PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

FRIDAY MORNING, DEC. 10, 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 call a Delegate Convention 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 for that district to a Convention on the Wednesday following to nominate a candidate for Mayor.

RAILROAD DISTANCES.—Our Philadelphia friends are fast waking up to the great fact, which we have long since stated and argued, that *time* is *distance*, on Railroads. The question is not, how long a railroad is in *miles*, but how long it is in *time*. If a Railroad of 150 miles long, makes equal time with one of a hundred miles, and affords passengers more comfort, at the same expense, it will take the travel. The same is true as regards Grade. The cheapest, quickest, and most accommodating route, will take the business, let the distance be what it will.

The same is true in relation to the profits of Railroads. A railroad of easy grades can carry much farther, and much faster, and at less expense, than one with high grades, because a locomotive can take larger loads, and can run over the ground more quickly.

A few days ago, we quoted an extract from an article in the *Philadelphia Bulletin*, which declared that it was not always the point which is geographically nearest, that can be soonest reached. We find the same sentiment echoed in an editorial article of the *North American* of a later date, in an article on the Pennsylvania Railroad, from which we take the following extract:

"It is, doubtless, a valuable advantage to have the shortest route in miles to any given point.—But practically, the road which is longest, is often made the quickest channel of transit, by reason of superior energy and ability on the part of those charged with the management of the trains. The time of conveyance from station to station is the consideration which is already regulating the movements of freight and travel, and controlling the fortunes of all the avenues of transportation. Distance is no longer estimated by the old rule of measurement. The miles stones have become an antiquated and almost obsolete token to the traveller of the space he has overcome. We do not look, as we did in the day of post-coach, to the stakes upon the wayside, to tell us how far we have to go upon a journey.—That custom is among the other dead, neglected rubbish, which the hand of modern reform has thrust out of its path. The watch has become the common gauge of locomotion, and when any stage of a tour has been reached, the eye turns to the hands on the dial-plate of our time-piece, as the only legitimate index of progress. The new principle of computing the remoteness or proximity of localities, introduced by steam carriages and steamships, is revolutionizing calculations of human transition over land and sea, and signally superseding the old guide posts of geography with those who now sweep through its latitudes at the rate of forty and sixty miles an hour.

And it is to this novel order of things, which is now fairly established as the law of the highway for the world, that all the vehicles and agencies of public transportation must conform. Routes must be shorn in reference to time, not space—to speed of transit, and not the ground to be traversed. And, furthermore, the comfort of the passenger must be carefully consulted.—He must not only be carried quickly and certainly, but with the utmost possible personal ease and convenience. Cars of suitable commodiousness, furnished with every needful means of accommodation, adapted to all seasons and weathers, should be placed upon every railway of any extent, while conductors and their subordinates should be selected as well for their amiable and obliging qualities as for capacity."

We do not know whether the North American, in the above extracts, intended a rebuke to the management of the Penn's Railroad, but if it did the rebuke was well deserved. The management of that road, from some cause or other, is universally condemned and not the least loud in their denunciations, are Philadelphians themselves. If it can be corrected it ought to be, without delay. If the annoyances which exist [illegible] in the line in its present state, but [illegible] acknowledgment at once, and not route a bad reputation which will [illegible] ng after the evils complained of [illegible] moved.

But to the subject with which we set out. Time and comfort, speed and enjoyment, and not distance in miles, govern trade and business on Railroads. Ten, fifteen, or even fifty and one hundred miles, will make no difference in the success of a long Railroad. The Railroads through New York carry now a far greater number of passengers to and from the West than the Pennsylvania route, although distance in miles is greatly in favor of the latter; and when the Allegheny Valley road is built, it will, from the same cause, do an immense through business. Although the Pennsylvania Railroad will then be finished, and vastly improved, and we trust will be managed in the most efficient and liberal manner, yet it will not have capacity for the business now concentrating at Pittsburgh. It is a Philadelphia road, and the business of Philadelphia alone will give it full employment. We want a New York road. We want the means of reaching western New York without going through Cleveland, and of reaching New York and Boston, without being dependant on one route, and being subjected to the time-table constructed to suit Philadelphia convenience. We want these advantages not because we are opposed to Philadelphia or her interests; but because they are necessary to our own independent interests. Philadelphia does not consult our interests in her Hempfield and Sunbury schemes; neither ought we to combine our ambition solely to an eastern connection with the rich and magnificent metropolis of our State, in which we take as much pride probably as Philadelphians themselves. In fact we do not know that Philadelphia is at all opposed to the Allegheny Valley Railroad; neither do we believe it will do her any injury. It will tend to attract a greater amount of trade and travel to this city, for which she can compete with the advantage of a shorter line in miles.

What Philadelphia wants, and what Pittsburgh wants and most heartily desires, is, that the Pennsylvania Railroad shall be so managed as to be the best route between the Ohio river and the seaboard. This will be the mutual interest of both cities. The vigorous competition of a Northern route, starting from this city, will secure that result if nothing else will.

Mr. Clemens, of Alabama, has notified the Senate of his intention to introduce a joint resolution to confer on Gen. Scott the rank of Lieutenant General.

To the bestowment on Gen. Scott of this well merited honor, we have no objection. The honor has been well earned, and would be worthily bestowed. But we, despite the hollow-hearedness of those who propose this sequel to the villification and abuse which they heaped upon him during the late canvass.

Although the Presidential contest was barren of ordinary excitement, the Locofoco presses and speakers exceeded even themselves in vile abuse of Gen. Scott, as a military man. He was openly proclaimed by them to be a "coward," and a military "thief." All merit was denied him, as a military man. The victories on our frontier during the last war with England were all won without his aid, they said; nay, he was alleged to have made a cowardly retreat, and so cowardly a surrender during Canada campaign.

Now we find these gentlemen proposing to confer on a man they have so deeply injured the rank of General in testimony of [illegible] he is held for his military [illegible] testimony, then the [illegible] that honor on [illegible]

tainly will not atone for the abuse heaped upon him by the Locofoco party. The people will rightly appreciate this late repentance, and turn from it with the indifference and contempt which it deserves.

OUR BOOK TABLE.

Messrs. A. H. English & Co. have laid upon our table, this morning, a very beautiful work, entitled *The Daughters of Zion*, by Rev. D. D. Burchard, D. D. The work is a narrative, or rather, a series of Portraits of the most celebrated women of the Old and New Testament, sketched in an interesting style of language, and presenting them before us in a truthful light—neither exaggerating their virtues, nor endeavoring to secrete their faults. The work is handsomely embellished with handsome steel portrait engravings of the various persons therein spoken of. It will prove a valuable addition to our choice religious literature.

A Shabby Genteel Story, and other Tales; By W. M. Thackeray, Esq. The fact that the work bears the name of this well known author, is enough to stamp its merit, and cause it to be sought after—apart from the knowledge of its being one of a series of Appleton's Popular Library, whose taste in the selection of good works is universally conceded. It is only necessary therefore to say, that the stories therein contained, abound, as usual, with the author's well thrown humor.

Adventures of Punchinello, and other Stories; By Alexander Dumas, Charles Nordier, and others, with one hundred embellishments, of the most grotesque sort imaginable. Who has not seen or heard of the renowned Punchinello, the hero of whose adventures throughout the world, stands side by side with those of the famed Knight of La Mancha Don Quixotte? We have not enjoyed so hearty a laugh for a long time, as this book has caused; and we recommend all persons afflicted with the blues, to obtain a copy of it—It will prove a certain curative.

These books may all be found at Messrs. English & Co., Wood street.

Analytical Chemist's Assistant; By Frederick Wohlar. This work is by a distinguished Professor of Chemistry in the University of Gottingen, and is translated into our language by Dr. Leiber, who, in his introduction to the work, says: "Nothing in our literature the want of a treatise which, in a popular style, should give the directions for testing and analyzing the numerous organic compounds of nature and of art, I have considered that by translating Professor Woehler's excellent work, I should be placing a serviceable book into the hands of many persons, to whom the original may be unintelligible." The rules for detecting arsenic in a case of poisoning, is exceedingly valuable. The book may be found at the book store of B. T. C. Morgan, 104 Wood street.

EXPLOSION—LOSS OF LIFE.—For a wonder, it is some days since we have had to record the blowing up of a steamboat! The Buckeye Belle was the last that was attended with very serious consequences. The western papers now bring brief details of another on the Mississippi, near St. Louis. The steamer Geneva, Keokuk packet, burst her boilers on the night of the 6th, killing several persons and badly injuring others. The boat took fire and burned to the water's edge. Capt. Johnson, the *Clerk*, Capt. Chas. Dean, a passenger, and others, names not given, killed instantly. Capt. Perry, in command of the boat, mortally injured. The two engineers and the mate badly injured.

DUQUESNE GRAYS.—The Cincinnati Gazette speaks in the following Complimentary manner of this Gallant corps, now on a visit to that city:

THE DUQUESNE GRAYS.—This company, numbering some forty man, under the command of Capt. Campbell, arrived Monday night from Pittsburgh, they are a fine looking body of men, well disciplined in military tactics, and wear a soldier like bearing. They visited the armory of the Rover Guards yesterday morning, and afterwards paraded through some of the principal streets.

This company has maintained its present organization since 1840, and have the name of being the best drilled and most orderly military company in Pittsburgh.

The Grays return on the Allegheny on Friday morning.

For the Pittsburgh Gazette.

HOMEOPATHY.

At a meeting of the Homeopathic Physicians of Pittsburg and Allegheny, held Saturday evening, December 4th, the following resolutions were unanimously adopted:

Resolved, That we unitedly express our belief that a resort to Allopathic measures—such as blood-letting, cupping, et cetera—is altogether unnecessary, and even injurious.

Resolved, That the Homeopathic system, founded upon an immutable law of nature—the same in all countries and at all times—cannot be improved, but only *refined*, by an alliance with the Empirical systems of the past.

Da. G. Rauchenstein, Da. J. P. Dake,
Da. F. R. Moore, Da. Charles Bayer,
Da. D. M. Dake, Da. M. Cozz,
Da. H. H. Hoffman.

To the Editor of the Pittsburgh Gazette.

The statistics offered in your paper are very satisfactory as to the influence of railroads.—The advance of property in Massachusetts and Boston shows that if the $54,000,000 expended had been entirely lost, the increased valuation of real and personal property would still leave a balance of $236,000,000 in favor of the railroad expenditure. Note the fact that Boston was twenty-three years in doubling herself under the old system, but as soon as her line of railroads was opened, she commenced advancing, and in fourteen and a half years her population is doubled, and her real and personal estate is nearly trebled.

The estimated increase for Pittsburgh is probably too large. Much will depend upon whether our people pursue the old plan of coming down the mountains with a tree attached to the tail of the wagon, or whether they adopt the improvements which have been so successful with our neighbors in Cincinnati or Cleveland. No person believes that they will not double their population every six years. But we have croakers amongst us—men who are rich, and well to do in the world—who can see naught but evil in any subscription to railroads. They have managed to gather together a goodly heritage for their children, under the old system.—Why should not Pittsburgh increase like Cleveland?

Cleveland had 17,600 inhabitants in 1850, 21,940 in 1851, and 25,576 before the close of this year, 1852.

While every other community in this country is pushing ahead railroads, we are not progressing. The Connellsville road was abandoned, but the Hempfield is flourishing, and through the influence of citizens of Uniontown and Mt. Pleasant, and the Pennsylvania Railroad Company, another Railroad will be finished to Latrobe.

The Lake Shore road is opened and is crowded with people.

The *Pittsburgh* and Erie road is under contract for forty miles through Crawford county. All they desire is to make a union with the New York and Erie Company, and they will finish another road, which will probably terminate at Mt. Wallerville, the terminus of the *Pittsburgh* and Wellsville road.

A committee of the Philadelphia councils are now exploring the route of the Sunbury and Erie (why should not Pittsburgh be inserted!) road, to report whether the city shall subscribe $2,000,000 to that road.

Every person remembers that when the Baltimore and Ohio Railroad desired to have a branch to Pittsburgh, Philadelphia opposed and defeat the project, very much to the indignation of the people of Allegheny county.

But now we allow Railroads to be made all around us, within sight of our county, and people exclaim it is all right.

Carlisle has doubled itself once in 45 years and Alexandria, Va., once in 200 years.

The trade of the Allegheny River has been increasing every year. The demand for lumber and metal both here and below, must keep pace with the increase of population. Much of the timber along the river has been already cut away. The Allegheny Valley Railroad will open a new district of excellent timber land—freighting lumber will be an important item of profit for the road. Add the freighting of metal which now commands such a good price, that all the suspended furnaces, will again be put in blast, and we have a fair start for a paying road; but Mr. Croaker says this high price of iron will not last, and metal will be down before this railroad is finished. The probabilities are, that the present high prices will not hold for more than a year; but so long as gold continues to come into this country from California, and into England from Australia, real and personal property will increase in value. We delight to hear strangers call our cities the Birmingham of America, and no one doubts that the manufacture of iron in all its forms constitutes nine-tenths of our business and wealth. Hence a railroad into the best iron region of our State, ought to be worth millions of dollars to us. Coal will be another large item of freight and profit on this road. There are large coal beds in McKean co., but only want a railroad to New York to be opened. The counties in western New York containing 850,000 people, now use wood for fuel, and being densely populated, wood is becoming scarce. A good market for coal would be also opened into Canada, and for the Lake steamers.

But an objection is made that the Counties along the road are sparsely populated. That is a mistake as to this end of the road; immediately on the borders of New York, the counties are sparsely settled, but the counties in New York are the richest in that State, and the counties in our State are superior in agriculture, and more populous than those traversed by the Baltimore and Ohio road, to which Baltimore city subscribed $8,000,000 or the Nashville and Chattahooga road, to which Nashville subscribed $1,000,000.

In 1847, Armstrong County, had $1,888,000 capital invested in iron works, and 18 furnaces; Clarion $1,221,000 and 20 furnaces.

The above statement refers to only two counties on the line of this road.

The greatest seat of the manufacture of iron is destined to be in the north-western portion of the State; and the head waters of the west branch of the Susquehanna, Sinnemahoning and the Allegheny river, a district embracing some counties now containing no iron works.

This is, probably, the most elevated tract of country in the State, consequently, the streams are all small, and only navigable in one direction, for short distances, by rafts and arks, and that only during a few weeks in the spring of the year, and in part of the district, the streams are so small as not to be navigable at any time. The roads are few and very bad. The whole of this tract of country is covered with a dense growth of very heavy timber, and is underlaid by numerous seams of *bituminous* coal, iron ore and lime stone, being, in fact, the north-eastern extremity of the Allegheny coal fields.

The larger portion of the minerals lie above the water level, and are nearly horizontal in their stratification so as to require no steam power to bring them to the surface, or to pump the water.

The population being very sparse, and there being no means of transportation, to a market, the demand for agricultural products is confined to the immediate neighbourhood of the farmer, the commerce being chiefly amongst the lumbermen.

The inclination of the hill-sides is much less abrupt here, than is generally the case in the mountainous parts of the State, where the streams are larger and the valleys deeper, and in a larger part of the district, they are susceptible of cultivation all the way to the top.

The soil is peculiarly adapted to the cultivation of the lighter grains, and root crops; but it would readily furnish enough wheat to supply any probable population.

As an illustration of the capabilities of the region, I refer to the counties of Armstrong, Clarion, and Venango, on the Allegheny river, which enables them to get their iron to market in order during the Spring freshets.

Iron works in each co. in 1842	1847	Ins 6 y
Armstrong,	5	18 18
Clarion,	8	60 22
Venango,	5	21 12
Total,	22	69 47

Showing an increase of 47 works in five years, or 214 per cent.

Both wood and coal are so abundant that they have scarcely any value beyond the cost of getting them to market; and in neighborhoods where there are no iron works, from $10 to $15 an acre can be insured by chopping and burning up the wood on the spot where it grew. By converting it into iron, it becomes a source of profit, whereas, without the demand, the timber requiring so heavy an outlay in the commencement to clear it off, is an insuperable objection to the settler with small means.

In this way making charcoal iron benefits the State much more than any other branch of iron manufacture; for in addition to the employment which it gives, it *adds fifty eight square miles annually to the amount of cleared and productive land*, INCREASING IN A CORRESPONDING RATIO THE VALUE OF THE TAXABLE PROPERTY AND THE ABILITY OF THE STATE TO SUSTAIN POPULATION.

The expenditure of $50,000,000 in Railroads and Canals for the opening of the Anthracite Coal and Iron region of eastern Pennsylvania has increased the population in all these counties, and has sustained our great city Philadelphia in her contest with New York. Philadelphia in 1800, had a population of 70,000, and her foreign imports were $24,000,000, while N. York had 60,000, and her imports were $14,800,892.

In 1850, Philadelphia has 450,000 inhabitants, and imports $14,000,000, New York 650,000, and imports $123,000,000. Manufactures alone have increased Philadelphia, and this 5,000,000 tons of Anthracite Coal sustains their manufactures. The increase in population of Schuylkill county, a coal and iron region, is given in 1840, 20,000 in 1850, 62,820. Any person who will examine the statistics of population for the eastern counties, from 1840 to 1850, will become convinced that the opening of the Anthracite region made this great increase in wealth and population, and enabled Pennsylvania to continue the second State of the Union.

This railroad will accomplish for western Pennsylvania an expenditure of $4,000,000, what required $50,000,000 east. What other facts can be offered shewing the great advantages of this improvement?

Iron is a prime article of necessity. We have no ore in Allegheny county, and by making this road we connect with as fine iron, coal, and timber lands as in our State. We develope them all, and reap the profit of a rich region, and add to the resources of our own State burthened with $40,000,000 debt—in bringing in new lands and new people to diminish our taxes, and the taxes of the whole State. B. S. T.

PREPARATION OF OUTTA PERCHA FOR USE.—Some of the lumps in which it reaches this country are not unlike fifteen cheese, double Glo'ster for example; others are like a cake-pan in their rough shells; and the first step taken with it is to bring these within the action of a vertical wheel, with knives fixed on the face of it, which revolving rapidly, cut the material into thin slices, and often expose the progress of the Malays towards the details of civilization, in the shape of lumps of wood encased, to deceive the apparent quantity. When it has been sliced, it is boiled in coppers, forced into a hopper, whose serrated knives tear it into shreds; and it is washed in various waters, in the course of which the foreign matter sinks to the bottom and is removed, while the gutta percha is finally cleansed, and this is of great consequence especially for covering telegraphic wires, the material is put between rollers which partly squeeze out the moisture, and it is then placed in a kneading machine, and ultimately is passed through rollers to form sheets and bands, or submitted to the drawing mill to form it into cords or pipes. At the temperature of boiling water it becomes soft, will take any form or the finest impression, and at the ordinary temperature regains the consistency of leather. Herein lies, as may be seen at once, its extraordinary value. Combined with sulphur, it may be made as hard as ebony, but this is not the condition in which it is most useful. For pipe making and for covering telegraphic wires, a further cleansing progress is gone through; it is driven by immense pressure, the pressure of four hydraulic pumps, through gauze wire and very fine holes in a steel plate, and it is rolled and kneed again.

SAILING OF STEAMSHIPS.—The *Georgia* and Uncle Sam sailed yesterday with passengers for California, via Navy Bay. The *Georgia* carried out 760 passengers; the Uncle Sam 600. The *Georgia* also carried out the semi-monthly mail, consisting of 41,593 letters.—*N. Y. Cour. Tra. Tab.*

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
CHOICE TEAS, FAMILY GROCERIES,
WOODEN AND WILLOW WARE TO BE FOUND IN THE WEST. de4

SAMUEL GRAY,
MERCHANT TAILOR,
No. 47, St. Clair Hotel Building,
St. Clair street, Pittsburgh.
GENTLEMEN'S CLOTHING MADE EXCLUSIVELY to order, and warranted to rule. Has just received a choice assortment of
CASSIMERES,
VESTINGS and OVERCOATING,
OF THE LATEST STYLES.
Selected expressly for the custom trade. Gentlemen leaving their orders will have their wants consulted and complied with, as all work is done under his own supervision. de11:2m

Citizen's Insurance Company of Pittsburgh
O. G. HOSKEY, President.
SAMUEL L. MARSHALL, Sec'y.
OFFICE, 97 WATER, BETWEEN MARKET AND WOOD STREETS.
☞ ISSUES UNILL AND ... RGO RISKS ON THE OHIO AND MISSISSIPPI RIVERS, AND TRIBUTARIES.
☞ Insures all against loss by fire. Also, against Casualties of the STEAMBOAT NAVIGATION and TRANSPORTATION.
DIRECTORS:
O. G. Hoskey, Wm. Lorimer, Jr.,
Wm. Smith, A. M. Lint,
Hugh D. Kirk, Wm. Bingham,
Robert Bennett, Jr., Thos. Blair,
S. Harbaugh, Thomas Fulton,
Robert Dalzell, Jr., J. Gibson,
Robert Forsyth. Samuel Marshall.
de10:1y

LARD.
R. WATSON is now engaged in slaughtering 4,000 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 tin and kegs, for sale at his Ware House, corner of Liberty and Wayne Streets. nov22:1m*

WINES, &c.—Persons wishing to purchase RHENISH WINES AND LIQUORS of all descriptions, pure as imported, can obtain them, at the lowest prices, at the Wine Store of JACOB WEAVER, Jr., Market and Front streets. de10

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 of inconvenience to the patient.

Thousands of testimonials 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 local remedy in Paralysis, Rheumatism, Deafness, loss of Sight, but as a valuable internal remedy, inviting the sick and suffering as well as the suffering patient, to become acquainted with its virtues.

We are having a dread of mixtures 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 8, 1852, to which is also appended the certificate of the celebrated D. T. Foot, M. D., of Buffalo:

This may in truth certify, that I have been so badly afflicted with Scrofula for the last seven years, that most of the time I have been unable to attend to any kind of business, and if they do, five times more than any other, and have been treated nearly all the time by the best physicians our country affords; I occasionally got some relief, but no cure, and continued to grow worse, until Dr. Foot recommended me to try the Petroleum, or Rock Oil, as every thing else had failed. I did so without faith at first, but the effect was astonishing; it threw the humor 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 therefore recommend it to be a medicine worthy of attention, and can safely say the success has attended its use where other medicine had failed.

D. T. FOOT, M. D.

For sale by all the Druggists in Pittsburgh. [illegible]

M'Lene's Worm Vermifuge.
☞ The following order shows at once the demand for and the excellence of this celebrated medicine.—Certificates have been so multiplied in favor of Worm Vermifuge, that we consider it unnecessary to add any more.

Hagerstown, Md., June 3, 1851.

Messrs. J. Kidd & Co.—Your agent, Mr. Bare, left with us 12 dozen bottles M'Lane's Vermifuge, which is nearly all sold. Please send, quickly, 12 dozen more, as we do not want to get out of it; for we consider it the best Vermifuge ever used in this place. Yours, &c.

G P & J B HUDSPETH.

This Vermifuge is always safe, and effects a cure in every instance, without blistering the human rose, preferring itself to by its superiority over all others, and never failing to effect a cure.

For sale by most Merchants and Druggists in town and country, and by the sole proprietors,

J KIDD & CO.,
de8:dawlm 62 Wood street.

ALEXANDER POSTLEY. JACOB PARK.
R. B. NELSON. DAVID MCCLELLAND.
POSTLEY, NELSON & CO,
No. 59, WOOD STREET, PITTSBURGH, PA.
MANUFACTURERS of Gun-Barrels, Cast Steel and Shotted Shovels, Spades, Solid Box Axes, Hoes, Hay and Manure Forks, of the best materials, and warranted equal to if not superior to any in the United States, and others wishing to purchase will find it to their advantage to call and examine our stock before purchasing elsewhere. sept8

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 he will sell at the manufacturer's prices considerably below the manufacturer's—Dealers will please call and examine. noloday

JAMES P. TANNER,
WHOLESALE DEALER
IN BOOTS, SHOES, BONNETS, &c.,
No. 56 WOOD STREET, PITTSBURGH.
Between Third and Fourth.
☞ My stock embraces every variety and style of Boots, Shoes, and Bonnets, purchased direct from the best England Manufacturers, adapted expressly for this and Western sales, and will be sold at Eastern prices.—Please call and examine before buying. sept1

A. H. HOLMES & BRO.
Successor to H. P. Nelson & Co.,
MANUFACTURERS OF
SOLID BOOT VIGES,
PLATED SHOVELS, MATTOCKS, SPADES, HOES,
PICKS, FORKS, &c.
PITTSBURGH, PENNA.
Office 84 Wood street, third door above Smithfield. All work warranted equal to any manufactured. de4

JOHN D. MCCORD. JAMES A. MCCORD
M'CORD & CO.,
WHOLESALE & RETAIL FASHIONABLE
HAT AND CAP
MANUFACTURERS,
AND DEALERS IN ALL KINDS OF FURS.
CORNER OF WOOD AND FIFTH STS.,
Pittsburgh, Pa.
☞ Their stock embraces every quality and style of Hats and Caps, Buffalo, Bear, Coats and Fur Bonnets. sept11:1y

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

DAGUERREOTYPES
AT THE
NATIONAL GALLERY.
JACKSON'S National Daguerrean Gallery, 65 corner of Market, Diamond and Market street, (opposite Wilson's Drug Store,) Pittsburgh.
Ladies and Gentlemen wishing to obtain lifelike likenesses of themselves, will find a call at the above establishment, fitted up with very superior Side and Sky Lights, arranged and with a large and well lighted operator can at any time secure the shades of the human form with all the expression of animation in a few minutes.
Engravings, Paintings, &c., accurately copied, and duplicates taken of original pictures.
Galleries not equalled to take a picture, unless a perfect resemblance.
☞ Likenesses taken of sick and deceased persons in any part of the city and vicinity.
☞ Rooms open, this evening from 8 a. m. until 6 p. m.
N. Entrance in the Diamond. [illegible]

Nelson's First Premium
DAGUERREOTYPES.
Post Office Building, Third Street.
CITIZENS and strangers who wish to obtain a perfect Daguerreotype likeness, at very moderate price, will find it to their interest to call at this well known establishment. Satisfactory satisfaction guaranteed, or no charge made. Rooms fitted up in the best and most approved style and skylight, by a powerful light, and having adopted the improvements of Langenheim, Fredricks, and Grimes, I am prepared to take Daguerreotypes in a superior manner, and at reasonable prices. Rooms open and operating, in all weathers, from 8 o'clock A. M. to 5 P. M. [illegible]

NEW BOOKS—Just received by Express, at the Central Book Store, No 19 4th street:
Woman's Record; or sketches of all distinguished women from the beginning till A D 1852; arranged in four eras, with an alphabetical and chronological table of events, and a copious table of contents; by the author of "Female Biography." Illustrated by two hundred and thirty portraits. Royal octavo, sheep, $3 50.
The private life of Daniel Webster, by Charles Lanman. [illegible]

Books, Paper, &c., at Auction.
ON Saturday evening, Dec. 11th, at 6½ o'clock, at the store, No. 84 Wood street, corner of Wood and Fifth streets, will be sold:
A very large and valuable collection of valuable books, comprising a very standard collection of Science, Law, Medicine, Philosophy, Biography, Poetry, Fiction, and miscellaneous works; also, a selection of choice works from private library, super post paper, envelopes, &c. &c.
P M DAVIS, Auctioneer.

NEW BOOKS—Just received—Adventures of an Aide-de-Camp, by James Grant, author of Romance of War, &c.
Life and Times of Martin Luther, by W Wilkie Collins.
The Successful Merchant, by Wm. Arthur, A.M.
Appleton's Library. Essays from the London Times; fresh supply.
The History of Henry Esmond, by Thackeray.
The Rovers; or, the Expatriated, by Captain Marryat; and for sale by
W A GILDENEENEY & CO.,
de10 76 Fourth st.

Diamond Market.
AT a meeting of the Committe on Markets, held December 9th, 1852, the following resolutions were passed:
Resolved, That the Butcher's Stalls in the new Market House on the Diamond shall be given to the highest bidder. The rent of said Stalls to be paid quarterly, in advance.
Resolved—That notice be given that the second story of said Market House will be ready for the purpose for which it was intended, on Tuesday, December 14, 1852.
ALLEN DONELDI, Chairman.
Attest: Charles A. Bryan, Clerk.
(Gazette copy.)

ELECTION OF OFFICERS.—The members of the Allegheny County Agricultural Society are requested to meet at 10 o'clock A. M., on the first Wednesday in January, at the Court House, for the purpose of electing a President, Vice President, Treasurer, Corresponding Secretary, Recording Secretary, and a Board of Managers, for the ensuing year. Punctual attendance is requested. By order of the Board of Managers.
JAS. K. KENNEDY, Secretary.

Citizens' Insurance Company.
A MEETING of the Stockholders will be held at the Office of the Company, on Monday the 20th instant, between the hours of 9 o'clock A. M., and 3 P. M., for the purpose of electing a Board of Directors for the ensuing year.
SAMUEL L. MARSHALL, Secretary.
de10:td

Notice.
THE board of Directors have ordered an assessment of fifty cents per share upon the stock of the Pittsburgh and Isle Roche Mining Company, payable to the Treasurer, at the office of the Company, on the 15th day of January next.
JOHN MILLER, Jr., Secretary and Treasurer.
de8:td

Citizens' Insurance Company of Pittsburgh
OFFICE, 97 WATER, BETWEEN MARKET AND WOOD STREETS.
☞ ISSUES UNILL AND ... RGO RISKS ON THE OHIO AND MISSISSIPPI RIVERS, AND TRIBUTARIES.
☞ Insures all against loss by fire. Also, against Casualties of the STEAMBOAT NAVIGATION and TRANSPORTATION.
DIRECTORS:
O. G. Hoskey, Wm. Lorimer, Jr.,
Wm. Smith, A. M. Lint,
Hugh D. Kirk, Wm. Bingham,
Robert Bennett, Jr., Thos. Blair,
S. Harbaugh, Thomas Fulton,
Robert Dalzell, Jr., J. Gibson,
Robert Forsyth. Samuel Marshall.
de10:1y

Queensware, Iron Safe, &c., at Auction.
ON Saturday afternoon, Dec. 11, at 2 o'clock, at the Commercial Sales Room, corner of Wood and 4th streets, will be sold a large and general assortment of Ironstone, China and White Granite dinner, tea, toilet, Covered Dishes, &c. &c.
Also, a large iron safe.
Winning Game Teas, Tobacco, Glassware, Nest and Scrollsaws, Furniture, &c. &c.
P M DAVIS, Auctioneer.
de10

Superior Household Furniture at Auction
ON Thursday morning, Dec. 16th, at 10 o'clock, at the dwelling house, No. 64 Smithfield st., between 4th st and Diamond alley, will be sold the entire household and kitchen furniture of a family declining housekeeping, comprising superior mahogany bedstead, chairs, rockers, mahogany card and side tables, mahogany secretary, venetian window blinds, looking glasses, ill beds, bedsteads and bedding, carpets, oil cloths, stoves, with pipe, black walnut wardrobe, parlor, chamber and stair carpets, carpet rugs, & c. Also, chairs, dining and breakfast tables, large wheel, chairs, stepladders, carpet tacks, &c. &c.
Also, a superior cooking stove, with furniture, fitted, and a general assortment of kitchen furniture.
P M DAVIS, Auctioneer.
de10

THE CONTRACT OF INSURANCE
OFFERS an expedient, by means of which, prudent men escape Losses. They transfer to others the risks which therefrom came them. For a small consideration these risks, which might in an unlucky event, ruin individuals are safely assumed by Companies well organized and judiciously managed. Such an institution is the

PROTECTION INSURANCE COMPANY, OF HARTFORD, CONNECTICUT.

This Company based its operations upon such a perfected plan of risk premiums, well scattered risks and long experience in estimating hazards, that the interests of all concerned are protected. The Company receives from almost innumerable sources and in small sums, a large annual deposite. From this fund, held as a public trust, losses are paid. To secure for the public and the Company a permanent ability to meet every demand, all erroneous or fraudulent claims are of course resisted. This is the only plan of Insurance which can long deserve the public confidence, and the undersigned, Agent, confidently invites his friends to secure themselves at his Agency, against

FIRE,
OR THE
PERILS OF NAVIGATION.

The advantages of this contract need scarcely be stated upon wealthy men, or merchants, for they rarely neglect it, and they do, five times out of ten, from other resources. It is especially valuable to laboring men, mechanics, and others of moderate means—who, perhaps, have little else than a home and its contents in the world.

These should never neglect to insure a fire which may visit them at any hour, would leave them homeless and, with no capital but their labor, to be in again the struggle of life, and years of toil and watching must pass before they can be again what they have lost, if indeed it is ever done. Touch, insurance is a debt. If an individual is worth little, the expense is less; if he owns much property, still, the expense is trifling, and by investing a few dollars, he is safe. He is free from anxiety, from misfortune, and his all laid in safety, he receives a remuneration for whose labor, capital equal to his loss, and may so restore what has been destroyed.

POLICIES issued at all times upon favorable terms, by

GEO. E. ARNOLD,
Agent for Pittsburgh and Allegheny Co
de10:dawlm

FRESH FRUITS, ETC.—
50 boxes and half boxes M R Raisins
25 Citrons
500 lbs Seedless "
4 bbls Zante Currants
24 jars Bordeaux Prunes
100 pounds Malaga Plums
100 boxes prime Sec Cigars
20 " Lagnya "
11 " Old Government Java
75 packages Green Teas
50 " Black "
10 Cheste Metallic Ale Tea
2 cases Averting's D. R. Soap
10 bbls crushed and pulverized Sugar
5 " clarified "
20 " New York Syrup
20 hr. bbls. Gin
10 bbls. superior Brown Molasses
2 " New Orleans "
25 doz. Split Wash Boards
100 " Corn-Brooms
100 " Mason's Blacking
1 case Miller's Water Proof Blacking
25 bbls pure Cider Vinegar
50 mats Gazella Fruit
de10 B & FAHNESTOCK & CO.

SHIRAS' POEMS: Price 75 cents—The Redemption of Labor and other Poems, by Charles F Shiras. A fresh supply just received—price 75 cents.
REEL & CALLOW, Third street, opposite the Post Office.

FIGS—645 drums fresh Smyrna Figs, per ship Sultana.
300 boxes do do do
to arrive and for sale by [dec10] A GOLDERTSON.

FLOUR—100 sacks B W, for sale by
de10 A GOLDERTSON.

VINEGAR—100 bbls, for sale by
de10 A GOLDERTSON.

SHOT—50 kegs assorted numbers, this day received per steamer Pratt's city, and for sale by
[dec10] JAMES A HUTCHINSON & CO.

LINSEED OIL—35 bbls in store and for sale by [dec10] JAMES A HUTCHINSON & CO.

SCARFS and COMFORTS—A large assortment of every size and quality, just received at
A A MASON & CO.

BONNET RIBBONS—A. A. Mason & Co. keep constantly on hand a large and varied assortment of the new est and most fashionable styles of Winter Bonnet Ribbons.

BEST KID GLOVES—Just received per Express, at A A Mason & Co's, 120 dos Alexander's best Kid Gloves.

FRENCH CLOTH—25 pcs Fine French Cloth, assorted colors, for Cloaks, &c just received at A A MASON & CO.

CHINTZES, CHINTZES—Now opening at A A Mason & Co's, a large and assortment of American and English Chintzes, fast colors, and superior quality.

SHAWLS—SHAWLS—A. A. Mason & Co are constantly receiving cases of Paisley Shawls, Stripe Shawls, Empire Bay State, Cashmere, Water Ice, Pelerine, Waterproof, &c. &c.

GUM SHELLAC—8 cases Orange, for sale by B & FAHNESTOCK & CO.

SPANISH BROWN—10 bbls, for sale by B & FAHNESTOCK & CO.

OIL LEMON—50 lbs. for sale by B & FAHNESTOCK & CO.

TAMARINDS—5 kegs fresh, for sale by B & FAHNESTOCK & CO.

WAFERS—50 lbs fine, rec'd for sale by B & FAHNESTOCK & CO.

BUTTER—11 bbls. fresh Roll rec'