PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

SATURDAY MORNING, AUGUST 16, 1853.

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

☞ 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.*

Antimasonic and Whig County Convention

THE WHIGS AND ANTIMASONS OF Allegheny county, will meet on the order, the TWENTY-SEVENTH DAY OF AUGUST, 1853, at the usual places, and hold primary meetings in the several Election Districts.

In the Townships respectively at 3 o'clock P. M., to adjourn at eight P. M.

In the Boroughs at 7 o'clock P. M., to adjourn at 8 o'clock.

In the Wards to be by 8 o'clock. Each of the Election Districts to select a Committee of Conference, to be held at the Court House, on Wednesday, the 31st day of August, at 10 o'clock, to nominate a Ticket to be supported by the party at the ensuing October election.

JOELIAH KING,
Chairman of Committee of Correspondence.

aug 8

MORE AND MORE—The telegraph brings us intelligence of *two* more railroad accidents, one of them fearfully destructive. The shock of one accident is not over before another is experienced.

OHIO BUSINESS DIRECTORY.—A copy of this work is upon our table. The agent, Mr. Renshaw, is now in the city, and will at once call upon subscribers.

RAILROADS AND WATER COURSES.—The last *Railroad Record*, published at Cincinnati, contains an elaborate article in which the idea is conveyed that water, as a mode of conveyance, is of but little importance as compared with Rails; and that, consequently, the current of trade is rapidly changing, and that eventually, the carrying trade of the West will be transferred from canals and rivers to railroads. The *New York Mercantile Journal* copies this article, thus giving it a nominal approval, and evidencing that the idea elaborated by the *Record* has a wide-spread existence. Since our railroad system has been extended through the leading Eastern and Middle States it has been gaining ground, until our people have now an impression that Railroads must supersede all other conveyances. Facts, however, do not sustain the theory, as will be seen by a faithful investigation of them and of their bearing upon this question.

Railroads are of vast importance, and in many respects it seems impossible to overrate their value. As conveyances for passengers they carry off the palm from all competitors; and as a means of transportation for certain classes of freight they cannot be too highly estimated, or be superseded by any other mode of conveyance. But that they can ever supersede rivers, lakes and canals, where such are sufficiently proximate to come in competition with them, is scarcely within the bounds of possibility.

For, first, there is a *limit* to the capacities of railroads for the conveyance of freight; while the facilities afforded by rivers and lakes are absolutely illimitable. The Lakes of the Northwest, which skirt the shores of seven states, and are open for navigation for at least six months in the year, and the Ohio and Mississippi, the Illinois and Missouri, which are navigable from six to nine months, are, during the navigable season, able to carry on their broad bosoms the commerce of the world. Their capacities cannot be overtaxed. In virtue of this advantage they will always be competing highways; and even if all the railroads in the west were taxed to their utmost in the conveyance of freight, the surplus that would remain would demand some other outlet.

The Cincinnati *Price Current* gives the capacity of the boats cleared from that port during the past year at 2,854,000 tons; while the capacity of the railroads now running to that city, and in course of construction is only 758,800 tons; leaving still for water carriage the amount of 2,116,200 tons! The railroads have a capacity therefore, as will be seen, for only one-fourth of the traffic concentrating at that point. And to show from actual count the relative proportions now carried by railroad and water, the *Price Current* submits the following table of exports of a few leading articles from that port during the eleven months of the current commercial year: the shipments by Canal and river coming under the head of water conveyance, and the balance under the head of railroad conveyance:

ARTICLES.	WATER.	RAILROAD
Beef, bbls.	27 350	327
Do. tres	16 940	446
Butter, bbls.	3 769	
Do. firkins	40 400	424
Cheese, boxes	182 300	2 500
Candles, boxes	124,903	9 038
Cattle, head	101	2,110
Cotton, bales	10 400	1,870
Flour, bbls.	273 787	20 821
Lard, bbls.	35 610	3 250
Do. kegs	89 337	8,530
Lard Oil, bbls.	24 670	5 000
Bacon, hhds	89,300	6 400
Do. tces	49 963	6 145
Pork, bbls.	120 404	10 509
Do. in bulk, lbs.	1,420 952	650 000
Soap, boxes	30 764	4 000
Tallow, bbls.	2 921	1,517
Whiskey, bbls.	227 483	8,797
Wool, sacks	7,727	960

The shipments by Railroad it will be noticed, bear about the same comparison to those by water, as the capacity of the Railroads does to the water tonnage.

And then, in the next place, the *relative cost of transportation* is largely in favor of water conveyances. During the season of good navigation on the Ohio and Mississippi, and the upper tributaries of the latter, freight can be carried for one half of railroad rates, and sometimes one fourth. The same is true, and perhaps to a greater extent, of the Lakes. As the cost of transportation is the main item of consideration with transportors, this advantage on the side of water conveyances will always secure to them the largest share of the carrying trade.

While taking this view, however, we do not wish to be understood as entertaining any idea that well located lines of railroad will not find enough to do. They will always be certain of a full share of the carrying trade. There is a certain kind of freight business, amounting in the aggregate to a great sum, which can always be carried most advantageously on railroads; and this with the passenger traffic and their local trade will constitute their business. They will also develope the resources of the country, and by means of radiating lines the products of the soil will be concentrated at central points—which points, however, must have their geographical position upon the shores of navigable waters.—Railroads alone never have, and never can build up and sustain great commercial cities. If it were otherwise our city and all other inland cities having railroad connections with the seaboard would cease to grow. It is the combination of water and Railroad facilities that place Pittsburgh in a position far in advance of other places in the West.

The same is true of Canals, to a partial extent, as of lakes and rivers. They have the advantage, over a railroad of *capacity*. They can accommodate as large a traffic as chooses to come to them, while the railroad must reject all beyond a certain limited and well-understood point. Our Pennsylvania Canal, with a railroad in competition with it from end to end, has carried as much freight this year as usual; and so has the New York canal, under a similar competition. The aggregate amount of freight, counting both thoroughfares, is, of course, largely increased, because an increase of trade facilities always superinduces a corresponding growth of trade. The railroad has had abundance to do; and what it could not do the canal has taken. It would have been suicidal, against our interests as a city if the carrying trade had had no other outlet from the city than the railroad. This was abundantly demonstrated last winter, when the river being open and the canal closed, large amounts of freight accumulated here which the railroad was utterly unable to carry off as fast as it arrived. One heavily-laden steam-boat will bring to our port as much as a railroad can carry off in a day; and when half a dozen such arrive in a day, the surplus, of course, must await some other outlet.

Railroads, as public conveniences, and as contributing so much to the growth of cities as to public advantage, are to be highly prized, and we are not certain that their value has even yet been fully appreciated: but rivers and water conveyances are not therefore to be underrated. The Ohio, to Pittsburgh, is as valuable as half a dozen railroads; and while we look to see it abandoned as a highway of travel, we never expect to see it deprived of the immense carrying trade it has hitherto enjoyed. In the nature of things, the great mass of freight will follow the water courses.

FROM NEW YORK.

Correspondence of the Pittsburgh Daily Gazette

NEW YORK, Aug. 9, 1853.

We are in the midst of a money pressure certainly the severest that has been felt since the gloomy days of midsummer in 1851, when the importing merchants were draining the country of its specie at the rate of a million and a half a week to pay for their excessive importations. Last week one per cent. a day was paid for money in Wall street, to enable parties who had relied upon their credit with the banks, to meet their contracts. There is, of course, a difference of opinion as to the cause of the tightness. The new State law requiring the banks to make weekly statements of their loans, specie, circulation, and deposites, went into operation on the 1st inst., and the first return under it was made on Tuesday, yesterday. Some of the financial writers for the press here, and some of the practical monied men, attribute the pressure in great part to this fact. It is clear that, if there is any important connection between the necessity the banks find themselves under, of contracting their accommodations to dealers, and the actual straightened condition of the money market, the pressure must be very temporary. For the banks and their customers will soon learn to accommodate their movements to the law. But the cause lies much deeper. Stocks have been steadily declining for six weeks. They rallied a little on Monday, but fell again yesterday: and every variety of security, below the grade of the federal stocks, have participated in the decline. Within the past ten days the best State stocks have gone down two or three per cent; within two months Erie railroad has fallen from about 90 to 72. Baltimore and Ohio from 86 to 68; Reading, Canton, Harlem and Hudson river, and all the other fancies have been precipitated from an equal height to a lower deep. No such trifling incident as the banks beginning to make weekly instead of monthly statements. Let us glance at the import trade for the present year and compare it with that of the preceding.

For the month of July the value of imports into New York was 1852,	$12,942 000
1853,	20 078,000
Excess for 1853.	$8 864,000

The excess for the present year is in the enormous proportion of 66 per cent.

The imports into New York, for the seven months, from 1st January to 1st August, in these two years were:

1853,	$117,900,000
1852,	74,237,000
Increase,	$43,663,000

The increase is equal to about 60 per cent

The duties for July in each year were:

1853,	$4 640,000
1852,	3 240,000
Increase,	$1,400,000

The increase of duties for one month is 44 per cent. The imports of last week were:

1853,	$3 887 000
1852,	2,991 000
Increase,	$896,000

The increase for the week is twelve and a half per cent. The duties for the present year up to August 1st, have been

Same seven months,	$25 807,000
	17,491,000
Increase in 1853,	$8,316,000

Equal, your commercial readers will please notice, to almost 50 per cent. more last year.

Now let us see if this inflated condition of our import trade is balanced by any similar expansion of exports. The exports from New York this year compare with those of 1852, as follows:

From Jan 1st to July 31, '53, excluding specie,	$23 804,000
'52,	18,394,000
Excess in 1853,	$5,400,000
Specie exported in 7 months, 1853,	$15 804,000
1852,	12,284,000
Decrease in 1853,	3,519,000
Total exports, including specie, for above seven months, 1853,	$40 583 000
1852,	43 921,000
Decrease in 1853,	$3,338,000

Increase of exports in 1853.

I have not at hand any returns of the trade of New Orleans, the chief exporting point, but it may not be unsafely assumed that there has been no greater proportionate increase of exports from that port than from New York. The commerce of the latter, therefore, affords a fair general test of the trade of the country. Now the increase of exports from this city, including specie, for the last seven months, is less than 5½ per cent, while the excess of imports is sixty per cent. The figures are as follows:

Increase of imports at N. Y., for 7 mos. in 1853 over 1852,	$43,663,000
" exports " " " "	2,500,000
Balance against us,	$41,374,000

We need go no farther in the search for the cause of the pressure. That forty-one millions of debt has to be paid, and when the day of payment comes, and it is probably now upon us, the screws must be put on. We are now under the screw. The immediate provocative of the pressure was not the course of the banks, but the Government. During the last seven months the merchants have paid the Government in coin $8,316,000 more than they did in the same time last year. Last month they paid $1,400,000 more, and last week they paid $600,000 more. This money has been locked up, and now lies immured in the Sub-treasury. Owing to this absorption of gold and silver by the Government, the banks have lost $2 428,000 since June 11th, and they have lost $667,000 in deposites, within the same time the loans and discounts had increased $2,876,000. That is to say, while their means and resources were diminishing, they were extending their accommodations. The quarterly statement would not have been required until the end of September, it is therefore almost certain that they drew in many loans and refused others, to be enabled to make a good exhibit on the 8th of August. This accounts for a part of the pressure, a very small part. The state of our foreign trade is a sufficient explanation of all the rest.

The rush of foreign goods into the United States is now at its height. The Liverpool exporters were compelled to draw lots for the privilege of sending their boxes and bales by the Collins steamer, the Baltic, and there was a warm contest between shippers upon charges of partiality, &c. The Canada which will be here to-morrow, will be loaded to the guards, as every other steamer and packet now comes into port. It would do no good to empty the Subtreasury into the banks, if that were possible. The remedy consists in making what we need at home, and in ceasing to run after the foreign trumpery which is now leeching the country of its blood. JUNIUS.

IMPORTANT SUIT IN MONTREAL.—The following is from the Montreal Transcript:

We understand that notice of an action has been served on the Mayor, by the relations of James McRae, one of the parties who lost his life by the firing of the troops of the lower division, on the night of the 9th of June. Damages are laid at £1,000. The civil remedy invoked by this prosecution is under the act 10th and 11th Vict., c. 6, entitled "an act for compensating the families of persons killed by accident," &c., &c. It is said that similar actions are about being instituted by other parties.

SUICIDE.—Jesse Davis, a citizen of Carroll township, nearly seventy years of age, committed suicide on Saturday last, on the farm of Ira Butler, Esq. He left the house about 2 o'clock in the afternoon, and having provided himself with a razor, repaired to a fence corner, a short distance off, and after carefully shaving himself, he severed the main artery of his arm, laid the razor upon the fence, and bled to death. He was dead when discovered, about 6 o'clock in the evening. He was subject to fits of insanity, and attempted to hang himself about twenty years ago, but was cut down in time to save his life. A melancholy fatality seems to hang around the family, as a number of them have already fallen by their own hands.—*Monongahela Republican.*

SUMMARY OF THE NEWS BY THE AFRICA.

The news by the Africa does not settle the Turkish question.

A letter from Presbourg says that, after the receipt of dispatches from Count Giulay from St. Petersburgh, at Vienna, orders were given to place all steamers at the disposal of the Government. Thirteen regiments of infantry and several batteries of artillery were ordered to the lower Danube, precautions which would hardly seem necessary, if Russia had accepted the mediation of Austria.

The Paris Constitutionnel, also says, with an air of authority, such as it only assumes when it becomes the organ of the Government,—that the Emperor Nicholas, on receiving the different propositions of the Western Powers, for a friendly compromise between Russia and Turkey, on the subject of the protectorship of the Greeks, is said to have thanked the representatives of those Powers for their friendly offices. The Czar is even said to have admitted that the projects submitted to him were of a nature to permit the hope of arriving at a solution; but he is stated to have added that he was forced to decline the intervention of the Western Powers in the affair, even if it should be offered in a sincerely amicable form. In a word, the Emperor Nicholas does not recognise either in France, in England, in Austria or in Prussia, the right of interfering in a difference which, he says, lies between Russia and Turkey, and only concerns these two nations. In consequence, the Czar is said to have declared that, however conciliatory the propositions made to him by the Western Powers may be, he cannot receive and reply to them, except they be addressed to him directly by the Divan in the name of the Turkish Government.

In taking everything at the most, it is permitted to suppose that it is in consequence of that resolution that the Sublime Porte itself has been advised to propose to Russia an arrangement, replying, in the form and in the terms of the projects submitted to the Czar by the Western Powers. Turkey, on its part, before attempting this new and last step, is said to have wished to be certain that the propositions she was about to make officially would not be rejected.

Respecting the case of Kossuta, or Costa, a letter states that it was commented on in St. Petersburg in a manner by no means flattering to Austria, 'firstly' (it says) because in St. Petersburg many persons affect to look on the star-spangled-banner, as *nulli nec tempori*, not to be touched with impunity; and, secondly, because the Czar has always shown a much higher respect for the gigantic conception and development of the United States than he ever had for the representative system of England and the despotism of Napoleon III., of which, by the way, the seers in St. Petersburg prophesy no very long duration.

A Vienna letter in the Daily News, of date 20th, says, "the Austrian Charge d'Affaire, at Constantinople, had written to the Austrian government that Mr. Mason Costa owes no allegiance to the Emperor of Austria, and that his imprisonment after he had taken a civil oath to the United States, is not only a very regrettable violation of international law, but an act of despotism, which will not long be tolerated."

ITALY ON THE EVE OF A REVOLUTION.—The Pope's health is reported to be precarious. He has been suffering for some time from an attack of the asthma, and from general debility. He is 61 years of age, and his death would without doubt, be the signal for important movements in Italy. A good deal of excitement prevailed among the population of the Romagna, and in several, assassination was becoming rife. Four murders were reported within five or six days; two at Tiezza, one at Imola, and another at Castel-Bolognese. Alarming riots had occurred at Bologna, Forli, Rimini and Ravenna. The ostensible cause of these disturbances was the dearness of provisions, but it was strongly suspected that this was a pretext to cover political movements, and that no grain seem to be acquired for export of grain, had been prohibited from Ancona.

Intelligent travellers state, distinctly that the state of things in Upper Italy and Lombardy rests on a very insecure basis; that in South Germany, Baden more particularly, the possibility of civil war from religious dissensions is far from unlikely; at Frankfort, the local government, as well as the Bund, has its attention called imperatively to the activity displayed by choral unions, gymnastic associations, and other excuses for organization, which it is noticed to be a very strong similarity to that which preceded the outbreak of 1848

Accounts from different sources in Rome confirm the belief that some important step is contemplated by the revolutionists. It is said that within a short time, about twenty or thirty of the noted ringleaders of revolt, together with supplies of arms, have gained access into the city, and are now secreted therein. They say, too, that the French and Pontifical police are pretty well advised of their places, and only wait in hopes of crushing the movement when it shall be fully organized. The Parlamento of Turin, of 24th says that Ferrara had been placed in a state of siege, and that a proclamation had been issued, but its purport is not quoted.

COL. W. W. BLISS.—The death of this distinguished officer was yesterday briefly announced under our telegraphic head. He fell a victim to the yellow fever, at East Pascagoula, on Friday last.

Few men, without occupying a civil post of distinction, or acquiring celebrity for brilliant military achievements, have been more generally known and esteemed than Col. Bliss. His association with Gen. Taylor throughout his Mexican campaigns, as Aid de Camp, and afterward, during the truncated Presidential term of that gentleman, in the capacity of Private Secretary, accounts for much of his notoriety. But there were other characteristics which commended him to universal regard. His fine literary abilities; the dignified modesty of his carriage in those important offices; and some display of gallantry—not in the case where the military and political dispatches of Gen. Taylor were, by common consent, attributed to his masterly pen; the uniform amiability and urbanity of his deportment towards those who were so fortunate as to enjoy his society; these were traits that won him friends by multitudes. His departure will be profoundly lamented in the army, where he was regarded with that cordial *esprit du corps* which appreciates the credit obtained from the prominent position of success.

Col. Bliss was a native of New Hampshire—His education for the army was received at West Point; and after graduation he was attached to the Staff of the Southwestern Division, where he was admitted to the intimacy and house of his father-in-law, General Taylor. The intimacy resulted in his marriage with the second daughter of his commander. Throughout the Mexican War, Col. Bliss followed the fortunes of the General; and at the end, enjoyed, as we have stated, the confidence and regard of his chief. Since the death of Gen Taylor, in 1850, he has resided chiefly in Louisiana, on the estate of his father-in-law. His age had scarcely attained the meridian.—*N. Y. Times.*

DEATHS IN THE LATE GEN. TAYLOR'S FAMILY.—The New York Mirror, in recording the death of Colonel Bliss, who fell a victim to the yellow fever at Pascagoula, on the fifth instant, thus feelingly alludes to the occupants of the Presidential mansion a few brief years ago:

"Only a daughter—the widow of Colonel Bliss—of the victor at Buena Vista, of all his family who occupied the "White House," is left. What a startling change since the hour that saw the republican soldier borne by the hurrras of a grateful people from the field of battle and peril, and to him of undying fame and honor, to the highest seat of earthly power. Then all was life; the prominent expression that could fire a mortal heart were fulfilled; the loftiest ambition repposed satisfied under the shadow of a goal reached unsolicited, a fame perfect without blemish. Gen Taylor and his wife, and Colonel Bliss then lived; their present honored and happy, their past glorious, and their future bright. They are all dead! One link of that loving and beloved circle of that family group, on which the eyes of the nation rested with delight. She is, indeed, widowed and orphaned—millions will share, though they may not lighten her grief."

IMPORTANT FROM CUBA, IF TRUE.—The New York Herald, of yesterday, has important news, if true, from Cuba, derived from private sources. It appears, according to the Herald, that a demand or request has been made by the British Government for a mixed Commission, authorized to search the estates and all places in Cuba where new importations of Africans are supposed to be sheltered, and that the Spanish Government has granted this demand. The Captain General, previous to receiving orders for this authorization, searched several estates and took a great many negroes from them. The agreement between England and Spain, as proposed by the former, is as follows: First—England will consent to the importation of apprentices from Africa into Cuba for an apprenticeship of ten years. Second—A new census of every slave in Cuba will be formed by a mixed commission, authorized to search every estate in the island, so that in future they can ascertain whether new slaves have been introduced. Third—In fifty years from the acceptance of these propositions, and a treaty based thereon, the present slaves and their children will be liberated.

MORMON PREACHERS.—Letters from India state that three Mormons from Salt Lake had made their appearance at Calcutta, but it was thought that their prospects for converts among the indolent natives were not very good, as they would not be disposed to embark with their families for the Mormon head quarters in this country.

UNFORTUNATE.—Mr. Quigley of Bowlingsgreen, bought a large quantity of tobacco, last winter, expecting to ship it to the southern market, before the season of low water and high freights. *Unfortunately*, the Ohio fell before he could get his tobacco out of Green river, the consequence of which is it has advanced on his hands to the amount of $20,000.—*Lex. Cour.*

☞ Brown's Essence of Jamaica Ginger.—This Essence is a preparation of unusual excellence. In ordinary diarrhœa, foul stomach, cholera, in short, in all cases of prostration of the digestive functions, it is of incalculable value. During the prevalence of the epidemic cholera and summer complaints of children, it is peculiarly efficacious; no family or individual should be without it. Caution—Be sure to get the genuine Essence, which is prepared only by R. BROWN, at his Drug and Chemical Store, north-east corner of Fifth and Chestnut streets, Philadelphia, and for sale by all the respectable apothecaries in the States; and, in Pittsburgh, by Benj. Page, Jr., R. A. Fahnestock & Co., Dr. S. Smith, Lemuel Wilcox & Co., J. Schoonmaker & Co.

In Allegheny City by H. P. Schwartz and Lee & Beckham & Co. aug16:m

☞ Notice to Teachers.—An Examination of applicants for situations as Teachers in the Third Ward "Common School," city of Pittsburgh, will take place at the SCHOOL HOUSE, Corner of Seventh and Grant streets, on MONDAY, August 15th, at 10 o'clock A. M. The number of Teachers required is seventeen, consisting of one male, Principal, and sixteen female Assistants. The salaries vary from $200 to $375. Any other information may be obtained of

JOS. W. LEWIS, Sec'y, 69 Fifth street.

The citizens of the Ward will notice that in consequence of the Examination taking place on the above date, the opening of the School will be deferred until August 22d.

J. W. L.

☞ New Certificates.—Mr. SOLOMONS: I called at your office on the 22 July, and stated the nature of my case, which was very bad at that time; you suited me with Spectacles that did my eyes 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 misfortune with them, as I would not be without them under any consideration. Yours, Respectfully,

JOHN MAGEE, corner High and Webster streets.

PITTSBURGH, July 12, 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 your pair from you. I can see to read and write with them, and they are a great comfort.

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

L. S. WATERMAN, 109 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, so that I could see 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 labouring under defective vision, to apply to Mr. Solomons, at whom Glasses can be obtained of all varieties.

Yours, &c. J. MORRISON.

ALLEGHENY CITY, July 20, 1853.

☞ MORE HONEST 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. I would say that 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,

ELIJAH MOORE, Allegheny City.

Mr. 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 strength. I therefore cheerfully bear testimony to their excellency and accuracy, as also to Mr. Solomon's skill as a practical Optician, and the wonderful facility with which he adapts his Glasses to the various peculiarities of vision. D. B. SUTTON,

No. 34 Wayne street, rifle church.

June 23, 1853. jel6:2m

HOME INSURANCE COMPANY,
NEW YORK.
CASH CAPITAL $600,000!

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

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Curtis Noble	Firm of Conolly & Noble.
Ward A. Fitch	Firm of Work & Drake.
Nath'l F. Stickney	Firm of Stickney, Stickney & Co.
James Humphrey	Firm of Barney, Humphrey & Butler.
Hiram Dimmock	Firm of Dimmock, Gallagher & Co.
Jno. Ford W. Garner	Firm of Wells, Fargo & Co.
Homer Morgan	
George Merrill	Firm of George Merrill & 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.

Third Annual Statement
OF THE STATE MUTUAL FIRE AND MARINE INSURANCE COMPANY, of HARRISBURG, Pa., 4 yr 4 1852.

Assets of the Company, July 1st, 1852,		
Premiums for 1852,	132,250 56	
Interest rent on Loans,	10,916 99	
Office Furniture,	1,000 00	$146,152 25
Premiums cancelled,	$ 2,170 94	
Do. terminated,	7,182 81	
Losses, Expenses, Commissions Reinsurance, Returned Premiums, Stationery, Printing, &c.,	17,001 81	
		$ 27,354 56
Capital Stock, paid in and secured,		$118,818 19
		100,000 00
Amount of reinsurance fund for losses,		$218,818 19

ASSETS:

Premium Notes,	$106,112 60	
Bonds and Mortgage, Stocks, and other securities,	122,555 29	
Cash on hand, or in hands of agents secured by bonds,	11,220 81	
Office Furniture and Stationery,	1,000 00	
		$345,318 70
Amount of adjusted claims against the Company not yet due,		5,000 00

DIRECTOR:

JOHN C. RUTHERFORD, Dauphin county.
A. C. SPONSLER, Harrisburg.
SAMUEL JONES, Philadelphia.
J. WILKINS, Jr., Allegheny, Pittsburgh.
A. A. CARRIER.
JOHN S. RUTHERFORD, Dauphin county.
A. J. GILLAT, Harrisburg.
F. J. JONES.
ROBERT KLOTZ, Carbon county.
JOHN B. RUTHERFORD, President.
A. J. GILLAT, Secretary.

Will insure against perils of sea and inland navigation, also, on merchandise, by rail or canal, on the most favorable terms. Policies issued in Pittsburgh, Philadelphia, and Baltimore, by the agents in those cities.

At each Office, corner of Second and Chestnut streets.

jel2d A. A. CARRIER, Attorney.

Citizen's Insurance Company of Pittsburgh

R. D. KING, Pilgrimsey,
SAMUEL A. MARSHALL, Sec'y.

OFFICE, 84 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 Lake, River and INLAND NAVIGATION and TRANSPORTATION.

DIRECTORS:

R D King, W. S. Negley, Samuel Rea, Robert Dunlap, Jr., Jas. Blackburn, Edward Heazelton, Walter Bryant, Jos. M. Patterson, Wm. Larimer, Jr., W. M. Stark, Wm. Bingham, John S. Dilworth, Jas. Patterson, J. Schoonmaker, Wm. S. Hays.

DAGUERREOTYPES
AT THE
NATIONAL GALLERY.

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

Ladies and Gentlemen wishing to obtain likenesses at moderate prices, will please call at the above establishment, fitted up with very superior slide and sky lights, arranged with such skill that the operator can take the most accurate facsimiles 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 are not required to take a picture unless a perfect resemblance

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

☞ Rooms open, and operating from 8 A. M. until 5 P. M. Entrance on the Diamond.

HENRY H. COLLINS,
FORWARDING AND
COMMISSION MERCHANT,
AND WHOLESALE DEALER IN
CHEESE, BUTTER, SEEDS, FISH, AND
PRODUCE GENERALLY,
No. 23 Wood street, Pittsburgh.

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

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

JOHN T. LOGAN, ROBT. L. 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. 53 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.

JOHN FLEMING, GEORGE FLEMING.

FLEMING BROTHERS,
(SUCCESSORS TO J. KING & CO.)
WHOLESALE DRUG STORE,
No. 60 Wood street, Pittsburgh.

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

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

CITIZENS and strangers who wish to obtain an accurate, artistic, and life-like picture, 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 Slide and Sky Lights ever constructed for the purpose, with instruments of the most powerful kind, and having adopted the system of Daguerreotyping, as now practiced by the celebrated Artists of Philadelphia and New York, Mr. M. flatters himself to be able to offer to the patrons of the Art, a style of Daguerreotype, either single or in groups, which has never been surpassed.

Rooms open and operating, in all weathers, from 8 o'clock A. M. to 5 P. M. aug16:tf

JAMES P. TANNER,
WHOLESALE DEALER
IN BOOTS, SHOES, BONNETS, AND LEATHER,
No. 56 Wood street, Pittsburgh,
SIGN OF THE GOLDEN BOOT.

☞ My stock consists of upwards of 2500 CASES, embracing every variety and style of BOOTS, SHOES and BONNETS, purchased direct from New England manufactures, adapted expressly for FALL and WINTER SALES, and will be sold at Eastern prices, commencing favorably with those of Philadelphia and New York. Merchants, will please call and examine before buying. Also, NEW YORK SOLE LEATHER. 1y22

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. aug24

DIED;

On the 15th instant, at his residence, in Chartiers township, Mr. WILLIAM KERR.

Funeral THIS DAY, (Saturday) at 2 o'clock P. M., to proceed to the Allegheny Cemetery.

☞ Read for Yourselves that we may not be disappointed.—Stay blighted to September 10—There will be a man who says he has been cured with Mr. SOLOMONS' PATENT SPECTACLES. He will have DAVID with him to testify that he has been relieved of his infirmity by the use of the Spectacles, and that he appears to be good and clear, and that he is a remarkable operator.

JAMES BRYAN, M.D.
Professor of Surgery, Geneva College.*

*Philadelphia June 6, 1853.

"Having examined the Spectacles of Mr. Solomons, I am happy in saying that they are of the first quality. I have taken a pair for my use, and find them unusually easy to the eye.

R. L. HOWARD, M.D.
Professor of Surgery, Starling Medical College.*

*Columbus: Ohio, A. M. 1853. jel6:d&w1y

CLEVELAND and PITTSBURGH RAILROAD.

1853 1853

SPECIAL NOTICE!

ON and after WEDNESDAY, August 19, 1853, Passenger Trains will run daily, (Sundays excepted,) as follows:

MAIL TRAIN leaves Cleveland for Wellsville and way stations at 10 00 A. M.

EXPRESS TRAIN leaves Wellsville for Cleveland and way stations at 2 30 P. M.

RETURNING:

EXPRESS TRAIN leaves Wellsville for Cleveland and way stations at 9 00 A. M.

MAIL TRAIN leaves Cleveland for Wellsville and way stations at 3 00 P. M.

CONNECTIONS.—The 9 00 A. M. Train from Allegheny connects with the Express Train of Ohio and Pennsylvania Railroad at 8 00 A. M., arriving at Cleveland at 1 40 P. M., and the 3 30 P. M. Express connects at Allegheny with the 3 30 Mail Train from Pittsburgh, and leaving Cleveland at 3 30 P. M., will be in advance of the 4 P. M. Express from the West, arriving at Pittsburgh at 8 00 A. M. Express Train from Chicago, connects at Alliance with Mail Train for Pittsburgh, Steubenville, Wheeling, and Washington, on Ohio