PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH:

SATURDAY MORNING, JANUARY 21, 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 6 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 5 and 6 o'clock, P. M., and elect 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 County Committee.

THOS. J. BIGHAM, Chm'n. Cor-respondence.

THE ERIE GAUGE QUESTION.—Our readers are probably weary of this question, as we most assuredly are, but as it has become a matter of almost national importance, and has been used greatly to prejudice the public mind against Pennsylvania, it is important that it should be placed in a light so lucid that no one need go astray unless he prefers falsehood to truth. We take the following long extract from an article furnished to the Meadville *Journal* by a gentleman having full knowledge of the subject, and which presents a plain, truthful history of the origin of the present trouble. From this statement the reader will be able to decide who have been most in fault in the first instance, the people of Erie, or those of New York and Ohio.

To understand the exact merits of the matters in dispute between the railroad companies and the citizens of Erie it is necessary to go back to the commencement of the construction of railroads along the Lake Shore. At that time the railroad from Albany to Buffalo had been finished and in operation for several years with a track 4 feet 8½ inches wide, and the railroad from New York to Dunkirk was almost finished with a track six feet wide. The Erie and North East road was commenced and was nearly graded before anything was done towards constructing a road from North East to Dunkirk. The directors of the Erie and North East road entered into an agreement with the directors of the New York and Dunkirk road (generally called the "Erie road") in which the former agreed to lay down the track on their road six feet wide, and the latter agreed to build a road from Dunkirk to the Pennsylvania line at North East with the same gauge, so that there should be one unbroken track six feet wide from Erie to the Hudson river New York. When the people in Buffalo, interested in railroads, learned this they objected to it as giving to the New York and Dunkirk road an advantage over them, as freight for their road would have to be transhipped at Dunkirk, their track being 4 feet 8½ inches wide. The directors of the Erie and North East road then proposed that, if the New York and Dunkirk road (to whom they were bound by a contract) would consent to it, that they would lay down two tracks from Erie to the New York state line, one to be six feet wide and to connect with the Dunkirk and New York road, and the other to be 4 feet 8½ inches wide and to connect with the Buffalo and Albany road, and they were always since then alleged that they were and are ready and desirous to do so. If this proposition had been accepted by those roads it would have placed both of them on a perfect equality and prevented the complaints since made, and the inconvenience since suffered, by a double break of gauge. It did not however, meet the views of the two New York roads and was not answered. The Erie and North East road then proceed to fulfil her engagement with the New York and Dunkirk road, and laid down her track six feet wide. When that road, which moved slowly owing to their own embarrassments, began to make arrangements to build the road from Dunkirk to the state line, she found that the Buffalo directors had cut in ahead of her and had located their line to the state line at the termination of the Erie and N. E. road, and that their friends had also purchased the farms along the state line and at the crossing of the creeks, so that it was impossible, for her to obtain the right of way, and if the law of New York, unless that is done, a parallel road so near to another cannot be built. This underhanded violation of the right of free communication was the origin of all the difficulties which have since occurred. The Buffalo directors then proposed to the New York and Dunkirk directors that if the latter would never agree to give any aid or countenance to any road leading from their road West or South West into Ohio, that they would agree not to lay down their own track of 4 feet 8½ inches, from Buffalo to the state line, but would lay down the Ohio gauge which is four feet 10 inches, (a gauge be it remembered differing from every other gauge in the state of New York) in which case they would join in compelling the Ohio gauge to the state line, and alter their track to the Ohio gauge. The directors of Dunkirk and York road refused to agree to this arrangement: and the road from Buffalo to the state line was made with the Ohio gauge.

About the same time the people of Cleveland entered the state of Pennsylvania under the fraudulent pretence of the Franklin Canal Company's charter and built a road from Erie to the Ohio line. In doing this they took possession of the ground rightfully belonging to the Pittsburgh and Erie railroad who were about commencing work on the same, and secretly defeated the building of that road, which otherwise would have been built by this time. The Supreme Court have pronounced this Franklin Canal road to be an outrage against the sovereignty of the State, and a fraud of the most unblushing kind.

The Directors at Buffalo having attained their ends by craft and cunning, and the Cleveland Directors theirs by open contempt and defiance of the laws of the State, have ever since been engaged in an endeavor to change the gauge of the Erie and North East Road to the Ohio track. To do so it was deemed necessary to create public odium against the citizens of Erie, and the State of Pennsylvania, and the Buffalo and Cleveland papers have been filled with misrepresentations of both. Travelers have been told that the double break of gauge which existed was owing to the selfishness of the people of the State. Having as they thought, got their own opinion and feeling sufficiently on their side, and having purchased the majority of the stock, they proceeded this winter to change the gauge.—The citizens of Erie, alleging that such a change was detrimental to the interests of the public at large, under the direction of the Mayor removed the track and bridges where they crossed into the streets of the city, and the citizens of Harbor creek township removed a bridge and covered the track where they interfered with a former public road.

This brings us to the present situation of affairs, and we say that if the attempted change of gauge will benefit commerce and will facilitate the interchange of commodities more than any other arrangement then let it be made by all means. Whether it will do so or not is, we conceive, the great question which concerns the business of the public. To decide it we must appeal to facts and to those who are conversant with the operations of the Lake Shore road. Almost all the merchants in this region who purchased goods in New York last winter and spring, before navigation opened, forwarded them by the N. Y. and Dunkirk road. Weeks passed by and their goods did not arrive, and they were forced to leave their business to go and look them up. They found them in Dunkirk with hundreds of tons of other merchandise, waiting an opportunity to be forwarded over the Lake Shore road. They found merchants there from all parts of the West on the same errand. On enquiring why their goods were not forwarded they were informed that the Lake Shore road was controlled in Buffalo and was owned principally by those interested in the Buffalo and Albany road, and the cars were loaded in Buffalo for the State line, and were there again reloaded for Buffalo so that there were no cars to take the freight from Dunkirk except when there was not sufficient of it in Buffalo to fill them. Now we ask if this arrangement benefits commerce or adds to the facilities for forwarding freight? Directly the contrary, for it leaves but one route available to every one who wants to get his goods early.

The writer of the foregoing article is in favor of the Legislature requiring a change of gauge at Erie, in order that the route may not be controlled adversely to Pennsylvania interests, and to the manifest inconvenience of her people. We do not agree with this opinion. The Lake Shore Railroad has no doubt been, and will continue to be, controled by interests adverse to Pennsylvania. It is a New York road, was built by New York money, and is controlled to suit New York interests. Pennsylvania has no right to complain if it fulfils the object of its creation. Let it remain, (always providing that the honor of the State is vindicated against the fraudulent Franklin Canal Company's road,) to fulfil its destiny for the benefit of the trade and travel of New York. There is a better way for Pennsylvania to defend her interests. Let the Sunbury and Erie road construct a rival line from Erie to Cleveland, or to such other point in Ohio as will enable it to compete with New York for the trade of the West. It is folly to suppose one Railroad can do the work of three. One road from Erie to Cleveland can never do the business of the New York Central, the New York and Erie, and the Sunbury and Erie roads. It is necessary for the prosperity of these roads that some other outlet than the Lake Shore road should be provided, when the lake is closed. If the Sunbury and Erie road supposes that it can do a prosperous business when completed to Erie, merely by compelling a break of gauge there, and depending on one Railroad, it is wofully mistaken. We hope the gauge law will never be re-enacted, but that the largest liberty will be granted to build Railroads to suit the convenience and wishes of those who invest their money in them, and that no attempt will be made to restrict commerce between the States.

Pennsylvania has no reason to fear the competition of the New York line on the North, or of the Baltimore line on the South. Her own great Central Line, the most magnificent Railroad in the Union, if judiciously managed, has advantages so decided that it can put competition almost at defiance. Having such vantage ground, let us away with all petty jealousies, and trust alone to the facilities and advantages we offer for our just share of the trade and travel of the West.

THE WHIG ALMANAC, published by Greely & M'Elrath, of the New York Tribune, has made its welcome appearance on our table. It is a most valuable annual to the politician, and for all who desire to be kept posted up on the political movements of the age.

FROM WASHINGTON.

Correspondence of the Pittsburgh Gazette.

WASHINGTON CITY, January 17, 1854.

There was something of a scene in the House to-day, in which the Hardshells made a better appearance than they have done on any former occasion.

Mike Walsh, of N. Y., made a characteristic speech, very free in his censures of the soft shells, and closely bordering upon the abusive, but destitute of point, dignity, or originality. Mike gave the Free Soilers what he considered a very severe dressing, but which appeared to the House a very common-place and malicious attack upon their standing as Democrats. Judge Smith, of Alabama, replied to Mike; ridiculed the New York divisions, and illustrated them by the story from Gulliver, which speaks of a nation of pigmies that had been divided into parties for some centuries over the great question whether an egg should be broken at the big or the little end.—This roused the rage of Mr. Cutting, who sprang to the floor and desired leave to define his position as Prince of the Hardshells. Leave was given, and for about half an hour Mr. Cutting poured forth a torrent of brilliant and eloquent invectives upon the Softs, and of praise upon the motives and character of his own faction, which instantly awakened the interest of the House, and excited its enthusiasm to the highest pitch. I did not happen to be present, but I learn that he made the most forcible and telling attack upon the administration in connection with its Free Soil appointments, and upon the action of its party friends in New York, that has yet been heard in the House. After Gerrit Smith's, it was unquestionably the speech of the session.—It was greeted with applause more befitting an audience of a second rate theatre, than the Congress of the United States, and when Mr. Cutting had concluded he received the warm congratulations of his Union-loving friends.

But Mr. Cutting will not have the field all to himself. He will be replied to to-morrow, by one who understands the politics of New York, out of which this miserable feud has grown, as well as himself, and he will be invited to answer this awkward question. How happens it that a man who plumes himself upon his high notions of personal honor, could only one year ago earnestly solicit and receive the votes of Free Soilers to gain his own election, and then from the very seat which he holds by their support and favor, denounce them as traitors to their party and their principles, unworthy of association with honorable men, and of the recognition of the party? Mr. Cutting is exactly the man who has done this thing, and it appears to me that he occupies a position not particularly consistent with the rigidity of his notions.

To complete the harmony of the day's proceedings, Ex-Governor Foote, that noble-hearted pacificator, who wanted to set a Mississippi mob on Hale to hang him up for his abolitionism, and to shoot Benton in the Senate, closed the day with a stump speech in the dining room of the National Hotel, where he had the brazen impudence to denounce resistance to the proposed repeal of the Missouri Compromise, as an attempt to revive agitation by forcing the Wilmot Proviso on the South. Considering the Missouri Compromise as an "organic law," thirty-five years old, the sublime audacity of this falsehood is fully up to the character of its author. Foote announced that he was on his way to California to practice law. It is some consolation to be assured that we are to be relieved of the presence of any such an inveterate agitator. It appears to me that Foote is about the most complete example of an incendiary demagogue which our time has produced.

I supposed, yesterday, that Dixon's proposition for the repeal of the Missouri Compromise was an independent resolution. It is an amendment to the Nebraska territorial bill, and as such a rather bolder sample of treachery and political rascality than if offered by itself. However, it is a long road that has no turning, and as slavery thus breaks treaties proposed and carried by itself, it will establish the policy that no compact can be binding in her favor.

The morning business of the Senate was not of great importance. The select committee on French Claims reported a bill for their payment. The Senate then went into Executive session, and confirmed a large number of Collectors and other revenue officers. The Collector of New York came up, but was passed over because a Whig objected to him. But he will be ultimately confirmed without serious trouble. JUNIUS.

THE EXTRAVAGANCE OF THE AGE.—The New York Tribune has some excellent remarks on this subject, from which we take the following extract:

Even if the rich only, including those who mistakenly suppose themselves so, were infected by this mania of extravagance, its evils would be far less formidable. But there are some thousands of Mechanics and Artisans in our city who have received during 1852 from fifty to two hundred per cent. more recompense for their labor than sufficed them a few years ago, while the necessary cost of their subsistence has not been twelve per cent. more than it was then.—How much of the surplus have they saved? Some of them, we know, have lived frugally, but they are exceptions to a very general rule. Many an artisan or clerk who formerly lived on nine or ten dollars per week, and only asked to have the same and save money by the operation as well as the appearance of their stock. Price, 25 cts. a paper, 5 pa. per fa $1. GEO. KEYSER, corner Wood st. and Virgin alley, Wholesale and Retail Agent.

SELLING OFF TO REMOVE.—James Robb, No. 129 Market street, Pittsburgh, will offer his present large stock of Boots, Shoes and Rubbers, at wholesale for prices, until the 10th of February, 1854, when he hopes to remove to his new store, on Market street, which he is intending fitting up with an entirely new stock. The public are respectfully invited to call and examine his present prime stock, at unusually great bargains, previous to removal.

☞ Remember the place, No. 100, Market street, between Fifth and Liberty streets. ja21md

From the National Intelligencer.

WASHINGTON CITY, Mar. 15th, 1853.

Medical Advertiser by Persons in Sickness and in Health.—I am just in receipt of a fresh assortment of the above Medicines, and a lot of his valuable books for distribution, of which the public are invited to call and accept a copy gratis.

G. H. KEYSER, 140 Wood street.

STATE MUTUAL

FIRE AND MARINE INSURANCE CO. OF PENNSYLVANIA.

BRANCH OFFICE—Corner Fourth and Smithfield streets, Pittsburgh. CAPITAL, $250,000. INCORPORATED—John P. Sutherland, Dauphin Co.; W. C. Hamilton, Banker, Pittsburgh; A. A. Carrier, Pittsburgh; A. J. Gillett, Harrisburgh; S. Elder, Pittsburgh; Robert Klotz, Carbon Co.; John B. Rutherford, Dauphin Co.

JOHN B. RUTHERFORD, President.
A. J. GILLETT, Vice President.
A. A. CARRIER, Actuary.

The above Company will insure against perils of sea and inland navigation and transportation; also, on buildings and merchandize 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. [ac4tmay11-34

SHRIVER DILWORTH & CO.,
WHOLESALE GROCERS AND COMMISSION *MERCHANTS.*

Nos. 130 and 132 Second street, between Wood and Smithfield, Pittsburgh, and Agents for Lee & Kirkpatrick, Sugar Refiners, Philadelphia—a full assortment of Refined Sugars and Syrups on hand, to which we invite the attention of the city trade.

SAM'L P. SHRIVER. GEORGE SHRIVER. JOHN S. DILWORTH
SHRIVER DILWORTH & CO., Wholesale Grocers and Commission Merchants, and Agents for Lee & Kirkpatrick, Sugar Refiners, Philadelphia—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. ja12-4md

Lyon's Kathairon.—For preserving, restoring, cleansing and beautifying the Hair, allaying nervous Head-ache, and curing eruptive diseases of the skin and scalp, co-extensive with the civilization of the globe, makes all pretentious, all exaggeration impossible; and since its discovery has found no substitute to compete its incontested, its incontestable superiority. Prepared by Chemists—honorable citizens from all profession of life,—and the Journals of Europe and America, Mothers in their Nurseries,—in fact its sailing patrons from piebalans to kings, 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 25 cents.

D. S. BARNES, Proprietor, 121 Broadway, N. Y.

Sold in Pittsburgh by H. E. Sellers, C. Fraser, Benj. Page, Jr., Fleming Bros., and Blair & Keller. de21-1m

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

CITIZENS AND STRANGERS who wish 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, best and cheapest 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 Boots, of Philadelphia, Mr. F. flatters himself to be able to offer to the patrons of the city a style of Daguerreotypes, either singly or in groups, which has never been surpassed. Rooms open and operating in all weathers, from 9 o'clock A. M. to 6 o'clock, P. M.

NOTICE.—The undersigned, Frederick Lorenz, of the firm of Lorenz, Sterling & Co. and Thomas H. Steward, of the late firm of Steward, Lloyd & Co., have this day formed a Copartnership, under the name and style of LORENZ, STEWART & CO. for the purchasing of Farmers' Bank of Reading issued $60,072, and the Farmers' Bank issues $56,669 have been redeemed, leaving $3,403 yet in circulation. The whole of the regular issue of the Berks County Bank has been redeemed. But this Bank made an over-issue of $28,501, for the redemption of which the State became responsible, and has redeemed the sum of $27,408, leaving $1,093 in circulation. It is probable that the most of them have been destroyed by the "wear and tear", to which they were subjected, and therefore will never come home for redemption.—*Norristown Register.*

The venerable Bishop Soule, senior Bishop of the Methodist Episcopal Church South, left Nashville for California, on the 26th of December The Bishop was to leave New Orleans for Aspinwall, on the 7th inst.

NORTH WESTERN RAILROAD.—At an election held in this borough, on the 9th inst., the following named gentlemen were elected officers of the North Western Railroad Company, for the ensuing year:

President—Charles C. Sullivan.

Directors—John Graham, S. A. Purviance, J. N. Purviance, Jno. M. Sullivan, S. M. Isaac, A. N. Meylert, John L. Leech, John M'Farland, W. Maher, R. W. Cunningham, A. L. Crawford, David Sankey.

A committee of the Directors are now in Philadelphia, awaiting the action of the Councils in relation to the subscription of $750,000 to the capital stock of the Company. It is expected that we will soon have definite news in regard to it.—*Butler Whig.*

A cannon loading at the breech, has been invented by Dr. Church, of England. By this process of loading, heavy ship guns can be fired five times in a minute, by two men, and a field piece six times in a minute.

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. ja18

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

ALBION, ERIE CO., PA., November 22, 1853.

Messrs. Burke & Barnes—Dear Sirs—Your two letters were duly received. I was absent at the time. I would say in regard to your safe. I consider it the best. Fright of you last fall, on the morning of the 10th of June last, our store took fire. Flames burned through the roof. It was built of wood and brick—a large three story building. The fire, and fell into the cellar, where there was a large amount of oil. It was a very hot fire, but

My safe and book accounts that were in the Safe, amounted to about Two Thousand Dollars, which was saved. There was not a single paper injured, and the books were in no time, but buy a safe to keep their papers in, for I consider it one that is good. I can safely recommend your safe to any one. Yours, Truly,

JOHN CLARKE.

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

REMOVAL.
LOGAN, WILSON & CO.,
Importers and Wholesale Dealers in
FOREIGN AND DOMESTIC HARDWARE, CUTLERY, &c.

Have removed to their new and extensive store, No. 52 Wood street, four doors above the St. Charles Hotel, where their customers, and merchants generally, are invited to call and examine for themselves the most complete assortment ever offered in this city. de23-dtf

Girard Fire and Marine Insurance Co. OF PHILADELPHIA.

OFFICE OF PITTSBURGH AGENCY, corner Fourth and Smithfield streets. CAPITAL, $500,000.

DIRECTORS—Wm. M. Irwin, J. F. Stelger, H. A. Shackelford, Paul Thurlow, E. H. Rogers, Thos. Craven, Mitchell, Samuel Jones, B. B. Comegys, Thomas Craven, Wm. H. Rogers, Jr., Wm. Maris, Jr., Charles Snyder, Wm. Darker, Alex. Hetrick, Jr., Furman Sheppard.

Will insure Cotton or Woollen Factories, Steamboats, Buildings, Stores, Merchandize and property generally, on the most favorable terms. de8-6mdly

Death from Rupture.—There are thousands of persons who are afflicted with a Rupture or Breach, who pay little attention to the disease until the bowels become strangulated, when in all probability it may be too late. How important it is, then, for all those suffering from any form of "Rupture of the Bowels," to call at once upon Dr. KEYSER, at his Wholesale and Retail Drug Store, corner of Wood street and Virgin alley, and procure a TRUSS, to retain the rupture, or hernia of the bowels. Dr. KEYSER has an office back of the Drug Store where Trusses are applied, and warranted to give satisfaction. He also has every variety of Trusses that you can name, and at any price, to suit the means of every one in need of the article. I also keep every kind of *Supporters, Shoulder Braces, Suspensory Bandages, Elastic Stockings,* for enlarged veins, and all kinds of mechanical appliances used in the cure of disease.

I would respectfully invite the attention of the public to an excellent article of *TRUSS FOR CHILDREN*, which invariably effects cures in a very short time.

DR. KEYSER'S DRUG STORE AND TRUSS DEPOT corner of Wood street and Virgin alley, No. 140, sign of the Golden Mortar. ja17

New Discoveries.
VEGETABLE CATTLE POWDER—These Powders are put up in one pound packs and are really a good article, for not only the diseases incident to *horses cows, swine* and other animals, but they will likewise an excellent article to improve the condition of the animal. *Milch Cows*, they not only improve the condition of which they are fed, but increase the quantity as well as improve the quality of milk and butter. Farmers and proprietors say that it increases the quantity of butter from three to four pounds a pound a week to each cow, while those persons who have kept cows for years say that a pound and a half to two pounds per week with the same kind of feeding as before. Of one thing we are certain, all who use it once will use it always. Try it and save money by the operation as well as improve the appearance of their stock. Price, 25 cts. a paper, 5 pa. pers for $1. GEO. KEYSER, 140 Wood st. and Virgin alley, corner Wood st. and Virgin alley, Wholesale and Retail Agent.

SCOTCH HILL MARKET.—The Butchers have abandoned the Diamond Market House, and their customers with choice meats on the regular market days and evenings, at Scotch Hill Market House. The Farmers and those having produce, &c., for sale will find it to their advantage to attend. We hope the citizens will favor us with their undivided patronage.

BUTCHERS ASSOCIATION.

BURKE & BARNES' SAFES.—Here is the kind of testimony as to the value of our SAFES, upon which we confidently rest the reputation of our work We have already published several certificates, proving their utility, but the following is the strongest yet received, and is solid abroad, have been subjected to the SEVEREST TESTS OF 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, $500,000. Assets January 1st, 1853, $1,000,000. Continue risks on buildings and their contents. Will make Insurances on the property of every description, shipped per steamboats and other conveyances either by inland transportation or on the seas.

DIRECTORS:

Arthur G. Coffin, Pres't, Samuel Grant,
Edward Smith, John B. Penrose,
John A. Brown, Richard D. Wood,
Samuel F. Smith, William Welsh,
Francis Brooks, Edward Darlington,
Charles Taylor, S. Austin Allibone,
Ambrose White, Wm. E. Bowen,
Jacob R. Smith, James C. Dickson,
S. Morris Waln, H. L. Sherrerd.

This is the oldest Insurance Company in the United States, and from its high standing, long experience, ample capital, and avoiding all risks of an extra hazardous character, it may be considered as offering ample security to the public.

WILLIAM MARTIN, Agent,
80-and 81 Water street.

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 on the afflicted, for we find by our notices many have been induced to take these Bitters, and have been rescued from death by Dyspepsia Liver Complaint, &c., for these we feel it is certain. It is prepared and sold only by Dr. C. M. Jackson, at the German Medicine Store, No. 120 Arch street, Philadelphia.

Medicine Chests.—Dr. KEYSER, Wholesale Druggist, of 140 Wood street, has on hand a splendid assortment of MEDICINE CHESTS for families and steamboats, at various prices. Those in want of articles of this kind would do well to give him a call. ja18-dtf

A Great Cure by Dr. Keyser's Pectoral SYRUP.—I live in Peebles Township, Allegheny County.—I had a coughing and spitting, which commenced about the 4th of February last, and continued for eight whole months. I employed the best physicians in the country, and my cough continued unabated, until early in October, when Dr. Keyser's was advised to try your PECTORAL COUGH SYRUP, which I did, and before I had taken one bottle, I was entirely free from coughing and spitting. I had despaired of ever getting well, and I think it should be known to the public that a valuable remedy will do for others what has done in my case. JOHN C. LITTLE, Peebles Tp.

Witness—B. M. Kerr.
Pittsburgh, Dec. 31, 1853. ja18-d&wtf

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 kind. There are two Frame Houses, and pleasantness of location, this property cannot be surpassed. It contains a little over six acres. I will sell the whole together, or divide it to suit purchasers.

THOMAS J. CAMPBELL,
No. 119 Water street.

Ladies Fancy Furs.

M'CORD & CO. would most respectfully invite the attention of Ladies to their large and complete stock of FANCY FURS, now opening, comprising in part Sable, Stone Martin, Fitch, Lynx, Cat, Carmine, Siberian Squirrel, Rock Martin, Ermetts, Coney, Mink and Dowse Muffs, Victorines, Tolmasair Cuffs, Boas, &c., corner Wood and Fifth streets.

A. H. HOLMES & BRO.,
MANUFACTURERS OF
SOLID BOX VICES, SLEDGES, PICKS, MATTOCKS, CROWBARS, &C.,
Timber Screws, Bridge Bolts, Car Bolts, WASHERS, COTTON, TOBACCO, AND HEMP SCREWS.
PITTSBURGH

OFFICE, 25 WOOD ST., BETWEEN FIRST AND SECOND. All kinds of Blacksmith Work for Steamboats, &c., done at the shortest notice, and at the lowest prices.

☞ All work warranted equal to any manufactured. ja20

HOME
INSURANCE COMPANY,
NEW YORK.
CASH CAPITAL, $500,000!
R. C. LOOMIS, Agent.
No. 59 Wood street, *Pittsburgh.*

DIRECTORS:

Simeon L. Leonard, ... late of the Mtna. Hartford
Lemuel Curtiss, ... late of Corning & Co
Theodore Allen, ... Firm of Brown & McNamee.
Richard Bigelow, ... Firm of Dunn & Co.
Wm. H. Weldon, ... Firm of Cattin, Mellin & Co.
George Bliss, ... Firm of Bliss & Stone.
Wm. Bliss, ... Firm of Bliss & Stone.
Oliver R. Bliss, ... Firm of Geo. Mahoney & Co.
Wm. F. Burnett, ... Firm of Willard & Wood.
Henry O. Fitzgerald, ... Firm of Stone & Starr.
Isaac Lowe, ... Firm of Rapp & Bowen.
Charles D. Hitchcock, ... Firm of James Low & Co.
John B. Hutchinson, ... Firm of C. M. Hatch & Co.
Wm. Hamilton, ... Firm of Hamilton & Sandford.
Charles A. Hackley, ... Firm of A. & A. Lawrence & Co.
Charles Partridge, ... Firm of Partridge & Lyon.
Levi P. Morton, ... Firm of Lewis Atterbury jr. & Co.
Jason T. Dwight, ... Firm of Morgan & Co.
Jason T. Dwight, ... Firm of Trowbridge, Dwight & Co.
Charles P. Baldwin, ... Firm of Nelson & Co.
Charles Partridge, ... Firm of Baldwin, Starr & Co.
George D. Morgan, ... Firm of Sherman & Collins.
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