PITTSBURGH GAZETTE.

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PITTSBURGH.

MONDAY MORNING, JULY 25, 1853.

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

THE 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 5 o'clock, on Saturday evening.

DEMOCRATIC WHIG NOMINATIONS.

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

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

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

THE RAILROAD WAR IN ERIE.—The excitement in Erie in relation to Railroad gauges, has reached a dangerous crisis, and may result in violence. Our readers are, most of them, aware that the fraudulent road erected by the Franklin Canal Company, from Erie to the Ohio State line, is of the Ohio, or four feet ten inches gauge. The Erie and North East Railroad, from Erie to the New York State line, is of the six feet gauge. From the State line to Buffalo, the Buffalo Lake Shore Road is of the Ohio four feet ten inches gauge. These changes of gauge are very annoying, and greatly increase the expence of working the Lake Shore Road from Buffalo to Cleveland.

The origin of this state of affairs is briefly as follows. All the roads east of Buffalo and Dunkirk are of the 4 feet 8½ inch, or the 6 feet gauge. As there necessarily must be a break of gauge somewhere, Erie resolved to secure the benefit of such break, and procured the passage of a law by the Pennsylvania Legislature, enacting that the gauge of any Railroad from Erie to the Ohio State line should be constructed on the Ohio gauge, 4 feet 10 inches; and that any Railroad from Erie to the New York State line should be either of the 4 feet 8½ inch, or the 6 feet gauge. In accordance with the law, the Franklin Canal Company constructed the road from Erie to the Ohio State line on the 4 feet 10 inch gauge, which allows the cars to run direct from Cleveland or Cincinnati, to Erie; and the Erie and North East Company put down the 6 feet track to the New York line. But the people of Buffalo determined to have the advantage of the break of gauge at that point, put down the Ohio gauge of 4 feet 10 inches, from Buffalo to the Pennsylvania State line. This left a short piece of road, some twenty miles, from Erie to North East, of the 6 feet track, while all the rest of the line, from Cincinnati to Buffalo, was of the 4 feet 10 inch gauge; subjecting travellers and freight to two transhipments, one at Erie, the other at North East.

Last winter our Legislature repealed this gauge law, and the Erie and North East Company is now contemplating changing their track to the 4 feet 10 inch gauge. This has aroused the people of Erie to a pitch of desperation which borders on rebellion; as, when the contemplated change is made, nearly all the benefits that place expected to receive by the erection of the Railroads through its borders, will be lost. In fact it will be a serious question whether the Lake Shore Railroad will not be to that city a positive injury.

This introductory history will serve to explain the following account of late proceedings in that city. It being understood that negotiations were pending at Buffalo, for a change in the gauge of the North East Railroad, the people of Erie, in accordance with a call of the Common Council, assembled at the Court House on Tuesday the 19th inst., at 9 o'clock, A. M. The meeting was large and excited. Mayor King presided. At this meeting the following resolutions were passed:

We resolve and pledge ourselves, that so far as the Erie and North East Railroad is concerned, we will hold it to a strict accountability, and to the faithful performance of all the duties expected of it by its charter, by maintaining the wide or six foot gauge, establishing a freight depot at the Dock, as the Company originally pledged themselves to this community to do.

Resolved, That the act repealing the gauge law of 1851, which was passed at the last session of the Legislature through bribery and corruption, at the instance of the Corporations of other States, and in defiance alike of the best interests of the State, and of our respectful remonstrances, therefore it is not binding upon us nor will we observe it.

Resolved, That we will resist all and every effort that may be made to change the gauge of the Erie and North East Railroad.

Resolved, That the citizens in town meeting assembled, do hereby respectfully request and instruct their representatives in Select and Common Councils of the city of Erie, to direct the High Constable to remove the iron rails from the Erie and North East Railroad, wherever said road crosses the streets or thoroughfares of the city; the removal of the rail as aforesaid, to be done the moment the said Railroad Company, or its employees, attempt to put down the narrow or 4 ft. 10 in. gauge.

Resolved, That his Honor the Mayor be, and he is hereby requested to convene the City Councils, on the adjournment of this meeting, and lay before them the above resolution and ask their compliance with its recommendations.

Resolved, That a committee of six be appointed to frame an address to the citizens upon the subject, and in general to take such measures as may be deemed necessary to the protection of the rights and interests of the citizens.

On the evening of the same day another meeting was held at the Court House, which was filled to its utmost capacity, and the following, among other resolutions, was passed:

Resolved, That the act repealing the gauge law of 1851, is a wrong upon the statute book, and absolved as we are by morality, duty and interest, from assenting to its practical enforcement, we have determined to oppose it, and will do so.

On the same evening a special meeting of the Councils was held, and an ordinance passed through both Councils, from which the following is an extract:

1. Be it ordained and enacted by the Select and Common Councils of the City of Erie, and it is hereby enacted by the authority of the same, That the said Erie and North East Railroad Company is hereby prohibited from putting down or using any other gauges or width of track, or using any car or locomotive engine of any other width or gauge of wheels than six feet, and the said Franklin Canal Company are hereby prohibited from putting down or using any car or locomotive engine of any other width or gauge of track, or using any car or locomotive engine of any other width or gauge of wheels than four feet ten inches, in said city, under the penalty of five hundred dollars for every such offence and under an additional penalty of five hundred dollars per day for each day that any track put down or used in violation of this ordinance shall be suffered to remain, or car or locomotive used after prosecution for the first or any subsequent offence.

2. In case any railroad track shall be put down on or across any of the streets of this city, in violation of the provisions of this ordinance, the High Constable is hereby authorized and required to cause the same to be forthwith removed off of such street or streets; and he is hereby authorized and required to employ a sufficient force for that purpose.

3. Each and every resident of this city is hereby, on request by the High Constable, required, under the penalty of five dollars for every neglect or refusal, to aid him in the discharge of the duties hereinbefore enjoined upon him:—And all persons are hereby prohibited, under the penalty of one hundred dollars for every offence, from resisting or obstructing the High Constable, or any person called to his aid, in discharge of the duties above enjoined.

The Erie *Gazette*, of last Thursday, in commenting on the proceedings of the above meeting, says:

We have not a doubt, from the pervading sentiment of these meetings—both of which were crowded to overflowing—that the citizens of this place will never submit to what it is understood the controlling parties propose doing, viz: alter the Gauge of the Erie and North East Road to the gauge of the Ohio Road. Believing that they have been grossly imposed upon—believing that their rights have been trampled under feet—believing that the repeal of the Gauge Law was effected by corrupt and disgraceful instrumentalities—they will not, and cannot, repose quietly in their dwellings, their offices, and their workshops, while this crowning wrong is being consummated. It may be said, in view of the prevalence of such a feeling, that our people are not law-abiding. They *are* law-abiding—but there is a point even in law which outrages the sense of justice resident in every heart, and to which no community, in the exercise of an honest and fearless spirit, will peaceably submit.

At last accounts matters were quiet. The meeting at Buffalo took no definite action, but referred the final decision of the question of a change of gauge to a meeting of the Stockholders, to be held at North East. Until this meeting is had, the peace of Erie will not be disturbed by any lawless proceedings, and if the company finally resolve to change their gauge, we hardly think the quiet citizens of that respectable and law-abiding city will carry their threats into execution.

WHEELING TRICKS.—In the Baltimore Sun of Friday we find the following telegraphic despatch:

WHEELING, July 21.—The Ohio river is still low. The water is but 26 inches deep on the bars to day, *and the boats have nearly quit running to Pittsburgh.* The steamer *Rescue* leaves here to day for Cincinnati, with the passengers and freight by the Baltimore and Ohio Railroad from the East. This route is still working successfully, though freights are high—40 cts. to Cincinnati and 55 cts. to Louisville.

The purport of this is plain. Baltimore is informed that navigation *above* Wheeling is almost if not quite suspended, while it is still kept up *below.* And yet "the steamer *Rescue*" which this despatch says "leaves here [Wheeling] to-day for Cincinnati, *had just arrived at Wheeling from Pittsburgh!* The fact is, nearly all the boats which the Wheeling press delights to speak of as belonging to "the Union line of low-water boats," are boats running from Pittsburgh to Cincinnati, and merely touching at Wheeling. This fact, however, is carefully concealed from the public, in the Wheeling papers, and in telegraphic despatches sent abroad from that place. It is by such tricks as this that Wheeling lives and always has lived; and although we do not expect to reform those engaged in it, we yet think an occasional exposure of it may result in gradually opening the eyes of the public to this systematic circulation of petty fibs and artful suppression of the truth.

DR. JUNGHANNS.—This spy of the King of Wirtemberg, who was lately hung in effigy by the Germans of Cincinnati, has taken counsel from prudence and fled from that city. As his business is that of a spy upon the republican Germans of this country, the following description of him is given, that Germans everywhere may be on their guard against him:

Stature, slender; hair, hardly any and blond; eyes, grey; nose, obtuse; mouth, large; beard and moustaches, reddish and rough; color, unhealthy; teeth, well preserved; bearing, affectedly aristocratic; shoulders, the right one stands out disproportionately to the left.

He may be easily recognized by a certain grace with which he is wont to cut through the air with his cane.

CONNECTION WITH SANDUSKY.—We learn from the *Sandusky Register* that on and after to-day an Express Passenger Train leaves Sandusky for Mansfield at 7 30 A. M. to connect with the Morning Train on the O. & P. R. R. for Pittsburgh at 10 30 A. M. Returning, leaves Mansfield at 6 P. M. on the arrival of the Evening Train from Pittsburgh, reaching Sandusky at 9 P. M. This new arrangement will prove a great convenience to travellers to Pittsburgh and Philadelphia.

CHAMBERSBURG AND ALLEGHENY RAILROAD.—The Chambersburg Repository states that the Commissioners named in the Act of Assembly of 1853, entitled "An Act to Incorporate the Chambersburg and Allegheny Railroad Company," will convene at the Court House, in Bedford, on Tuesday, the 9th day of August next, at 10 o'clock, A. M., for the purpose of taking steps for the organization of the Company.

WHIG CANDIDATES FOR THE PRESIDENCY.—"Potomac," the Washington correspondent of the Baltimore Patriot, names four persons, either of whom, he says, would make acceptable Whig candidates for the next Presidency, to wit: Edward Everett, Wm. C. Rives, Abbot Lawrence, or John Bell. These are all able men, but this question can be more understandingly and profitably discussed two years hence.

SUPPLY OF CATTLE FOR THE NEW YORK MARKET.—It is said, that were it not for the numerous railroads, New York City would now be in a state of starvation, so far as meat is concerned, as it has to depend almost entirely upon supplies from the West. Beeves are now delivered there from the Northwestern Prairies, within a week, by means of railroads, at an expense of $10 to $12 per head. It would take from 50 to 90 days to bring the cattle from the western parts of Ohio, Kentucky, Illinois, or Arkansas, in fair weather, but in winter it would be too expensive to attempt such a thing. A drove of cattle from the Cherokee Nation, raised by the Indians, were recently received at New York, via railroad, from Illinois. It is said it would be rare to find a hundred head of cattle in the New York, New Jersey, Massachusetts and Vermont markets at one time, but for the droves that come from the West, over the different lines of railway.

The National Intelligencer says that an important announcement in England, and which is exciting great attention, is a development of new principles in iron metallurgy. The general opinion of those who are competent to judge, says the Mining Journal, is, that the inventions and discoveries referred to, will open an entirely new era in the manufacture of iron, not only with regard to its various manipulations, but to the construction and arrangement of apparatus also. Immense quantities of very valuable ore have lately been discovered in Northamptonshire, also in Yorkshire and in the West of England, within easy reach of the iron masters of Monmouthshire and South Wales. If half these rumors be correct, the iron trade will indeed be revolutionized.

JOSEPH BIMELER DEAD.—The founder of the Zoarite Socialist Community, of Tuscarawas county, died, at an advanced age, on the 20th inst. He had been Prophet, Priest and King, over the Zoarites for nearly half a century. Thirty-seven years ago they emigrated from Germany—poor, friendless strangers. By economy, unity, and industry, the body have accumulated immense wealth. They number about 240 souls, and 45 heads of families. They are supposed to be worth the major part of a million of dollars. It has long been believed that upon the death of their leader, Mr. Bimeler, the society would dissolve, and distribute its property among the members.—*Forest City.*

SALE OF TEAS IN NEW YORK.—The first public sale of Teas of the season was held in New York on Wednesday, and comprises part of the cargo of the ship Union. There was a large attendance from the trade; though the bidding was not so spirited as was generally anticipated, considering the present state of affairs in the Celestial Empire, but the prices realized establish an advance of about ten per cent. on the greens, and about fifteen per cent. on the blacks, over the closing spring sales. The quality of the teas was mostly common, with very little above the medium grades, and considerably inferior. The prices, it is stated, are about the same as the private sale rates.

SOUTHERN WHEAT.—The steamer *Alton*, up last night from Cairo, brings 2718 sacks of Wheat, from points along the river between this city and Cairo. It is all of the new crop, and generally of excellent quality. A heavy crop has been raised in the counties of Missouri and Illinois, bordering on the river, and it is more than probable that Southern Illinois and Missouri will send several hundred thousand bushels to this market during the year.—*St Louis News.*

VALUATION OF PROPERTY IN THE CITY OF NEW YORK.—The aggregate value of real and personal estate in the city of New York, according to the valuation by the assessors for the present year, is $418,622,942 94. Compared with the valuation last year, there is an increase of $41,402 041 80 in the value of real estate, and $20,474,095 41 in the value of personal estate. The amount to be assessed by tax on the city and county is $5 060 650 05. The city tax will be $1,23½ on the $100.

VERMONT MARBLE FOR RUSSIA.—The Czar of Russia has, through his private Secretary, ordered eight blocks of the Vermont marble, weighing six tons each. They are designed for the erection of a monument to Kieffleur, who is supposed to have been the originator of the movement for firing Moscow, on the advance of the French army.

COAL TRADE.—Large quantities of Cannelton coal have recently been sold in this market; the demand has been greatly increased by the failure to get Pittsburg coal here on the "June rise," which didn't come. A meeting of the coal proprietors on the Ohio, below the Falls, was held last week, at which a mutual agreement was entered into to advance their prices at the mines 2 cents per bushel—after the first of October.—*Evansville Journal.*

JAPAN.—A letter from Rev. Dr. Bridgeman, American Missionary, dated at Canton, April 20, and published in the New York Journal of Commerce, says:

"Commodore Perry is here, and from what I have seen of him, and heard of his plans, you may, I think, expect that permanent relations will before long be opened with Japan."

DESTRUCTIVE CONFLAGRATION—A SQUARE IN RUINS—FULL PARTICULARS.—Our city was again visited by a most destructive conflagration yesterday morning, which broke out about eleven o'clock, in Thomas & Co.'s finishing and machine shop, situated in the centre of the block between Broadway and the Miami Canal and Seventh and Eighth streets. It originated from a pile of shavings near the furnace taking fire, and before the workmen in the shop could subdue it, the whole building was enveloped in flames.—Such was the combustible character of the building, that it was all in flames before the fire apparatus got to work, or even the alarm was raised.

The loss of Messrs. Thomas & Co. is estimated at $6,000—no insurance. They lost all their books and papers. The two story frame house of Thomas Cochran and his cooper shop were also destroyed—loss $800; no insurance. The wheelbarrow factory of Henry Rockey, with a one story frame dwelling adjoining, occupied by his foreman, was destroyed—loss $1,400 in all; partially insured. The cooper shop of Mr. Templeton; and that of Mr. Frank Videl adjoining, both destroyed—loss of each $500; no insurance. A quantity of lumber belonging to Thomas Shaefer was burned—loss $600; no insurance. The cabinet tool manufactory of Chas. G. Stevens destroyed with all its contents—loss $1200; no insurance. The edge tool factory of Kolte & Spragus destroyed—loss $600; no insurance.

On Broadway were two two-story brick houses, owned and occupied by Mr. Osman Sellue and Mr. James Clark, both burned. Loss $3,000 each—insured. The two story brick house owned by Washington Walker, burned. Loss $3,500. Two small frame houses and one three-story brick house, owned by John B. Childs—Loss, in all, about $4,500—insured. The two-story frame house of Mr. Ryan, on the corner of Seventh and Broadway, is the only one on the square which escaped. He was damaged considerably by water.

On Seventh street a three story brick house, owned by John B. Childs, and occupied by several colored families, was destroyed. Loss $3,000; insured. A three story brick house, owned by Wiley Reynolds, destroyed. Loss $2,500; insurance $2,000. The next two were three story brick dwellings, adjoining each other, and owned by Wm. McCullum and A. J. Valletto. Loss of each, including furniture $4,000; partially insured. Two frame houses, two stories, owned by Nicholas Longworth. Loss $1,200; no insurance. A double two story frame house, owned by Mrs. Patrick. Loss $600; no insurance. All these dwelling houses were occupied by colored families, who lost about half their furniture, and also considerable clothing belonging to young men for whom they washed. The total loss is estimated at fifty thousand dollars, including property, furniture, stock, &c.

The easterly wind which was blowing, carried pieces of burning wood in great quantities for several squares, and the roofs of a number of houses took fire, but were put out by a few buckets of water.

During the progress of the fire, several persons, male and female, were caught in the act of stealing clothing and household articles.—Some were arrested, while others made their escape. Many articles of value and wearing apparel, which were known to have been saved, have been missed, and no doubt were stolen.

The property on the squares opposite, took fire several times, so intense was the heat, and narrowly escaped being destroyed. To the fire department, who worked nobly and energetically, are the owners indebted for their safety.—*Cin. Gazette.*

THE CASUALTY AT THE FALLS—THE CATASTROPHE!—Up to six o'clock last evening the public were kept in a state of excitement by dispatches received at intervals from the Falls, bringing information of the situation of poor Avery, each reports fluctuating between hope and fear—now expressing confidence in his eventual safety, and now almost despairing of his rescue. A large number of persons left this city for the scene of excitement by the trains, and swelled the thousands already gathered around the spot. We have been furnished with an account of the proceedings since one o'clock yesterday by an eye witness, but we are under obligation to the operators upon Kissock's Canada line for the earliest intelligence of the wretched fate of the victim.

Our informant tells us that the man was in a part of the rapids where the rocks rise nearly to the surface of the water. A log of wood, apparently wedged tightly between the rocks, and crossed by another, still higher out of the water, was his resting place. Here he remained, half clinging to and half perching upon the log, from which he would occasionally slip down and walk a little on the rocks which were only a short distance under water. A few feet in advance was a small fall of about four or five feet, and here and on each side of him, the waters rushed wildly on at a speed of about forty miles an hour. Since our report yesterday was made up, about 2½ o'clock in the afternoon, a raft was constructed formed of crossed timbers, strongly fastened in a square form, a hogshead being placed in the center. The raft was strongly secured with ropes on each side, and was floated down to the rocks upon which Avery was stationed. As it approached the spot where he stood, the rope got fast in the rocks, and the raft became immovable. Avery then appeared to muster strength and courage, and descending from the log, walked over the rocks to the place where the rope had caught and labored long and hard to disengage it from the rocks. After some time he succeeded, and then with renewed energy inspired by the hope of rescue, he pulled manfully at the rope until he succeeded in bringing the raft from the current towards his fearful resting place.

Avery now got on to the raft, making himself fast thereto by means of ropes which had been placed there for that purpose, and those on the land commenced drawing it towards the shore. It had approached within *thirty feet* of one of the small islands, towards which its course was directed, when suddenly it became stationary in the midst of the rapids, the ropes having again caught in the rocks. All endeavors to move it were found to be in vain, and much fear was entertained that the strain upon the ropes might break them and occasion the poor fellow's loss. Various suggestions were now volunteered, and several attempts were made to reach him. One man went out in a boat as far as he dared to venture, and asked him if he would fasten a rope round his body and trust to being drawn in by that. The poor fellow, however, shook his head despondingly, as though he felt that he had not strength enough remaining to make himself secure to a rope. At length a boat was got ready—a life boat which had been brought from Buffalo—and was launched. Seeing the preparations, Avery unloosed his fastenings, with the intention of being ready to spring into the boat. Borne on by the rushing waters, and amid the breathless suspense of the spectators, the boat approached the raft. A thrill ran through the crowd—the boat lived in the angry waves—it struck the raft—a shout of joy rang forth from the shores, for it was believed that he was saved—when suddenly the hope that had been raised was again destroyed—a moment's confusion followed the collision, and in the next the victim was seen in the midst of the waters, separated from his frail support and struggling for life.

For a minute or two the poor fellow, striking out boldly, swam towards the island, and the cry echoed from shore to shore that he would yet be saved. But soon the fact became certain that he receded from the shore—his strength was evidently failing. Gradually he was borne back into the fiercest part of the current—slowly at first, then more rapidly. Swiftly and more swiftly he approached the brink of the fatal precipice—the waters had him at last, their undisputed victim, and madly they whirled him on to death, as though enraged at his persevering efforts to escape their fury. A sickening feeling came over the spectators when, just on the brink of the precipice, the doomed man sprung up from the waters—clear from their surface—raising himself upright as a statue, with his arms flung wildly aloft, and with a piercing shriek that rang loudly above the mocking roar of the cataract, fell back again into the foaming waves, and was hurled over the brow of the fatal precipice!

We have no heart for comment upon the melancholy and awful event. The fate of poor AVERY will add another to the many fearful local incidents already related by the guides at the Falls, and for years his critical situation, his hard struggles, his fearful death, will be the theme of many a harrowing tale. And visitors to the mighty cataract will seek the scene of the terrible catastrophe with a shuddering curiosity, and the timid and the imaginative will fancy, in the dusk of the evening, that they still hear above the waters' roar the fearful shriek that preceded the fatal plunge.—*Buff. Com. Adv.*

HORRORS PERPETRATED AT NANKIN.—A letter from Canton, China, speaking of the capture of Nankin by the rebels says:

"Of the Tartar garrison, more than 20,000, including the families of the soldiers, women and children, were either put to the sword or committed suicide, it being a point of honor with that singular people to perish rather than to yield. Every one of the priests, whether of the Budhist or Taouist religion, and who were very numerous there, were massacred. Their numbers could not have been less than 1,500 or 2,000; while those killed in the assault, the mining of the walls, and the entry of the rebels, are said to amount to over 20,000 men. Very many families were completely annihilated by suicide. The streets were so blocked up with dead bodies, that, in passing from point to point, the conquerors burst open the doors of houses, private as well as public, and threw them inside, as the Chinese expressed it, as if they had been logs of wood."

THE READING COAL FRAUDS.—The property of the parties implicated in the recently discovered coal frauds on the Reading Railroad has been seized by the sheriff under suit brought against them by the company.

THE AFFAIRS OF THE EAST.

(From the London Times of the 8th.

"The Russian armies have crossed the Pruth, and being at the present moment in the occupation of the principalities, a great act of illegality and violence has been done, which is not the less unwarrantable because it was not likely to encounter any direct or formidable resistance. The next question is, what course is it expedient for the Turkish Government to pursue? On the whole, we think the decision of the French and English governments a wise one, and that the occupation of the principalities ought to be made a ground for immediately sending the fleets to the Bosphorus. For the purpose of demonstration their presence at the Dardanelles is sufficient. For the protection of Constantinople itself they are near enough to give effectual assistance if the Capital be threatened.

"Should the fleets be compelled to enter the Black Sea, it can only be in the character of armed mediating powers or as allies of Turkey for the purposes of war. We believe, however, that no positive decision has been taken in London or Paris on this subject, but the Ambassadors of England and France are invested with sufficient powers to summon the squadrons in certain given emergencies. The opinion of the two governments seems to be, that it is desirable to defer so strong and peremptory a measure, which would leave small hopes of the maintenance of peace, until the time comes, if it should unhappily come at all, when the fleets would proceed to act as against an enemy. In the meantime, what we have to look to is the possibility of renewed negotiations under the mediation of all the powers interested in the restoration of tranquility. If no attempt is at once made to resist the occupation of the principalities, it is because the several courts have still some faith in the adoption of arrangements which must, of course, include the evacuation of that territory."

The Paris correspondent of the London Times, under date of the 6th, says, in regard to the feeling produced in Paris by the last Russian Manifesto:

"The Manifesto of the Emperor Nicholas has filled the French Cabinet with indignation. It seems that he has now flung off the mask, and has thus proclaimed a religious crusade, and arrays Russian against Mussulman fanaticism. It is feared that measures have been adopted by agents in the interest of Russia to raise the Greek population and attempt a massacre of the Turks, as the preliminary step of the autocrat to extend the faith of his church. He is still advised from Paris that there is no real understanding between England and France. His agents, who have never been more active than they now are, make him believe that both governments will leave Turkey to her fate; and on the one hand circulate the belief that the 'perfidious Albion will act with her wonted perfidy,' and on the other, that France is even intriguing with Russia, and with the view of making the best bargain she can. Such are the rumors set afloat, and the impression sought to be made on the public mind.

"It is believed that though Austria and Prussia are remaining inert, yet that they do not take part with Russia. This neutrality is attributed to the suspicion that a partition of the Turkish empire is contemplated. Both powers would not be sorry to have a slice, and they are unwilling to do anything hastily which would offend the Czar, who may have it in his power to help them to a share of the spoil."

RUSSIA AND TURKEY.—Letters from Constantinople, dated June 23, had been received in Paris. The Turkish admiral, Mustapha Pacha, left Constantinople for Basika on the 22d, to pay his respects to the French and English admirals. It was said that he was also to come to an understanding with them as to the means to be employed to tow the ships in case war broke out. The rodifs, or militia, of Smyrna arrived at Constantinople on the 23d, and were to leave the same night for Varna. The Seraskier Muchirl, Minister of War, and the general-in-chief of the imperial guard, were making preparations for their departure. Several French officers had arrived, and were about to proceed in the direction of the Danube in order to examine the state of the Turkish army.

The public excitement ran high, and any further compromise would be very badly received by the Turks, and might lead to intestine troubles.

The preparations for war at Odessa have increased. The interpreter of the legation at Constantinople is at the head quarters of the army, to be of service to the troops.

It is reported in Paris that orders had been sent to the English and French Ambassadors at Constantinople, desiring them not to accede to the request of the Porte that the combined fleets should enter the Dardanelles, so long as the movements of Russia are confined to the occupation of the principalities.

These reports originate probably with the Emperor of Russia. On the other hand, it is confidently affirmed that both France and England regard the invasion of the Principalities as a violation of the integrity and independence of the Ottoman Empire, and as an act of war, and that the instructions which have been forwarded to Lord Stratford de Redcliffe and M. de La Cour are to place the combined fleets entirely at the disposal of the Sultan, in the event of his considering and proclaiming the present lawless invaders of his territory an act of war. The ambassadors are directed to summon the naval forces of England and France the instant the Porte requests it, not only to enter the Dardanelles, but to proceed, in the Black Sea, to whatever operations may deem requisite for his safety and advantage.

Not a day passes without the Grand Vizier and the Minister for Foreign Affairs having an interview with the British and French Ambassadors. Lord Redcliffe had a private audience of the Emperor a few days previously. Although the letters received at Constantinople from various parts of Europe, are filled with reports of a mediation, no belief is attached to them among the Turks. It is believed that Russia had advanced too far to recede without disgrace; and, on the other hand, the exasperation of the Turks has risen to such a pitch that it would be dangerous for the Porte to speak of a compromise. Even the proposal contained in Redschid Pasha's note to Count Nesselrode, to send an Ambassador to St. Petersburg, has produced a very bad effect.

ATTEMPT TO ASSASSINATE THE FRENCH EMPEROR.—The following is from a letter in the London Times, dated at Paris, evening of the 6th:

"Throughout the day a report has been current that a conspiracy to assassinate the Emperor was discovered last night at the Opera Comique, and that the conspirators were arrested on the spot with arms in their hands. On making inquiries from persons who were at the theatre, and comparing the various reports afloat, which of course are very desperate, I find the following to be the most probable version of the affair.—The Emperor and Empress, accompanied by a few members of their houshold, arrived at the Opera Comique without an escort. As the imperial party was mounting the stairs on the way to the Emperor's box, a man meanly clad, who cried *Vive l' Empereur* with extraordinary energy, was observed by the *sergens de vil's* on duty to press forward through the crowd in a marked manner, as if endeavoring to approach the Emperor's person. One of these officers laid hold of him, and, finding that he resisted, shook him violently by the throat. The result was that a weapon—either a pistol or a poinard—fell from his clothes. The personages in the suite of the Emperor, with a rapid perception of ill consequences that might ensue from announcing a plot to the public, raised a cry of 'au voleur!' and on this cry several persons around the supposed assassin were arrested.

About 80 of those arrested were released this morning. I understand that some ten or a dozen of them remain in custody. We may expect to hear of arrests every day. The journals do not venture to allude to the matter, and people are afraid to speak of it, lest they should be suspected of knowing too much. I heard of a French gentleman, who has the credit of being a great newsmonger, positively refuse to tell a friend what he knew about the plot, saying, "Je crains Dieu et Cayenne." While I am writing I am informed that M. Delahodde, the well known *employe* of Caussidière, was arrested yesterday, but I do not clearly make out whether his arrest was connected with the event of last night or not. If he is mixed up in the plot, there is reason to suspect that this conspiracy is no more genuine than the many others that have been concocted by the police agents, for Delahodde has been a spy all his life. It is right, however, to say that according to the general impression this affair is really serious."

DUTIES ON BROWN SUGAR.—Secretary Guthrie, it is stated, will decide that the brown sugar duties must be paid by Belcher & Co., sugar refiners, at New Orleans, on two hundred and fifty thousand dollars' worth of concentrated molasses, which was imported from Matanzas as molasses, but which contains from sixty to ninety per cent. of granulated sugar. Of course, the same rule will apply to similar importations in all our other ports.

NEW GRANADA AND RELIGIOUS LIBERTY.—Very important measures have been taken in the Congress of New Granada in relation to liberty of religion. The New York Freeman's Journal says a law has been passed which entirely separates Church and State, placing them upon the same footing as exists in the United States. It is now supposed the exiled Bishops will return home, and have their churches and seminaries restored to them.

THE Massachusetts Constitutional Convention has decided that a majority of the votes cast, and not a plurality, shall be required in the election of Governor, Lieutenant Governor, Secretary, Treasurer, Auditor, and Attorney General of the State. Majorities of all the votes cast have been difficult of attainment in Massachusetts of late years.

THE Washington Monument contributions received at the Crystal Palace up to the 19th, amount to $228,21.

The annexed letter from Mr. GAILLARDET, the Paris correspondent of the New York *Courrier*, gives a graphic and truthful view of the peculiar state of Europe;

"Europe presents a singular spectacle. Every thing is in suspense and alarm. Every where you hear professions of desire to continue at peace, and every where preparations are being made for war. Belgium has increased her regular force to a hundred thousand, and provisioned her strongholds. The Prince of Prussia passes in review the *landwehr*. Greece is excited at the thought of the downfall of the Ottoman Empire, and dreams of the re-construction of an Eastern Empire of its own—a dream which the *Times* treats as chimerical, but which does not prevent King Otho from sending three vessels of war to watch the operations in the Bosphorus. In France, Marshal St. Arnaud has set out to visit our different regiments and various military establishments. While the Prince Napoleon sojourns at the camp of Helfaut, where he has been flatteringly received, the Emperor, who is going there to join him, is paying to-day a last visit to the camp at Satory, in company with the Empress, her sister, the Duchess of Alba, and the Duke. While I write an immense crowd is pressing towards Versailles to witness the evolutions of the regiments, commanded by the Emperor, and also to get a view of the Spanish Duchess, a brown beauty, as accomplished as her blond sister.

"At London, Queen Victoria, that good mother of a large family, is seized with warlike tastes, and, like a royal Amazon, reviews the troops at Chobham, which the commonalty of London go forth to admire, as do those of Paris the regiments at Satory.

"Austria, Piedmont, and Switzerland hold themselves on the *qui vive*. Europe entire is on the *foot of expectation*, to use the phrase of a Belgic Minister with respect to Belgium. Peace appears to all to be menaced, and yet all believe war to be impossible."

The National Democrat (New York) of the 19th July says that "General Pierce has caused it to be repeatedly made known that he has appointed no man to office whom he believed to be a Freesoiler, and he boldly declares that he will remove every man from office who shows himself to be of that faction."

HON. WM. MEDILL was inaugurated as Governor of Ohio on the 18th inst. He was elected to the office of Lieutenant Governor, and is now Governor under the constitution, Gov. WOOD having resigned to take an office abroad conferred by the President. Mr. MEDILL is the Democratic candidate for Governor for the fall election.

LEGAL PERSPICUITY.—In "Maddock's Chancery Practice," vol. 1, p. 125, occurs the following specimen of legal perspicuity: "When a person is bound to *do* a thing, and he *does* what may enable him to *do* the thing, he is supposed in equity to *do* it with the view of *doing* what he is bound *to do*."—*London Atlas.*

OATS FOR THE OHIO RIVER.—We noticed one or two lots of oats going on board the Louisville boat this morning. The crop has been seriously affected by drought in Ohio and Kentucky, and should prices justify, constant shipments may be made from this city to that quarter.—*St. Louis News.*

AMOS Kendall is building ten cottage style frame houses on his farm upon the outskirts of Washington, on the line of the railroad. The total cost, exclusive of the ground, (each being on a lot of two acres,) will be some $1,5000, and they are expected to rent for an aggregate of $2500. A profitable investment indeed.

MURDER.—Mr. H. Somers, residing in the lower part of Annamessex, in Somerset county, was shot dead on the 14th inst., by a man named Somers, who he mistook for a negro against whom he had a grudge.

☞ Treasurer.—HUGH S. FLEMING, Esq., of Allegheny, will be a candidate before the approaching Anti-Masonic and Whig Convention, for nomination to the office of COUNTY TREASURER. jy18&wtf

☞ Treasurer.—Major JOHN WILLOCK will be a candidate for the Office of COUNTY TREASURER, before the Whig and Anti-Masonic County Convention, to be held in August next. jy7&wtf

☞ For Commissioner.—MR. JAMES McGLAUGHLIN, of the Borough of M'Keesport, will be proposed and supported as a candidate for the office of County Commissioner, by his numerous friends, subject to the decision of the Antimasonic and Whig County Convention. jy21 M'KEESPORT.

☞ District Attorney.—ALEXANDER M. WATSON, Esq., will be a candidate for nomination for the Office of District Attorney, subject to the decision of the Whig and Antimasonic Convention.

☞ District Attorney.—CICERO HASBROUCK, Esq., will be a candidate for nomination for the Office of District Attorney, before the next Whig and Antimasonic Convention. jy22&wtf

☞ Daguerreotypes.—If you wish a fine picture, moderate in price, go to CARGO'S GALLERY, No. 75 Fourth 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. 140 Third street, above Smithfield. my5d3m

☞ WE DIRECT the attention of our readers to the advertisement of "MORSE'S INVIGORATING CORDIAL," to be found upon the fourth page.

☞ M'Lane's Worm Specific.—The following, from a customer, shows the demand which this great medicine has created wherever it has been introduced.

BLOSSBURG, Tioga Co., Pa., March 30, 1850.

Gentlemen:—In consequence of the great consumption of your "WORM SPECIFIC," in this place and vicinity, we have entirely exhausted our stock. We should feel obliged by your forwarding, via. Corning, N. Y., 20 dozen, with your bill, on the reception of which, we will remit you the money.

From the wonderful effects of said "SPECIFIC" in this neighborhood, there could be sold annually a large quantity, it to be had, (wholesale and retail) from some local agent. If you would compensate a person for trouble and expense of vending, I think it would be to your advantage to do so. Yours, respectfully,

WM. M. MALLORY, Per W. B. PORTER.

MESSRS. J. KIDD & Co.

Purchasers will be careful to ask for DR. M'LANE'S CELEBRATED VERMIFUGE, and take none else. All other Vermifuges, in comparison, are worthless. Dr. M'Lane's genuine Vermifuge, also his celebrated Liver Pills, can now be had at all respectable Drug Stores in the United States, and from the sole proprietors,

FLEMING BROTHERS,
jy21 Successors to J. Kidd & Co., 60 Wood street.

☞ Oakland Property for Sale.—This property is situate about half a mile from the city-line, fronting on the Pittsburgh Farmers and Mechanics' Turnpike Road, bounded on the south and east by lands of James Craft, Esq., and on the north by A. P. Childs, Esq., containing about SIX ACRES. It is covered with Fruit Trees of the choicest kinds, many of them in full bearing. There is a comfortable two-storied frame HOUSE, with other buildings; also, an abundance of Grape, Raspberry and Strawberry Vines, of good quality. I will dispose of the above Property altogether, or divide it to suit purchasers. THOMAS J. CAMPBELL,
je29d1m No. 119 Water street.

☞ New Certificates.—MR. SOLOMONS: I called at your office on the 2d July, and stated the nature of my eyes, which was very bad at that time; you suited me with Spectacles that did me a great deal of good.—They were very much inflamed at the time, but that inflammation has now left. I can now bear the light of the Sun or a Lamp, as well as ever. I shall call on you and get another pair, in case I should have any mishap with them, as I would not be without them under any consideration. Yours, Respectfully,

JOHN MAGEE, corner High and Webster streets.
PITTSBURGH, July 11, 1853.

MR. SOLOMONS:—Being compelled to wear Spectacles, I have never been able to get a pair but what made my eyes sore.—I have tried a great number of glasses, but always failed, until I obtained a pair from you. I can see by day or candle-light, for any length of time, with the greatest ease and comfort.

Mrs. Waterman is very much pleased with her glasses. I remain, Yours, Truly,

L. S. WATERMAN, 119 Wylie street.
PITTSBURGH, July 19, 1853.

I have been under the necessity of using Glasses for several years, but have never found a pair to suit my eyes, or that I could use without fatigue, until I obtained a pair of Mr. Solomons. By the aid of those I bought of him, I can see as well as ever I could. I can read or write with them for hours, without the least fatigue, both by day and candle-light.

I have tried, in all the stores in the State of Pennsylvania, to obtain a pair of Glasses that would suit my eyes, and failed in every instance. Knowing the difficulty of obtaining those suitable for the sight, I do most earnestly recommend to those laboring under defective vision, to apply to Mr. Solomons, of whom Glasses can be obtained to suit all cases. Yours, &c. J. MORRISON,
ALLEGHENY CITY, July 20, 1853. jy21:d&wtT

☞ Lyon's Kathairon—FOR PRESERVING, RESTORING and BEAUTIFYING THE HAIR, is the most delightful and wonderful article the world ever produced.—Its astonishing success is without a precedent in the history of the *Materia Medica.* Dark and luxuriant curls, soft and glossy hair, with scores of admirers, (mark this, ladies,) is the universal effect of the Kathairon. Bald and grey heads were perfectly astonished. "The Kathairon has fully restored my hair after a baldness of 12 years. A. J. COURTWRIGHT, 76 Broad st. N. Y." The Kathairon is a certain cure for Nervous Head-Ache, and all Cutaneous diseases. Sold by all dealers, everywhere. Try it. Price only 25 cents, in large bottles.

D. S. BARNES, Proprietor, 161 Broadway, N. Y.
Sold in Pittsburgh by R. E. Sellers, O. Fraser, Benj. Page, Jr., Fleming & Bro., and Braun & Reiter.
jy20:1m

☞ MR. SOLOMONS:—From infancy I have been afflicted with weak eyes and shortsightedness, and in all my travels I have never been able to get a pair of GLASSES that would help me. I have had several pairs that would enable me to see more distinctly, but could never keep them on more than one-half hour from the fact that they caused such great pain.

I happened to see your advertisement, by which I saw you had just imported some, and as it has been my constant aim to get a pair that would benefit me, I thought I would try yours.

You must not think me flattering when I say they more than answer my expectations. I have not been able to read by candle-light for more than half an hour at any time before I got these Glasses. Since I got these, I read one Sunday all day, and until ten o'clock, without experiencing the least pain, which is a thing I have not done before for years.

I say this much as I think it deserving your enterprise, and hoping others may be benefitted by it.

You are at liberty to make use of my name at any time for reference. I am, sir, truly yours,
HENRY EARL, Wharf Master, Pittsburgh.

P. S. I forgot to mention that my wife is greatly benefitted by the pair she got, and equally pleased. [illegible]

☞ More Home Testimony.—Mr. Solomons: Sir—I think it no more than an act of justice to you as well as to the American community to state, the SPECTACLES I bought of you suit me well. I find my sight much improved. I can see small print with them for any length of time without fatigue to my eyes. Should my sight continue to improve by the use of them, I have no doubt but I shall be able to read without them in a short time. Yours, truly, T. MOUNDER.
Allegheny City, June 25, 1853.

☞ I have used Mr. Solomons EYE GLASSES for a very brief period, with decided advantage, and have no hesitation in stating that a defective vision of long standing has been relieved, and the organs seem to be acquiring vigor and tone. I therefore cheerfully bear testimony to their excellency and accuracy, as also to Mr. Solomons' skill as a practical Optician, and the wonderful facility with which he adapts his Glasses to the various peculiarities of vision. D. B. SUTTON,
June 22, 1853. No. 24 Wayne street, Pittsburgh. je23:1m

☞ 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 several certificates, proving that Safes made for our regular and ordinary sales, and sold abroad, have been subjected to the SEVEREST TESTS IN ACTUAL CONFLAGRATIONS, and preserved 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 12, 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—a large three story building. My safe 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 was saved. There was not a *single paper injured;* and further, I would advise any person who is doing business, to lose no time, but buy a Safe to keep their papers, &c., in—and get one that is good. I can safely recommend your Safes to any one. Yours, truly, JOHN CLARKE.
fe2&tf

☞ WE believe Nature has provided a remedy for every disease which flesh is heir to. KIER'S PETROLEUM or ROCK OIL, put up as it flows, from the great laboratory, concealed deep in the bowels of Mother Earth, is, without doubt, one of the greatest of these remedies. Read the following testimony, given by a grateful parent:

PLEASANT VALLEY, Ohio, Sept. 15, 1852.

Mr. S. M. Kier—Sir: I have sold all your Petroleum, or Rock Oil, some two months past, and have been looking for your agent to get a further supply. I could have sold some dozen more. We have found the Oil very excellent in Flux and Dysentery. My daughter, at the time your agent was here, was lying very low with the flux: I gave her a teaspoonful, and in three hours gave the second, and the flux stopped, and she recovered immediately. It is also an extraordinary remedy for sore and inflamed Eyes, Cuts, Bruises, and Rheumatism, and for the Piles: some have been cured of long standing. Yours, with respect, ISAAC BIGELOW.

For sale by all the Druggists in Pittsburgh.
fe9 [Papers advertising Petroleum please copy.]

HOME INSURANCE COMPANY,
NEW YORK.
CASH CAPITAL $500,000!

R. C. LOOMIS, Agent,
No. 59 Wood street, *Pittsburgh.*

DIRECTORS:

Simeon L. Loomis, Late of the Ætna, Hartford.
Jasper Corning, Firm of Corning & Co.
Theodore McNamee, Firm of Bowen & McNamee.
Richard Bigelow, Firm of Dane, King & Co.
William H. Mellen, Firm of Claflin, Mellen & Co.
George Bliss, Firm of George Bliss & Co.
Amos A. Eno, Firm of Eno, Mahony & Co.
Oliver E. Wood, Firm of Willard & Wood.
Levi P. Stone, Firm of Stone & Starr.
Henry G. Bly, Firm of Bly, Clapp & Bowen.
James Low, Firm of James Low & Co.
Charles B Hatch, Firm of C. B. Hatch & Co.
John B. Hutchinson, Firm of J. C. Howe & Co.
William G. Lambert, Firm of A. & A. Lawrence & Co.
Charles A Buckley, Firm of Buckley & Co.
Lewis Atterbury, Jr., Firm of Lewis Atterbury Jr. & Co.
Levi P. Morton, Firm of J. M. Beebe, Morgan & Co.
Amos T. Dwight, Firm of Trowbridge, Dwight & Co.
John G. Nelson, Firm of Nelson & Co.
Charles P. Baldwin, Firm of Baldwin, Starr & Co.
George C. Collins, Firm of Sherman & Collins.
George D. Morgan, Firm of E. D. Morgan & Co.
Lucius D. Comstock, Firm of Comstock, Lusk & Co.
Thomas Messenger, Firm of T. & H. Messenger.
David Sandford, Firm of Johnson & Sandford.
Cephas H. Norton, Firm of Norton, Butler & Co.
Charles Ely, [illegible]
Stephen Paul, Firm of Boyd & Paul.
Buckland W. Bull, Firm of Bull, Merrick & Bull.
Alfred S. Barnes, Firm of A. S. Barnes & Co.
Ira Lockwood, Firm of J. Lockwood & Co.
Lucius Hopkins, Firm of Hopkins, Allen & Co.
Lyman Cooke, [illegible]
James A. Dwight, Firm of Brown, Rainer & Dwight.
Isaac H. Frothingham, Firm of Frothingham, Newell & Co.
John H. Swift, Firm of Swift, Hurlbut & Co.
Curtis Noble, Firm of Condit & Noble.
Ward A. Work, Firm of Work & Drake.
Edwin A. H. Stockwell, Firm of Stockwell & Co.
James Humphrey, Firm of Barney, Humphrey & Butler.
Wm. F. Hocker, Cashier Continental Bank.
Daniel W. Harvey, Firm of Wells, Fargo & Co.
Homer Morgan, [illegible]
George Pearce, Firm of George Pearce & Co.

SIMEON L. LOOMIS, President.
CHAS. J. MARTIN, Secretary.

R. C. LOOMIS,
(Of the late firm of M'Curdy & Loomis,)
WHOLESALE DEALER IN
BOOTS AND SHOES,
59 Wood street, Pittsburgh.
je3d1y'53

Third Annual Statement

OF THE STATE MUTUAL FIRE AND MARINE INSURANCE COMPANY, of Harrisburg. HARRISBURG, May 4, 1853.

Assets of the Company, May 1, '52	$229,219 81	
Premiums rec'd to May 1, 1853	124,250 56	
Interest rec'd on Loans	916 19	
Stationary and Office Furniture	3,000 00	
		$346,183 26
Premiums cancelled	2,379 94	
Do. terminated	7,162 81	
Losses, Expenses, Commissions, Re-Insurance, Returned Premiums, Stationery, Printing, &c.	77,901 91	
		87,384 56
		$258,816 70
Capital Stock, paid in and secured		100,000 00
Amount of resources liable for losses		$358,818 70

ASSETS:

Premium Notes	$206,612 60
Bonds and Mortgages, stocks, and other securities	132,888 29
Cash on hand, or in hands of agents secured by bonds	17,820 81
Office Furniture and Stationery	2,000 00
	$358,818 70

Amount of adjusted claims against the Company not yet due. $6,000 00

DIRECTORS:

JOHN P. RUTHERFORD, Dauphin county;
P. C. SEDGWICK, Harrisburg;
SAMUEL JONES, Philadelphia;
A. A. WILKINS, Banker, Pittsburgh;
A. A. CARRIER, do.
JOHN B. RUTHERFORD, Dauphin county;
A. J. GILLET, Harrisburg;
S. T. JONES, do.
ROBERT KLOTZ, 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 Fourth and Smithfield streets.
je8tf A. A. CARRIER, Actuary.

Citizen's Insurance Company of Pittsburgh

H. D. KING, PRESIDENT.
SAMUEL L. MARSHELL, SEC'Y.

OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.

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

☞ Insures against loss or damage by FIRE. Also, against the perils of the SEA and INLAND NAVIGATION and TRANSPORTATION.

DIRECTORS:

H D King,	Wm. Larimer, Jr.,
Wm. Bagaley,	R. M. Kier,
Samuel Rea,	Wm. Bingham,
Robert Dunlap, Jr.	John S. Dilworth,
S. Harbaugh,	Francis Sellers,
Edward Heazleton,	J. Schoonmaker,
Walter Bryant,	Wm. B. Hays,
Isaac M. Pennock.	

de22

HENRY H. COLLINS,
FORWARDING AND
COMMISSION MERCHANT,
AND WHOLESALE DEALER IN
CHEESE, BUTTER, SEEDS, FISH, AND *PRODUCE GENERALLY,*
No. 25 Wood street, Pittsburgh.
jy15

DAGUERREOTYPES
AT THE
NATIONAL GALLERY.

JACKSON'S National Daguerrean Gallery, corner of the Diamond and Market street, (opposite L. Wilcox's Drug Store,) Pittsburgh.

Ladies and Gentlemen wishing to obtain lifelike likenesses at moderate prices, will please call at the above establishment, fitted up with every superior Side and Sky Lights, arranged with such skill that the operator can take the most accurate fac similes of the human form with all the expression of animated life, in all weathers.

Engravings, Paintings, &c., accurately copied, and duplicates taken of original likenesses.

☞ Persons not required to take a picture, unless a perfect likeness.

☞ Likenesses taken of sick and deceased persons in any part of the city and vicinity.

Instructions given, and apparatus from $ [illegible]
[illegible]

NELSON'S FIRST PREMIUM
DAGUERREOTYPES.
POST OFFICE BUILDING, THIRD STREET.

CITIZENS and strangers who wish to obtain an accurate, artistic and life like likeness, at a very moderate price, will find it to their interest to call at this well known establishment, where entire satisfaction is guaranteed or no charge made. Having one of the largest and best arranged Side and Skylights ever constructed for the purpose, with instruments of the most powerful kind, he is enabled to take likenesses in a style unequalled by the system of Daguerreotyping as now practised by the celebrated Roots, of Philadelphia and New York. Mr. N. flatters himself to be able to give to the patrons of the Art a style of Daguerreotypes, either singly or in groups, which has never been surpassed.

[illegible]

CHARLES E. LOOMIS,
STOCK AND BILL BROKER.
Notes, Bonds, Morgages &c., Negotiated.
PARTICULAR ATTENTION GIVEN TO THE PURCHASE AND SALE OF STOCKS.

☞ Office over S. Jones & Co., corner Wood and Fourth streets. jal3

JOHN FLEMING. COCHRAN FLEMING

FLEMING BROTHERS,
(SUCCESSORS TO J. KIDD & CO.)
WHOLESALE DRUGGISTS,
No. 60 Wood street, Pittsburgh.

☞ Proprietors of Dr. M'Lane's Celebrated Vermifuge and Liver Pills. my1

A. H. HOLMES & BRO.
MANUFACTURERS OF
SOLID BOX VICES, SLEDGES, PICKS, MATTOCKS, CROWBARS, &c.,
PITTSBURGH.
Office 25 Wood st., between 1st and 2nd.
☞ All work warranted equal to any manufactured. mh24

JAMES P. TANNER,
WHOLESALE DEALER
IN BOOTS, SHOES, BONNETS, HATS, &C.,
No. 56 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 Manufacturers, adapted expressly to the Spring and Summer sales, and will be sold at satisfactory prices comparing invariably with those of Philadelphia and New York. Purchasers will please call and examine before buying. mad

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. fe10

CLEVELAND and PITTSBURGH RAILROAD.

1853 [illegible] 1853

CHANGE OF TIME FROM CLEVELAND.

ON and after TUESDAY, July 19th, 1853, Passenger Trains will run daily, (sunday's excepted) as follows:

FIRST EXPRESS TRAIN—leaves Cleveland at 10 o'clock, A. M., stopping at all way stations between Cleveland and Wellsville, arriving at Alliance at 12.28, P. M., and Wellsville at 3.0 P. M. This Train connects at Alliance with the Mail Train of Ohio & Pennsylvania R. R. for Pittsburgh, leaving Alliance at 1.00, P. M., and arriving at Pittsburgh at 5.00 P. M.

SECOND EXPRESS TRAIN—Leaves Cleveland for Alliance at 3.45 P. M., connecting with Express Train of Ohio and Pennsylvania R. R. for Pittsburgh, and arriving at Pittsburgh at 9.00 P. M.

The Chicago and Toledo Train, arriving at Cleveland 2.30 P. M., connecting with this Train.

ACCOMMODATION TRAIN—Leaves Cleveland 7.30 P. M. for Alliance, stopping at all way stations, and arriving at 10.00 P. M.

The above Trains connect at Hudson with the C. Z. and C. Railroad, for Cuyahoga Falls and Akron. The 10.00 A. M. Train connects at Ravenna with coaches for Warren; at Bayard with Railroad to Carrollton, and Hacks for Dover, New Philadelphia and Coshocton.

RETURNING:

ACCOMMODATION TRAIN—Leaves Alliance 6.00 A. M., stopping at all way stations, and arriving at Cleveland at 8.45 A. M.

SECOND EXPRESS TRAIN—Leaves Alliance at 9.10 A. M. on the arrival of Express Train of Ohio & Pennsylvania R. R. which leaves Pittsburgh at 6.00 A. M., stopping at Atwater, Ravenna, Earlville, Hudson and Macedonia, arriving at Cleveland at 11.35 A. M.

FIRST EXPRESS TRAIN—Leaves Wellsville for Cleveland and way stations at 10.00 A. M., connecting at Bayard with cars for Carrollton; at Alliance at 12.15, with Trains for all stations on Ohio and Pennsylvania R. R., both east and west, and arriving at Cleveland at 3.30 P. M., in time to connect with the Lightning Train on Lake Shore R. R. for Dunkirk and Buffalo.

Passengers by all the Trains can go forward, east, west or south, by the following evening lines from Cleveland:

LAKE SHORE RAILROAD—At 4.15 P. M. for Erie, Dunkirk, Buffalo, Niagara Falls, New York and Boston.

CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD—At 2.15 P. M., for Columbus and Cincinnati; same train connects at Galion with Bellefontaine and Indiana R.R. for Dayton, Indianapolis, Terre Haute and Jeffersonville, Indiana.

TOLEDO, NORWALK AND CLEVELAND RAILROAD—At 4.15 P. M., for Toledo, Chicago, Milwaukie, Lasalle, Galena and St. Louis; also, at 7.00 P. M., by steamers on Lake Erie to Toledo and Detroit, thence by railroad to Chicago, Lasalle, and Galena.

Passengers by this route can go through to Chicago, Milwaukie, and points West, *in three hours shorter time, than by any other route.*

Through Tickets to Toledo or Detroit $5; Chicago $11, Lasalle $14; St. Louis $19; Galena $16 75.

Tickets for New York and Boston via Buffalo and Niagara Falls, can be obtained at this office.

Passengers are requested to procure their tickets at the Company's Office, of JOHN A. CAUGHEY, Agent,
jy20 Monongahela House, Water St., Pittsburgh.

1853. 1853.

SUMMER ARRANGEMENTS.

PENNSYLVANIA RAILROAD,

THE FAST MAIL TRAIN will leave the Passenger Station on Liberty street, every morning at NINE O'CLOCK, stopping at all the regular stations on the route, and arriving in Philadelphia the next morning at 7 o'clock, connecting with the Trains direct to New York, also connecting at Harrisburg with the Train for and arriving in Baltimore at 7 o'clock A. M.

THE EXPRESS TRAIN—Leaves the Station every Evening at 10.30 o'clock, stopping at all the regular stations, and connecting with Trains for Baltimore, at 5 o'clock P. M. also connecting with stages for Bedford Springs.

Fare to Bedford Springs $4,50; Fare to Philadelphia $9 50; Fare to Baltimore $9 00; Fare to New York $11 50.

Passengers purchasing through Tickets to New York, will be conveyed from one depot to the other, in Philadelphia, free of charge, provided they go direct through. Tickets good to stop three days in Philadelphia.

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

The Accommodation Train leaves every afternoon, at 5.15 o'clock, stopping at all regular stations and running only as far as Latrobe.

Returning Trains arrive in Pittsburgh at 3.30 and 8 A. M., and 7.15 P. M.

Passengers purchasing Tickets in cars, will be charged TEN CENTS in addition to the station prices, except from stations where the Company have no agent.

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. M. & J. Brierbright, Omnibus Proprietors, have been employed to convey passengers and baggage to and from the Depot, at a charge not to exceed 15 cents for each passenger, and 12½ cents for each trunk.

For Tickets, apply to
J. MESKIMEN, Agent P. RR. Co.
Pittsburgh, July 25, 1853. jy25

1853.
FALL AND WINTER GOODS.
W. H. KNOEPPEL,
99 and 101 William Street, New York,
IMPORTERS AND JOBBERS IN
French, German, English and Domestic Goods,
For Tailors and Clothiers.

HE has just received by late arrivals, a large and well selected Stock of GERMAN, ENGLISH, and FRENCH CLOTHS, of all Grades and Styles; Heavy Coatings, Mixed and Cloaking Whitneys, Petershams, of all the various colors, Duffels, Doeskins, Beaver-tins, Pilots, Fancy and Black Cassimeres, Fancy Doeskins, Vestings in Velvet, Grenadines, Cashmere, Satin and other fabrics, of new styles and superior qualities, together with an entire assortment of Trimmings, and other Goods suitable for the Clothing Trade, on as most favorable terms. Short time and Cash Buyers are particularly invited to examine my Stock before purchasing elsewhere. jy23:2m

NEW MUSIC, NEW MUSIC.—H. KLEBER has just received, per Adams' Express—SPRING IS COMING—new song just issued—composed and dedicated to Miss Mary Anderson, of this city, by H. Kleber.

Bride Polka, with a beautiful colored vignette, by Brown.

Dreams, a Revery; new Song, by Hodges.

The Pope he leads a happy Life; translated from the German, by Grobe.

They've sold me down the river; the Negro father's lament.

Linda's gone to Baltimore; a new Negro Melody.

Agnes Mar; new Ballad.

The Old Folks at Home.

The Friends We've left behind; by Buckley.

Holiday Schottische; latest composition of S. C. Foster.

Saratoga Schottische, with colored vignette of Saratoga.

Ottone Polka; as played by Strakosch.

ALSO—An extensive assortment of Songs for Guitar, together with the most popular compositions of the day, Variations, Polkas, Waltzes, &c. &c.

NO. 101 THIRD STREET,
jy23 Sign of the Golden Harp.

DWELLING HOUSES FOR SALE.—A two story Brick House, No. 46 Third street, price $4,000.

Two Dwelling houses situated on Bedford street, price $1,600.

Two three-story Bricks on corner of Fourth street and Cherry alley, price $9,000.

A two story Brick Dwelling on Decatur st., price $1,400.

A Brick Dwelling situated on Franklin st., 2,000

A two story Brick Dwelling situated on Webster st., price $2,000.

A two story Brick Dwelling on Bank Lane, Allegheny City, price $1,600.

A three story Brick Dwelling on Ohio street, Allegheny City, price $2,500.

Three Dwellings situated in the Ninth Ward—Terms easy.

The above, with many other, are for sale. Those wishing to purchase will please call at the office of
[jy25] S. McLAIN, No. 21 Fifth street.

A. A. MASON & CO., No. 25 Market St., will open this morning—

5 Cases more of best Madder Prints at 8c.
2 Cases more of Wool Bereges, 12½c.
2 Cases more of Bereges de Laine.
2 Cases more of Fast Colored Ginghams, 10c.
3 Bales Tickings. [illegible]

EMBROIDERIES—A. A. MASON & CO, No. 25 Fifth street, will exhibit, this morning, another lot of those very cheap Embroideries, comprising Collars at 6c, Linen Hdkfs at 6½c, &c. jy25

BEREGES AND TISSUES—A. A. MASON & CO., No. 25 Fifth street, are closing out their beautiful stock of Bereges and Tissues at one half the usual price. jy25

LAWNS, LAWNS—2 Cases fast colored Lawns at 6¼; 3 cases, Wool do. do. 10c; 5 do. Fine French do. still on hand at A. A. MASON & CO.'S, jy25 No. 25 Fifth street.

SUGARS—
20 bbls. Loverings Crushed and Pulverized;
10 " Soft Crushed
10 " St. Louis Crushed and Pulv.
20 " Cincinnati Clarified;
10 hhds. New Orleans; in store and for sale wholesale and retail, by W. A. McCLURG,
jy25 corner Wood and Sixth streets.

HANDS WANTED.—Blacksmiths, Finishers, Cabinet and Windsor Chair Makers. To good hands first-rate wages and year every Saturday night, will be given. Enquire of W. F. Herbert, at
jy25 THOMAS WOODS, 45 Market street.

RAILROAD AGENCY.—W. F. HERBERT, as Agent, is prepared to furnish Railroad Companies with everything pertaining to the rolling stock of their Road. Office at THOMAS WOODS', jy25 45 Market street, Pittsburgh.

NORTH AMERICAN MINING CO.—30 shares of this Stock for sale at No. 71 Fourth st. jy25 A. WILKINS & CO.

OHIO AND PENNA. R. R. STOCK.—Wanted at No. 71 Fourth street.
jy25 A. WILKINS & CO.

DOUGLASS HOUGHTON MINE.—The Pittsburgh Stockholders can be supplied with the last report of the Company, by calling on the subscriber. A. WILKINS & CO.

BUTTER—3 kegs received by
jy25 HENRY H. COLLINS.

PEARLS—14 casks No. 1 for sale by
jy25 HENRY H. COLLINS.

SUGAR—10 hhds. N. O. Sugar, for sale by
jy25 HENRY H. COLLINS.

FISH—White Fish, Trout and Shad, in barrels and half barrels. H. H. COLLINS.

OATS—150 bus. in store, and for sale by
jy23 SHRIVER, DILWORTH & CO.

COD-FISH—10 drums rec'd, and for sale by [jy23] SHRIVER, DILWORTH & CO.

BUCKETS—325 doz. Beaver, for sale by
jy23 SHRIVER, DILWORTH & CO.

RICE—22 tcs. in store and for sale by
jy23 SHRIVER, DILWORTH & CO.

SYRUP—25 bbls. (Brooklin) in store and for sale by SHRIVER, DILWORTH & CO.

STEAM ENGINES FOR SALE.—Several large Engines, suitable for Rolling Mills or Blast Furnaces. Enquire of W. F. Herbert, at
jy25 THOMAS WOODS, 45 Market street.

SOLE LEATHER—50 sides for sale by
jy23 J. B. CANFIELD.

PEARLASH—30 casks for sale by
jy23 J. B. CANFIELD.

SALERATUS—50 bbls. 30 bxs. for sale by [jy23] J. B. CANFIELD.

LINSEED OIL—30 bbls. pure, for sale by
jy23 J. B. CANFIELD.

MOLASSES—100 bbls. for sale by
jy23 J. B. CANFIELD.

SUGAR—20 hhds. N. O., for sale by
jy23 J. B. CANFIELD.

DEER'S HAIR—4 sacks for sale by
jy23 J. B. CANFIELD.

OATS—110 bus. Oats arriving by Railroad, and for sale by JOHN WATT & CO.
jy23 No. 263 Liberty street.

BEANS—5 bbls. White Beans, arriving per Railroad, for sale by
jy23 JOHN WATT & CO., 263 Liberty street.

PAGODA TEA STORE—Just received a splendid Young Hyson Tea at 50c ₰ lb; do. English breakfast Tea 50c ₰ lb; Cod-fish 3c ₰ lb, for sale by
JBO HAWORTH,
jy23 corner of Diamond and Diamond Alley.

ROSIN—530 bbls. Soap Rosin for sale by
jy23 JOHN GRIER.

PITCH—40 bbls. Pitch for sale by
jy23 JOHN GRIER.

AMUSEMENTS.

GRAND EXHIBITION.

WILL open at CARGO'S NEW HALL, corner Fourth and Wood streets, on Wednesday, July 27th, Rossiter's Great Painting of NOAH AND HIS FAMILY IN THE ARK; THE TRIUMPH OF FAITH. Also, the wonderful Painting of THE CAPTIVE ISLANDS, with thirty-seven Figures Life Size.

☞ Tickets only 25 cents; Children half price. Season Tickets 50 cents.

CARGO'S HALL.—FOURTH STREET, NEAR WOOD, opposite Lafayette Hall, can be obtained for Parties, Festivals, Concerts, Public Meetings, &c.—Also, CARGO'S COTILLION and SAXE HORN BAND can be found in readiness, at all times, by applying to W. FRANK CARGO, at the Crystal Palace Daguerrian Rooms of R. M. Cargo & Co., Fourth street. jy30

AUCTION SALES.

BY P. M. DAVIS, Auctioneer.

Commercial Sales Rooms, corner of Fifth and Wood streets.

Dry Goods, &c.

ON MONDAY MORNING, July 25, at 10 o'clock, will be sold—

A large and well selected stock of DRY GOODS, comprising a full assortment of Staple and Fancy articles—Table and Pocket Cutlery, Clothing, Boots and Shoes, &c.

—AT 2 O'CLOCK, P. M.—

New and second-hand Household and Kitchen Furniture; Bedding; Groceries, &c. jy23

THE UNITED STATES
LIFE INSURANCE, ANNUITY AND TRUST COMPANY,
PHILADELPHIA.

CHARTERED APRIL 26, 1850.

CHARTER PERPETUAL.

CAPITAL—$250,000.

Office S. E. corner of Third and Chesnut streets, Philadelphia.

OFFICERS OF THE HOME BOARD AT PHILADELPHIA:

DIRECTORS:

Stephen R. Crawford,	Paul B. Goddard,
Ambrose W. Thompson,	Lawrence Johnson,
Benjamin W. Tingley,	George M'Henry,
Jacob L. Florence,	James Devereux,
William M. Godwin,	William M'Kee,

President—Stephen R. Crawford.
Vice President—Ambrose W. Thompson.
Medical Examiners—Pittsburgh, James H. Willson, M. D.; Allegheny City, R. B. Mowry, M. D.

GEORGE E. ARNOLD, Agent,
mh17 74 Fourth street, Pittsburgh.

THE NEW YORK AND LIVERPOOL

UNITED STATES MAIL STEAMERS.

The Ships comprising this Line are the—
ATLANTIC, Capt. West. | ARCTIC, Capt. Luce.
PACIFIC, Capt. Nye. | BALTIC, Capt. Comstock.
ADRIATIC, Capt. [illegible]

THESE SHIPS have been built by contract, expressly for Government Service, every care has been taken in their construction, as in the Engines, to ensure strength and speed, and their accommodations for Passengers are unequalled for elegance and comfort.

Price of passage from New York to Liverpool in First Cabin, $120; exclusive use of extra sized State Rooms, $300; in Second Cabin, $70; from Liverpool to New York, £30 and £20.

An experienced Surgeon attached to each Ship. No berth can be secured until paid for.

PROPOSED DATES OF SAILING.

FROM NEW YORK, 1852—'53	FROM LIVERPOOL, 1852—'53
Saturday, February 5.	Wednesday, February 9.
Saturday, " 17.	Wednesday, " 23.
Saturday, March 5.	Wednesday, March 9.
Saturday, " 19.	Wednesday, " 23.
Saturday, April 2.	Wednesday, April 6.
Saturday, " 16.	Wednesday, " 20.
Saturday, " 30.	Wednesday, May 4.
Saturday, May 14.	Wednesday, " 18.
Saturday, " 28.	Wednesday, June 1.
Saturday, June 11.	Wednesday, " 15.
Saturday, " 25.	Wednesday, " 29.
Saturday, July 9.	Wednesday, July 13.
Saturday, " 23.	Wednesday, " 27.
Saturday, August 6.	Wednesday, August 10.
Saturday, " 20.	Wednesday, " 24.
Saturday, September 3.	Wednesday, September 7.
Saturday, " 17.	Wednesday, " 21.
Saturday, October 1.	Wednesday, October 5.
Saturday, " 15.	Wednesday, " 19.
Saturday, " 29.	Wednesday, November 2.
Saturday, November 12.	Wednesday, " 16.
Saturday, " 26.	Wednesday, " 30.
Saturday, December 10.	Wednesday, December 14.
Saturday, " 24.	Wednesday, " 28.

For freight or Passage, apply to EDWARD K. COLLINS & CO., 56 Wall street, New York; BROWN, SHIPLEY & CO., Liverpool; E. G. ROBERTS & CO., 13 King's Arms, London; JOHN MUNROE & CO., 26 Rue Notre Dame des Victoires, Paris; GEORGE H. DRAPER, Havre.

The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones or Metals, unless Bills of Lading are signed therefor, and the value thereof therein expressed. jy19

Steam Communication between N. York and Glasgow.

THE GLASGOW AND NEW YORK Steamship Company's new, full powered Screw Steamship GLASGOW—1962 tons, 400 horse power—ROBERT CRAIG, Commander—is appointed to sail from New York, direct for Glasgow, as follows, viz. on

WEDNESDAY, 7TH SEPTEMBER next at 12 o'clock, noon, SATURDAY, 29th OCTOBER.

RATES OF PASSAGE:

First Cabin, saloon state-rooms, (steward's fee included) $93
Second Cabin, do. do. [illegible]
Second Cabin, (steward's fee included,) [illegible]

A limited number of third class passengers will be taken, supplied with provisions of good quality, properly cooked, at TWENTY DOLLARS. ☞ Carries a Surgeon.

For freight or passage, apply to
jy22d6w J. McSYMON, 24 Broadway.

PEARL STEAM MILL,
CANAL BASIN, ALLEGHENY,
NEAR THE RAILROAD STATION.

FINE, SUPERFINE, EXTRA FAMILY and EXTRA (of selected White Wheat) FLOUR, for sale—BRAN, SHORTS and MIDDLINGS, always on hand.

☞ We will deliver Flour to families in either of the twin cities. Orders placed in our boxes at BRAUN & REITER'S, corner of Liberty and St. Clair streets; or LOGAN, WILSON & CO.'S, 52 Wood street, will be attended to.
my18:tf BRYAN, KENNEDY & CO.

THOMAS HALE,
STORAGE, FORWARDING & COMMISSION MERCHANT,
Warehouse, N. and S. Water sts.,
CHICAGO, ILLINOIS.

FORWARDING AGENT OF

CLEVELAND AND PITTSBURGH RAILROAD,
IN CONNECTION WITH
CHICAGO AND ROCK ISLAND RAILROAD.

And Canal Boats for Lasalle and Saint Louis Goods marked and Consigned to him will go without delay.

REFERENCES—Messrs. Clarke & Thaw, William Bingham & Co., Hays & Black; Mr. J. A. Caughey, Cleveland Railroad; Mr. Geo. C. Francisco, Pennsylvania Railroad.
jy22:tf THOMAS HALE.

KENTUCKY MILITARY INSTITUTE,
DIRECTED BY A BOARD OF VISITORS, appointed by the State, is under the superintendence of Colonel E. T. P. ALLEN, a distinguished graduate of West Point and a practical Engineer, aided by an able Faculty. The COURSE OF STUDY is that usually taught in the best Colleges, with the addition of an extended course of Mathematics, Natural Sciences, and Theoretical and Practical Engineering.

The Building of the Institute will be entirely refitted, and arrangements made for boarding Cadets with families before the opening of the ensuing FALL TERM, which will render the Institute entirely accessible in regard to health, convenience, and quiet and economy of maintenance. It is already well established and successfully conducted.

The Seventh ANNUAL TERM will open on the SECOND MONDAY IN SEPTEMBER, 1853. Entire charge $150 per semi-annual Session, (surgeon's fee $4 extra,) payable in advance.

Address the Superintendent, at "Military Institute, Franklin county, Kentucky," or the undersigned,
P. DUDLEY,
jy16aw6 President of the Board.

Louisville Journal, St. Louis Republican, Pittsburgh Gazette, Nashville Republican Banner, Nashville Union, and Memphis Eagle, will publish in their weekly papers to the amount of $20, and send bill to the Superintendent at the Institute.—*Frankfort Commonwealth.*

SHOE FINDINGS.

EDWARD GODFREY & SON, No. 290 PEARL STREET, NEW YORK, Importers of Shoe Thread, Silk and Union Galloons, Ribbons, Silk Lace, Sewing Silk, Boot Webb, black and colored Lastings, Prunella, silk back Lastings, French Calf Skins, Morocco Kid, Patent Leather, Allerton's Awls, Wilson's Knives, Pincers, Punches, Rasps, Tacks, Fay's celebrated Shoe Tools, and an extensive assortment constantly on hand, and sold in lots to suit purchasers.

Constantly on hand, oak and hemlock Sole Leather, Calf Skins, Morocco Linings, &c., Shoe Nails, Pegs, Sand Stones, Amer Knives, Peg Breakers, Lasts, Shoe-Trees, Boot-Trees, Boot-Stretchers, &c.

Merchants and Shoe Manufacturers from every section of the country are respectfully invited to call.
jy20:3m

WOOD ENGRAVING

EXECUTED with despatch IN ALL ITS BRANCHES, in the best style, and at the lowest possible CASH PRICE, by
J. D. SEYMOUR, Art Union Building, corner Fourth and Sycamore streets, Cincinnati, Ohio.

N. B.—Particular attention paid to large Posters, Bill Heads, Steam Boat and Business Cards. jy25:tf

Pennsylvania Railroad.

ARRANGEMENTS have been made by the Superintendent of the Pennsylvania Railroad, to ticket Passengers from Pittsburgh to New York at the low rate of $11 50, including (if they go directly through) their transportation from one Depot to the other, free of charge, in Philadelphia.

Passengers also ticketed to Bedford Springs, via Hollidaysburgh for $3 80.
jy19:tf J. MESKIMMEN, Agent.

Professional Tour to the West.

THE Subscriber will leave by the FIFTH AUGUST, on another PROFESSIONAL TOUR to the West, extending to Council Bluffs, the principal cities and towns in Ohio, Indiana, Illinois, Michigan, Iowa, Missouri and Wisconsin, will be ready to attend to business given to the collection and settlement of Claims, location of Land Warrants, selling Lands, paying Taxes, examination of Titles, and all other business connected with his profession. JOSEPH WEAVER, Attorney,
jy23d3t 116 Fourth street.

NOTICE.—The public are hereby informed that the LITTLE SAW MILL RUN RAILROAD COMPANY have got their Works into operation, and are prepared to deliver any amount of Coal at their Wharf on the Ohio river, on as reasonable terms as heretofore.

The superior quality of the Little Saw Mill Run COAL inspires the Company with confidence that they will meet with a full share of patronage and support; and therefore invite their friends, and all who intend to trade in Coal, to call immediately at the Company's office, on the northwest corner of the Diamond and Diamond Alley, or at the Wharf, near the mouth of Saw Mill Run, and near J. Wood's Rolling Mill.
jy16tf WILLIAM EBPY, President.

CHEAP PROPERTY FOR SALE.—About EIGHT ACRES of Land, situated between East Liberty and Pennsylvania, with a view to the Philadelphia Turnpike and the Allegheny Cemetery, is for sale. The land is in the best cultivation; all necessary Buildings, which are as good as new, being built a year ago, and will make a very pleasant Country Seat. For particulars, inquire of GUSTAVUS HEIDELBERG, on the premises.
jy20d&wtf

PUBLIC SALE—A HOUSE and LOT, on the corner of Townsend street and Pasture alley, in the Sixth Ward, city of Pittsburgh, will be sold at public sale on the premises, on Saturday the THIRTIETH DAY OF JULY, instant, at 2 o'clock P. M. The Lot has a front of 19 feet 4 inches on Townsend street, and extends back along said alley 60 feet. The House is a three story brick dwelling containing seven rooms. Terms made known on day of sale. JOHN PHILLIPS.
jy16d5t A. H. M'CLELLAND.

WANTED—TO GO TO NASHVILLE, TENNESSEE.—One each, Coppersmith and Sheet Iron worker, Brass-founder and Finisher, Gas-pipe Fitter, two Engineers, and thirty boys in general, will be given and liberal wages paid. None need apply that cannot give satisfactory references. ISAIAH DICKEY & CO.,
jy21 112 Water street.

CALL SOON.—Alexander Smith's Poems;
Tuvel by J. Ross Browne;
Fern Leaves, by Fanny Fern;
Lafitte, the Pirate of the Gulf;
Minnie Grey, or the Ancestral Curse;
Gus Howard;
The Bee Loom;
and Practical Draughtsman. Fresh supplies of the above rec'd by [jy21] W. F. GALLOW, Third st.

EMERY—20 kegs assorted, "London" for sale by [jy20] J. SCHOONMAKER & CO.

BRONZE—60 lbs. assorted, for sale by
jy20 J. SCHOONMAKER & CO.

LAMPBLACK—50 bbls. Common; 10 do. Refined and Germantown, for sale by
jy20 J. SCHOONMAKER & CO.

POTASH—25 casks warranted pure, received on consignment, and for sale by [illegible]
jy20 [illegible] corner Wood and Water streets.