PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH:

WEDNESDAY MORNING, JANUARY 17, 1854.

☞ 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.

COUNTY MEETING.—The Whigs and Anti-Masons of the several Wards, Boroughs and Townships in the County, will meet at their respective places of holding elections, on SATURDAY, the 28th day of January, inst., between the hours of 1 and 4 o'clock, P. M., and select two delegates in each district to attend a County Convention, on WEDNESDAY, the 1st day of February, 1854, at 10 o'clock, A. M., for the purpose of electing delegates to the State Convention at Harrisburgh, on the 15th day of March, 1854. By order of the Committee of Correspondence.

THOS. J. BIGHAM, Chm'n.

THE EXTENSION OF THE OHIO AND PENNSYLVANIA RAILROAD INTO THE CITY OF PITTSBURGH.—The most important subject to come before the Stockholders of the Ohio and Pennsylvania Railroad, at the annual meeting next week, is the consideration of the subject of the extension of the track into this city. We have long held to the opinion, that the welfare of the road required this extension, and that it could never take that high vantage ground which it so eminently possesses, until it could place its passenger and freight cars side by side with those of the Pennsylvania Railroad. Every day that this is delayed injures the route in the estimation of those whose good opinion is of great importance to the permanent prosperity of the work. We hold to the opinion, that the facilities which any city affords to the rapid and cheap transit of passengers and freight increases its own business and prosperity to the full amount of the facilities thus offered. If this is true of a city, how much more of a railroad? No person of the least discernment but must admit, that the interval now existing between the Ohio and Pennsylvania Railroad, and the Pennsylvania Railroad, is a great injury to both roads—but especially to the former. The latter has a great trade by the river, while the former cannot compete with the river and rival routes, from the expense which the interruption between the Railroad cars prevents upon freight.

There is no valid reason that we can see for any further delay, as the Pennsylvania Railroad has agreed to furnish $150,000 to make the connection. *As it must be made, sooner or later*, any further delay inflicts an injury upon the road, with no compensating benefit to any body. Admit, for sake of argument, that the road is to be kept at its present terminus in Allegheny, and what will be the consequence? The Pennsylvania Railroad, governed by its far-reaching policy of seizing every avenue within its reach, has resolved on securing the completion of the Steubenville route. The track of that road is of the Pennsylvania gauge, and the cars of the road will run into the depot of the Central road. The facilities for the transfer of freight and passengers will be of the very best possible description. What chances would the Ohio and Pennsylvania Railroad, under such circumstances, have to compete for the through business of the great West? Would passengers consent to endure the disabilities of an Omnibus ride of nearly a mile, and the annoyance of transfer of baggage? Would shippers put up with the expense of hauling their freight in drays, subjecting it to breakage and other casualties, and pay bridge tolls, when they could avoid all these difficulties? Certainly not. The Ohio and Pennsylvania Railroad would learn, when too late, that its policy was suicidal, and it would attempt under increased difficulties, to recover the ground it had lost.

To place the Ohio and Pennsylvania Railroad in that commanding position which it has in its power to take, there ought to be no delay in fixing the route for the union of the two roads, and as little as possible in completing the work.

On the subject of the best route, there will be some difference of opinion. These routes, we consider, are restricted to three—the St. Clair street route, the Hand street route, and the Aqueduct route. Any route higher up than the Aqueduct would not accommodate the business of this city, nor facilitate the transfer of passengers. Any route lower down than the Old Bridge would require a bridge too high for railroad purposes.

The route which will least incommode the citizens, and which will allow the use of Locomotive power, is the one which ought to be chosen. It will not be difficult to decide which route will best afford these facilities, as the several routes have been surveyed, and the Board have all the facts before them.

The cities of Pittsburgh and Allegheny are deeply interested in the prosperity of this great work, having large investments in its stock.—They will, therefore, if governed by a liberal policy, afford every facility necessary to make these connections. The city of Pittsburgh has already granted the right of way, and we trust Allegheny will hasten to imitate so good an example. It has been rumored that Allegheny will resist the extension of the road to this side of the river. This we will not believe until we have some better evidence than idle rumor.—The people of that city have always displayed an eminently liberal and enlightened spirit, and they are too intelligent to entertain the absurd notion that business can be forced out of its natural channel by any narrow local policy. Allegheny has her destiny to fulfil, and it is a noble one. While Pittsburgh will be wholly given up to the rush and bustle of business, Allegheny will be a city of palaces, where the business people of Pittsburgh will live. Pittsburgh will be the mart—Allegheny will be the centre of fashion, of art, of social life, of lyceums, schools, churches, musical halls, and of every thing which goes to render a city tolerable as a residence. Allegheny will be to Pittsburgh what Brooklyn is to New York, or rather, what the upper part of that city is to the lower—a destiny quite as much to be desired, as to be wholly given up to manufactories and warehouses. Everything conspires to make Allegheny a place of residence, and Pittsburgh the place for business. It is useless to contend against natural and artificial obstacles, and if we were a property owner in Allegheny, we would not wish to alter her "manifest destiny." However, we cannot believe, though we thus write, that Allegheny will interpose any obstacle to the extension of the Ohio and Pennsylvania Railroad to this side of the river. We have rather given currency to the opinions of others than expression to our own, in referring to the possibility that any opposition would come from that quarter.

We hope the stockholders when they meet will decide unanimously and promptly, to require the road to be extended to this city at the earliest possible day. This will satisfy our western friends, who have just cause of complaint at the procrastination of a decision on this subject.

THE ERIE TROUBLES.—The last accounts from Erie announce that the laying of the track in the town had been suspended, by the orders of the High Constable, acting under city authority. The track-layers were threatened with arrest, and desisted their labors. Erie is greatly damaging her cause by her resistance to the authority of the Courts. Why can she not submit patiently to the award of the tribunals of justice which have been established for the protection and relief of the people? She surely cannot have the folly to suppose that she can maintain her cause by force and violence, and in opposition to constituted authority. Her present conduct will alienate from her what little sympathy has been extended to her, on account of the treatment she has received from the Railroad Companies. If she proceeds in her present course the whole country will be compelled to condemn her, and to rejoice in her compelled submission. The laws must be enforced. The decisions of the Courts must be respected, or we must make up our minds to the substitution of anarchy for order and peace. Erie is as much interested in the vindication of law as any place in the country, because it is her only support and defence in the very grievances of which she so bitterly complains.

It is said that 50,000 copies of Col. Benton's "Thirty Years in the Senate" have been subscribed for, in advance of its publication.

THE PROPOSED MODIFICATION OF THE TARIFF—SUGAR.—We publish to-day, an article from the St. Louis Democrat, urging that sugar shall be placed on the list of free articles proposed by Mr. Secretary Guthrie. Sugar as well as molasses, is an article of common necessity, every family, poor as well as rich, using it. No further burden should be put upon such articles than is absolutely necessary to develope the resources of the country. If sugar does not need protection, to insure its successful cultivation, then the burden should be taken off. We give the facts of the St. Louis paper for the consideration of the people, and of our members of Congress. There is no reason why this southern interest should be protected while northern interests are neglected.

INTERNATIONAL HOTEL, NEW YORK.—We desire to call the attention of the traveling portion of our citizens to the advertisement of this splendid establishment, in our advertising columns of to-day. We speak knowingly when we say that for a Hotel of its kind, its equal cannot be found in this or any other country. It was built by Mr. TAYLOR, in connection with his famous Saloons, which have a world-wide reputation. It is kept upon the European plan of taking rooms and paying for your meals as you eat them. This gives you an opportunity of selecting your hours for eating, as well as of making choice of such things as you desire to partake of. It is decidedly the most agreeable as well as the most moderate mode of living while sojourning in New York, and is becoming every day more and more popular. The International is under the entire superintendence of Mr. WILLIAM HEMINGWAY, long and popularly known as one of the principal assistants of the old Astor House. This gentleman has had the entire supervision and arranging of the House since its commencement, and to him is the credit due of presenting for public favor one of the most gorgeous and inviting Houses to be found in the city of *Palace Hotels*.

LA PIERRE HOUSE.—The card of this new and splendid Philadelphia Hotel will be found in another column. The Hotel has just been completed, with all the modern improvements, in the most magnificent style, and is situated on one of the most pleasant streets in Philadelphia, as well as being convenient to the Railroad Depot. The landlords are men of experience in their calling, and are sure to be popular with the traveling public.

FURTHER DETAILS BY THE EUROPA.

THE TURKISH WAR.

Intelligence has been received from Constantinople that the last note of the Vienna Conference has been accepted by the Porte. The propositions embodied in that document were submitted to the Grand Council of the Empire, discussed at much length, and were pronounced by a majority of the members to be such as might be accepted by Turkey without dishonor or humiliation. It remains to be seen what course Russia will adopt. The same dispatch which brings news of the Turkish acceptance of the Vienna propositions, adds, that if Russia still maintains her demands, refuses to negotiate, and continues hostilities as at Sinope, the Powers will, without delay, assume "the attitude that becomes them," which can mean nothing but active war. The dispatch was forwarded to Paris and London simultaneously.

By dispatches to London *Daily News* we have further details of the Turkish decision. It appears that the meeting of the Grand Council originally appointed to be held on the 20th, took place on the 18th December, for the discussion of the collective Note communicated to Reschid Pacha by the Ambassadors of the Four Powers, pursuant to the agreement of December 5. The collective Note, it will be remembered, merely expressed the regret of the Powers at the outbreak and continuance of the war, and invited the Porte to state upon what conditions it would be ready to negotiate a treaty of peace. The result of the deliberations of the 18th instant is embodied in Reschid Pacha's answer to the Ambassadors of the following day. The Porte has accepted all the advice which the Powers formally undertook the responsibility of tendering it—that is to say, all the recommendations embodied in the "Instructions to the Ambassadors," but by its resolution it has condemned one of the bases of the Vienna protocol, and the very one which had been previously condemned by public opinion in England.

The Porte refuses to come again under the obligations arising out of the treaties which Russia has first abused and then broken; and while proclaiming that policy, no less than duty demands the maintenance, and even the extension of the rights with which the Sultan has at various times invested his Christian subjects, declares that driven to defend its very existence with the sword, the Porte will not exist for ought less than full sovereignty within its own dominions. The Porte is ready to send a Plenipotentiary to treat in some neutral city, with a Minister similarly empowered by the Czar. It will adhere to its original *sine qua non* of the evacuation of the Principalities, but will not renew the broken treaties of Kainardji and Adrianople.—"It is thus," says the *Daily News*, "equally incorrect to say that the Porte "has accepted the project of accommodation," recommended by the Four Powers, since the Powers this time recommend no such project, but leave it to be elaborated by direct, though not unassisted negotiation; or to say that the Porte "has accepted the Collective Note," since that note merely asks for information. All that the Powers recommend in their "instructions to the Ambassadors" Reschid Pacha adopts; but the object compliances which the published Vienna protocol shows they were prepared to recommend, are disposed of in advance."

From these terms it must be admitted that the prospects of peace are not very speedy. The Sultan, by consenting to treat through a plenipotentiary, desires to continue the consistency and moderation that have characterized his entire proceedings. Should this last effort at adjustment fail, the Powers will be irrevocably bound to give their energetic aid to Turkey. They will have the more reason to do this since the defection of Persia and the discovery of Russian schemes in Eastern Asia.

There were rumors in Constantinople of a change in the Turkish Ministry; but except the appointment of a Captain Pacha, it is not likely that any other change will at present occur.

Letters from Orsova are to the 20th, and confirm that the Russians are preparing for operations of a decidedly oppressive character, to be executed as soon as the weather will allow. For this purpose the corps of Gen. OSTEN-SACKEN, with which the Turks have been threatened, is now actually on their way to reinforce GORTSCHAKOFF's army. Upon the 15th of December, 9,000 men of this corps had crossed the Pruth, and preparations were made to receive continual accessions of troops, until the middle of January, when it was surmised Kalafat would be attacked. Wherever this attack does take place, the battle will be terrible. The Turks have a world-wide fame as defenders of fortified positions, and the entrenchments at Kalafat are acknowledged by all who have seen them to be of exceeding strength, and constructed with great engineering skill.

There have been several storms on the Black Sea. Eighty vessels were reported lost.

The Divan has ordered sixteen spots on the coast of Anatolia to be fortified.

A letter from Aleppo, of November 19, states that the Arabs of the Desert have levied a corps of 5,000 men, to aid the Sultan. The citizens of Aleppo had formed a regiment of volunteer cavalry, consisting of 1200 men, completely equipped, and commanded by Ahmet Effendi, an experienced officer, who has already served against the Russians.

The Russian army in the Caucasus has been reinforced by fifteen regiments of Cossacks of the Don, under the command of Gen. Kerchatiky.

The latest accounts from the Principalities state that the mortality among the Russian troops has considerably increased.

General Danenberg was advancing towards Lesser Wallachia.

A letter from Brailow states that a brigade of the Seventh Russian Division, commanded by Gen. Selvane, having quitted Nizsir Kemi to attack Amoucheda, an island in the Danube, were attacked, when in the marshes, by the Turks, and suffered severe loss before they could extricate themselves.

A Russian war schooner was driven into the Bosphorus, Dec. 15, by stress of weather. The Russians threw their guns overboard, and asserted the vessel was a merchantman. The Turks have, however, taken provisional possession of it.

Lord Dudley Stuart is at Constantinople, endeavoring to persuade the Porte to enrol a regiment of Poles for service in Europe. The supposition is that, if there were a band of their comrades ready to receive them in the Turkish service the desertion of Poles from the Russian army would be general.

A private letter states that the ratification of the treaty between the Czar and the State of Persia took place at St. Petersburg on Dec. 18.

There was a report in Paris on the 26th that a third Soule duel had been fought between Mr. Soule, Sen., and the Duke of Alba, and that Mr. Soule was killed. We have, however, no confirmation of the report.

Letters have been received in Dublin from Smith O'Brien, dated New Norfolk, Sept. 18, three days later than the reported escape from that place.

Letters received at Constantinople from Teheran state that Count Simonich, who was many years Russian ambassador to the Court of Persia, and is now attached to the Foreign office at St. Petersburg, is the real director of Persian politics. It was by his means that the difference was created between the British Minister and the Persian Government, although to the last the Russian Minister professed the warmest friendship towards the British representative.

Mercantile letters from Bagdad state that a body of Persians were to march against that city, and they were expected to reach during the present month. Persian troops were also concentrating at Shiraz, probably to guard against a descent from Bombay.

Turkey has formally accepted the Persian declaration of war.

A letter from Erzeroum, of December 4, states that the Shah had dismissed all the English, French, German and Italian officers serving in his army.

THE CALORIC SHIP.—Capt. Ericsson, in a note to the editors of the New York Express, says:—

The new engines are completed, and have been at work for several days, their operation proving conclusively, that the practical difficulties which attended the first arrangement have been overcome. The new engines are much reduced in size, whilst their principle of action is the same as before, with this exception only, that *condensed* atmospheric air is employed in place of the ordinary atmospheric, for producing the motive power. This modification admits of an increase of power, limited only by the capability of retaining the pressure in the machine. Some difficulty has been experienced in this respect, and it is this which has caused some delay recently. The obstacle is, however, nearly removed, and the public will shortly have an opportunity of judging by practical evidence of the merits of the Caloric ship.

A CATHOLIC JOURNAL VS. EDUCATION.—*The Shepherd of the Valley*, a Catholic paper published under the sanction of the Bishop of St. Louis, defines its position and the position of the Catholic priesthood of this country as follows:

"We are not the friend of popular education as at present understood. The popularity of a humbug shall never, we trust, lead us to support it. We do not believe that the "masses," as our modern reformers insultingly call the laboring classes, are one whit better or more happy, more respectable, or better informed for their boasted "education."

"We think that the masses were never less happy, less respectable, and less respected, than they have been since the Reformation, and particularly within the last fifty or one hundred years—since Lord Brougham caught the mania of teaching them to read, and communicated the disease to a large proportion of the English nation.

"The idea that teaching people to read furnishes them with innocent amusement, is entirely false. It furnishes the majority of those who seek amusement from it with the most dangerous recreation in which they can indulge."

FIFTY-FOUR DEATHS FROM CHOLERA.—The packet ship Continent, Capt. Drummond, which arrived at New York on Saturday, with four hundred and ninety-two passengers, reports having fifty-four deaths on the voyage, from cholera.

The Continent has had a long and tedious passage—and reports experiencing heavy weather all the way across the Atlantic. She has been forty-two days on the passage.

WRECK OF THE SCHOONER FLYING EAGLE.—SICKNESS AND SUFFERING OF THE CAPTAIN AND CREW.—Capt. Crosby, of the brig Stephen Bass, which arrived at New York, on Saturday, reports having fallen in with the schooner Flying Eagle, of Thomaston, Captain Post, from Havana, bound to Portland, thirty days out, with the Captain and crew down with fever—her deck swept of galley boat, sails split, and foul with the wreck in her hold. Captain Post reports himself and crew seven days without food, water and fire, and in consequence of the crew being sick, they were unable to clear the wreck. The Captain and crew were taken off and brought to port in the brig Stephen Bass; also sixty-five boxes of cigars from the wreck.

In the New York Senate, on Monday, Mr. Dickinson made some important developments. The Legislature, a few years since, passed a bill granting 250,000 acres of and for a railroad through the wilderness of Hamilton and Herkimer counties. On the 30th of December last a large amount of this land had been sold to the Governor's private Secretary and a clerk in the Treasurer's office for twenty-five cents an acre, when it was worth at least $5 an acre for the timber alone.

SPECIAL NOTICES.

To Printers.—For sale, a lot of second-hand Column Rules, Advertising Rules, and Double Cross Rules, at low prices. Enquire at this office. jal5

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

ALBION, KEIS CO., PA., November 12, 1852.

Messrs. Burke & Barnes—Dear Sirs—Your fire letters were duly received. I was absent at the time. I would say, in regard to your safe, I PURCHASED IT ON MY PLEDGE. I tested the one I bought of you last fall, on the morning of the 10th of June last—my store building being consumed by fire, in which I was in, attempting to save three story building. My safe was in it at the time of the fire, and fell into the cellar, where it was for 36 hours. The amount of oil. It was a very hot fire.

My notes and other valuable papers, I had were in the Safe amounted to about Ten Thousand Dollars, which was saved in fine order. I was not a single paper injured; and further, I would advise any person who is thinking of purchasing, no time, but buy a Safe to keep their papers, &c., in—and the one that is good. I am rather recommending my safe to any one.

Yours, Truly,

JOHN CLARKE.

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

REMOVAL.

LOGAN, WILSON & CO.,

Importers and Wholesale Dealers in FOREIGN AND DOMESTIC HARDWARE, CUTLERY, &c.

Have removed to their new and extensive Store, No. 62 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. feb10-7

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JOHN P. RUTHERFORD, President.
A. J. GILLET, Secretary.
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The above Company will insure against perils of sea and inland navigation and transportation; also, on buildings and merchandise in city or country, at as low rates as consistent with safety. Policies issued on dwelling houses, either perpetually, or for a term of years. 1m&cmj11-6d

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WHOLESALE GROCERS AND COMMISSION *MERCHANTS.*

Nos. 130 and 132 Second street, between Wood and Smithfield, Pittsburgh; and 104 and 106 Kirkpatrick, Sugar Refiners, Philadelphia—a full assortment of Refined Sugars and Syrups on hand, to which we invite the attention of the city trade. jal2-dawly

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Will insure Cotton or Woollen Factories, Vessels, Cargoes, Buildings, Merchandise and property generally, on the most favorable terms. ap4-dawly

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SHRIVER DILWORTH & CO., Wholesale Grocers and Commission Merchants and Agents for Arm & Kirkpatrick, Sugar Refiners, Philadelphia, offer a full assortment of Refined Sugars and Syrups on hand, to which we invite the attention of the city trade. Nos. 130 & 132 Second street, between Wood and Smithfield, Pittsburgh. jal2-4mdfr

Lyon's Kathairon.—For preserving, restoring, cleansing, and beautifying the hair, alleviating nervous headaches, and curing scrupulous diseases of the skin its reputation, co-extensive with the civilized world, speaks, without all praise superfluous, all exaggeration impossible; and since its discovery has found no substitute to compete its incomparable, its incontestable superiority. Physicians and Chemists—honorable citizens from 18 to 3 score slops of life,—the leading Journals of Europe and America—Ladies who have used it upon their dressing-tables, and Mothers in their Nurseries,—in fact its million patrons everywhere, from pleasure to life-long, pronounce it the most pleasing and effective article either as a Medicinal or Toilet preparation ever produced. Do not fail to give it a trial. Price but 50 cents.

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NELSON'S FIRST PREMIUM DAGUERREOTYPES.

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CITIZENS AND STRANGERS who wish to obtain an excellent 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 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 Roots, of Philadelphia and New York, Mr. F. Batters himself to be able to offer to the patrons of the Art, a style of Daguerreotypes, either singly or in groups, which has never been surpassed. Rooms open and operating in all weathers, from 8 o'clock A. M. to 6 o'clock, P. M. ma9-dawT

NOTICE.—The undersigned, Frederick Lorenz, of the firm of Lorenz, Sterling & Co., and Thos. H. Stewart, of the late firm of Stewart, Lloyd & Co., have this day formed a Copartnership, under the name and style of LORENZ, STEWART & CO., for the purpose of manufacturing Iron and Nails, and have taken the warehouse No. 61 Water street, between Ferry and Short streets, where they have on hand an assortment of the varieties of Iron and Nails, which they offer for sale on accommodating terms. They respectfully solicit the patronage of the public.

FREDERICK LORENZ,
THOS. H. STEWART.

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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 incontestible character:—

Marine, Fire and Inland Transportation Insurance.

THE Insurance Company of North America, Philadelphia—Chartered 1794. Capital $600,000—Assets January 1st, 1853, $1,001,255 50.—Will make insurances on buildings and their contents, in this city and vicinity; also on property of every description, shipped per steamboats and other vessels, either by inland transportation or on the sea.

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This is the oldest Insurance Company in the United States, and from its high standing, long experience, ample means, and dealing all fairly and honorably with the character, it may be considered as offering ample security to the public.

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Comprising one of the largest Stocks in the City, to which the attention of Time and Cash 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 Goods. oc12-4md

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Of the late firm of M'Curdy & Loomis, WHOLESALE DEALER IN

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(SUCCESSORS TO J. KIDD & CO.)

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

Indigestion and Liver Complaint Cured

BY KIER'S PETROLEUM.—Read the following letter from Rev. J. Dickerson, a Missionary in Oregon:

Mr. S. M. Kier—Dear Sir: My child and wife having been greatly benefitted by the use of your Petroleum, I wish to trouble you to send us a few of your dozen bottles. I am the Congregational Minister in this place, and several of my people are affected with indigestion and an inaction of the liver, for which they find your PETROLEUM a sure cure. Send your PETROLEUM, OR ROCK OIL. We took several letters of inquiry last year, which we promised to forward, but we have never enjoyed so good health for years as we have since taken the oil. I had not been a single bottle before that fullness of the stomach which so distresses the dyspeptic was relieved, and I have felt nothing of it since that time. My wife was about to submit to the surgeon's knife for the liver, which had been of several years standing, by the use of your Rock Oil.

Sold by S. M. KIER, Canal Basin, ORO H. KEYSER, 140 Wood st., and Druggists generally. Medicine dealers everywhere. [Papers advertising Petroleum copy.] oc31

Five Hundred Worms Expelled.—Read the following statement from respectable Druggists of the surprising effects of R. A. Fahnestock's unequaled Vermifuge.

OGDENSBURGH, N. Y., Jan. 13, 1853.

Messrs. R. A. Fahnestock & Co.—Gentlemen—Matthew Clark, aged 3 yr. of unbodied variety, residing near town of Lisbon, St. Lawrence County, New York, says that he has a little girl four years old, to whom he gave three doses of R. A. Fahnestock's Vermifuge, which operated in the morning. In the afternoon of the same day she passed at one time SEVENTEEN, and at another, TWENTY-TWO worms. About 10 o'clock, the following night, she passed the incredible number of FIVE HUNDRED AND FIFTY-SEVEN WORMS, amounting in all, 587, in less than twelve hours time. Herself and family were perfectly astonished at such a mass of worms from a child of her age, and have recommended your Vermifuge to all.

Very respectfully, JENNER & RANDALL, Druggists.

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