PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

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

SATURDAY MORNING, MAY 14, 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 4 o'clock, on Saturday evening.

DEMOCRATIC WHIG NOMINATIONS.

FOR CANAL COMMISSIONER,
MOSES POWNALL, *Of Lancaster County.*

FOR AUDITOR GENERAL,
ALEX. R. McCLURE, *Of Franklin County.*

FOR SURVEYOR GENERAL,
CHRISTIAN MEYERS, *Of Clarion County.*

Our advertising columns crowd upon our space to-day; and compel us to defer some editorial matter.

SLAVE CASE.—Our local column contains the proceedings before Mr. Commissioner Switzer in a slave case brought before him yesterday afternoon, in which the person claimed as a slave was discharged. This is the second case which has happened in this city under the Fugitive Slave Law. Considerable excitement prevailed during the afternoon, but every thing passed off in the most orderly manner, and the news of the discharge of the alleged slave gave very general satisfaction. The evidence, it will be seen, was overwhelmingly in his favor. There was some talk, in the evening, of arresting the man upon whose unsupported oath the charge was made. for perjury.

This case furnishes abundant evidence of the dangers of the summary proceedings authorized by the Fugitive Law. The claimant in this case swore positively to the facts of the accused being a slave, and of the period of his escape, and had the case been conducted as summarily as in similar instances in the east, he would have been handed over to his claimant; nothing saved him but the openness with which his arrest was made, which led to the production of an array of evidence which proved irresistible in his behalf.

THE APPOINTMENTS.—The anxiety of office hunters in this region is at length relieved.

Lieut. ROBERT ANDERSON, at present, and for many years, a Clerk in the Post Office, has been appointed Postmaster of Pittsburgh, and THOMAS FARLEY, Esq., has been appointed Postmaster of Allegheny.

These appointments will give general satisfaction to our citizens. Mr. Anderson is a very worthy man, of great experience in the routine of Postoffice business, and of modest, gentlemanly address. His appointment will quite satisfy our business men, to whom he is generally known.

Mr. Farley is well and favorably known to the people of Allegheny, with whom he is a universal favorite with all parties. His appointment is rather unexpected, but gives general pleasure.

The Pittsburgh Post Office is worth about $4,000 per annum, and the Allegheny office about $1200. We are glad these fat pickings have fallen to worthy men.

Mr. Roesburgh, of the Pittsburgh office, and Mr. M'Grew, of the Allegheny office, the retiring Postmasters, have discharged their duty with fidelity and general acceptability, and leave public life with the best wishes of their fellow-citizens.

It was announced in our last, that Mr. John Hastings, of the Daily Union, had been appointed Collector. He is, comparatively a stranger here, having come to the City as Collector on the Canal. What we know of him is favorable, and he will no doubt make a good officer.

How these appointments satisfy *the party*, as such, we do not know or care. That is a matter of trifling moment. While the interests of the public are guarded, those of the party are of little consequence. There will be a good deal of grumbling, and some ardent patriots will be quite astonished that their extraordinary merits were overlooked, but they will do nothing but grumble. At the next election they will be as fighting patisans as ever, hoping for better luck next time.

BUSINESS ADVERTISING.—We call the attention of our business men to the advertising columns of Messrs. Pettingill & Co., on this page. They will there find the cards of many of the principal merchants in New York, who are ready to supply them on the most favorable terms, with every variety of goods which may be desired for any branch of business. Messrs. P. & Co. are closing a very large business. We see their advertisements in the principal journals throughout the country. It is an evidence of their good standing, as well as of their punctuality and faithfulness, to their patrons. We are glad to see that merchants and others, are waking up to the importance of letting people know their whereabouts, and what they have got to sell, not only through the papers in their immediate vicinity, but in remote parts. They may rely upon it, it is the true way to bring business, and one dollar expended in judicious advertising will return them a thousand fold. Messrs. Pettingill & Co. are Agents for this paper.

EXTENSION OF THE MONONGAHELA BLACK WATER.—The extension of this important improvement to Western Virginia is awakening much attention in this community. We learn from our manufacturers and merchants, that they fill large orders for that region, and they are now obliged to send their freight by way of Wheeling and the Baltimore Railroad. It will not be possible to retain this large and lucrative business long under such disadvantages, and it therefore behooves our people to move in the matter vigorously. We believe the present Company, which is reaping great pecuniary reward from the improvement, are under some obligation or pledge to extend the work to the Virginia State line. Beyond that point the State of Virginia has agreed to furnish two-fifths of the capital necessary, and the people in that region are ready to take hold of the work with vigor. We hope our enterprising citizens will warmly second any movements for prosecuting the work, and that we may become identified in facilities, as we are in business, with that part of Western Virginia watered by the Monongahela and its tributaries.

OHIO AND PENNSYLVANIA RAILROAD—CHANGE OF TRAINS AND HOURS.—Our readers will learn, by the advertisement of the Ohio and Pennsylvania Road, published to-day, that four several trains are to run on that road, on and after Monday. The times of starting and returning, and the fares, are so fully set forth, that we need not recapitulate them. The accommodation train will make two trips; there will, therefore, be five trains arriving and departing daily. The hours of departure will be five, eight, ten and eleven, A. M., and half past five, P. M. The hours of arrival, 2 o'clock, and twenty minutes past eight, A. M., and three, five, and half-past nine, P. M. The Express and Mail trains run to Crestline; the Extra Passenger train to Alliance, and the accommodation train to New Brighton.

OUR BOOK TABLE.

Those enterprising publishers, G. P. Putnam & Co., have laid on our table two works just issued from their prolific press.

The Works of James Hall. Legends of the West, including "Harpe's Head" and other tales. A most interesting volume. Hall's Legends have been much admired for their fidelity to Western manners and customs, in early times, and for the insight they afford into the dangers and trials of a frontier settlement sixty or seventy years ago. We are glad to get his work in this compact and neat form.

"Behind the Curtain." A tale of Eiville. This is a work of fiction by a new author.

The above works are published in the usual excellent style of G. P. Putnam & Co., New York, and are for sale by H. S. Dugwerth & Co., Market street.

RAILROAD MOVEMENTS IN SOMERSET.—There are some noble men in Somerset co., notwithstanding certain men of narrow and antiquated ideas have too much sway there for the good of the county. A Railroad meeting took place this week at Mayer's Mills, which was quite a spirited affair, and almost redeems the county from the disgrace which such men as Judge Black would inflict upon it.

We learn from the *Somerset Visitor*, that the meeting was called to order by M. D. Ciller, who moved the appointment of Dr. U. Buechly, as President; Messrs. Josiah and Moses Miller acting as Vice Presidents. Maj S. M. Hallerj was called out and delivered a speech replete with interest to every friend of improvement in Somerset county, and was followed by Maj. Alex. Stutsman, Robt. R. Roddy, and Peter Myers, Esq.

A call was made for subscriptions, and before the meeting closed it was announced that $25,000 had been obtained, and more is expected.

We hope the road may go by Meyer's Mills, as a reward to the liberal minded men there. If it does not, they know who to blame.

JUDGE BLACK is once more out in the Somerset papers against a subscription to the Connellsville Railroad. He seems determined to carry his point, regardless of the injury he may do to Somerset county, and in the prosecution of his opposition, he has displayed a meanness we could not have thought possible, considering the high position to which he is strangely elevated, had we not the evidence before us. Heaven save the Commonwealth, when such men are promoted to posts of dignity. If the road should not go through Somerset county, on the head of Judge Black will rest the blame. We pity the people there, when such small men can control them so easily.

AN EXPLANATION.—It was noticed in our local column, yesterday, that a rule was served on Sheriff Magill to show cause why an attachment in the District Court for an alleged contempt should not issue against him for failing to bring certain defaulting jurymen before the Court on attachments. On examination of the writ of attachment the Court found that it did not require the Sheriff to bring the attached jurymen into Court, but to collect the fine and costs, and to hold them in custody until such fines and costs were collected. No time is specified for the return of the writ. Sheriff Magill had therefore performed his duty according to the writ, and the rule was discharged.

JUDGE OF THE SUPREME COURT.—We learn that intelligence received here yesterday leads to the belief that Hon. JOHN C. KNOX, now of the Jefferson district, will receive the place on the Supreme Bench made vacant by the decease of Judge Gibson.

WHY SCOTT WAS DEFEATED.—The *Republic* (Washington) has a difference in progress with the *Albany Evening Journal*, in the course of which it is impelled to say:

"Gen. Scott was presented to the Convention by many good Whigs as the only candidate capable of uniting the party. His own character and declarations satisfied *The Republic* that, whilst he would respect the covenants of the Constitution and maintain the compromise, he alone could receive the support of *The Albany Journal* and its allies, without thereby committing himself to their pernicious doctrines. This conviction *The Republic* endeavored to impress upon others. But *the zealous advocacy of the Abolitionists and enemies of the Compromise blighted the laurels of that hero*—impeached his good name—neutralized the invaluable services he had rendered the country—and *cost him the votes of thousands who looked to the Compromise as the anchor of the Union*, as also of those Southern Whigs who could not risk giving power to their malignant enemies, even to show honors to a son of the South and a soldier of the Republic.

"It was thus that the same faction which defeated WEBSTER and FILLMORE by its opposition, overthrew SCOTT by its support."

—It is here plainly stated that Gen. Scott was defeated by Whig champions of the Fugitive Slave Law because Whig opponents of that law saw fit to support him heartily and zealously. We did not claim him as one of us—we never urged him as an anti-Compromise candidate—but *we supported him*, as the Toombses, Pankineys, Abercrombies and their Northern fraternizers couldn't. Would it be right for us to blast the prospects of another Baltimore Platform candidate in that way? Let us stop and consider the point.—*N. Y. Tribune.*

The allotment of work on the Wheeling Extension of the C. & P. Railroad was made on Wednesday, to the following contractors, upon the condition that each contractor take twenty-five per cent. in stock.

McIntosh, Way & Co. take sections		1 2 3
Craig, M'Alpine & Co.	"	4 5 6 7
Robinson, Fletcher & Co.	"	8
W. B. Sloan	"	9
Ross, Davis & Fish	"	10 11
Brennan & Graham	"	12
J. & H. Blake	"	13 23
W. Mullin	"	15 35
H. W. V. Colt	"	16 17 23 24 27 28 29 30
Strain & McIntosh	"	20 21 22 25
Michael Fitzgerald	"	30
M. M. Cartney	"	32
R. & W. Nelson	"	33
L. & J. Wood	"	34
Perry, Martin & Co.	"	14 18

Operations will be commenced in a few weeks and the work pushed rapidly to completion.—*Cleve. Forest City.*

THE NORWALK MASSACRE.—The jury of inquest over the victims of the late railroad accident on the New Haven railroad, having completed their investigations, have returned a verdict in which they declare the immediate cause of the disaster was the negligence and recklessness of the engineer—Edward Tucker." At the same time they do not think the entire responsibility of the disaster rests upon him. The conductor is regarded as censurable in not regulating the speed of the train when he knew it was approaching a dangerous point, and the Company is declared in fault in not providing a more unmistakable signal and in adopting such other fixed rules as would have rendered the occurrence of the accident impossible. The verdict will be transmitted to the Supreme Court in compliance with the laws of the State of Connecticut.

ARRIVAL OF BISHOP SCOTT.—This gentleman, who has been on an official visit to Liberia, returned to Baltimore on Wednesday in good health. We learn that the Bishop is much pleased with his visit. He says that he suffered a good deal from the climate, fine and genial though it is, by languor and exhaustion, yet by care and prudence he enjoyed remarkably good health. He describes Monrovia as the New York of Liberia.

Charles Pitman, the native youth, who was educated in this city, and went out in company with the Bishop, has been placed in charge of a day school at Monrovia, and the young woman from McGranville, in this State, is assistant to Mrs. Wilkins.—*Baltimore American.*

THE WATER GAP AND HEMPFIELD RAILROAD.—A despatch from Harrisburgh, published in the Bulletin, says, the Court has granted an injunction upon the bill in equity, filed in the Supreme Court, praying for an injunction against the city of Philadelphia, to restrain the corporation authorities from subscribing to the Water-Gap and Hempfield Railroad Companies and rescind and vacate any subscription that may have been made, to be returnable on the second Monday in June.—*Phila. Ledger.*

The Washington and Wheeling papers alleged, not long ago, that this affair was "settled."

The Rhode Island Legislature, which has just been in session at Newport, adjourned on Friday evening last, after a session of four days.—According to party usages, all the Whig State office holders were displaced, and Democrats chosen to succeed them. An act was passed calling a convention to frame a new constitution for the State; also one providing that the property of married women, wives of aliens, shall descend to their children; one making Newport a city; charters were granted for seven banks, one savings bank, and various manufacturing and other corporations; the issue of fractional bills by banks was prohibited. The Whigs being in the minority, made no useless opposition, and the Democrats, therefore, passed everything with railroad speed. Governor Allen, the new U. S. Senator, was an anti Dorrite during the troublesome times of 1842, and fitted out a company of carbineers to fight the rebels.

BALTIMORE AND OHIO RAILROAD.—The receipts of the road for the last month of April were:

	Main Stem.	Weak Branch.	Total.
Passenge's	$43 211,18	$26,787,67	$69,998,85
Freights	157,008 41	5,739,80	162,748,21
	$200,219,59	$32,527,47	$232,747,06

Giving an aggregate increase of $113,361 over the corresponding month of last year.

THE CHINESE MISSION.—The New York Express says that statements have reached there, through the medium of private letters from Hong Kong, which if they be true, would seem to indicate the partial miscarriage of the Chinese mission.

Hon. Humphrey Marshall, the new Minister, it seems, in the latter part of January proceeded to Whampoa, in the Saratoga, and thence to Canton, where he opened communication with the Chinese Commissioner, Sun, preparatory to his delivering the autograph letter from the President of the United States to the Emperor of China. Some days after, however, and before an answer had been received from the Chinaman, Commodore Aulick returned from Manilla, and upon finding the Saratoga absent from Hong Kong, immediately ordered her to join him, and at the same time severely took her commander to task for having, unauthorized, carried the Minister to Canton. The Saratoga then, so runs the story, returned to Hong Kong, where a court martial was held upon the Captain for disobedience of orders, but it resulted in his honorable acquittal.

Meanwhile, it is further said that the authorities at Canton, hearing of the withdrawal of the Saratoga, and seeing the unpleasant position in which it was placing Mr. Marshall, sent word to that gentleman that he could not be received at Canton, on sunday pretexts, which showed that the American Envoy was far from welcome.—One of these pretexts was that Sue was absent in the interior, and that no officer of the Kuang Tuang provinces was of a grade high enough to receive him. Mr. Marshall then delivered at Canton but could not; the Saratoga having gone, and there being no vessel to convey him thence. At last dates (Feb. 26th) he was at Macao waiting for a conveyance to take him north, when one would come along. The whole trouble seems to have grown out of the extra officiousness of Commodore Aulick in calling off the Saratoga, leaving Mr. Marshall to get on as well as he could with the Chinese, which turns out to have been just no way at all. We are also informed that the Commodore intended to return to the United States by the next overland mail. He has, probably, the "other side of the story" to tell.

CUTTING AWAY.—We learn that the Illinois shore, opposite the mouth of the Missouri, is cutting away fast during this recent rise. The Missouri river is running out full, and strikes over against the Illinois shore with tremendous force. The soft, alluvial bank melts before it like snow. Our readers can judge something of the case, when we state that nearly a mile and a half of telegraph wire, (O'Reilly Line) stretching along the bank at this point, was swept into the river, during Saturday, Sunday and Monday last. The bank, poles, and wire, were all missing—but the latter has been recovered.

It has been the cause of much surmise, whether the Illinois shore will be cut away, opposite the mouth of the Missouri, to Long Lake, and a chain of small lakes and swamps that extend for miles along the bluffs. Should this be the case, St. Louis will be left in the country, from three to six miles from the Mississippi river. As much abrasion of the Illinois shore for the next ten years, or even five years, as has been occuring for a few years past, and the lakes and low lands above spoken of will be reached. The "Gilham" farm is now nearly swept away, and the dwelling house, which has already been moved once or twice, will soon have to be removed farther back, or torn down. Views were taken a few days ago, by the public road near this place, some three years ago, is now 150 feet out in the stream of the sweeping Mississippi.—*Alton Courier, May 4th.*

RAILROADS—The Attica and Allegheny Railroad is now in course of construction and will soon furnish a connecting link with other roads, so as to form a direct communication between the lakes and Pittsburgh. The new road commences at Attica and pursues a southerly direction for seventy miles to McKean county, in Pennsylvania, where it will touch the Pittsburgh Railroad. Of this seventy miles thirty are already lined with laborers. This is the portion from Attica to Arcade, the south-western town of Wyoming county. The remainder of the route is under contract and will be worked as soon as possible. At Attica this road connects with the old Batavia and Attica Road, and negotiations have been opened for the purchase of that work. The purchase being made there will be then a *narrow gauge* line of railway from Rochester, via. the thickly settled Wyoming and Cattaraugus counties, in connection with the Railroad from Pittsburgh. The distance is 113 miles. Of this 113 miles, forty-three to Attica are already built.

The Attica and Allegheny Railroad will terminate in a rich coal region of Pennsylvania, where the finest iron and excellent coal are found in abundance. It is believed that the road from Attica to Arcade will be finished in November next, and that by this means, coal can be delivered in Buffalo at an outlide cost of $4 per ton. This is an improvement which will materially aid the interior of Pennsylvania and New York in bringing their market large quantities of land which have heretofore had but little value.—*N. Y. Courier.*

HOPS.—The traffic in this article is of greater importance than a casual observer would suppose. Since the first of the present year (four months inclusive) the receipts from the upper rivers alone, have amounted to nearly or quite *sixty thousand*, including Dry Flint, Green Salted, and all other descriptions. This number represents all the merchantable Ox Hides, of full size and weight, but does not include Pelts and Skins, of various kinds. The lowest averaged value of Ox Hides at present rates will exceed $2 each. The sixty thousand received since the commencement of the year will give the sum of $120,000 valuation. At this rate the trade for a year would amount to nearly *half a million*, but as the spring is the best time for shipments, and as there were more arriving then than any other season, it would not do to average the entire year's business by that of the past four months. Perhaps the total trade annually by the river will amount to some $250,000, the largest proportion of which goes directly forward to supply Eastern manufacturers, &c., of leather. Hides are constantly shipping from this city to Baltimore, New York and Boston, chiefly by way of the Ohio river; they are a cash article, and never fail to command a ready sale.—*St. Louis News.*

CHICAGO LUMBER TRADE.—The *Chicago Democrat* of 2d inst., says:

Perhaps never in the history of our city did the lumber trade of the port of Chicago present such an appearance of great activity and prosperity as during the present season. Chicago is probably the second or third city of the U. S. in the extent and value of its lumber trade, Bangor, Maine, and Albany, N. Y., being the only two that excel it.

The present prices and the rate of increase of the Lumber Trade, are thus given by the *Democrat*:

A few days since we were shown a dealer's books, from which it appeared that he is now buying lumber by the cargo at $10@10½@11½, for all descriptions; while in 1851 he was selling lumber by retail at $8 all round. This will serve to show to what high figure prices have attained, and the extent of the demands of the trade.

The receipts of lumber (boards) by lake at this port, have increased from 32,000,000 in '47 to 148,000,000 in '52. Those of shingles have increased during the same time from 16,000,000 to 77,000,000; lath from 5,000,000 to 20,000,000. This shows an immense increase, but we think the increase of 1853 over 1852 will exceed that of any one previous season over another.

THE LUMBER TRADE.—A friend of ours from the north informed us last week, that it has been definitely ascertained that during the late rise over four thousand rafts descended the West Branch of the Susquehanna. These rafts were estimated to be worth on an average $600 a piece, which from wh[illegible] we can ascertain regarding prices this spring, is a low estimate. These rafts would, therefore, bring the round sum of *Two Millions of Dollars.* Besides, a considerable quantity of lumber that was ready for transportation had not been started, which would swell this sum considerably. This lumber was cut in Clearfield, parts of Indiana, Cambria, and some in a few of the neighboring counties to the north, but the principal portion in the former.

The lumber trade will for the future attract considerable attention, and we would not be surprised to see it shortly compare in vastness with the iron and coal business. There are good reasons upon which to found such a supposition. As improvements advance, material is required, and demand is created. The legitimate effect of demand is increase of price. This is of itself sufficient to attract capital, which will soon be on the search for timber lands. These being in demand will as a matter of course command advanced prices, and in turn will assist in enhancing the price of lumber.—For a number of years, therefore, the lumbermen may expect to do a large and profitable business.—*Ind. Reg.*

COPPER IN ENGLAND.—The London Post says:

We regret to record a fall in the price of copper of fully £10 per ton. Last Thursday the standard fell, and during the past month a decline of fully 12 per cent. took place; this must materially affect the standard dividend mines of Cornwall and Devon. We still adhere to our views, and cannot but lament that many deserving and progressive mines are now selling at prices infinitely beneath their intrinsic value while others of the most speculative character sell at double their prices, in many instances, without the hope of even ultimate success.

CASES OF INSANITY.—The New York Medical Gazette states that twenty-nine suicides, five murders, and two hundred and nine cases of insanity are directly traceable to spiritual manifestations.

SHERIFF'S SALES.

BY virtue of sundry writs of Venditioni Exponas, Levari Facias and Fieri Facias, issued out of the Court of Common Pleas, Allegheny County, and to me directed, will be exposed to public sale, at the Court House, in the City of Pittsburgh, on Monday, June 6th, 1853, at 10 o'clock A. M., the following described property, to wit:

All the right, title, interest and claim of Thomas Algeo, of, in and to all that certain tract, piece or parcel of land, situate and lying in Lower St. Clair township, bounded by lands of Hon. Wm. Boggs, Charles King and John Curran, containing nine acres, more or less, and on which is erected a two story frame dwelling house with back building. Also a two story frame dwelling house, and a large frame barn and stable. Seized and taken in execution as the property of Thomas Algeo, at the suit of Andrew Morton and others.

ALSO,

All the right, title, interest and claim of Charles A. Beck, of, in and to all that certain three story brick dwelling house, on the northeast corner of Logan and Franklin streets, in the 6th ward, city of Pittsburgh, and having a front of twenty feet on Logan street, and extending back a distance of thirty-six feet along Franklin street, and the lot on which the same is erected, said lot being 20 feet in front as aforesaid, by forty-eight feet deep, and adjoining the property of defendant. Seized and taken in execution as the property of Charles A. Beck, at the suit of Hammer and Dauler.

ALSO,

All the right, title, interest and claim of Wm. Black, of, in and to all that certain lot or piece of ground situate in the town of Hatfield, in Collins township, having a front on Washington street of 50 feet and running back of that width 100 feet to an alley, on which is created a two story brick house and a small frame house.—Seized and taken in execution as the property of William Black, at the suit of Henry Smith.

ALSO;

All the right, title, interest and claim of Thomas Cunningham; of, in and to all that certain lot of ground situate in Congress street, in the 5th Ward, city of Pittsburgh, being lot No. 43, in Black's plan of lots, on which is erected brick dwelling houses.—Seized and taken in execution as the property of Thomas Cunningham, at the suit of John Finley and others.

ALSO,

All the right, title, interest and claim of David Carr, of, in and to those two certain lots of ground situate on the 4th Ward of the city of Allegheny; one of said lots having a front of 25 feet on Main street, and extending back 100 feet, on which is erected a brick dwelling house, two stories high, and the other of said lots having a front of 25 feet and extending back 100 feet, upon which is erected a frame house two stories high. Seized and taken in execution as the property of David Carr, at the suit of W. R. Moorhead.

ALSO,

All the right, title, interest and claim of Robt Ellis, of, in and to all those 2 certain lots or pieces of ground situate on the south side of the Monongahela river, adjoining the borough of Birmingham, marked and numbered in the plan of lots as laid out by Michael O'Connor, Nos. 42 and 43, each lot being twenty feet front by 100 feet deep, bounded on the front by a 40 feet street, and in the rear by other land of the said Michael O'Connor, on the one side by lot No. 41, and on the other side by lot No. 44, in said plan of lots." Seized and taken in execution as the property of Robert Ellis at the suit of B. C. Sawyer.

ALSO,

All the right, title, interest and claim of Anthony Engele, of, in and to all that lot of ground adjoining the borough of McKeesport, being lot No. 18, in the plan of lots laid out by Robert Sinclair, adjoining the borough of McKeesport, bounded and described as follows—Bounded on the front or south by a lane leading into said borough; on the west by lot No. 17 in said plan; on the north by lot No. 19 in said plan; on the east by Locust street; said lot being 60 feet in front, and 140 in depth, together with all the houses, out houses and buildings of every description whatever, the same being one Cottage brick house. Seized and taken in execution as the property of Hamilton Wihgham, at the suit of G. G. A. Forbes, for use.

☞ Purchasers will be required to pay 20 per cent., on the purchase money on all sums less than $100, and 10 per cent., on all purchases above that sum.

WM. MAGILL, *Sheriff.*

Pittsburgh, May 13, 1853.

☞ ANOTHER CASE OF FEVER AND AGUE CURED.—A few days ago we recorded an astonishing cure of Fever and Ague by the use of Dr. M'Lane's Liver Pills. We have now another to mention, which is equally as remarkable. Mr. Harper, of Madisonburg, who states that he had labored under a very severe attack of Ague and Fever, and was soon restored by the use of these Pills. Mr. Harpe also expresses an opinion, founded on observation, that the Liver Pills are the best for bilious complaints ever offered in this section of country.

Although long known as a sovereign remedy for chronic cases of Hepatic derangement, or disease of the Liver, the proprietors of Dr. M'Lane's Pills were not prepared for the request but gratifying evidence of its general utility and curative capacity. In the present, the invaluable medicine has exceeded their most sanguine expectations, and induced them to hope that it will be introduced into every family in the United States.

It may be had at all times, from most druggists and merchants, in town and country, and wholesale and retail from the proprietors.

FLEMING BROTHERS,
Successors to J. Kidd & Co., 60 Wood street.

☞ CARD.—Doctor MYERS having been relieved from his official duties as Surgeon and Physician of the U. S. Marine Hospital, will in future give his undivided attention to his Profession. Office and residence No. 149 Third street, above Smithfield.

☞ BURKE & BARNES' SAFES.—Here is the kind of testimony as to the value of our SAFES, upon which we can confidently rest the reputation of our work. We have already published many such certificates, proving that the fire proof safes made for our regular and ordinary sales, and sold abroad, have been subjected to the SEVEREST TESTS IN ACTUAL CONFLAGRATIONS, and answered their contents totally free from damage. The following is another proof of the same incontestable character:—

$10,000 WORTH OF BOOKS AND PAPERS SAVED WITH A $40 SAFE!

ALBION, ERIE COUNTY, PA.,
November 13, 1852.

MESSRS. BURKE & BARNES—Dear Sirs: Your two letters were duly received. I was absent at the time. I would say, in regard to your Safe, I consider it perfectly FIRE PROOF. I tested the one I bought of you last fall, on the morning of the 10th of June last—my store building being burned to ashes. It was built of wood and brick. The adjoining building, Mr. ABEL and BOFE, was in it at the time of the fire, and fell into the cellar, where there was a large amount of oil. It was a very hot fire.

My notes and book accounts that were in the Safe, amounted to about Ten Thousand Dollars, which I received. There was not a single paper scorched, and further, I would advise any person who is doing business, to buy no tin ware, but buy a Safe, and then they can sleep, live and get one that is good. I can easily recommend your Safe to any one. Yours, truly,

JOHN CLARKE.

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Hydraulic Cement.

☞ The undersigned have constantly on hand a large supply of BOSCOM'S HYDRAULIC CEMENT, of warranted quality. This article is the best and cheapest material for Cisterns—a single four inch course of brick, laid in and plastered with this cement, will endure for ages, and even plastered on clay walls, in successive courses, to the thickness of an inch, becomes, in a few days, so solid as to resist any ordinary degree of outside pressure, nor is the water in the least affected. This Cement should be used for all underground, underwater, and exposed structures, for all important buildings, and for fire walls, coping walls, chimney tops, bridges, aqueducts, canal locks, and other species of brick and stone structure exposed to water, damp, or frost.

BURBRIDGE & INGHAM,
116 Water street and 150 Front street.

Third Annual Statement

OF THE STATE MUTUAL FIRE AND MARINE INSURANCE COMPANY, of Harrisburg, Limits of the Company, May 1, 1853.

Premiums rec'd, year ending May 1, 1853	$110,949 37
Returned premiums, Losses, Reinsurance, Expenses, &c.	128,471 17
Capital stock paid in and secured	100,000 00
Bonds, Mortgages, Loans, and other available securities	210,170 33
Cash on hands, and in hands of Agents	18,048 18
Total assets liable for losses, May 1, 1853	$328,218 56

DIRECTORS:
JOHN P. RUTHERFORD, Dauphin county;
P. C. SEDGWICK, Harrisburgh;
SAMUEL JONES, Philadelphia;
A. WILKINS, Banker, Pittsburgh;
A. CARRIER;
JOHN M. RUTHERFORD, Dauphin county;
A. J. GILLET, Merchant;
E. T. JONES,
ROBERT MLOTZ, Carbon county;
JOHN P. RUTHERFORD, President.
A. J. GILLET, Secretary.

Will insure against perils of sea and inland navigation; also, on merchandise in city or country, at lowest rates consistent with safety. Policies issued on dwelling houses either perpetually or for a term of years.

Branch Office, corner of North and Smithfield streets.

my9:tf A. A. CARRIER, Actuary.

JOHN T. LOGAN.....ROBT. T. KENNEDY
PHILIP WILSON.....EDWARD GREGG.

REMOVAL.
LOGAN, WILSON & CO.
IMPORTERS AND WHOLESALE DEALERS IN
FOREIGN AND DOMESTIC
HARDWARE, CUTLERY, &c. &c.

Have removed to their new and extensive store, No. 52 Wood street, four doors above the St. Charles Hotel, where their customers, and merchants generally, are invited to an examination of the most complete assortment ever offered in this city. 5d1ly

REMOVAL.
POSTLEY, NELSON & CO.,
MANUFACTURERS OF
HAMMERED AND CAST STEEL SHOVELS AND SPADES, GUN BARRELS,
SOLID BOX VICES, PICKS,
SLEDGES, MATTOCKS,
&c. &c. &c.

Have removed to No. 17 Market street, where their customers, and merchants generally, are invited to examine our stock before purchasing elsewhere. Having taken the agency for the sale of Messrs. N. Harper & Co.'s celebrated HAY AND MANURE FORKS, we are prepared to furnish a superior article of Forks at Eastern prices. 5d6:3m

JOHN FLEMING.....COURTLY FLEMING

Fleming Brothers,
(SUCCESSORS TO J. KIDD & CO.)
WHOLESALE DRUGGISTS,
No. 60 Wood Street, Pittsburgh, Pa.

☞ Proprietors of Dr. M'Lane's Celebrated Vermifuge Liver Pills, &c. my7

MARRIED.

On Thursday, the 12th instant, at Trinity Church, by the Rev. Theodore B. Lyman, Mr. LEON C. MAGAW, of Mauldville, and Miss SOPHIE M. SELDEN, of this city.

DIED,

On the 13th instant, at 1 o'clock P. M., D. S. SCULLY, Esq., aged 70 years.

OHIO & PENNSYLVANIA RAILROAD.
SUMMER ARRANGEMENT.
COMMENCING MAY 16th, 1853.

EXPRESS TRAIN leaves Pittsburgh at 5 o'clock A. M.; breakfast at Alliance; stops only at the principal Stations, and dines at Crestline at 2 o'clock P. M.; arriving at Cincinnati in the evening. Fare from Pittsburgh to Cincinnati $7 75; to Columbus $5 25. This Train connects at Mansfield with the Sandusky, Mansfield, Newark, and Zanesville Road. Fare to Sandusky City $1 50; to Newark $4 50; to Zanesville $5 60.

MAIL TRAIN leaves Pittsburgh at 8.30 A. M.; dines at Alliance; connects with a train to Cleveland, and reaches Crestline at 5 o'clock P. M. connecting with the Night Train to Columbus and Cincinnati.

EXTRA PASSENGER TRAIN leaves Pittsburgh at 11 o'clock A. M. and connects at Alliance with Evening Train to Cleveland.

RETURNING:

THE EXPRESS TRAIN leaves Crestline at 1 30 P. M.; Mansfield at 2 P. M., and Alliance at 6 15 P. M., and reaches Pittsburgh at 9.20 P. M.; connecting with the Express Train to Philadelphia and Baltimore, which leaves Pittsburgh at 10.20 P. M. Time from Cincinnati to Pittsburgh 15 hours—Fare $7 75. From Cincinnati to Philadelphia or Baltimore $10 00.

MAIL TRAIN leaves Crestline at 7.00 A. M.; dines at Alliance; connects with Express Train from Cleveland, and arrives at Pittsburgh at 5 P. M.

EXTRA PASSENGER TRAIN leaves Alliance at 10.20 P. M., and arrives at Pittsburgh at 2 A. M.

CONNECTIONS are made with Detroit and Chicago both by Cleveland and Sandusky City.

NEW BRIGHTON ACCOMMODATION TRAIN leaves Pittsburgh at 10 A. M. and 5.30 P. M., and New Brighton at 7 A. M. and 1 P. M. Excursion Tickets $1 00. Quarterly Tickets at reduced rates.

FREIGHT TRAIN leaves Pittsburgh at 5 30 A. M. and arrives at 4 15 P. M. Passengers are requested to procure Tickets at the Company's Office, at the Federal Street Station.

GEORGE PARKINS,
Pittsburgh, May 13, 1853. [my14] Ticket Agent.

1853. —1853.
SUMMER ARRANGEMENTS.
PENNSYLVANIA RAILROAD.

ON and after MONDAY next, May 16th, the EXPRESS TRAIN will leave the Depot in Liberty street every morning at 9 o'clock, stopping at all the regular Stations on the Road, and arriving in Philadelphia the next morning at 1 o'clock, connecting at Harrisburg with the Baltimore & Susquehanna Railroad, arriving at Baltimore at 7 o'clock A. M.

The new Mail Train will leave the Depot every evening at 5 25 o'clock, stopping at all the regular Stations on the Road, and connecting at Harrisburg with the train for Baltimore, arriving in Philadelphia or Baltimore at 9 o'clock the next evening.

The Accommodation Train will leave every afternoon, at 4½ o'clock, stopping at all regular stations, and running only as far as Latrobe.

Fare to Philadelphia $9 50. Fare to Baltimore $9 00.

THROUGH TICKETS TO PHILADELPHIA.

The Fast Express Train, leaving Philadelphia at 12 noon, P. M. will arrive in Pittsburgh at 7½ P. M. The Mail Train leaving Philadelphia at 7 o'clock A. M. will arrive in Pittsburgh the next morning at 5½ o'clock A. M.

Accommodation Train will leave Latrobe at 5½ A. M., and arrive in Pittsburgh at 8 A. M.

Baggage checked to any Station on the Pennsylvania Railroad, and to Baltimore.

Passengers will procure their Tickets at the Railroad Office, at the Depot in Liberty street, above the Canal Bridge.

J. MERKIMER, Agent P. RR. Co.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding one hundred dollars.

NOTICE.—Messrs. H. J. Brightman, Omnibus Proprietors, have been employed to convey passengers from the Depot, at Liberty street, to Pittsburgh, for sixteen cents for each passenger, and 12½ cents for each trunk.

Pittsburgh, May 14, 1853. my14

A Tract of Valuable Iron, Coal, and Timber Land for Sale.

THE subscriber, as attorney for the owners, offers for sale A TRACT OF LAND, of fertile soil, containing 1,100 acres, lying on a spur of the Allegheny mountain, in Monongah county, Virginia, about five or six miles south-east from Morgantown. The land is covered with timber, one of the most valuable species of Timber, such as white, red, and black Oak, Poplar, Chestnut, Cherry, &c., and is believed to be very rich in Iron and Coal. It is sufficiently watered by tributaries of Cheat river, both forks of which it crosses, and empties into Decker's Creek, leading to the Monongahela river; has the advantage of navigable and Railroad facilities from its proximity to the Fairmont Dep't of the Baltimore and Ohio Railroad and the contemplated railroad from Fairmont to Brownsville, Pa., as well as that part of the Monongahela river to Pittsburgh and there down the Ohio; it is thought to be most advantageously situated to the manufacture of Lumber and Iron, in great quantities, at the lowest cost. On the Tract is a Medicinal Spring, nearly located, of chalybeate and sulphur ingredients, of vast volume; water and overpowering purity, which it is believed can be most profitably improved as a Watering Place of great attraction, both to Eastern and Western visitors. Its location is so far removed from all other watering places would free it from competition. The combination of canals and R. Roads, and varied resources of the land, which is known as the "Robert Miller Tract."

J. HOWARD GRIFFITH,
1 Marshall Building, Baltimore.
W. G. ALLEN, Agent,
No. 24 Spear's Wharf, Baltimore.

Fifty Dollars Reward,

FOR TWO BAY MARES, STOLEN on the night of the 10th instant, near New Lisbon, Columbiana county, Ohio—one a dark bay, 7 years old, about 15½ hands high, with a small white spot on the breast, and a small spot above one eye, and shod on the fore feet; the other a light bay, 4 years old, same height, star in the forehead, white hind feet, had a blaze extending down her face. The above reward will be given for the Mares if returned to the owners, or $25 for such information as will lead to their recovery.

ROBERT GIWEY,
JOHN KERR,
Elkton Post Office.

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☞ ANOTHER CASE OF FEVER AND AG