled.

### News of the Day.

So great was the storm in the East on Monday, that seven engines were necessary to drag the mail train from New Haven to New York, a distance of seventy-six miles, in twelve hours.

Mr. Taylor, M. C. from Tennessee, has given notice of his intention to introduce a bill for the repeal or modification of the naturalization law. Mr. Taylor is a Methodist clergyman.

Eight thousand dollars were stolen from the Georgia Railroad office, at Augusta, on Wednesday night of last week. The perpetrator of the deed has not yet been arrested.

The Hon. Thomas H. Benton delivered a lecture on Tuesday evening, before the Maryland Institute, and attracted an immense audience. His subject was Western Geography, with reference to its adaptation to settlement, and the construction of the Pacific Railroad.

The shoe business is said now to be duller than at any previous time since 1840. There is less demand abroad, especially in California and Australia, than last year, and less money in the South and West to purchase, while stock and labor have been enormously high. In Quincy, Mass., and other manufacturing towns, the "bosses" have reduced their hands, and many men are out of employ.

### STATE FINANCES.

There is now in the Treasury of this Commonwealth about twelve hundred thousand dollars, being half a million dollars more than there were last year at this time. In addition to this, the State Treasurer has paid at the end of each month, all the estimates for labor, materials and expenses on the public works, and no balances or warrants are left out standing as heretofore. By the adoption and rigid adherence to this plan, the Treasurer has provided the means for paying in cash for materials and labor, and has thus obtained them at cheaper rates. A good deal of money has been saved to the Commonwealth in this way.

The finances of the State were never in a better condition since its debts were contracted; and have probably never been more efficiently or economically managed than by Gen. Bailey, the present Treasurer.

In regard to the main line of the public works, it is known to business men that the tolls were reduced 30 per cent. in May last, yet the receipts from tolls have been more than last year. Without that reduction the receipts of this year would have shown a very large increase over last year. The other canals and roads owned by the State have been equally productive. They show a constant increase of business and tolls; and a diminished expense in working them.

Every year heretofore an appropriation has had to be made of from two to four hundred thousand dollars, to complete the north branch canal. That canal is now completed, and, instead of being any longer a cause of a large drain from the Treasury, it will hereafter be a source of revenue, and we presume a large revenue.

There remains new incomplete only the new road over the mountains to avoid all the planes. The avoidance of those planes will reduce the annual expense more than a hundred and fifty thousand dollars; and when the new road is completed, as it ought to be within a year, no further appropriations will be required for that purpose.

Our citizens can see, then, that the condition of the finances of the State is rapidly improving, and that in twelve or eighteen months, appropriations to complete the public works will be at an end, and those works will be in a condition to yield large revenues to the State.

If the State has contracted large debts to construct those works, it is not to be doubted that the value of the property of the commonwealth has been doubled by the opening of such thoroughfares of commerce. Under such circumstances it would seem to be bad policy to sell the public works at a great sacrifice—at a price far below their cost or value. We have no objection to their sale; but we believe the Main Line is worth more than the price fixed for it in the law of last year; and in all probability a purchaser would have been found at that price had it not been for the general expectation that by refusing to bid at that minimum the next legislature would reduce the price, and offer more favorable terms. The Whig papers too have been representing the works as worthless, apparently with the design to secure a sale at a still greater sacrifice. We hope the people will not be thus deluded and plundered. Every dollar *sacrified* to the sale of those works must be made up in direct taxes on the people.

### CONNELLSVILLE RAILROAD.

We publish to day the very able report of O. W. Barnes, Esq., Chief Engineer of the Pittsburgh and Connellsville Railroad. It contains calculations encouraging to the friends of that road; and may doubtless be relied on for accuracy.

It is unnecessary to repeat the arguments heretofore used to show the importance of this road to our city. It is well understood, and its advantage generally appreciated by our people. Notwithstanding the scarcity of money the work is progressing, and in two years we hope to take a ride to Baltimore in less than twelve hours. It is Baltimore's route to the whole north-west; and it will open a large region of western Pennsylvania to the trade of our city. Gen. Larimer, and the other officers of the Company are the right kind of men to carry on a work upon economical principles, and complete it at the earliest possible day. We commend the report to the careful perusal of all our readers.

### Female College at Harrisburg.

By an oversight, we forgot to call the attention of the reader to the advantages this institution affords for the education of young ladies. Its location is beautiful—being upon the bank of the Susquehanna, and entirely healthy. The system of instruction is more perfect than any we have ever examined, as we know not only from the representations of uninterested parties, but also from personal observation. We commend the Female College to all fathers and mothers who have daughters to educate, as a place where they can receive a finished education, and at the same time be under the careful eyes of Mr. and Mrs. Waugh. It will be seen, by reference to the card, that applicants will be admitted at any time.

### Who Wrote Ida May?

Since the note of the publishers of this work, which appeared in our columns a week or two since, contradicting the report that the author of Ida May and Uncle John's Cabin were one and the same person, suspicion has rested upon a lady by the name of Carroll, from Baltimore.

The New York *Evening Post*, is trying very hard to get up an excitement about this new abolition novel, but it won't do. Judging from the extracts given, Ida May, as a literary effort, will not compare to Mrs. Stowe's Uncle Tom, although filled with delectable negro dialogue and the "horrors" of plantation life.

☞ The editor of the Cleveland Plaindealer had a nice Thanksgiving present. A turkey—Bah!—a live, kicking baby! Who says republicans are ungrateful?

DUTY ON COAL.—Mr. Walbridge, Member of Congress from New York City, has introduced a bill in the House of Representatives, repealing the duties on foreign coal. This measure is aimed at an important interest of Pennsylvania. The New Yorkers have an undying grudge against all Pennsylvania interest; but it remains to be seen whether Congress will humor their spleen by such partial legislation. A total repeal of duties on coal and railroad iron would seriously affect our State.

In regard to railroad iron the President has some excellent remarks in his message. He thinks railroad building is already carried on as rapidly as the other interests of the country will justify; and that railroad enterprise needs no additional stimulus such as the repeal of duties on rails would be in effect

☞ The New York *Herald* editor believes that by June next Prussia and Austria will be found allied with Russia in the war, and that the main theatre of the war will then be on the banks of the Rhine. Should the allies fail before Sebastopol, such a change in the state of the parties to the conflict would not be surprising. The *Herald* then supposes that England could be bought off with Egypt, and France be left to sustain the tremendous conflict alone. In that case Louis Napoleon could sustain himself only by placing himself at the head of the republican elements of Europe, and arousing the people of all the nations to a desperate struggle for freedom.

EXTRAORDINARY, IF TRUE.—Some wonderful developments appear in a Hartford paper with regard to the operations of the "Carson League" at Chester, Massachusetts. It charges the temperance men of Chester with a conspiracy in inducing men to get drunk and inveigling them into the commission of crime. We can hardly believe those "startling disclosures" until they are substantiated, but if they should prove true, Carson Leagues are no better than they should be. However, we will await until we have heard the other side of the story.

AN ENTERPRISING NEWSPAPER.—The Sandusky *Commercial Register* had President Pierce's Message telegraphed from Cincinnati exclusively for its use. It required nine hours to come over the wires. The *Register* received the Message of last year in the same way from Cincinnati, and in these instances, as well as many others, displays a spirit of enterprise deserving the most unbounded success, which we are happy to say it enjoys.

A NOMINATION.—Mr. Smith, the present Mayor of Boston, has been nominated for re-election by the Know Nothings. He took an active part in sustaining the laws at the time of the riots growing out of the capture of Burns, the fugitive slave. For this he was marked for defeat and execution by the Free Soilers. But the K. N.'s have taken him up, and will elect him. This is but another proof that abolitionism and the Know Nothings are hostile elements in politics.

COST OF PUBLIC SCHOOLS IN PHILADELPHIA.—The number of pupils attending the public schools of Philadelphia, is 51,145, and the entire expense of the system $608,656, or about $12 per year for each. Towards defraying this bill the State appropriation will only amount to $30,000; but no good citizen can object to even so liberal an outlay, as it doubtless will be so much saved in the way of poor houses and penitentiaries.

THE BOOT ON THE OTHER LEG.—The Whig and Fusion papers are circulating the report that Archer is chosen to Congress in the 7th Illinois district by one majority over Allen, present Nebraska Democratic member. This is a mistake. The fact is precisely the reverse. A despatch from Springfield, November 28, published in the Chicago *Times* says:—"The official vote of Jasper county has been received. Allen's majority over Archer is sixty-nine. This elects Allen by a majority of one in the district."

JOHN MITCHELL.—This Irish exile is going to leave the country. He has declared his intention to go to Russia and reside there, or perhaps join the army and fight against England. He is much disappointed with his success in this country, and disgusted with the Know Nothing movements and principles.

MELANCHOLY SUICIDE.—Mrs. Thayer, wife of W. Thayer, of Gainville, Wyoming county, New York, committed suicide by hanging herself in the wood shed with a clothes line. Melancholy, brought on by the loss of her children, is supposed to have been the cause.

THE BOURBON CLAIMING TITLE TO ONE HALF THE STATE OF VERMONT.—The Rev. Eleazer Williams is now at Montpelier, Vt., prosecuting the claims of the St. Regis Indians before the Legislature. The Caughnawaga Indians claim all that part of Vermont lying north of Otter Creek, the best half and most valuable agricultural portion of the State, having never ceded it away. A report on the part of the Legislature, which has been made and printed by a committee, proposes to pay the Indians for the lands embraced in their claims. This will be quite a windfall to Eleazer, the Bourbon, and his St. Regis friends.

☞ Dr. M'Lane's Liver Pills.—This great medicine has supplanted all others for the cure of diseases of the Liver. Its effects are so salutary and speedy, and at the same time so perfectly safe, that it is not surprising it should supercede all other medicines. A celebrated physician of Virginia, who practiced in a region of country in which Hepatis, or Liver Complaint, is peculiarly formidable and common, and who had spent years in discovering the ingredients and proportioning their quantities, these Pills are peculiarly adapted to every form of the disease, and never fail to alleviate the most obstinate cases of that terrible complaint. They have justly become celebrated; and the researches of Dr. M'Lane have placed his name among the benefactors of mankind. No one having symptoms of this formidable complaint, should be without these invaluable Pills. Have you a pain in the right side, under the edge of the ribs, which increases with pressure—unable to lie with ease on the left side—with occasional, sometimes constant, pain under the shoulder blade, frequently extending to the top of the shoulder? Rely upon it, that although the latter pains are sometimes taken for rheumatic, they all arise from disease of the Liver; and if you would have relief, go instantly and buy a box of Dr M'Lane's Liver Pills.

Purchasers will be careful to ask for Dr. M'Lane's Celebrated Liver Pills, and take none else. There are other Pills, purporting to be Liver Pills, now before the public. Dr. M'Lane's Liver Pills, also his Celebrated Vermifuge, can now be had at all respectable Drug Stores in the United States and Canada.

Also, for sale by the sole proprietors,
FLEMING BROS.,
Successors to J. Kidd & Co.,
No. 90 Wood street.
dec2daw

☞ Morse's Invigorating Elixir or Cordial.—A host of fearful diseases that have in times past been considered susceptible of relief, but not of cure, are literally exterminated by this preparation. Among these may be enumerated nervous headache, tic doloreux, neuralgia, indigestion, nervous tremblings, hysteria, paralysis in its early stages, hypochondriasis, vertigo, spasms, fainting fits, general weakness, and a host of functional disorders affecting the general health of mind and body. As a remedy for any of the complaints which produce sexual incapacity, it is an absolute and invariable specific.

The Cordial is put up, highly concentrated, in pint bottles. Price three dollars per bottle; two for five dollars; six for twelve dollars.

C. H. KING, Proprietor,
192 Broadway, New York.

Sold by Druggists throughout the United States, Canada and the West Indies.

AGENTS.

FLEMING & BROS., No. 60 Wood street, Pittsburgh.
DR. GEO. H. KEYSER, No. 140 Wood street, do
R. E. SELLERS & CO., No. 67 Wood street.
J. P. FLEMING, Allegheny City.
dec2daw

☞ Great Cure of Rheumatism.—The editors of the Richmond *Republican*, of December 24th, 1853, say that Carter's Spanish Mixture is no quack medicine. They had a man in their press room who was afflicted with violent mercurial rheumatism, who was continually complaining of misery in the back, limbs and joints—his eyes had become feverish and watery, neck swollen, throat sore, and all the symptoms of rheumatism, combined with Scrofula. Two bottles of CARTER'S SPANISH MIXTURE cured him, and, in an editorial notice as above, they bear testimony to its wonderful effects, and say their only regret is, that all suffering with disease of the blood are not aware of the existence of such a medicine. They cheerfully recommend it.

*☞ See their certificate, and notice in full around the bottle.
dec1:3m


## SPECIAL NOTICES.

☞ Lecture before St. Paul's Institute.—A Lecture on INTELLECTUAL CULTURE will be delivered by Very Rev. R. M'MAHON, on THURSDAY EVENING NEXT, at 7 o'clock, in the basement of St. Paul's Cathedral—the proceeds for the benefit of the Poor. dec7:3t

☞ Election—Citizens' Insurance Company.—An election for fifteen Directors of this Company, to serve the ensuing year, will be held at the office of the Company, on MONDAY, the 18th inst., between the hours of 10 A. M. and 3 P. M.
SAMUEL L. MARSHELL, Secretary.
dec7

☞ Allegheny City.—The DEMOCRATIC EXECUTIVE COMMITTEE, of Allegheny city, will meet at the house of GEORGE GERST, in the Third Ward, on TUESDAY, the 12th of December, 1854, at 7½ o'clock, P. M., for the purpose of fixing the time and places for holding the Primary Meetings in the several Wards, preparatory to the City Election, in January next.

The following named persons compose the Executive Committee:

*First Ward.*—Chas. H. Paulson, Matthew I. Stewart, Joseph F. Beckham.
*Second Ward.*—Thomas Moffit, Abraham Funk, Samuel Smith.
*Third Ward.*—Thomas Farley, William Hobson, George Gerst.
*Fourth Ward.*—Morrison Foster, L. Wilmarth, Fred. Lye.
MORRISON FOSTER, Secretary.
dec8

☞ To Let.—THE SECOND STORY OF THE NEPTUNE ENGINE HOUSE (a Hall suitable for public meetings,) will be let for three or four nights in the week. Inquire of GEORGE FUNSTON,
dec4:3m at S. M'Clurkan's, No. 96 Wood street.

☞ Franklin Saving Fund and Loan Association, OFFICE, No. 97 FRONT STREET. Discount Day—MONDAY. Notes offered on SATURDAY to the Secretary, at the store of John H. Mellor, No. 84 Wood street. Weekly Dues received at the same time and place. J. WHITTIER, Secretary.
dec4:3m

☞ A CARD.—DR. CALVIN M. FITCH, of Boston, would announce to the citizens of Western Pennsylvania that he is at present delivering a course of LECTURES AT PITTSBURGH, where he will remain a short time, during which period he may be consulted daily, at his rooms at the City Hotel, corner of Third and Smithfield streets, for

PULMONARY CONSUMPTION,
ASTHMA, CHRONIC BRONCHITIS,
DYSPEPSIA, FEMALE DISEASES,

and all others connected with or predisposing to Consumption, in the treatment of which his ample experience and unrivalled opportunity for observation have given him the most marked success.

Dr. Fitch desires to see his patients personally, in every instance, where it is possible; where it is not, a careful statement of the case may be sent by letter, for which a prompt reply will be returned, giving his opinion of the case, and when he is willing to undertake the treatment; will state the expense of the remedies requisite. [no7:4w

☞ HOWARD Health Association of Pittsburgh, Pa.—OFFICE, No. 108 THIRD STREET, opposite the Telegraph Office.

This Association is organized for the purpose of affording mutual assistance to each other, in case of sickness or accident. By paying a small yearly payment, the members of the Association secure a weekly benefit during sickness, averaging from $4.25 to $10 per week. In this Association all members are equally interested in the management and profits.
S. B. M'KENZIE, President.
T. J. HUNTER, Secretary.

Finance Committee—JOSIAH KING, JAMES REAMES, G. N. HOFFSTOT.

Consulting Physician—F. INSIN, M. D. nov23:f

☞ Pittsburgh and Erie Railroad.—Notice is hereby given to the Stockholders of the Pittsburgh and Erie Railroad Company, that an election will be held at the Exchange in Meadville, on MONDAY, THE FIRST MONDAY OF DECEMBER, at 11 o'clock, A. M., for Directors to serve for the coming year.
THOMAS J. ROWER, President.
nov10

PITTSBURGH
Life, Fire and Marine Insurance Company;
*OFFICE 55 FIFTH STREET,*
MASONIC HALL, PITTSBURGH, PA.
JAMES S. HOON, President.

CHARLES A. COLTON, Secretary.

This Company make City insurance apportaining to or connected with LIFE RISKS.

Also, against Hull and Cargo Risks on the Ohio and Mississippi Rivers and tributaries, and Marine Risks generally.

And against Loss and Damage by Fire, and against the Perils of the Sea and Inland Navigation and Transportation. Policies issued at the lowest rates consistent with safety to all parties.

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| James Marshall, | Hiram Stows, Beaver. |
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my25:1y

ÆTNA INSURANCE COMPANY,
HARTFORD, CONN.
Chartered 1819—Capital Stock $300,000.
THOS. K. BEACH, President.
THOS. A. ALEXANDER, Secretary.

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| Frederick Tyler, | Roland Mather, |
| Robert Buell, | Edwin G. Ripley, |
| Miles A. Tuttle, | Samuel S. Ward, |
| John L. Boswell, | Henry Z. Pratt, |
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| | Junius S. Morgan. |

☞ Policies on Fire and Inland Risks taxed on favorable terms, by GEORGE E. ARNOLD, Ag't,
dec12:1y No. 74 Fourth street, Pittsburgh.

☞ CITIZENS' Insurance Company of Pittsburgh—H. D. KING, President; SAMUEL L. MARSHELL, Secretary.

*Office: 84 Water Street, between Market and Wood streets.*

Insures HULL and CARGO Risks, on the Ohio and Mississippi Rivers and tributaries.

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| Isaac M. Pennock, | Francis Bailey, |
| S. Harbaugh, | J. Schoonmaker, |
| Walter Bryant, | William B. Hays. |

Wm. Shipton.
dec28

☞ ASSOCIATED Firemen's Insurance Company of the City of Pittsburgh.—H. MOORHEAD, President—ROBERT FINNEY, Secretary.

Will insure against FIRE and MARINE RISKS of all kinds. Office: No. 90 Water street.

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| J. K. Moorhead, | W. J. Anderson, |
| B. C. Sawyer, | H. B. Simpson, |
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| C. H. Paulson, | William Collingwood, |
| R. B. Roberts, | John M. Irwin, |
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jel2

A LARGE LOT FOR SALE.

A LOT OF GROUND, on the river bank, in Birmingham, 80 feet by 300 feet, and bounded by four streets, will be sold on reasonable terms. It is near Bakewell & Co.'s new glass works, and several other manufacturing establishments. It is the largest and best lot now to be had in Birmingham for manufacturing purposes. Title perfect, and clear of incumbrance. Enquire of
C. B. M. SMITH, at his Law Office,
jy26 Fourth street, above Smithfield, Pittsburgh.

☞ Western Pennsylvania Hospital.—Dr. L. SCHENCK, Second, between Wood and Market streets, and J. REAR, North-east corner of Diamond, Allegheny city, are the attending Physicians to the above Institution, for the first quarter of 1854.

Applications for admission may be made to them at their offices, or at the Hospital at 2 o'clock, P. M.

Recent cases of accidental injury are received at all hours, without form. JAMES M'CALLIGH,
jal24 Steward.

☞ O. YEAGER, 110 MARKET street, Pittsburgh, Importer and Wholesale Dealer in FANCY AND STAPLE VARIETY AND DRY GOODS, offers to city and country dealers as large and well selected stock of goods as any Eastern house, and same prices, thus saving freight, time and expenses. ja23:f

☞ I. O. O. F.—Place of meeting, Washington Hall, Wood street, between Fifth street and Virgin alley.

PITTSBURGH LODGE, No. 336.—Meets every Tuesday evening.

MECHANICS ENCAMPMENT, No. 97.—Meets first and third Friday of each month. [mar23:ly

☞ Notice—The JOURNEYMEN TAILORS SOCIETY, of Pittsburgh and Allegheny, meet on the first WEDNESDAY of every month, at SCHOCHLMITER'S, in the Diamond. By order,
GEO. W. SEESE, Secretary.
jel2

☞ ATTENTION! S. L. G.—You are hereby notified to attend at your Armory, on MONDAYS, WEDNESDAYS and FRIDAYS, for drill, and to transact such business as may come before the Company. P. KANE,
mar29:6md Secretary pro tem.

PENNSYLVANIA FEMALE COLLEGE,
AT HARRISBURG, PA.

THIS Institution, for the liberal education of Young Ladies, vested by Charter with full Collegiate powers, has been in successful operation for more than one year. The location is one of the most pleasant and picturesque in the State. The arrangements of the College are such as afford peculiar advantages in acquiring a solid basis for the mental superstructure. There are two departments—the Collegiate and the Preparatory, with their appropriate branches of learning. The course of study in each is three years, designated by as many different classes. Young Ladies admitted at any time.

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For Circulars, or for other information, address the Principal, B. R. WAUGH, Harrisburg, Pa. dec7:3m

New College, Lafayette Hall, Wood street.

PENMANSHIP, BOOK KEEPING, ARITHMETIC, &c.—Prof. MILLAR & BRO. continue to receive new students upon very favorable terms, for practical instruction in the above named branches, qualifying them thoroughly for the duties of the counting room. Open day and evening. Mr. JOHN BARRY, Professor of Book-Keeping, &c.

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We take great pleasure in certifying to Mr Barry's qualifications as a thorough book-keeper, and fully competent to instruct young gentlemen in the science of accounts, besides being a good mathematician and ripe scholar in other respects.

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JAMES M. PAYNE,
Principal of the Third Ward Public Seminary.

JOHN KELLY,
Principal First Ward Schools, Allegheny.

I am convinced that Prof. Millar is e