PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

SATURDAY MORNING, JANUARY 15, 1853.

☞ PITTSBURGH WEEKLY GAZETTE.—The extensive circulation of our Weekly Gazette offers to our business men a most desirable medium of making their business known. Our circulation is between four and five thousand, reaching almost every village and county in Western Pennsylvania and Eastern Ohio.

☞ TO ADVERTISERS—Neither the Editorial Rooms nor Printing Establishment of the DAILY GAZETTE, are opened on Sunday. ADVERTISERS who desire their notices to appear in the paper on Monday morning, will please hand them in before 9 o'clock, on Saturday evening.

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

Our Washington City letter, dated January *seventh* inst., reached us late at night on the *thirteenth*—a long interval for a transit usually occupying but 24 hours. We give it entire, although some parts of it have been anticipated.

A REVOLUTION.—The success of the Ericsson Caloric Engine is destined to work a revolution in motive power, the world over. This new agent in mechanics, which supplies the place of steam; may not supersede that agent altogether, but it must very soon displace steam in many branches of labor, and is capable of application in many ways in which steam has never been serviceable. It removes all sense of danger from exploding boilers, is a hundred per cent. cheaper and cleaner, and is in all respects but one, as at present developed, superior to steam.

This one exception is found in the deficiency of propelling power, as compared with steam. The engine on the Ericsson steam ship does not propel that vessel at the rate at which steam vessels is propelled. But it is to be remembered that the invention is yet in its infancy. The steam engine in the days of Fulton was more deficient in propelling power as compared with the steam engine of to-day, than the Ericsson engine is. In the manufacture of the new engines, mechanics have been utterly inexperienced, and the whole field of improvement is before them. Reasoning from experience in other inventions, it is natural to suppose that in the progress of years this invention will be improved and perfected, until it will become as powerful and useful as any that has preceded it.

Leaving out of view the results of experience, the improvements that will unquestionably attach themselves to the work, will give a motive power so compact, so comparatively cheap, so portable, so safe, so superior in every respect to steam, where it can supercede it, that the mind is at fault in an attempt to conjecture results.—

The engine takes its name from the principle of heat. This principle is applied to *air*, by Ericsson, instead of *steam*. And the expansive property of air, under the application of heat is so managed that the power is made available by means of the engine just now put in operation.

Water has a capacity of expansion to 1728 times of its own bulk, at 212 degrees of heat, while air is capable only of *doubling* itself at a heat of 491 degrees. The skill which has adapted machinery so as to equalize these sources of power, and thus to overcome all the dangers of the one, and to secure all the advantages of the other, is a triumph indeed.

Mr. Ericsson is a Swede by birth, and is a naturalized citizen of the United States. His engine is not a thing of to-day; but he has been laboring at efforts to bring it before the world for about 20 years. In 1833 he introduced a model engine on this principle in London, and was partially encouraged by Professor Faraday and Dr. Ure; but the discouragements were greater than the encouragements, and the effort was abandoned. For nearly 20 years, Mr. Ericsson has pored over his invention, suffering for want of means to put it to a practical test. At last he found a man—Mr. John B. Kitching, a merchant of New York—willing to invest his money in an experimental vessel to test the invention. The result is before the world.

Already, it is reported, *other* vessels are projected to which the new motive power is to be applied, and in a short time we shall have Ships propelled by the new engine going to China and back in about the half the time now occupied. The small amount of fuel needed will render it practicable to take enough coal at New York to last for the whole voyage to China and back.

THE BROAD GAUGE RAILROAD.—We copy the following from the Ravenna (O.) Whig:

"We are happy to announce that the preliminary steps have been completed to secure the building of what will one day be the great central route. At the Broad Gauge Convention at New York it was unanimously resolved to survey the route and build the road. Warren, Franklin and Akron will be points on the road. One who is intimately acquainted with the facts, and whose information is reliable, writes that, "it will be constructed as soon as the company can lay it down." The many obstacles which had hitherto attended its passage through Pennsylvania, are now all removed, and immediate measures will be taken to commence the great work. Further particulars we shall give at a proper time.

The friends of the road at Franklin held a jubilee over the *sure* prospect of the "good time coming," last Friday evening. There was a melange of oysters, speeches, dancing, illuminations, firing of cannon, &c., on the occasion."

This is rather indefinite as to specific details, but is sufficiently positive in its assertions of facts to lead the reader to suppose that the whole matter is settled. The following from the Erie Observer, however, lets us into some of the details and prospects of the scheme:

The Pittsburgh Charter.—We learn that the charter of the Pittsburgh and Erie Road has been sold to an Ohio Company, at the head of which are Messrs. Neal and Chamberlin, of Columbus, for a sum in the neighborhood of $40,000. We presume it is the intention of the high contracting parties to go before the Legislature and ask for more legislation, and when obtained attempt to build under it the proposed road from Little Valley, N. Y., to Columbus, Ohio. Whether the great interests involved in the Central, the Sunbury, the Allegheny Valley and the Lake Shore roads will quietly submit to this, is a doubtful question. Our own opinion is that the Legislature will strangle this project instantly. It contains within its claims powers elements directly hostile to every other improvement or projected improvement in the State. We said claimed powers, for we fully believe the charter has no vital powers—those having the concern in charge never having complied with one single provision imposed on them by the Legislature."

This coincides with our information from other quarters, and we presume that the whole foundation for the positive assertions of some of the Ohio papers is contained in the fact that the charter of the Pittsburgh and Erie road has been purchased, and that hopes are entertained that under that charter the broad gauge road can be built, *if* the necessary legislation can be had from our legislature. The resolutions adopted in the Broad Gauge Convention at New York, at which "it was unanimously resolved to survey the route and build the road," was not participated in, if we are rightly informed, by any but the Ohio delegates to that Convention. The New York men did not take part in it.

Much doubt is felt as to whether the Pittsburgh and Erie charter will be of any service in forwarding the broad gauge project in the direction intimated. The only feasible plan is the one we offer, by way of the Allegheny Valley road. The New Yorkers, by holding off from the Ohio project, showed their doubts as to its practicability, under present circumstances.

For the Pittsburgh Gazette.

MR. EDITOR:—I have read your article on "Railroad Car Axles." I am confident that the radical defect in most of the axles in use is that they are too small in diameter and frequently made of bad iron. If railroad car axles were all subjected to the inspection of capable and proper officers, appointed by Government, as to their size and quality, the number of accidents from breaking of axles would be greatly diminished. ENQUIRER.

We doubt not that accidents sometimes occur from defective iron in the axles, and efforts should be made to guard against that danger.—But the best of iron cannot always stand the strain to which axles are exposed in passing around some curves.

The House of Delegates, Virginia, has passed a bill authorising the citizens of Marshall county to subscribe to the Marietta and Cincinnati Railroad; and a bill incorporating a company to construct a Railroad from some convenient point on the Manassas Gap Railroad to the Ohio river, at or near Letart Falls in West Columbia, in the county of Mason.

W. Holland, Esq., Editor of the West Troy Advocate, walked off a ferry boat at that place on Saturday and was drowned.

BALTIMORE AND OHIO RAILROAD.

The opening of the Baltimore and Ohio Railroad to Wheeling, has been celebrated by an excursion, dinner, &c. The excursion trains left Baltimore on Monday morning last, and arrived at Cumberland in the evening, where the supper was provided. The events of the remainder of the route, are described as follows, by a correspondent of the Baltimore American:

WHEELING, JAN 11, 10 P. M.

At a little past 10 o'clock last night, we started from Cumberland, and passing over the viaduct at Will's Creek, were soon dashing through the gorges of the Allegheries.

The party at Cumberland had been placed in three trains, the first under Capt. Owens, the second under Capt. Rawlings, and the third under Capt. Bryson, with Messrs. Brown, Cole, Bollman and Lequeyer, as general supervisors.

It was a matter of regret that the darkness of the night prevented us from enjoying the splendid mountain scenery, and inspecting the trestle work of the bridges, and the tunnels throughout the route.

We were not left, however, in total darkness, as all along the heavy grades, for hundreds of miles, men had been stationed to keep up fires at distances of half a mile apart, illuminating the wood and mountain, and producing the most magnificent effect I ever beheld.

At 3 o'clock this morning we reached Piedmont, passed Fetterman's at the junction of the North western Turnpike at 7 o'clock, and rapidly wending our way through the valley of the Monongahela, reached airFmont at about 8 o'clock.

Here the whole population were assembled to greet us and tender us the hospitalities of the place. The passengers were in a short time taken possession of by these hospitable people, and furnished with hearty breakfasts, the private houses being thrown open for their accommodation.

Mr. James Quigg took charge of the officers of the road and your correspondent, and served up a breakfast which would have reflected credit upon the best hotel in Baltimore. Our appetites had been well sharpened by a cold ride over the mountains, and it is almost needless to say, we did ample justice to the bountiful repast. The other passengers were also well provided for.

After breakfast, the Blues' Band treated the citizens of Fairmont to a few of their musical selections, and at 9 o'clock the first train started for Wheeling. This was followed in a few minutes by the second train, leaving the third train to wait for Governor Lowe, who was momentarily expected in the night train from Baltimore. The Mayor and many citizens now swelled the number of the excursionists.

At Barnesville, Barracksville, Farmington, Mannington and Begum stations which we successively passed, the people had assembled in great numbers and welcomed us enthusiastically. The road after leaving Fairmont passes for about 20 miles through the valley of Buffalo creek, which stream it crosses no less than seven times in that distance. The country is a thickly peopled region, and furnishes delicious mountain mutton in abundance.

About 10 o'clock, when near Mannington, an accident occurred, which but for the presence of mind of the engineers might have proved fatal in its consequence. In going round a heavy curve about half a mile in length, which skirts a bend of Buffalo creek, at an elevation of 12 feet from the water, the axle of the tender of the first locomotive broke, throwing the tender on the side of the track. This threw the second locomotive off the track, the engineer and fireman after reversing the action, jumping off and escaping unhurt.

Engineer Robert Morris, on the first locomotive, stuck manfully to his post, and succeeded in checking the train and preventing the second locomotive from going down the bank. The train and passengers were thus safely secured, the baggage being all at their posts, and nothing, but a slight jar was experienced.

The second and third excursion trains, followed by the morning train under Captain Hoover, soon came up, and the cars were all pushed back to Farmington, whilst the locomotives passed ahead to assist in clearing the track.

Messrs. Bollman, Brown, Cole, Latrobe, and the conductors, assisted by Major Trimble, summoned and organized about one hundred laborers from the line of the road, and having all the necessary implements at hand, succeeded after a delay of four hours in clearing the road of the wrecked tender and disabled locomotive.

The accident was caused by the effects of the recent heavy rains on the clayey foundation of the track. The train was proceeding slowly and cautiously at the time, on account of the bad condition of the track, otherwise a serious disaster might have occurred.

Whilst waiting for the removal of the obstruction, the mail train conveying Governor Lowe arrived, a circumstance which gave great satisfaction. Dinner was speedily served up in the refreshment cars, and hilarity and good humor prevailed, notwithstanding the delay and disappointment.

At two o'clock, all things being in readiness, the trains were again put in motion, and the mail train from the East being allowed to pass ahead, your correspondent deserted those enthusiasts, and is indebted to Captain Hoover for landing him safe in Wheeling some two or three hours in advance of the excursion trains. I left them at Mannington, fifty-nine miles from Wheeling, and beyond the Great Petitbone Tunnel Hills, in crossing which they will be delayed several hours.

Although this tunnel, when completed, will be only half a mile through, it now takes an hour and a quarter to pass one car over. The cars are worked up and down the sides of a steep mountain, by means of tacking to and fro on tracks shaped like the letter V. The grade is five hundred feet to the mile, and the achievement is one of the greatest triumphs of science. The tunnel will be completed in about six weeks, a large force being employed.

On reaching Wheeling in the Express train, I found many houses illuminated and the great Wheeling Bridge covered with lights, presented a very handsome spectacle. A great crowd was assembled at the depot, who loudly cheered the mail passengers mistaking them for the excursionists. Captain Hoover thinks it will be after midnight before both trains reach Wheeling.

Great preparations were made here, and large crowds of people, with the military from Steubenville have been waiting all the afternoon for their visitors. They are greatly disappointed and the military have returned home. The country people are moving off likewise. C. C. F.

The excursionists did not finally arrive at Wheeling until Wednesday, having been about 42 hours on the way.

THE GREAT BROAD GAUGE RAILROAD.

Correspondence of the Daily Pittsburgh Gazette.

KITTANNING, Jan. 12, 1853.

Mr. White: I have read, with much pleasure, your articles on the subject of a great Broad Gauge Railroad, extending from New York to Cincinnati, thence, probably, to be extended westward until finally it should reach the shores of the Pacific Ocean. It is a grand conception; and although it can never supersede other great east and west lines, still it must be pre-eminently *the* great thoroughfare of the nation.

This project is not like that of building a railroad from the Mississippi to the Pacific—a scheme yet in the uncertain future—but it is one which only requires that the companies which own and control the several continuous lines reaching from the city of New York to Cincinnati shall so co-operate as to form of the several links one magnificent chain, over which the same cars may be run throughout its entire length.

You remark truly, and it is an all-important consideration, that this great broad gauge road is already resolved upon; and that the question is not, shall the project be carried out, but where shall it be made. One plan, which has met with much favor, is to diverge south-westwardly from the New York and Erie road at Olean, and thence be carried through two of the north-western counties of Pennsylvania, then enter the State of Ohio and pass diagonally through the centre of that State to Cincinnati. A good deal can be said in favor of that route, and if we draw the line on the map it appears to be the shortest that is practicable; but from one end to the other it touches no large seat of commerce or manufactures, intersects no navigable river, and meets with no railroad that can be counted on as a feeder until it has been carried far into the interior of Ohio. In addition to all this, is the fact that from Olean to Cincinnati, it is nearly all new work.

Your suggestion that this great six-feet gauge thoroughfare should be made by the route of the Allegheny Valley Railroad from Olean, or near it, to Pittsburgh; thence by the Pittsburgh and Steubenville road to Steubenville; thence by the Steubenville and Indiana road, and the Zanesville and Wilmington road to Cincinnati, is so environed with advantages, both as regards its construction and use, as in my opinion place it on vantage ground that cannot be successfully contested.

In the first place the Allegheny Valley road is, in regard to means, so far provided for as to render its speedy construction no longer problematical; and in a few weeks a considerable portion of it will be put under contract. The ground over which it passes is so very favorable that an eminent engineer assured me that one locomotive on this road could do as much work as four on the New York and Erie road. Its highest grade is forty-five feet to the mile, and but little of it need be anything like that grade. It has no short curves, and it will be a road upon which a high degree of speed may be attained. This link of one hundred and seventy-five miles will give to New York an unbroken connection with the important city of Pittsburgh, now the seat of a large and flourishing commerce and of extensive manufactures, both of which are rapidly increasing, and to their future increase no assignable limits can be set. But, in addition to reaching an important city, here the road reaches the Ohio river—the nearest point, by many miles, that it can be reached. This, of itself, were an object to New York that would fully warrant her in building, at her own expense, the Allegheny Valley road; for it is a fact that no railroad in the country does or could carry the weight of commerce that floats upon that river. But there is another fact connected with this river commerce of which our eastern friends are not fully aware: it is, that goods can be shipped at Pittsburgh for Louisville, St. Louis, Memphis, Nashville, or any of the more western ports on this great system of rivers, at prices so nearly as low as they can be shipped at Cincinnati—I mean when the river is a good stage of navigation, that the difference is hardly appreciable. Let the Allegheny Valley road be built with a six-feet gauge, and no more northern road, terminating at Cincinnati, can compete with it for the river trade, either above or below: Even the Cincinnati merchants themselves would find it their interest to send most of their goods by this route.

But, it is objected, the navigation of the Ohio fails at certain seasons. So it does; but to supply this want, a chain of railroads, extending from Pittsburgh westward—as before enumerated—are under contract, and can all be constructed, without loss, or material additional expense, on the broad gauge, thus securing to New York her favorite object of an unbroken thoroughfare to Cincinnati, corresponding in width with her own great Southern road. And all this can be secured without any considerable outlay of capital, because, as I said before, the means necessary to construct all these roads are already to a good degree provided, and the construction of all of them is certain, let the "broad gauge" be applied to them or not.

What you say of bringing the point of competition between New York and Philadelphia so much nearer to the latter is eminently just.—Certainly it will be better for the latter city to struggle with her gigantic rival for the western trade at Pittsburgh, the western terminus of her own road, than at any point further West; and for this reason it strikes me that she ought to favor the effort to turn the vast stream of western travel and commerce through our western metropolis. There is no need of jealousy, however, for both roads will have all they can do, and both cities will be eminently prosperous through the vastness of the trade they will enjoy with the western country, a trade that has transcended all former estimate.

Should your suggestion be acted upon, the Allegheny Valley road will become an extension of the MAIN LINE of the great road of New York, and the part of that road lying West of Olean will be reduced to the grade of *a branch to Dunkirk*; for there can be no question but that the great tide of travel and commerce will be diverted into the new channel, long ago indicated by nature, and at length about to be improved by art, down the valley of the Allegheny. J. C.

FROM WASHINGTON.

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WASHINGTON, January 7, 1853.

The amount of the correspondence upon the tripartite treaty project is, that France and England desired the United States to give a pledge against itself in favor of Spain, and that the government refused to give that pledge. But there are some points within this general result that are worth a passing notice.

Lord Malmesbury, in his dispatch to Mr. Crampton instructing him to propose the treaty of guarantee, plainly says that England is as firmly resolved to resist the acquisition of Cuba by the United States, as the latter power has repeatedly declared itself to be determined to prevent any European nation from coming into possession of it. Now, though a decided Anti-Fillbuster, I must say that in my judgement this is a piece of English impudence. The reasons for the position we have taken in regard to Cuba, are sound and conservative. If we can acquire Cuba in an honest and honorable manner, with the consent of Spain, no other nation has the smallest right to object. She is within sight of our shores, and by nature assigned to the great naval and commercial power, since there is such a one, in possession of the adjoining part of the continent. As to foreign governments these reasons are conclusive; they have no connection with questions of domestic policy that may render it a measure of doubtful expediency to take Cuba if offered to us. The case is exactly the same as if the Isle of Wight belonged to Spain, and England being desirous to acquire it, and Spain being willing to cede it, we should interpose and say, "no, we shall not allow Spain to alienate the island except to ourselves—take it, or negotiate for it at your peril." The same remarks apply to the intervention of France in the same matter.

Mr. Webster reserved the questions presented in the notes of the English and French Ministers, for consideration. He was never afterwards able to attend to subjects so serious and important.

But the magnificent and brilliant dispatch of Mr. Everett compensates for the loss of the great statesman, so far as concerns that negotiation. It is the most beautiful and complete thing of the kind which graces our diplomatic records. It finishes this guarantee business, at the same time that it paints in letters of glittering gold, the inevitable destiny of this republic in connection with Cuba, and with how many more islands and coasts it is wearisome to think of. The opposition deeply regret its appearance, because they make nothing by cavilling at it. In fact, they are much vexed at having called out a production which contrasts so favorably, by the elegance of its style and the force of its arguments, with the clumsy and ill written correspondence of the Democratic administration, in relation to Cuba.

In reference to the Central American correspondence, and the British seizure and occupation of parts of Honduras, together with the islands adjacent to the coast, I am sorry to say that matters do not look so satisfactory. We must bring this dispute to a better understanding speedily, or it will come to a much worse one.

The sad accident to the family of Gen. Pierce has filled the city with mourning. How terrible the bereavement in the hour of triumph! How willingly would the childless man resign all his prospective power and dignity for the restoration of his offspring. Mrs. Pierce is in feeble health, and it may well be feared that the blow will be fatal. The White House will be but a sad refuge for the stricken hearts of the parents during the next four years. It will throw a sombre and melancholy shade over official society here, which has so slight influence over private circles, throughout the administration.

I learn that Mr. Badger has been nominated for Justice of the Supreme Court, in place of Judge McKinley. A Democratic caucus of Senators was promptly held, attended by twenty-three of the faithful, who resolved by a vote of 22 to 1, that the nomination should be rejected. The pretence manufactured for the occasion was that Mr. Badger was not a resident of the circuit in which the vacancy exists. The real reason was that this bit of fat patronage is desired for Democratic hands, and that Senator Downs of Louisiana expects, and has bargained for the nomination.

So the tory administration has lost the Derby; a thing not at all to be regretted. It seems that D'Israeli made a gallant fight when brought to bay; but it would not do. This is generally, though not always the fate of Renegades. The Derbyites came into power as protectionists; they went to the people as protectionists; they gained an apparent victory as protectionists, but finding their party weak in the knees they rotted to the free traders. Behold their reward! It is true that Peel did nearly the same thing, but then Peel had genius and a statesman-like talent which carried him through. D'Israeli is a brilliant speaker, but little else.

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THE FUNERAL OF GEN. PIERCE'S SON.—The funeral of young Pierce, at Concord, on Monday, was simple and unostentatious. In front was the hearse, on runners, flanked by four boys on either side, sixteen years of age, as pall bearers; then followed four coaches on wheels, and six large sleighs; containing relatives, friends and neighbors of Gen. Pierce, and from a dozen to twenty of young Pierce's playmates and companions. Gen. Pierce rode in the first coach. Mrs. P. did not go from Andover to Concord with the remains of her child, which were interred in the Old North Church Cemetery.

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REPORT OF THE DIRECTORS OF THE YOUNG MEN'S LIBRARY ASSOCIATION.

GENTLEMEN:—The commencement of another year renews the duty of making to its members an exhibit of the affairs of the Institute, to show wherein it has progressed, or fallen short; how addition to reaching an important city, here the road reaches the Ohio river—the nearest point, by many miles, that it can be reached. This, of itself, were an object to New York that would fully warrant her in building, at her own expense, the Allegheny Valley road; for it is a fact that no railroad in the country does or could carry the weight of commerce that floats upon that river. But there is another fact connected with this river commerce of which our eastern friends are not fully aware: it is, that goods can be shipped at Pittsburgh for Louisville, St. Louis, Memphis, Nashville, or any of the more western ports on this great system of rivers, at prices so nearly as low as they can be shipped at Cincinnati—I mean when the river is a good stage of navigation, that the difference is hardly appreciable. Let the Allegheny Valley road be built with a six-feet gauge, and no more northern road, terminating at Cincinnati, can compete with it for the river trade, either above or below: Even the Cincinnati merchants themselves would find it their interest to send most of their goods by this route.

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Rev. Henry Ward Beecher has publicly denied the report, that "his lady had presented him with five little responsibilities in a little better than one year;" and he has turned the "mousing, mongering editors" who had circulated the scandalous report, "over to the next woman's rights convention."

Have You a Diseased Liver?

☞ The question, though startling, is sufficiently suggestive, when the fact is taken into consideration that disease of the Liver have become most alarmingly frequent in the United States. Indeed, there are few formidable diseases that are not in some way traceable to a deranged state of that important organ. Many of the complaints usually classed under the head of Consumption have their origin in the Liver. "Any remedy that would secure regularity and healthful action in the Liver, would be a blessing to mankind!" has been the exclamation of thousands. That remedy has been found: it is safe and sure. When a fair trial has been afforded it, it has never been known to fail.

Reader, have you any disease of the Liver, or disease which you believe proceeds from hepatic derangement? Lose not a moment, but purchase a box of Dr. M'Lane's Pills, and they will restore you to health. It is the only remedy yet discovered, in which implicit confidence may be placed.

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

J. KIDD & CO.,
Wood street.

jal5d1aw5

LARD.

☞ R. WATSON is now engaged in slaughtering 3,000 Hogs, and will have constantly on hand a large stock of Bulk Pork of his own curing, also Barrel Pork of Extra Mess Pork, and a No. 1 article of Lard, in barrels and kegs, for sale at his Warehouse, corner of Liberty and Wayne streets.

de23

MARRIED.

In Columbus, Ohio, on Thursday morning, January 13th, by Rev. N M Gaylord, WM S CANNIFFE, Proprietor of St. Charles Hotel, Pittsburgh, to Mrs. CAROLINE A. McNULTY, of the former place.

LAWRENCE SCIENTIFIC SCHOOL.
Harvard University.

THE next term of this Institution will open on the first day of March, 1853, and continue twenty weeks.

Instruction by recitations, lectures, and practical exercises, according to the nature of the study, will be given in:—

Astronomy ..... by Messrs Bond.
Botany ..... by Prof. Gray.
Chemistry, Analytical and Practical ..... Horsford.
Comparative Anatomy and Physiology ..... Wyman.
Civil Engineering ..... Bartlett.
Mathematics ..... Davis.
Mineralogy ..... Cooke.
Phys cs ..... Lovering.
Zoology and Geology ..... Agassiz.

For further information concerning the Schools, application may be made to Prof. E. N. Horsford, Dean of the Faculty.

jal3d1aw1Mar1

Dissolution.

THE firm of LOOMIS & MCDOWELL is dissolved this day by mutual consent. The business will be continued by Charles E. Loomis.

CHARLES E. LOOMIS,
STOCK AND BILL BROKER.

Notes, Bonds, Mortgages &c., Negotiated.
PARTICULAR ATTENTION GIVEN TO THE PURCHASE AND SALE OF STOCKS.

☞ Office over S. Jones & Co., corner Wood and Fourth streets. ja15

GUNPOWDER AND SAFETY FUSE—
4000 kegs Blasting Powder—extra strength.
500 " Duck Rifle "
200 " New York "
500 " Eagle Rifle "
100 half kegs "
150 qr. "
20 kegs Sea shooting "
3500 canisters, 1 lb. each, Sy. Rifle Powder.
150 " Rifle " " "
50 " Missouri Rifle " "
20 cases Safety Fuse.

The above Powder (which for quality is unsurpassed) is from the celebrated manufactories of the Hazard Powder Company, Enfield, Conn., and Laflin & Smith, Hazardites, New York; to which we invite the special attention of the Trade, and Dealers generally. For sale by J. H. DUPONT & SONS,
21 Wood street, Pittsburgh.

For Rent.

A SUPERIOR DWELLING HOUSE fronting the south Common, in Allegheny City, possession given immediately. Enquire of
J SCHOONMAKER & CO., No. 84 Wood st.

For Sale.

A HORSE, CARRIAGE AND HARNESS: The Horse is gentle—the Carriage is light, and will accommodate four persons. Apply to
RIEY, MATTHEWS & CO.,
17 and 19 Water street

EXTENSION HALL PAPER—An excellent assortment, suitable for Entries, Vestibules, Saloons, &c. for sale at the Wall Paper Warehouse, No. 45 Market st. [ja14] MOSS & ROSS.

WINDOW BLIND PAPER—Glazed and Unglazed Green, Buff and Stone colors, together with an assortment of figured Paper Blindings for sale by
THOMAS FALMER.

FLOUR—200 barrels Super Fine; for sale by ja15 VON BONNHORST & MURPHY.

WINDOW GLASS—1000 boxes 8 by 10; for sale by VON BONNHORST & MURPHY.

SUGAR—65 hhds prime new crop, rec'd per steamer Asia, and for sale by
JAMES A HUTCHISON & CO.

ZINC PAINTS—
Chrome White,
Grey White,
Brown Stone,
Brown Zinc,
Black Zinc; in store, for sale by
JAMES A HUTCHISON & CO.

LEAD—1000 pigs soft Galena, landing from steamer Federal Arch; for sale by
JAMES A HUTCHISON & CO.

DILLOW'S HEAVE CURE—2 gross for sale by [jal3] B A FAHNESTOCK & CO.

SEALING WAX—75 lbs Red and Black, for sale by B A FAHNESTOCK & CO.

PERUVIAN BARK—200 lbs for sale by B A FAHNESTOCK & CO.

CINCINNATI SUGAR CURED HAMS AND BEEF—We have received our first supplies of Evans & Boffin's Sugar Cured Hams, and have for sale by the trade, of Hams and Beef, and are prepared to furnish them during the season, at the lowest market prices, by
W A McCLURG & CO.
corner Wood and Sixth streets.

GLEASON'S PICTORIAL, for January 15th, just rec'd—Price 6 cents a copy, or $3 a year, free of postage. Subscriptions received by
W A GILDENENNY & CO.,
ja15 16 Fourth street.

Physicians Recommend and use it.

Letter from Joseph B. Hall, Esq.

MARCH 20th, 1851.

MESSRS. A. L. SCOVILL & CO—Gentlemen: I am happy to inform you that the "Revalenta Arabica" has given the best satisfaction of any preparation I ever used. Its effects are wonderful in my case, having suffered from these medicines to one of your physicians, who recommended them to his wife. In fact, from what I know of the comparative merits of your "Revalenta" and some of the other effects, I do not hesitate to recommend it to the sufferer as the best article of food, and the most agreeable medicine, as the best and safest remedy with which I am acquainted.

Sold by [ja14] JOSEPH HALL,
B. SELLERS, 57 Wood st.

☞ 1 lb. 2 oz. bottle, or six bottles for $5.

ESSENTIAL OILS—PURE—
10 pounds Oil Rocks Lavender.
30 " Garden Lavender.
10 " Spearmint.
10 " Pennyroyal.
100 " Sassafras.
50 " Cloves.
100 " Peppermint.
200 " Rosemary.
50 " Juniper.
100 " Cinnamon.
5 " Lemon.
10 " Origanum.
5 " Bergamot; in stoppered bottles, for sale by
J KIDD & CO., 59 Wood st.

☞ CLEAVER'S HONEY SOAPS, which attracted so much attention at the Worlds Fair, are now offered to the citizens of Pittsburgh and Allegheny City, at the Proprietors prices, wholesale and retail. This Soap is particularly adapted to those troubled with chapped hands in Winter.

J KIDD & CO., Druggists,
de21 No. 59 Wood street.

☞ WINES, &c—Persons wishing to purchase FOREIGN WINES and Liquors of all descriptions, pure or *imported*, can obtain them, at the lowest prices, at the Wine Store of JACOB WEAVER, Jr.,
oct5 Market and Front streets.

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

A. H. HOLMES & BRO.
Successor to H. P. Nelson & Co.,
MANUFACTURERS OF
SOLID BOX-VICES,
PLATED SHOVELS, MATTOCKS, SPADES, HOES, PICKS, FORKS, &c.
PITTSBURGH, PENNA.

Office No. 134, Water street, third door above Smithfield. ☞ All work warranted equal to any manufactured. st27

JAMES P. TANNER.
WHOLESALE DEALER
IN BOOTS, SHOES, BONNETS, &c.,
NO. 50 WOOD STREET, PITTSBURGH,
Between Third and Fourth.

☞ My stock embraces every variety and Style of Boots, Shoes, Bonnets, &c., purchased direct from the New England Manufactories, adapted expressly for Fall and Winter sales, and will be sold at Eastern prices. Please call and examine before buying. sep2

Citizen's Insurance company of Pittsburgh

H. D. KING, PRESIDENT.
SAMUEL L. MARSHALL, Sec'y.

OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.

☞ INSURES HULL AND CARGO RISKS ON THE OHIO AND MISSISSIPPI RIVERS, AND TRIBUTARIES.

☞ *Issues against loss or damage by FIRE. Also, against Deperils of the SEA and INLAND NAVIGATION and TRANSPORTATION.*

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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
CHOICE TEAS, FAMILY GROCERIES,
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