PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

WEDNESDAY MORNING, DEC. 8, 1852.

☞ READING MATTER WILL BE FOUND ON EACH PAGE OF THIS PAPER.

DELEGATE ELECTION.

The undersigned, pursuant to a resolution of the City Convention of last year, a copy of which is subjoined, gives notice to the Whig and Antimasonic voters of the city of Pittsburgh, that the choice of delegates to nominate a candidate for Mayor will take place, at the usual places of holding election, on Saturday, the 11th day of December. The election will take place between the hours of 11 A. M. and 6 P. M., the vote to be by ballot and five delegates chosen to represent each ward.

ROBERT McCUTCHEON, President

RESOLUTION:

[In the Convention to nominate a candidate for Mayor held on Wednesday, the 17th day of December, the following resolution was offered by John P. Quigg, and adopted:]

Resolved, That it shall be the duty of the President of the Convention to order the next primary meetings to be held in the several wards on the second Saturday of December next, between the hours of 11 A. M., and 6 P. M., to elect five delegates by ballot, to meet in Convention on the Wednesday following to nominate a candidate for Mayor.

ALLEGHENY VALLEY RAILROAD

To the Editor of the Pittsburgh Gazette:

Your commentary on my last article was not unwelcome. It shows temper, which is a good symptom; and it will assist us in narrowing down the issue. A word now in regard to the points of difference.

And first, as to the estimates. You quarrel with me for assuming them to be *conjectural*, although a part of the road is admitted to be still unsurveyed; and you cannot even venture to state either its route or its length. And you refer to a six or eight months examination, and "an accurate survey of all but fifteen miles" as an answer on that point.

Allow me to say you have changed your ground. You did not pretend in the first instance that there had been any estimate founded on an instrumental survey beyond the mouth of the Mahoning. The residue was put by you merely as an inference drawn from comparison, and I accordingly characterized it as a *guess*. I venture to reassert, now, that you were right in the first instance, and that there is no estimate in figures founded on an actual survey between that point and Smethport, such as you now assume as your warrant for taxing me with presumption. If there be, you can show it. (1.)

Allow me *further* to remark, that when you assume that six or eight months work over a line of "*only*" 200 miles, through a wilderness, and in the exploration of a variety of routes, is sufficient to master all details and silence all objections, you betray an easy faith, and a very inadequate idea of the slowness of the process, and the labor which it involves. I am not an Engineer, as you say, and repeat with much emphasis; but if I had ventured upon such a basis, and without a figure before me for a single mile, to denounce a modest doubt as an unwarrantable presumption, I should have furnished you with a still better reason than any which you now have for supposing me to be familiar with the operations either of the closet, or of the field.

But why, sir, should you question the right of any man to doubt or to ask for something better than mere assertion or vague generalities, upon so grave a matter? When the tax-payer, whose property you propose to mortgage, shakes his head and asks for figures, what right have you to substitute your faith for demonstration, and to denounce his scepticism or presumption? If it were a question merely as to your own freehold, you might deal with it at your pleasure; you might then take the whole matter upon trust, and risk all the consequences. You presume now, however, to advise those who will listen, and through them to constrain those who will not. I will not question the strength or sincerity of your convictions. Suppose, however, you should be mistaken, and the County ruined—who are to be the sufferers? Are you, and those whose faith is equally facile, prepared to indemnify the unbelievers, whom dissent you will now scarcely tolerate, against the consequences of a possible blunder? I suggest to you, whether the Editor of a journal, enjoying a large share of the public confidence, entertain a doubt upon so grave a question as this, would not have become you as well, at least, as the tone of denunciation which you have thought proper to assume, and whether it would be unseemable to request that it is not he who doubts, but he who dogmatizes without evidence, that is fairly obnoxious to the charge of presumption. (2.)

2. Your second note suggests that you have never decided that it would be over 100, perhaps 150 miles further to New York by this route, than by the Central Road, and that it is in no sense, a rival of the latter, and yet you ask whether I am so unreasonable as to suppose that it will not carry goods coming over the N. Y. and Erie Railroad, and destined for Cincinnati? That it will, you say, it is too preposterous for any man to deny, and the reason you assign—strange as it may seem—is that "produce and passengers generally, seek the northern and *further* route!"

Now, Mr. Editor, if this be true, I admit that the case is with you. Your projected road may well defy all competition in this particular, unless travellers should happen to discover that it would be still farther by the way of Dunkirk and Cleveland to Pittsburgh; in which case you are ruined to a certainty. (3.)

3. Your *third* remark is, that to say that a Railroad over high table lands, athwart the valleys of the streams, will cost more than *along* those valleys, is to assume that your correspondent knew more of the ground than the Engineers.

To this I reply that the proposition, if not self-evident, is the result of universal experience, and that if the present can be an exception it must be shown by something better than conjecture, and until it is shown, it is my right and I humbly think, *your duty* both to take the contrary to be true. (4.)

4. Your fourth point is, that it is not true that actual results do almost invariably out run the estimates of Engineers, or that an allowance is generally made under the head of contingencies for the extravagances of that class, and you refer to the Ohio and Pennsylvania, the Cleveland and Pittsburgh, the new work on the Baltimore and Ohio, and with the exception of one or two sections, the Pennsylvania Railroad as the evidence thereof.

Allow me to suggest in reply, that the cases to which you refer, with the exception perhaps of the Cleveland and Pittsburgh, are of *unfinished* Roads, that the general and perhaps necessary policy, during the progress of such works, is concealment in order to avoid alarm, and that the history of a road, like that of an individual, is best written when its course is run. And then it is that when you come to look at the finished lines you generally find their cost to have been enormous. A correspondent in your own paper of Friday last, states those of Massachusetts to have averaged nearly $50,000 per mile, and most of the roads completed in this State, beginning with the Philadelphia and Columbia, which runs through a country more favorable than perhaps any portion of our western district, will be found to have fallen very little short of that amount.

I have no objection, however, to try the question by the experience of the Central road. No line of road has, perhaps, ever been more thoroughly, critically or scientifically explored, and yet I will venture the conjecture, that the cost of the western division has exceeded the estimates at least fifty per cent. The country is perhaps not more difficult than that of the Allegheny Valley, and yet I have heard it rated at $60,000 per mile. All experience shows that even with the greatest care and upon the *nicest* estimates it is almost impossible to foresee what a road will cost. The geological formation is sometimes mistaken, the wages of labor and the prices of provisions, as well as materials, are sometimes very materially enhanced during the progress of the work; and it may be stated now in reference to the very conjecture which you are endeavoring to exalt into demonstration, that the recent advance in the value of iron alone would be sufficient to swell them in amount to the extent of some $400,000.

I shall not dwell, however, upon this point. If the immense liabilities under which the many Railroad Companies of the United States are now groaning—if the whole history of our own State improvements, with the enormous debt which they have created, do not show that the estimates of Engineers as respectable and competent as any who are now employed on the Allegheny Road, are fallacious and delusive, and have in many instances been doubled, and perhaps trebled, in the results. If your readers do not know that Pennsylvania was seduced into that system by the very means and appliances, and the same siren song which is so industriously sung here, then I despair of convincing them. (5.)

5th. As to the subscriptions and their value. You say you know nothing about them, except what has been furnished by the directors, and that you are assured by them that the bonds of the counties referred to are good—equal to those generally offered in New York—and that their judgment is entitled to at least as much confidence as my own.

The latter suggestion I will not undertake to dispute. I am not asking any body to take my opinions, but I challenge them as judges in their own case. I put the matter interrogatively, and I thought modestly, what would these bonds be worth with reference to the population and resources of the counties respectively? That question was designed for your readers; they are competent to answer it for themselves, and I hope you will allow them to form their own opinions. All that they require will be to look at the valuations and taxables of their counties—will you be kind enough to furnish them? Eh, sir? I mistake not, polls some 800 votes; McKean a little more.

6th. Your sixth remark has reference to my answer to your suggestion that the city of Pittsburgh was in for its subscription at all events. I will not observe, as I might *do*, upon the license which you have assumed in the choice of your phraseology, because I don't choose to be drawn into a controversy of that kind, and I do not think my case quite infirm enough to require such aid.

Your remarks are, however, collateral to the main question. The point was, and is, how much was subscribed *outside* of the city and county, both; whether there were means to build the road; and whether we were not expected to do it ourselves? And to this you have given no answer which will avail you.

I ventured, moreover, to question the amount of private subscription, and to suggest a doubt whether it was so made as to be capable of enforcement? And on these points you are equally silent. I now call on you for the evidence that it is not greatly over-stated.

7th. Your seventh remark involves the very satisfactory conclusion that after the exhibition which I have just been reviewing, my satire recoils upon myself. *With the aid of* $1,150,000 *from the city and county*, you say that you will have *almost* half enough to build the road, (without stocking it,) upon your own estimates, and that you will start as fair as the Ohio and Pennsylvania, which is now approaching a triumphant completion. You borrow, however, unfortunately, nearly all this money from ourselves, and you fall into the usual and fatal error of reasoning from a case which furnishes no analogy. That road was indispensable. It had all the elements which I have already stated as essential to success. It passed through a region which was densely peopled; and immensely productive. It formed moreover, a link in the great chain which was extending from the Atlantic Seaboard to the Mississippi, and to the Lakes, and it marched through to a successful result by its own inherent vitality, and without the aid of a dollar from our county. If this road has equal merit why may it not be built in the same way? If that had thrown itself upon the county for its main support, although assured that it would be both inexpensive and productive, I should have been amongst the first to resist such an undertaking on the part of a corporation which was erected for far different purposes.

8th. Your eighth and last remark has reference to the dispensation of further light. Your time and space, you say, are too precious to satisfy the temper of a few individuals, who have probably read all you have to say, and would hardly be satisfied at all events.

You deal cavalierly with the doubters, because you suppose them to be few. Be not too sure of that; let the question be tested upon together at the polls, and you will find, if I mistake not, that you have reckoned without your host, and that it is not those who make the most noise, who are always the most numerous. O. P. Q.

COMMENTS BY THE EDITOR.

(1.) Our correspondent is singularly forgetful. We have not changed our ground, but he has paid so little attention to our statements, as to have neglected or forgotten a most essential part. We did say "in the first instance," that there had been an estimate founded on an instrumental survey, beyond the mouth of the Mahoning, as the following extract from our first comment upon the strictures of "O. P. Q." will show;

"Beyond the mouth of the Mahoning, to within 15 miles of the State line, the surveys are in a state of great forwardness. Two or three parties, for six months past, have been engaged in surveying every possible route, so that the best shall be chosen. By a letter we have seen from Mr. Eichham, the Associate Engineer, of Oct., 20th, dated at Smethport, we learn that the distance, gradients, expense, etc., on four different routes have been ascertained, to that point. Beyond that point to the State line, about 15 miles, there are no engineering difficulties, and the expense will be light. The distance from Pittsburgh to the State line, as ascertained by instrumental surveys to Smethport, and a careful examination of the 15 miles of ground beyond, is as follows.—185½—184½—175½—and 175½ miles—the latter route is the one which will most probably be adopted."

Our correspondent will doubtless be satisfied, after reading the above, that he was mistaken.

(2.) All the above argument is founded on the assumption, that the distance, expense, *etc.*, is conjectural on our part. Now this is the very thing denied. Our correspondent wilfully overlooks our statement, based on letters from the Engineer, that instrumental surveys had been made to Smethport, and that the ground beyond was of such a favorable character, being almost a dead level to the terminus of the road, that there was not the slightest difficulty in ascertaining the practicability or expense of the line—and then reads us a homily upon our duties and responsibilities. We are quite as well aware of these duties and all the responsibilities they involve as the writer in question; and we assure him we had much rather meet those we have incurred in the advocacy of this project, than those he has voluntarily assumed in opposing it. But we shall not bandy words about this matter. We can calmly await the certain triumph of the project, and the thorough conversion of its present opposers. This will be vindication enough for us. We may state here, however, that we have been informed, that we were incorrect in saying that 15 miles of the road had not been surveyed. We are authorized to say that the entire route to the state line has been subjected to an instrumental survey.

(3.) Strange as it may seem to our correspondent, passengers and freight do seek the farthest route at present, and will continue to seek it until we can offer more facilities than any we now have. But we have some comments on this subject, which we will add at the close of this article.

(4.) It is useless to dispute with our correspondent on this subject. The Engineer who has been over the road, and surveyed it, says one thing, and our correspondent, who never saw a foot of it, says another. The public can exercise their own judgment in the case, and it is not difficult to anticipate the result at which they will arrive.

(5.) We shall consume but little space in reply to all this eloquence of our correspondent, whose knowledge of Railroad construction is evidently of a passage. That great mistakes were made in the infancy of Railroading, no one disputes. That a vast improvement has taken place, and that the estimates now approximate very nearly to the cost, is equally true. We instanced several cases, all but one of which our correspondent disputes, because the lines are unfinished; and he asserts that the policy of companies is concealment until the work is done. We have assurances which convince us that the cost of the work on the Ohio and Pennsylvania Road will not exceed the estimates. We have also a report of the Baltimore and Ohio Road, showing that the expense will not exceed the original estimate of Mr. Latrobe. Engineers, in their estimates, make allowance for contingencies.—This was the case on the Ohio and Pennsylvania Road, and the contractors took the work so much below the estimates, that the Directors desired the Engineer to reduce his estimates, which he wisely refused to do, as these contingencies have become so much a part of Railroading as to be as easily estimated as the work.—On the Baltimore and Ohio road, Mr. Latrobe was indeed by the Directors to lower his original estimates, in consequence of the low rate at which the contracts were taken; but he has been compelled to require the original amount to be provided, in consequence of various casualties, which almost always arise, and for which every Engineer of experience, makes provision. In the cases of both these routes, we again assert, that the estimates will cover the cost of the work estimated. As regards the Central Road, we have had no opportunity of making inquiries, but shall embrace the first chance of doing so. The original estimate of the Western Division was about $37,000 per mile. Our correspondent ventures the assertion that it will cost fifty per cent more than the estimate, which would make it cost $55,000 per mile! We have no doubt he is wide of the mark, although the expense may be some 8 or 10 per cent more than the estimate. His argument does not invalidate the estimate made for the Allegheny Valley route, unless he can show that the Engineer is reckless and extravagant, and that there is a willful intention to deceive. His assertion that the work is of a similar character to that on the Western Division of the Pennsylvania Railroad is wholly gratuitous assumption. He has no data to found it upon, and it is not true in fact.

To the 5th, 6th, 7th and 8th sections of our correspondent's rejoinder we do not think it necessary to reply, or add any thing to what we have already said on the matters at issue. The community would not be say the wiser were we to bandy back and forth between us assertions and contradictions from now until next year. We have already given the sources of our authority, which we consider sufficient, but which he chooses to discredit. It is useless therefore to pursue the controversy in this way any further. We presume the Company will soon be able to present to the public, from its Engineers, their official estimates of the length and cost of the road; but this will not satisfy "O. P. Q."

The officers of the company assert that the bonds of the counties on the line are as good, in their judgment, and they have investigated the matter, as those of Allegheny county—but this does not satisfy "O. P. Q." Gentlemen who have investigated the subject, and whose judgment is worthy of reliance, believe that the Allegheny Valley road will prove of immense value to Pittsburgh, and that the stock will be among the most valuable in the country. Our correspondent thinks differently, and we suppose nothing will convince him but the results of the road when finished. There is no use, then, in multiplying words upon a subject which does not admit of actual demonstration.

We have now a word to say in relation to the distance to New York by the Allegheny Valley route, on which our correspondent dwells with so much pertinacity. It is not on the through trade to New York city that the project relies. Its local business will be large at the start, and will rapidly increase with the development of the fine country through which it will pass, rich in minerals and lumber, and possessed of great agricultural capabilities. Its trade with Western New York, the richest and finest part of that State, will be large and profitable. It will also afford us a direct route to Canada and Boston, and will thus draw a large amount of travel. It will have a business independent of New York, sufficient to justify its construction; but we by no means look upon its trade with that city in the light viewed by our correspondent. We believe it will be large, very large, notwithstanding it will be more than 100 miles farther to New York, than by the Central route.

It cannot be denied that New York has succeeded hitherto, in controlling the trade of the West to a very large extent, notwithstanding that city has had always to contend with a longer route. With indomitable energy she has pushed a railroad around Pennsylvania, and has gone into the regions West and South-west of us, and has carried the trade and travel by the longer route to her own doors. And she will still do it, unless new men and measures control the destinies of Pennsylvania. Even the Philadelphia papers acknowledge, now that we have a continuous railroad, that they cannot compete with New York. The Philadelphia *Bulletin*, of Dec. 2, says:

"It is not always the point which is geographically nearest that can be soonest reached, and there are difficulties in the way of fast travel on the Pennsylvania route, which cannot at present be overcome, and which, we fear, will more than counterbalance the advantage of a shorter line. Let us not wilfully deceive ourselves. In competing with New York we have to contend with a rival, who will strain every nerve to outstrip us by fast travel. Until the route around the mountains is completed, therefore, the delay of crossing them by the Portage will prove a serious obstacle to successful competition with New York. Let us not wilfully deceive ourselves. In competing with New York we have to contend with a rival, who will strain every nerve to outstrip us by fast travel. Until the route around the mountains is completed, therefore, the delay of crossing them by the Portage will prove a serious obstacle to successful competition with New York. The telegraph poles looked like a close picket fence, and on going to the rear of the train, I found we had a rope-walk and ten pin alley in tow, each filled with brick, both stuck straight out like the tail of a kite, without touching the track—and were used merely to steady the cars."—*Detroit Tribune.*

The Tribune says" a direct railroad from the Mississippi to California is the noblest practical project of our age," and adds:

"With a railroad to California from some point on the Mississippi, (whence there will be railroads enough to this city, Halifax and Newfoundland,) San Francisco will be within twenty days of London and ten days of this city, and such a road, if this day in running order, would have business enough to pay a fair dividend on its cost even in 1853. It would have at least one hundred thousand through passengers, one way in that year at $100 each from this city, or $75 each from the Mississippi, yielding a gross income of $7,500,000 from passengers alone."

THE CALORIC SHIP—*The Wheel Turned.*—We understand that the wheel of the caloric ship, building by Mr. Ericsson, performed its first revolution on Monday last, the motive power being nothing more than the expansive force of compressed air unheated. No fire was used in this instance, the elasticity of the natural atmosphere being sufficient for the desired purpose.—*N. Y. Journal of Commerce.*

Receipts of coal by the Alexandria Canal, for the month of November, was ten thousand eight hundred and thirty tons. This is a larger amount than has been received during any one month since the commencement of the coal trade.—*Alexandria Gazette.*

One of the columns of the Temple of Jupiter Olympus, at Athens, near the Adrian Gate, was blown down in a recent storm.

TRIUMPH OF CHEMISTRY.—The New Jersey Railroad Company long ago charged four dollars for each passage by the mail line between this city and Philadelphia, and all remonstrances failed to convince them of the mistake in which they were persisting. At length they came down to three dollars; and the increase of their receipts were so satisfactory that they have just directed a further reduction on some of their trains to two dollars. We believe they will make more money at this price—if they run trains enough, and run them properly—than they would at any higher figure.—*N. Y. Tribune.*

IRON.—The recent advance in iron, while it has unprovoked some railroad contractors, So, has enriched large holders of the article. It is stated that the Directors of the Northern Railroad could sell their contract for iron at an advance of $80,000, and that the Hartford, Providence and Fishkill Railroad could sell their contract for $75,000.—*N. Y. Jour. Com.*

Every State in the Union has now sent on its block of stone or marble for the monument to the memory of Washington.

TENNESSEE OFFICIAL.—The Presidential vote of this State is as follows:

Scott,	58,943
Pierce,	57,125
Scott's majority,	1,818

The total vote is 116,068. In 1848 the whole vote of the State was 123,124, and Taylor's majority over Cass was 6,286.

Mr. Joseph Head, long and favorably known as the proprietor of the Mansion House in Philadelphia, and for the past season keeper of the Mount Carbon Hotel, Pottsville, died on Tuesday, at his residence in Schuylkill county Pennsylvania, aged 89.

☞ WINES, &c.—Persons wishing to purchase PORTUGAL WINES AND LIQUORS of all descriptions, pure as imported, can obtain them, at the lowest prices, at the Wine Store of JACOB WEAVER, Jr., 54 Market and Front streets, at the sign of the Golden Grape, down in 2d row, on the left hand side going from Market.

M'Lane's Worm Vermifugo.

☞ The following is a sample of the great demand for this excellent vermifuge. Certificates have been so multiplied in favor of this Vermifuge, that we consider it unnecessary to add any more:

BOGSVILLE, Ind., June 3, 1851.

Messrs. J. Hall & Co.—Your agent, when here, left with us 12 doses bottles M'Lane's Vermifuge, which is nearly all sold. Please send, quickly, 12 doses more, as we do not want to get out of it. We now consider it the best Vermifuge ever used in this part of the country.

O. P. & J. B. HUDSPETH.

This Vermifuge is always safe, and effects a cure in every instance; it is a real blessing to the human race, proving itself so by its superiority over all others, and never failing to effect a cure.

For sale by all the Druggists in town and country, and by the sole proprietors.

J. KIDD & CO., 6 Wood street.

Scrofula.

☞ IT is due to Kier's Petroleum to say that it has been known to completely eradicate every vestige of this dreadful disease in less time than any other remedy, and at less cost or inconvenience to the patient.

The thousands of certificates in the hands of the proprietor, many of which are from well known citizens of the city of Pittsburgh and its immediate vicinity, go to show clearly and beyond all doubt, that KIER'S PETROLEUM is a medicine of no common value, not only as a cure for the various Rheumatism, Deafness, loss of Sight, but as a valuable internal remedy, limiting the investigating physicians, as well as the suffering patient, to become acquainted with its merits.

Those having a dread of the internal use, are assured that this medicine is purely natural, and is bottled as it flows from the bosom of the earth.

The following certificate is copied from a paper published at Syracuse, New York, and bears date August 2, 1851, to which is also appended the certificate of the celebrated D. Y. Foot, M. D., of Syracuse:

This may to truth certify, that I have been so badly afflicted with deafness for the last seven years, that most of the time I have been unable to attend to any kind of business, and much of the time unable to walk, and confined to my bed, and have been treated nearly all the time by the best physicians our country affords; I occasionally get some relief, but no cure, and continued to grow worse, until Dr. Foot recommended me to try the Petroleum, of which, in every thing else had failed. I did so without faith at first, but the effect was astonishing; it threw a poison to the surface at once, and I at once began to grow better, and by using seven bottles, I have got a cure worth thousands of dollars. MRS. NANCY M. BARKER.

This may certify that I have been acquainted with Kier's Petroleum, or Rock Oil, for more than a year, and have repeatedly witnessed its beneficial effects in the cure of indolent ulcers, and other diseases for which it is recommended, and can with confidence recommend it to be a medicine worthy of attention, and can safely say that success has attended its use, where other medicine had failed. D. Y. FOOT, M. D.

For sale by all the Druggists in Pittsburgh.

A. H. HOLMES & BRO.

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Knowledge, Patience, and a accurately copied, and duplicates taken of original likenesses.

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Rooms open and operating, in all weathers, from 8 o'clock A. M. to 5 P. M. wm. 6dawf

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Lewis Gerhard,	Jos. Schmertz,
Walter Bryant,	Samuel Rea.

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LARD.

☞ R. WATSON is now engaged in slaughtering 8,000 Hogs, and will have constantly on hand a large stock of Bulk Pork of his own curing; also, a No. 1 article of Lard, in tubs and kegs, for sale at his Ware House, corner of Liberty and Wayne Streets.

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W. A. M'CLURG & CO.,

HAVE REMOVED TO THE CORNER OF WOOD AND SIXTH STREETS,

WHERE they offer to their old customers and the public generally, at the lowest rates, Wholesale and Retail, the largest, most select and complete Stock of

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VESTINGS and OVERCOATING, OF THE LATEST STYLES.

Selected especially for the custom trade. Gentlemen leaving their orders will have their wishes consulted and complied with, as all work is done under his own supervision. del2 1m

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All articles made of the best materials, and warranted equal to if not superior to any in the market. Merchants and others wishing to purchase will find it their interest to call and examine our stock before purchasing elsewhere. del5

Goodyear's Patent Rubber Shoes.

JAMES P. TANNER, No. 56 Wood st., is now in receipt of a large lot of the above make of Shoes, which will be sold by the case, or dozen, at prices considerably below the manufacturer.—Dealers will please call and examine. del2dlw

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☞ My stock embraces every variety and style of Boots, Shoes, Bonnets, &c., purchased direct from the New England Manufacturers, adapted expressly for Fall and Winter sales, and will be sold at Eastern prices. Merchants will find it their interest to call before purchasing. ap2

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☞ Their stock embraces every quality and style of Hats and Caps, Furs, Robes, Cuffs and Fur Bonnets, complete. ap2

NEW CARPET STORE.

ROBINSON & CO.,

NO. 47, FIFTH STREET, NEAR WOOD.

Now opening a large and entirely new Stock of imported and American Carpets, together with everything usually kept in a Carpet Store, at the lowest cash prices. oct9

Co-Partnership.

THE undersigned have this day entered into co-partnership, under the name and style of BRYAN, KENNEDY & CO., for the purpose of transacting a general Milling business, in the city of Allegheny.

JOHN T. LOGAN,
ROBERT T. KENNEDY,
S. S. BRYAN,
WM. BAGALEY,
H. CHRISTY,
A. F. CHILDS,
HENRY P. SCHWARTZ.

Canal Docks, Allegheny City, June 12th, 1852. nov11dawtf

HEALTH OFFICE.

Interments in the City of Pittsburgh

FROM NOV. 27, TO DEC. 4, 1852.

DISEASES.	ADULTS.	CHILDREN.
Apoplexy	2	0
Asthma	1	0
Congestion of Lungs	1	0
Chronic Bronchitis	1	0
Gastritis	1	0
Old Age	1	0
Pneumonia	2	0
Pleurisy	1	0
Premature Birth	0	1
Cholera Infantum	0	1
Unknown	0	3
Total	10	6—16

OF THE ABOVE THERE WERE,

Under 1 year	1
From 1 to 5	0
" 5 to 20	0
" 20 to 40	1
" 40 to 60	2
" 60 to 70	2
" 70 to 80	5
" 80 to 90	5

By order of the Board of Health.

JAMES H. WILLSON,
Physician to Board of Health.

NO. SUGAR—20 hhds. prime Sugar; for sale low to close consignment.

A. GORDON, Front street.

BROTHER JONATHAN—Call at Reed & Galloway's Third street, and see the Christmas and New Year's Brother Jonathan. They have also received Vol. 22 of Putnam's Library.

Pictures from St. Petersburgh.

December Calendar and Horticulturist. de3

NEW PUBLICATIONS—Just rec'd—No. 22 Putnam's Library, containing "Pictures of St. Petersburg."

The Horticulturist and Cultivator for December.

Gnomes, the Elfin, by Annette Maria Maillard.

Home Scenes and Heart Studies, by Grace Aguilar.

Dignity of Labor and other poems, by Charles P. Shirley.

The Pictorial Brother Jonathan for Christmas and New Year. For sale by

W. A. GILDENSENNEY & CO., 76 Fourth street.

Mrs. Betts' Supporters.

WE have recently accepted the Agency for Mrs. Betts' Abdominal Supporters, the best now in use, for the cure of Prolapsus Uteri. We have a fine assortment on hand, and are prepared to supply any who wish to make trial of this valuable Instrument.

L. WILCOX & CO., No. 84 Market st., and 66 Smithfield street.

We subjoin a certificate from a celebrated physician of Philadelphia:

"The Abdominal and Pirenean Supporters, made by Mrs. Betts, of this city, I can recommend to the medical profession, and to others, after several years experience in their use. These instruments are adapted to remedy the ill consequences depending on a displacement of the uterus, to this state of the organ, exerd s le attended with a great deal of pain and other suffering, as to be difficult or impossible.

Mrs. Betts is a lady of intelligence, education, probity and manners—the surest guarantee can be desired in her.

SAMUEL JACKSON, M. D.,
Professor of the Institute of Medicine in the University of Pennsylvania.

GREEN PAPER—Glazed and Unglazed, yard wide, for window Curtains, just rec'd, and for sale at the Wall Paper Warehouse of

THOS. PALMER, No 65 Market st.

WALL PAPER—An extensive assortment, including all descriptions of Paper, from the lowest to the highest price, for Drawing Rooms, Halls Chiefs, &c., recently rec'd, and for sale by

THOS. PALMER, 65 Market st.

ZINC PAINT:

Snow White;
Grey White;
Brown Stone;
Black Zinc.

Just received and for sale by

JAMES A HUTCHISON & CO.

REFINED SUGARS—143 bbls Crushed and Powdered, rec'd and for sale by

JAMES A HUTCHISON & CO.,
Agents St. Louis Sugar Refinery.

SUGAR HOUSE MOLASSES—

10 bbls St. Louis S. R. Syrup Molasses;
107 " Crescent S. R. "
118 " Union S. R. "

Rec'd and for sale by

JAMES A HUTCH SON & CO.

VALUABLE ENGLISH BOOKS

JUST RECEIVED AT DAVISON & AGNEW'S

BROOM'S Self Interpreting Bible.

Ralph Erskine's Books, 10 vols. London.
Harper's Paraphrase, or Exposition of the New Testament, 6 vols. Edinburgh.
Blair's Sermons, 5 vols. London.
Dr. Harris's Pre-Adamite Earth, 8th edition.
Sermon's and Addresses, by Rev. W. Hamilton, of United Sec. Church.
Charnock's Works, 9 vols., 8th ed., London.
Whole Works of Rev. Dr. Baxter, with memoirs, 4 vols., 8th ed., London.
Bonder's Pleasures of Religion, London.
Buchanan's Scripture Apocalypse.
Dr. Duncan's (United Sec. Ch.) Memoirs and Discourses.
Dr. Puddle's Discourses.
Murray's Christian in complete Armor, London.
Bible Student's Hebrew Concordance.
Jackson on Faith.
Hewson's complete Works.
The Arts and Life Architectural.
History of Useful Inventions.
Panorama of Science.
Pen and Ink Sketches of Authors.
Do. do. of British Pulpit.
Dick's Practical Astronomer, best edition, one hundred plates.
Historical Sketches of Feudalism.
Wonders of Nature and Art.
History of Jacobinism, from the French of Abbe Barruel, 4 vols., octavo. For sale by

DAVISON & AGNEW, 65 Market st. near Fourth.

FRENCH MERINOES—Choice Colors—Murphy & Burchfield have rec'd a further supply of select shades of Tan and Copper Colored Merinoes; also, Hazarine Blue, light Blue and Orange, for Children's wear. Bright Tartan Plaids for Children and Ladies' dresses. Brilliant and neat colored Muslin de Laines, for Children; also, rich all Wool French de Laines, for Ladies dresses—and an extensive assortment of New Goods, generally. del

Two Horse Barouche, Carriage, &c., at Auction.

ON Wednesday morning, December 8th at 11 o'clock, at the Commercial Sales Rooms, corner of Wood and Fifth streets, will be sold

1 Two horse Barouche, falling leather top, iron axles, &c., in good order.
1 Two Horse Carriage, falling top.
1 Set Double Harness, brass mounted.
1 second hand cart.

P. M. DAVIS, Auctioneer.

ON HAND, a large stock of School Books, Colleges and Seminary Text Books, Theological, Sunday School, Holiday and Miscellaneous Books, at Eastern prices. Discount liberal.

DAVISON & AGNEW, 65 Market st., near Fourth.

MACKEREL, SHAD, COD-FISH,

SALMON, Herring, Pork—Hams, Shoulders, Sides, and Lard, together with Cheese, constantly on hand, and for sale by J. PALMER & CO., Market street, Philadelphia.

GROUND NUTS—10,000 bushels now in store, for sale by

ISAIAH DICKEY & CO., Water and Front sts.

CRAB APPLE CIDER—25 bbls. Crab Apple Cider, a very superior article, just rec'd by

W. A. MCCLURG & CO., Wood and Sixth sts.

FRESH VENISON—A few fresh Venison Hams just received by

W. A. MCCLURG & CO.

MOLASSES—87 bbls. new crop, to arrive, per steamer Ohio; for sale by

BURKHOLDER & INGHRAM.

VAYER'S

CHERRY PECTORAL

TO CURE A COLD, WITH HEAD ACHE AND SORENESS OF THE BODY, Take the CHERRY PECTORAL on going to bed, and wrap up warm, to sweat during the night.

FOR A COLD AND COUGH, take it morning, noon and evening, according to directions on the bottle, and the difficulty will soon be removed. None will long suffer from this trouble, when they find it can be so readily cured. Persons afflicted with a seated cough, which breaks them of their rest at night, will find, by taking the *Cherry Pectoral* on going to bed, they may be sure of sound, unbroken sleep, and consequently refreshing rest. Great relief from suffering, and an ultimate cure, is afforded to those cases who are thus afflicted, by this sovereign remedy.

From its agreeable effect in these cases, many find the sweetness of repose, a most valuable remedy every year. It is indeed a medicine to which the afflicted can look with confidence for relief, and they should not fail to avail themselves of it.

Prepared and sold by JAMES C. AYER, Lowell, Massachusetts, and sold in Pittsburgh by R. A. MCNAUGHER & CO., in Allegheny by H. P. Schwartz, and by Druggists everywhere in Medicine everywhere. del2dawtf

300,000 COPIES SOLD!

THE NEW CARMINA SACRA; OR, IMPROVED SINGING BOOK, by L. MASON.

It is a Selection of the best Tunes from all Mr. Mason's previous books. 2 First rate compositions by Dr. Zeuner, in addition, containing *New tunes*. It is a whole meeting—the most important book of Church Music in the world.

The sale of Three Hundred Thousand Carmina Sacra is the most unequivocal evidence of its merits. Either letter sheets or the notes, Mason's Large Musical Exercises for Schools, Mason's Juvenile Singing Book, The Boston Collection (very popular), The Boston Academy Collection of Church Music (put down to $24 per dozen), and other musical works.

Boston, Nov. 20, 1852. dec8tdlw

WHITE BEANS—10 bbls. small white Beans just received by

W. A. MCCLURG & CO.

Lots in Oakland for sale.

THAT beautiful Tract of Land, formerly belonging to the Cadwalder Estate, adjoining the residence of the late Mons. Arnaud, Esq., on Pennsylvania Avenue, will be subdivided into Lots, and offered for s