PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBUR H.

MONDAY MORNING, DECEMBER 26, 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

FOR MAYOR OF PITTSBURGH,

FERDINAND E. VOLZ.

CHRISTMAS.—This is the great holiday of the year. By a large number of the people it is observed with religious rites, and by all, in this section as a social and festive occasion. In New England it was not observed either socially or religiously, until within the last twenty or twenty-five years, and now the people there no more enter into the spirit of a Pennsylvania or Virginia Christmas, than the people of those States do into that of a New England Thanksgiving. In fact a New England Thanksgiving at home, is kept with about the same feeling that a Pennsylvania Christmas is observed by those who devote a portion of the day to religious services.

We love the Christmas time. We love its kindly, social observance; its joyous, genial spirit; and its gladsome, refreshing memories. Its influence upon the whole we believe to be good. We have too few holidays; too few occasions for throwing off the harrassing cares of life, and of entering into and endeavoring to increase the social pleasures of the masses. Then, the dear children—what a happy time to them is Christmas. How it warms the heart to witness their unalloyed, exhuberant happiness. The memory of such days of joy follow them through life, and more or less effect their future character. A man cannot be wholly lost who has sweet memories of home and Christmas joys.

Editors have but few days of leisure, and Christmas is one of them, and this gives zest to its enjoyment. We, therefore, most heartily and sincerely wish all our readers a happy Christmas, and beg leave to inform them we shall publish no paper to-morrow.

THE SUPREME COURT AND THE ERIE CASE.—A despatch from Philadelphia announces that the Supreme Court, on Saturday, granted a preliminary injunction to restrain the people of Erie from interfering with the Franklin Canal Railroad. This is right, and we hope the people of Erie, and all others concerned on the line will obey the order of the Court. The Mayor and people of Erie have professed to be governed by legal counsel, and to have acted in accordance with the law. We think this may be questioned, although there is no doubt they have been sorely aggravated by the conduct of the Railroad companies towards them. Let the past be as it may, they have no legal excuse for future overt acts. They have applied, through the Attorney General of the State, to the Supreme Court, for a writ of final injunction against the Franklin Canal Company's Railroad, and the Court has set down the case for argument on Tuesday, the 10th of January. It is proper, then, for the Court to grant an injunction to restrain the people of Erie from violent proceedings while the case is pending, and the people of Erie will show proper respect to the Court, and to themselves by obeying the mandate of the Court. A preliminary injunction settles no point of law, and is always granted as a matter of right, where the jurisdiction of the Court is not questioned. The merits of the case will come up when the case is argued on the motion for a final injunction.

The late scenes enacted at Erie are bad precedents, dangerous to good morals and the public welfare, and the harmony which we hope always to see exist between the citizens of the different States. However strong a plea the people of Erie can make as an excuse for their proceedings, their conduct will meet with the general disapprobation of the people at large, because this is a country of laws, and the laws should always be invoked to protect the rights of cities and citizens. To prevent any future scenes of similar character, we hope the Legislature of this State, at its next session, will pass a general Railroad law, under certain and proper restrictions, on meeting the requirements of which, any company may be permitted to pass through the State, in any quarter. We go for the largest liberty in this respect, believing that both justice and sound policy will be best subserved thereby. Pennsylvania is asking from Virginia the right to pass over the narrow strip of territory called the Pan Handle, and Virginia on no sound principles of fellowship and comity, can refuse so reasonable a request.—Pennsylvania should also permit the people of New York, New Jersey, Ohio, Maryland and Virginia, to pass through her territory with their improvements, on just and equitable principles.

We have always been in favor of the Legislature granting the legal power to Ohio and New York to extend their Railroads across the county of Erie, although we always have, and still do protest against the fraudulent seizure of such right by the Franklin Canal Company; and we believe the privilege would long since have been conceded, but for the exasperation created by that fraudulent invasion of Pennsylvania territory.

THE OHIO & INDIANA RAILROAD.—We learn that the Ohio & Indiana Railroad is now completed to Patterson, on the Mad River Road—the first train passing over the whole line from Crestline to Patterson, on Tuesday. West of Patterson, to the Indiana line, the work is being prosecuted with energy; and large quantities of iron (T rail) are now in store at Sandusky and Toledo for laying the unfinished portion. The completion of the whole line from Crestline to Ft. Wayne may be looked for in the early part of next season.

The *Keokuk Whig* says that the District Court of the United States has granted an injunction to restrain the construction of a bridge across the Mississippi, at Rock Island.

☞ We would suggest to our correspondent, "Liberty," that it is not best to suggest the idea of molestation in the case he speaks of. That is the way to provoke it. Such cases it is better to meet when they arise. For our part we have no fears of any such emergency as he suggests—not that the disposition is wanting, but the power to gratify it.

THE RAILROAD TROUBLES AT ERIE.—We select from the *Erie Gazette*, of Thursday last, the following items in relation to the Railroad difficulties:

It is generally known that some two weeks since notices were served upon the Mayor and Councils of this city, by the U. States District Court for Western Pennsylvania, enjoining them against "damaging or in any way injuring" the track of the Railroad passing through the city, *for whatever* alleged grievance or cause. The particular object contemplated in the serving of these notices was, to so restrain the hands of the City authorities that the Ordinance of July last could not be carried out. But eminent legal gentlemen consulted a disregard of the order, in the circumstances contemplated, and consequently the bridges were taken down and track torn up at the Railroad crossing places of the City upon the reception of authentic intelligence, the following Wednesday morning, that the long threatened change of the gauge of the Erie and North East Road had actually been commenced. Councils, in the meantime, appointed Messrs. Thompson and Babbitt to appear for them in Court before Judge Irwin at Pittsburgh. The case came up last week, and after able arguments by Messrs. Black, Thompson and Babbitt *for* and Messrs. Loomis and Stanton *against* the City, the decision of the Court was rendered. That decision substantially enjoined the "Mayor, Councilmen and citizens" *for the present*, so far as the Erie and North East Road is concerned, *but left them to act as they please in regard to the Western Road*—amounting, altogether, to an absolute nullity. The merits, or rather the *law* of the case will be tried in January next, when, unless we greatly mistake, it will be determined that our proceedings have been neither riotous nor mobocratic, but according to established municipal law.

The Mayor, we learn, was this (Wednesday) morning officially notified of the purpose of the Railroad Companies to immediately commence re-building the Bridges and re-laying the track in the city according to the four feet six inches measurement. We further learn that a body of men are now engaged in the work, intending to carry it through with all possible despatch. The public abroad may rest assured that no legal means will be left untried to prevent the consummation contemplated.

We should add that *another* writ of injunction was served yesterday upon the Mayor, Councils, and divers citizens, respectively.

P. S.—A company of men, headed by High Constable Deemer, repaired to the Depot this (Wednesday) afternoon, and commenced taking up the track of the Western Road at points where it crosses the streets of the city. We presume the work will be speedily finished. We have a rumor of similar action in Fairview township.

Mr. ZEIGLER, one of the Secretaries in the Executive Department at Harrisburg, arrived in this city last Saturday evening and took his departure yesterday morning. He came by authority of the Governor to collate and carry home all the material facts connected with our Railroad difficulties, for the information of His Excellency. We have reason to believe that Mr. ZEIGLER found nothing in either our position or proceedings worthy of disapprobation, and we confidently expect, through his agency, a correspondingly favorable impression at the seat of Government.

We learn that the Railroad Bridge in Harbor-creek was re-constructed on Tuesday, and torn down again the same evening. The citizens seem determined to maintain the ground they have taken in defence of their rights. We learn that the U. S. Marshall is in town, and presume an attempt will be made to enjoin them, with a view to consummating the through track.

The *Erie Gazette* comes out handsomely for Gen. Larimer:

Gen. Larimer, of Pittsburgh, continues to be warmly urged by Whig papers for the next Gubernatorial nomination. If Mr. Pollock is averse to the use of his name—as we are told he is—we are prepared to throw up our hats for Gen. Larimer with a good will. His intelligence and popularity conspire to render him an eminently suitable candidate.

FROM WASHINGTON.

Correspondence of the Pittsburgh Gazette.

WASHINGTON, Dec. 21, 1853.

The Amistad Case—River and Harbor Appropriations—French Claims—Lieutenant Generalship—Improvement of the House—Secretary of War—New Naval Steamers.

We had another Debate on Slavery in the House, which seemed to elicit no little feeling. Mr. Gilbert Dean, a lesser Democratic luminary in the New York galaxy, delivered himself of certain very harmless opinions on the Kossta case, in opposition to those enunciated yesterday by Gerrit Smith. Mr. Giddings then obtained the floor, and laid bare the revolting history of the Ruiz and Montes claim for the Amistad negroes, which the President recommends to be paid. In the course of his remarks he stigmatised the foreign and domestic slave trade in terms of just indignation. It may not be generally remembered that this case is a claim urged by the Spanish Government on behalf of two slave traders for $50,000, with interest. The negroes of the schooner Amistad were captured by a U. S. Revenue Cutter, and were liberated by the United States District Court of Connecticut. They had been imported into Cuba in defiance of laws and treaties which make the slave trade piracy. They were entitled to their freedom by the laws of Spain, and by international law. The persons who bought them out of the slave ship undertook to transport them from one place in Cuba to another by sea. They rose upon their kidnappers, slew some of them, and drifted about the ocean until picked up by the American vessel. After their liberation and return to Africa, the slave dealers brought forward a claim for indemnity. They were pirates, and by law were liable to be punished as such. Under the British government they would have been happy in getting off with undislocated necks. But knowing the power of the slavery element in our free and enlightened Republic, they have pressed their claim, and every succeeding Democratic Administration has urged its payment. It was a pet measure with Mr. Polk, but with all his influence he could not carry it. It is prominent among the points made by Gen. Pierce. It is to be feared that the sentiment of the country and of Congress has now become servile enough to ensure its success. But I will not pre-gnosticate evil. Let the people, however, keep their eyes on their representatives, and see who of them conspire to rob the Treasury for the benefit and encouragement of the slave dealer. Mr. Giddings never made a more powerful speech than he did to-day.

Mike Walsh took occasion to make a characteristic display of himself. He hates his colleague Dean with a savage contempt. He promised the House a united demonstration of the "Hardshell" Democracy of New York on some future occasion. Upon the whole, Mr. W. made just such a speech as might have been expected from the crack orator of the Sixth Ward in New York, that well known nursery of Democracy.

The friends of Internal Improvements gained a slight advantage to-day over the administration. A resolution involving the question of appropriations for the continuance and preservation of works now in progress, was, after a long struggle, referred to the committee on commerce, which will report a bill containing the necessary appropriations. The Senate, though strongly Democratic, is probably right on this issue. There is now some prospect of getting a bill before the President, and then let him refuse to sign it, if he thinks it healthy for himself, and Democracy in general.

The Senate has again raised a select committee for the consideration of the French claims. This has been done annually or biennially for the last twenty-five years. There never was a more remarkable instance of the

"Patient search and vigil long,"

which knows neither fatigue nor relaxation in pursuit of money. The French claims will never be paid, nor do I believe they ought to be

Gen. Shields offered the resolution passed by the Senate but defeated in the House last year, proposing to create the rank of Lieutenant General as a reward of great military science. Of course the object is to confer an additional distinction upon Gen. Scott. He does not need it, nor can the object be attained by that method. He is now the Commanding General of the Army, and the Lieutenant Generalship would elevate him no farther. If his present pay and appointments are not sufficient for his support in all due comfort and dignity it ought to be increased. I know of no better acknowledgment of his services than such an advance of pay; nor have I ever been able to appreciate the importance of this movement to attach to Gen. Scott's position a more sounding title.

The character of the House has been raised by the discussions of the session thus far. There is a greater amount of talent and statesman-like ability in the Assembly than I have observed there before, since the famous twenty-seventh Congress, which included such names as John Q. Adams, R. C. Winthrop, Caleb Cushing, Joseph L. White, H. A. Wise, Cost Johnson, Andrew Stuart, and Millard Fillmore. The Senate does not maintain its pre-eminence, and I venture to say will exercise a far less controlling interest over the "lower House," during the existence of this Congress, than at at any time since 1843.

I consider it settled that Jerry Clemens, of Alabama, will go into the Cabinet as Secretary of War, if Davis is transferred to the Senate.

The Naval committee have reported a bill for the building of six war steamers, at an estimated cost of three millions of dollars. Do we really need these vessels? It is doubtful. It is said we have very few efficient steamers. But why have we no more? We have steamers enough, but they are good for nothing. What security have we that those now proposed to be built, will be any better? None at all. It is the prevalence of a bad system, or rather the want of responsibility in the service, that makes our steamers worthless. The naval engineers are incompetent or corrupt—of that there can be no doubt. The department and navy officers lay the blame upon the contract system of building machinery. I consider this entirely improbable.—The work is done according to designs furnished by the pets of the department, and when executed is inspected and received by them. They are either incapable of designing good engines or of detecting bad workmanship, or they are bribed to pay for that which they know ought to be rejected. I think some of them are amenable to all three of these charges. JUNIUS.

Efforts are making to collect $50,000 for a new Presbyterian Church in Washington, D. C., designed principally for the accommodation of strangers and transient residents.

MR. BENTON.—A correspondent of the New York Tribune, relates the following anecdote of Old Bullion:

A gentleman said to Mr. Benton to-day—"Colonel, some think Gwin has mead you up." Old Bullion replied; "I'll cut Gwin to pieces, Sir. Yes, Sir, I'll cut him to pieces—to pieces, Sir. Yes, Sir, I'll cut him to pieces, Sir."

We publish the following communication from a gentleman of Ohio, thoroughly acquainted with the facts about which he writes. It is intended to correct some misstatements of the *Cleveland Democrat*, which paper has set itself to run a tilt against Pennsylvania and Pennsylvania interests, without much regard to facts or decency of language. We hardly think its diatribes are worth minding. They will do no harm among sensible and well informed men, either in Ohio or any where else. We give, however, our friend's statements for the benefit of our Ohio readers. We, in Pennsylvania, care not one fig what the Cleveland Democrat may say about us:

For the Pittsburgh Gazette.

FRIEND WHITE:—I noticed an article in one of the Cleveland papers, of the 22d, that appeared to be editorial, on the subject of the difficulties at Erie, the writer of which is either ignorant of the subject or dishonest. He avows there was a bargain or contract made between the Legislatures of Ohio and Pennsylvania in regard to certain privileges granted to Railroad Companies, which is not correct. In the Autumn of 1846 the citizens of Ohio applied to their Legislature for a charter to build a road from the State Line of Pennsylvania to the interior of Ohio, and the gentlemen interested in and identified with roads running to the Lake, and connecting with the Northern improvements, opposed the application in a way that the Legislature refused to grant said charter. In the Autumn of 1847 the citizens of Ohio circulated petitions and thousands of petitioners appealed to the Legislature for a Charter to build a Railroad from the town of Mansfield in Ohio, to the State line of Pennsylvania, with the intention to connect with any road that might be extended West from Pittsburgh to the State line of Ohio, and great exertion and powerful influence were again used by the Northern interests to prevent the bill passing the Legislature of Ohio; but the numerous petitioners and influence was too great for the Legislature to refuse the privilege.—And so soon as they found a charter would be obtained, an attempt was made to add to the bill so many provisions and conditions as to defeat the object, (hence North Georgetown appears so many times in said bill,) and publications circulated asserting that no road could be built on the proposed route, and that there would be no business except carrying butter and cheese if made, and sundry other statements equally untrue, which time has fully developed.

The whole enterprise was taken up in Ohio by her own citizens, and carried through by the friends of the Ohio and Pennsylvania Railroad without any bargain or contract in any way with the citizens of Pennsylvania or its Legislature. The friends of the enterprise determined to hold a convention to compare views on the subject, and Massillon was proposed as the place. A personal invitation was given to certain gentlemen of Philadelphia connected with the Pennsylvania road, to attend at Massillon in order to become identified, if possible, with that Company in some way; either for them to extend their road to the State line, or to extend the Ohio road to Pittsburgh. All this was done by citizens of Ohio without any bargain, sale, or agreement between the two Legislative bodies.—As soon as the bill passed the Legislature of Ohio, the friends of the enterprise caused a copy to be forwarded immediately to the Legislature of Pennsylvania, for the privilege to extend the road to the City of Pittsburgh, should it be deemed expedient by the Company. And the Legislature of Pennsylvania took such action as was deemed satisfactory to the friends of the road. Any imputation of a bargain between the two Legislative bodies, or the friends of the Ohio and Pennsylvania, or Pennsylvania Central Road with the Northern lines, is not true; or, that the Ohio and Pennsylvania road has at any time, either directly or indirectly, had anything to do with the difficulty in Erie; the road having always been in the stockholders, friends, and the public that it is needed—in connection with any company, or the interference with any rival line. It is entirely independent and asks no favors of the Northern combinations. The West and Northwestern men are now fully satisfied of the importance of an immediate connection with the Ohio and the Pennsylvania road, to reach the Atlantic cities; and, therefore, do not have to resort to any underhanded or contemptible measures to have a large and increasing trade and travel over the road, being independent, and in no way fear the frown or influence of their rivals. A NATIVE BUCKEYE.

PITTSBURGH AND CONNELLSVILLE RAILROAD.—The several Committees appointed to procure conditional subscriptions to the Pittsburgh and Connellsville Railroad, provided the company adopt the Monongahela Valley Route, will meet on Wednesday, Dec. 28, at 1 o'clock, in Monongahela City. The object of this meeting is to gather the friends of the Connellsville road together, to ascertain how much stock has been subscribed, to appoint a committee to confer with the President and Chief Engineer of the Road, and lay before them such information as may be elicited relative to the proposed routes; and to have men chosen by the friends of the different routes, in the event of a new survey of the valley being recommended, to point out to the engineers the lines they wish to be examined.—*Mon. Repub.*

ASSAULT ON AN EDITOR.—John W. Dawson, editor of the Fort Wayne *Times* and *Press*, was assaulted some days since by Archibald Mc Donald, a Roman Catholic, who had taken offence at an article written by him, entitled "Popery and Popular Education," in which an article from the *Shepherd of the Valley* was quoted and commented on. McDonald was arraigned before the Mayor to answer for assault, and plead guilty, alleging in mitigation that he had been insulted by the article in the *Times* and *Press*! This original plea was not allowed, and McDonald was fined $15 and costs. Some people have very queer ideas of the freedom of the Press. In what part of the world did Archibald get his. *Cin. Gaz.*

A COALITION FOR THE SPOILS.—The Washington Sentinel puts the following inquiry to the Washington Union:

Did not the Washington Union, when party spirit ran high, on the eve of political organizations preceding the last presidential canvass, enter into a deliberate contract with the proprietors of the Republic—a whig organ—to give them one-half of the public printing if they would induce its whig friends to vote for it as the public printer for the 32d Congress? And has not said bean been brought by Gideon & Co., for a share of those profits? Of a truth here is a coalition that is a coalition."

Thirty-five of the rioters on the railroad at La Salle have been arrested and confined in jail. It is said that the cafe of Mr. Story, who it will be remembered was killed, has been broken open and $5000 stolen by the mob.

The Wheeling Gazette of Tuesday says:—The business of the Baltimore and Ohio Railroad Depot is immense, the receipts of freight being still large; but the whole is shipped as soon as it lands, and is put in market in Baltimore with a speed that has never been attained on a line of railroad, so long.

SALE OF BAGGAGE.—The Cincinnati Times of Thursday thus refers to a novel sale:—

A large amount of unclaimed baggage was sold yesterday at the Miami depot. Many drew *prizes*, indeed, finding in their trunks articles of great value. Others looked *blank* enough, in not finding even the worth of their money. The trunks were sold, the contents unknown to the purchaser.

SUSQUEHANNA RAILROAD COMPANY.—The Union county (Pa.) *Star* mentions a rumor that the route of the Sunbury and Erie Company, which lies between Milton and Sunbury, has been leased for twenty-five years by the Susquehanna Railroad Company; that the Susquehanna Company will go on to complete the connection at Milton, by way of Lewisburg, and that the bonds of Northumberland county for $200,000 have been sold.

IMPROVED CAR-COUPLING.—The Washington Star, Union and other journals speak very highly of an invention of Mr. French, of Virginia, the object of which is to improve the method of connecting Railroad cars. As it is said to make the turning of curves perfectly safe, we shall be much gratified if it shall, upon actual experiment, be found worthy of general adoption.

THE SHIP GREAT REPUBLIC.—The Boston Post says:—

A letter from one of our New York correspondents says—"A Baltimore house has offered Mr. McKay, the owner of the Great Republic, $20,000 above the cost to construct her, which offer has been refused. The entire support of this vessel, when in sailing condition, will cost nearly $12,000 a month.

CESSION OF WEST FLORIDA.—The citizens of Florida, west of the Chattahoochie, wish to cede that portion of the State to Alabama, and the Legislature of Alabama have passed resolutions to take steps to admit them into that State. The strip of territory referred to is about one hundred and sixty miles in length by fifty or sixty miles in breadth, lying upon the Gulf of Mexico, the shore of which, in the event of the cession being made, would become the southern boundary of Alabama.

THE CUBA EXPEDITION.—The New Orleans papers give an explicit denial to the story, that a Lone Star filibustering expedition was fitting out there for Cuba. The Picayune says there is no truth in the statement.

SPECIAL NOTICES.

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MESSRS. BURKE & BARNES—Dear Sirs:—Your favor letters were duly received. I was absent at the time. I would say, in reply, that I will find it difficult to do justice to your PATENT PROOF. I tested the one I bought of you last fall, on the morning of the 17th of May last, by saving more building burned to ashes. It was built of wood and was exposed to the fiercest heat, three story building. My Safe was in it at the time of the fire, and will bid the others above them in 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 a large amount of property burned and further, I would advise any person who is doing business, to look at mine, but buy a Safe to keep their papers, &c., in—and get one that is good. You can recommend your Safes to any one. Yours, truly, JOHN GLEASE.

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☞ Buy and sell Par and Current Funds on Sight and Time Exchange Coin, Stocks, Eastern and Western Time Bills, and Promissory Notes: allow 6 per cent on Time Deposits: Negotiate Commercial Money: and Insure Fire and Marine Policies for the *Etna Insurance Company* (cash Capital $170,000) and *Royal Insurance Co* (capital $10,000,000).

Oakland Property for Sale—This
Property is situated about one half mile from the city limits, fronting on Pennsylvania avenue. It is covered with Fruit Trees of the choicest kinds, many of them in full bearing. Also an abundance of Grape, Raspberry, Currant, Gooseberry, &c., &c. There is a two story Frame House, together with convenient out houses on it. For ease of access and pleasantness of location, this property cannot be surpassed. It contains a little over 6 acres. I will sell the whole together, or divide it to suit purchasers.

THOS. J. CAMPBELL,
Oct. 8, 1853: d1f No. 119 Water street.

AMOS LELAND & CO.,
171 PEARL STREET, N
NEW YORK,
MANUFACTURERS AND DEALERS
IN EVERY DESCRIPTION OF
STRAW GOODS,
consisting in part of
PANAMA, LEGHORN, SEWED, BRAID,
CANTON AND PALM LEAF HATS;
English, Italian, Swiss and Silk Bonnets;
ARTIFICIAL FLOWERS,
STRAW TRIMMINGS, &c. &c.,
By the Case.

Competing one of the largest Stocks in the City, to which the attention of Cash and Time Buyers is respectfully solicited.

N. B.—HATTERS are particularly invited to call and examine our Stock, which is suited expressly to their trade, embracing all the new and fashionable styles of the day. oct2-1md

☞ F. Brown's Essence of Jamaica Ginger.—This Essence is a preparation of unusual excellence. In ordinary diarrhœa, incipient cholera, in short, in all cases of prostration of the digestive functions, it is of inestimable 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 F. BROWN, at his Drug and Chemical Store, north-east corner of Third and Chesnut streets, Philadelphia, and for sale by all the respectable apothecaries in the States; and, in Pittsburgh, by Benj. Page, jr., B. A. Fahnestock & Co., Dr. S. Smith, Lemuel Wilcox & Co., J. Schoonmaker & Co.

In Allegheny City by H. P. Schwarts and Lee A. Beckham & Co. 1y1

Citizen's Insurance Company of Pittsburgh

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

OFFICE, 94 WATER, BETWEEN MARKET AND WOOD STREETS.

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

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

DIRECTORS:

R D King, Wm. Bagaley, Samuel Bon, Robert Dunlap, Jr., S. Harbaugh, Isaac S. Pennock, Walter Bryant, Wm. Iseminger, Jr., C. M. Kier, Wm. Bingham, John S. Dilworth, Francis Vellers, Wm. Eichbaum, Wm. B. Hays, John Shinton. jy22

Du Pont Powder.—Every variety Rifle, Mining and Blasting Powder, in all size packages always on hand and for sale from Magazine, in lots to suit purchasers, on favorable terms. Also, Safety Fuse.

D. W. C. BIDWELL,
Manufacturers' Agent,
54, Front street, Pittsburgh.

JOHN FLEMING.....GORHAM FLEMING
FLEMING BROTHERS,
(SUCCESSORS TO J. KIDD & CO.)
WHOLESALE DRUGGISTS,
No. 66 Wood street, Pittsburgh.

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

☞ First Premium for best Silk Hat—WILSON & SON, Fashionable Hatters, 91, Wood street, are now prepared to furnish their customers and the public, an assortment of Hats and Caps, which for beauty of finish, and prices, cannot be surpassed by any house in the city.

Particular attention is invited to our own manufacture of $3, $3 50 and $4.00 Hats.

Liver Disease.—Carter's Spanish
Mixture, as a remedy for liver disease, and the number of formidable evils connected with a disorganized state of that organ, is unrivalled.

Hundreds of certificates, from the highest sources, of persons now living in the city of Richmond, Va., might be given of cures effected by Carter's Spanish Mixture.—We have only room to refer to the extraordinary cure of Rockwell's, Richmond, Va., who was cured by 2 bottles of Carter's Spanish Mixture, after 3 years suffering from disease of liver. He says its action on the blood is wonderful, better than all the medicine he had ever taken, and cheerfully recommended it to all.

☞ See advertisement in another column dec10-1md

☞ Indigestion and Liver Complaint CURED BY RIER'S PETROLEUM.—Read the following letter from Rev. O. Dickinson, a Missionary in Oregon:

MR. J. M. RIER—*Dear Sir*:—Myself and wife having been greatly benefited by the use of your Petroleum, I wish to have you send us a box of two or three dozen bottles. I am the Congregational Minister in the place, and several of my people are afflicted with indigestion and an inaction of the liver. The same of myself and wife, before taking your PETROLEUM, OR ROCK OIL. We took several bottles—two or three each—about a year and a half ago, and we have never enjoyed so good health for years as we have since that time. I had not taken a single bottle, before that fullness of the stomach which so distresses dyspeptic was relieved, and I have felt nothing of it since that time. My wife was also relieved from a chronic disease of the liver, which had been of several years standing, by the use of your Petroleum.

Sold by S. M. KIER, Canal Basin, GEO. H. KEYSER, 100 Wood street, and Druggists and Medicine Dealers everywhere.

[Parties advertising Petroleum will copy.] dec26

R. C. LOOMIS,
(Of the late firm of M'Curdy & Loomis,)
WHOLESALE DEALER IN
BOOTS AND SHOES,
59 Wood street, Pittsburgh.
jn8-d1y'53

☞ Five Hundred Worms Expelled—Read the following statement from respectable Druggists of the surprising effects of B. A. Fahnestock's unequalled Vermifuge:

ODDENSBURGH, N. Y., Jan. 13, 1853.

Messrs. B. A. Fahnestock & Co:

Gentlemen:—Matthew Clark, a man of undoubted veracity, of the town of Lisbon, St. Lawrence County, N. Y., says that he has a little girl, 4 years old, to whom he gave 2 doses of B. Fahnestock's Vermifuge, in a successive manner. In the afternoon of the same day she passed SEVENTEEN, and at another, NINETEEN WORMS. About 12 o'clock the next day, she passed the incredible number of FIVE HUNDRED & TWENTY-FOUR, making in all, 561. In less than 12 hours time. He said they were perfectly astonished at such a mass of worms from a child of her size, and that he counted them accurately. Very respectfully,

JENNER & RANDALL, Druggists.

Prepared and sold by B. A. FAHNESTOCK & Co., cor. Wood and 1st sts., Pittsburgh. no21

A PRESENT—Your Likeness, presented
to one near and dear to you, will afford transient and soothing pleasure; friendship will be strengthened, and sweet memories recalled, by a truthful picture. The best can be obtained at VANDYKE HALL, Apollo Buildings, 76 Fourth st. Call to-da, and give him a trial. "We study to please. Price moderate. de24

☞ There are few things which afford us greater pleasure than sitting down to write a notice of the celebrated Hoofland German Bitters, because we are fully conscious we are conferring a public benefit, and our heart tells us that by our notices many have been induced to take these Bitters, and been rescued from death by Dyspepsia, Liver Complaint, &c., for the cure of which it is certain. It is prepared and sold only by Dr. C. M Jackson, at the German Medicine Store, No. 120 Arch-st Philadelphia. de23-2e

☞ Sale of Dr. M'Lane's Vermifuge.—Among the hundreds of letters, certificates and orders received by the proprietors of this Medicine, the following are selected to show its character, and the effect of its use in a distant part of the West:

ROYALTON, Bcone Co., Ia., May 10, 1850.

Messrs. J. Kidd & Co.—Gentlemen:—I write to you to solicit an agency for the Invaluable Vermifuge you prepare. Sometime since, I purchased one dozen of your Dr. M'Lane's, and prescribed it to my patients as I proceeded. Secretan in the expulsion of worms, that no other preparation will satisfy the inhabitants of this village and vicinity. Please send me one gross of the Vermifuge immediately. Yours, &c.,

SAMUEL ROSS.

NEW PROVIDENCE, Tenn. July 1, 1851.

Messrs. J. Kidd & Co.—Please send the Vermifuge for us as soon as possible, as we are entirely out, and *few children stand for it to very great.* We believe it to be the best Vermifuge ever discovered. HUNTER & DUDLEY.

☞ Purchasers will be careful to ask for DR. M'LANE'S CELEBRATED VERMIFUGE, and take none else. All other Vermifuges, in comparison, are worth