THE DAILY PITTSBURGH GAZETTE.

ESTABLISHED IN 1786. PITTSBURGH, FRIDAY MORNING, JANUARY 27, 1854. VOLUME LXVII—NUMBER 140.

PITTSBURGH GAZETTE:

PUBLISHED DAILY AND WEEKLY BY
WHITE & CO.
D. N. WHITE.] [SAMUEL HAIGHT.
OFFICE ON THIRD STREET, NEXT DOOR TO THE POST OFFICE.

TERMS:

DAILY—Six dollars per annum, payable half yearly in advance.

WEEKLY—Two dollars per annum, in advance. Clubs will be supplied on the following conditions:

Three copies per annum		$5 00
Six copies	do	9 00
Ten copies	do	12 00
Twenty copies	do	20 00

The package for each club to be addressed to one person, and to be paid invariably in advance. No club papers will be sent after the year expires, unless the money is sent for a renewal.

RATES OF ADVERTISING:

One square, (10 lines of Nonpareil or Agate,) one insertion		$0 50
Do	each additional insertion	0 25
Do	one week	1 75
Do	two weeks	3 00
Do	three weeks	4 00
Do	one month	5 00
Do	two months	7 00
Do	three months	9 00
Do	four months	10 00
Do	six months	11 00
Do	twelve months	18 00
Standing Cards, (5 lines or less per annum) (one dollar for each additional line.)		6 00
One square, changeable at pleasure, (per annum,) exclusive of paper		25 00

For each additional square, inserted over one month, and for each additional square inserted under the yearly rates, half price.

Advertisements exceeding a square, and not over fifteen lines, to be charged as a square and a half.

Publishers not accountable for legal advertisements beyond the amount charged for their publication.

Announcing candidates for office to be charged the same as other advertisements.

Advertisements not marked on the copy for a specified number of insertions, will be continued till forbid, and payment exacted accordingly.

The privilege of annual advertisers is strictly limited to their own immediate business, and all advertisements for the benefit of other persons, as well as all advertisements not immediately connected with their own business, and all classes of advertisements, in length or otherwise, beyond the limits engaged, will be charged at the usual rates.

For all such transient advertising, bills will be separately rendered, and prompt payment is desired.

All advertisements for charitable institutions, fire companies, ward, township, and other public meetings, and such like, to be charged half price, payable strictly in advance.

Marriage notices to be charged 50 cents.

Death notices inserted without charge, unless accompanied by funeral invitations or obituary notices, and when so accompanied, to be paid for.

Regular advertisers, and all others sending communications, or requiring notices designed to call attention to Fairs, Soirees, Concerts, or any public entertainments, where charges are made for admittance—all notices of private associations—every notice designed to call attention to private enterprises, calculated or intended to promote individual interest, can only be inserted with the understanding that the same is to be paid for. If intended to be inserted in the local column, the same will be charged at the rate of 10 cents per line.

Bishop or notices to be charged triple price.

Tavern License Petitions $2 each.

Real Estate Agents' and Auctioneers' advertisements not to be classed under yearly rates, but allowed a discount of thirty-three and one-third per cent. from the amount of bills.

WEEKLY OR TRI-WEEKLY IN DAILY PAPERS.

One Square, three insertions		$1 50
Do.	each additional insertion	37

ADVERTISEMENTS IN WEEKLY PAPER.

One Square, (10 lines,) one insertion		50 cents.
Do.	each additional insertion	25 cents.

All transient advertisements to be paid in advance.

RATES OF DISCOUNT.

CORRECTED DAILY FOR THE PITTSBURGH GAZETTE, BY
N. HOLMES & SON, Brokers,
No. 57 Market st. between Third and Fourth sts. Pittsburgh.

PENNSYLVANIA.			
Bank of Pittsburgh	par	Branch at Xenia	do
Exchange Bank of do	par	Branch at Youngstown	do
Mer. and Manuf's of do	par	City Bank, Cincinnati	do
Bank of Commerce	par	Commercial Bk.Cinc'i	do
Bank of North America	par	Franklin Bank	do
Bank of North Liberties	par	Lafayette Bank	do
Bank of Pennsylvania	par	Ohio Life Ins. & Trust Co.	do
Bank of Penn Township	par	Western Reserve Bank	do
Bank of ...	par	Bank of Massillon	do
... United States	12	Small Notes	do
... of Pa.	par	NEW ENGLAND.	
... Bk.	par	All solvent Banks	¼
		NEW YORK.	
		New York City	par
		MARYLAND.	
		...	par

			Div. 1853, $16 New Stock.
	18	19	
	3	7	
	3	2	
... Royal	6	4	
	3	2	
	4½	3¾	
Adventure	18		
Merchant	6		
Douglass Houghton	6	5	
Ontonagon			
Ohio Trap Rock	21	21	
Ridge	1	5	
Fire Steel	4	2	
Collins	3	1	
Aztec	1½	1	
Bluff	2½	2	
National	23	21	
Avery	3		
Forest	11		
Phoenix	1		
Norwich	11½	10¼	

EXCHANGE AND BANKING HOUSE OF
A. WILKINS & CO.,
United States Bank Building, No. 71 Fourth street, PITTSBURGH, PA.

FOREIGN and Domestic Exchange, Coin, Bank Notes and Land Warrants, bought and sold. Collections made throughout the Union. Business paper discounted and loans negotiated. Stocks bought and sold on Commission. Money received on deposit, and interest allowed when left for a specified time. dec3

GEORGE E. ARNOLD & CO.
BANKERS.
DEALERS IN EXCHANGE, COIN, BANK NOTES, &c., No. 74 Fourth street, opposite Bank of Pittsburgh. All Transactions at most liberal rates. oc13&wT

PORTABLE THRASHING MACHINES AND SEPARATORS.

WARRANTED to be thoroughly built, and to work well; made and sold by G. W. CARROL, opposite Shoenberger's Rolling Mill, 248 Penn street, Pittsburgh. The Thrashing Machines are beautiful, simple and compact, are easily removed from place to place, and may be used with equal convenience in barn or field. No machine runs lighter, thrashes faster, or makes better work. More than 3,000 of them are now in use in the Western States, and as many East of the Mountains. Many of them have thrashed from 80 to 100,000 bushels each; and, on thorough trial, they have been recommended by those who use them, to be as complete, and to work as well as any in the world.

The Separator is Rook's Patent, and is attached to the Thrasher, and completely separates the straw and chaff from the grain, and has given entire satisfaction wherever tried. my22:lyT

ADMINISTRATORS NOTICE.—Notice is hereby given that letters of Administration have been granted to the subscriber on the Estate of Agnes Stewart, late of South Fayette Township, Allegheny county, deceased. All persons knowing themselves indebted to said estate, are requested to make immediate payment; and all having claims, to present them, properly authenticated for settlement. JOHN HANNA, South Fayette Township. de14-6twT

LOOK HERE: About 70 acres of well improved Land, 4½ miles from the city, and must be sold, as the owner is going West, and will be offered at $65 per acre. Enquire of THOMAS WOODS, de24-t 45 Market street.

BUSINESS CARDS.

ATTORNEYS.

J. S. MORRISON, Attorney and Counsellor at Law. Office removed to No. 44 Grant street, near Fourth, Pittsburgh, Pa.

J. W. HALL, Attorney at Law. "Bakewell's Buildings," Grant street, between Fourth and Diamond Alley. au30-wlyT

ROBERT POLLOCK, Attorney at Law—Corner of Fifth and Grant streets, opposite the Court House steps, Pittsburgh. my24-y53

D. CRAIG, Attorney at Law, New Castle, Lawrence County, Pennsylvania. Refer to Hon. Walter Craig, Cross Creek; J. Dunlop, Esq., Hampton & Smith; Kramer & Rahm; H. Childs & Co.; Logan, Wilson & Co.; H. Lee. ap28-dly

JAMES J. KUHN, Attorney at Law, office Fourth street, near Grant, Pittsburgh. ja15-dly

R. P. SPALDING, Attorney and Counsellor at Law, Cleveland, Ohio. References—A. W. Loomis, Shaler & Stanton. 6b3-dly3*

FRANCIS C. FLANEGIN, Attorney at Law, No. 170 Fourth street, Pittsburgh.

JASPER E. BRADY, Attorney at Law, No. 89 Fifth street, Pittsburgh.

BANKERS AND BROKERS.

ALLEN KRAMER....EDWARD RAHM....FLORENCE KRAMER.

KRAMER & RAHM, Bankers and Exchange Brokers. Buy and sell Gold and Silver and Bank Notes, negotiate loans on Real Estate or Stock Securities, purchase Promissory Notes, and Time Bills on East and West. Buy and sell Stocks on Commission. Collections made on all points in the Union. Office corner of Third and Wood streets, directly opposite the St. Charles Hotel. my1-ly

H. D. KING, Coin, Stock and Exchange Broker, Fourth street—Buys and sells Stocks on Commission; Exchange on Eastern cities supplied at current rates. Collections made on the West at low rates; Western Bank Notes Bought and sold. jy28

WATERMAN PALMER....JOSHUA HANNA....WM. K. HART.

PALMER, HANNA & CO., Successors to Hussey, Hanna & Co., Bankers, Exchange Brokers and dealers in Foreign and Domestic Bills of Exchange, Certificates of Deposit, Bank Notes and Specie—N. W. corner of Wood and Third streets. Current Money received on Deposit. Sight Checks for sale, and collections made on nearly all principal points of the United States.

The highest premium paid for Foreign and American Gold.

Advances made on consignments of Produce, shipped east, on liberal terms.

WM. H. WILLIAMS....J. B. M'VAY.

WM. H. WILLIAMS & Co., Bankers and Exchange Brokers, North East corner of Wood and Third streets, Pittsburgh. All transactions made on liberal terms, and collections promptly attended to. ja8-ly

A. WILKINS & CO., Exchange Brokers, No. 75 Fourth street, opposite the Bank of Pittsburgh. All transactions at most liberal rates. jy19

WM. LARIMER, Jr., Banker and Broker, 4th street, No. 66, adjoining the Bank of Pittsburgh.

N. HOLMES & SON, Dealers in Foreign and Domestic Bills of Exchange, Certificates of Deposits, Bank Notes and Specie, No. 60 Market street, Pittsburgh. Collections made on all the principal cities throughout the United States.

COMMISSION &C.

WM. A. McCLURG, Dealer in Fine Teas, Choice Family Groceries, Wooden and Willow Ware, corner of Wood and Sixth Streets. Is now receiving a large assortment of Fresh Goods, in addition to his already extensive stock, purchased from first hands in the Eastern markets, which will be sold at the lowest market prices. Hotels, Steamboats, and Families, buying by the quantity, supplied at wholesale rates. Goods delivered in the city free of charge. ap18

J. & A. M'BANE, Commission and Forwarding Merchants, dealers in Wool and Produce generally; also, Pittsburgh Manufactures, No. 114, Second street, Pittsburgh. au6-ly

... WELLS & CO., Commission Merchants ... Wholesale Dealers in Bacon, Fish, Flour, Dried ... Country Produce generally. No. 325 Liberty ... Canal Row, Pittsburgh. [ap14-y23

... McALPIN & CO., Wholesale Dealers in Provisions, Metals and ... No. 242 and 244 Liberty street.

... THOMAS K. FREDERICK. ...CK, Wholesale Grocers ... and Commission ... Pittsburgh. ... All goods ... ap15

... E. ROBISON. ... Grocers, ... Merchants, No. ... ja10

[The remainder of this column is torn away; fragments: "...to S.", "...rding", "...rally.", "...com-", "...turers.", "...handise,", "...vill. In all", "I pledge my...", "Commis-", "Pittsburgh", "...6th street,", "...ors to", "...rward-", "...Goods.", "...and", "...ale", "...the Ma-", "...ater, and", "...sep15", "...holesale", "...Water", "...iro-", "...hole-", "...ealers", "...Pitts-", "...g and", "...ttsburgh.", "...nd Dealer", "...o. 55 Market", "...tsburgh.", "...er and Whole-", "...Carpeting, Floor Oil", "...overs, Window Shades", "...rket street.", "...E, Dealer in Hides,", "...erty street, (sign of the Golden ...) keep on hand, at all times, a general ... for Shoemakers and Saddlers' Findings, Tools, &c. BARD & DE LANGE.", "...& PATTON, Wholesale and Retail Grocers, on the Eastern side of the Diamond, ... Pa."]

GROCERS.

ROBERT MOORE, Wholesale Grocer, Rectifying Distiller, Dealer in Produce, Pittsburgh Manufactures, and all kinds of Foreign and Domestic Wines and Liquors, No. 216 Liberty street. On hand a very large stock of superior old Monongahela Whiskey, which will be sold low for cash.

OLIVER BLACKBURN....GEO. B. JONES.

O. BLACKBURN & CO., Wholesale Grocers, Boat Furnishers, and Dealers in Produce and Pittsburgh Manufactures, Oils, Pitch and Oakum always on hand at their Warehouse, 141 Water street, Pittsburgh. sep12y

ISAIAH DICKEY....ROBERT DICKEY.

ISAIAH DICKEY & CO., Wholesale Grocers, Commission Merchants, and Dealers in Produce, No. 56 Water street, and 107 Front street, Pittsburgh.

JOHN M'GILL....JAMES D. M'GILL....WALTER C. ROE.

M'GILLS & ROE, Wholesale Grocers and Commission Merchants, No. 194 Liberty street Pittsburgh.

WM. BAGALEY....JOHN S. COSGRAVE,
W. H. WOODWARD....RALPH BAGALEY,
JOHN ATWELL.

WM. BAGALEY & CO., Wholesale Grocers, Nos. 18 and 20 Wood street, Pittsburgh.

WILLIAM A. M'CLURG, Grocer and Tea Dealer, corner of Wood and Sixth streets, has always on hand a large assortment of choice Groceries and fine Teas—Foreign Fruits and Nuts, Wholesale and Retail. Dealers supplied on the lowest terms.

ROBERT DALZELL & CO., Wholesale Grocers, Commission Merchants, Dealers in Produce and Pittsburgh Manufactures, No. 253 Liberty street, Pittsburgh.

JOHN D. WICK....DAVID M'CANDLESS.

WICK & McCANDLESS, successors to L. & J. D. Wick, Wholesale Grocers, Forwarding and Commission Merchants, Dealers in Iron, Nails, Glass, Cotton Yarns, and Pittsburgh Manufactures generally, corner of Wood and Water streets, Pittsburgh.

A. CULBERTSON, Wholesale Grocer and Commission Merchant, Dealer in Produce and Pittsburgh Manufactured Articles, 105 Liberty street, Pittsburgh.

JOHN FLOYD....RICHARD FLOYD.

J. & R. FLOYD, Wholesale Grocers, Commission Merchants, and Dealers in Produce—Round Church Building, fronting on Liberty, Wood, and Sixth streets, Pittsburgh.

WM. BAGALEY....JOHN S. COSGRAVE,
W. H. WOODWARD....RALPH BAGALEY,
JOHN ATWELL.

BAGALEY, WOODWARD & CO., Wholesale Grocers, No. 221 Market street, Philadelphia.

DENTISTS.

J. SCOTT, Dentist, Fourth street, five doors west of Market. Office hours from 9 A. M. to 5 P. M. All work warranted. ja18

WM. A. WARD, DENTIST, Penn street, 3 Doors above Hand. Office hours from 9 A. M. to 5 P. M. On Saturdays no one will be received or attended to later than 3 P. M., unless by special appointment or in cases of extreme suffering. no18-6md

WARD'S FLUID AND POWDERED DENTRIFICE, Manufactured and sold Wholesale and Retail by WM. A. WARD, Dentist, Penn st., 3 doors above Hand. no8-6md

MANUFACTURING.

J. W. WOODWELL, Wholesale and Retail Manufacturer and Dealer in Cabinet Ware, No. 83 Third street.

BENNETT & BRO., Manufacturers of Plain and Fancy Yellow, Rockingham and Cream Colored Ware. Office at the Manufactory, corner of Washington and Franklin streets, Birmingham, opposite Pittsburgh. mar30:dly

JOHN WETHERELL, Manufacturer of PATENT BOX VICES, a superior article, SOLID BOX and BRAZED BOX VICES, corner of Anderson and Robinson streets, one square from the Hand street Bridge, Allegheny City.

TOOL WORKS, corner of First and Liberty streets, Pittsburgh, Pa.—Machinists' Tools of every variety, such as IRON PLANERS, Slide and Hand TURNING LATHES, DRILLING MACHINES, &c., &c., manufactured to order. [f6:12] JOS. F. HAMILTON & CO.

ISAAC JONES....JOHN F. QUIGG.

JONES & QUIGG, Manufacturers of Spring and Blister Steel, Plough Slab Steel, Steel Plough Wings, Coach and Eliptic Springs, Brass Nut Tayers, Half Patent Screw Mail and Hammered Iron Axles.—Corner of Ross and First streets, Pittsburgh.

JONES & QUIGG....D. B. ROGERS.

D. B. ROGERS & CO., Manufacturers of Roger's Patent Improved Steel Cultivator.—Corner of Ross and First streets, Pittsburgh. fe12

DAWSON, MOHAN & CO., Manufacturers of Shovels, Spades, &c., Warehouse No. 22 Wood st., between First and Second streets, Pittsburgh, Pa.

Penn Cotton Mills, Pittsburgh.

KENNEDY, CHILDS & CO., Manufacturers of—
Penn A No. 1 heavy 4-4 Sheetings;
Carpet Chain of all colors and shades;
Cotton Twine;
" Bed Cords;
" Plough Lines and Sash Cord;
Batting.
Rope of all sizes and descriptions;
Orders left at the Hardware Store of Logan, Wilson & Co., 121 Wood street, will have attention. je25:ly

WM. A. HERRON....JAMES CRISWELL.

HERRON & CRISWELL, Bell and Brass Founders, Manufacturers of all kinds of Brass Works; Locomotive, Steam Engine, Plumbers, &c. Also, Cotton Batting manufacturers.

FOUNDRY, Rebecca street, Allegheny city. | WAREROOM, No. 12, Market street, near First, Pittsburgh.

N. B.—Old Brass and Copper taken in exchange for work, or cash paid.

Orders left at the Foundry or Office, will be attended to punctually. fe16:ly

Arnold & Williams

HEATING AND VENTILATING WAREHOUSE.—Manufacturers of Chilson's Furnaces, Wrought Iron Tubing, and fitting for Steam, Gas or Water, No. 25 Market street, Pittsburgh.

We have sold our Furnaces, Patterns, &c., to Messrs. ARNOLD & WILLIAMS, whom we cordially recommend to the patronage of the public. SCAIFE, ATKINSON & CO. oc1

PINE AND CEDAR WARE.—SAMUEL KROESEN keeps constantly on hand a good assortment of Wash and Bath Tubs, Horse, Steamboat, Oak Well, Kitchen or Draw Buckets; Wooden Bowls, Churns, Dry Measures, Zinc and Cherry Wash Boards, and all other kinds of ware in his line.

Also—50 nests Tubs, and 100 dozen Buckets. Wareroom, Masonic Hall, Fifth street, Pittsburgh, Pa. ap24:y

Blacksmith Bellows Manufactory.

CO-PARTNERSHIP NOTICE.—The subscribers would respectfully inform their friends and the public generally, that they have entered into partnership commencing on the 19th of April, under the firm of R. WILLIAMS & CO., for the manufacture of BLACKSMITH BELLOWS of every description, which they are determined to make of the very best materials and superior workmanship. They intend to have always on hand an assortment of all sizes from 28 to 40 inches, at their manufactory, corner of Robinson and Sandusky streets.

ROBERT WILLIAMS.
JAMES WILSON.

Allegheny City, May 2d. my2:dly

J. A. BROWN, would most respectfully inform the public that he keeps on hand, at his stand on the west side of the Diamond, Allegheny City, a complete assortment of Venitian Blinds. Also, Venitian shutters are made to order, in the best style, warranted equal to any in the United States. His Blinds can be removed without the aid of a screw driver. Having purchased the stock, tools, and wood of the Cabinet Establishment of Ramsey & McClelland, I am prepared to furnish their old customers as well as the public at large, with everything in their line. Agency, No. 5 Wood street, Pittsburgh. mch26 J. A. BROWN.

F. LORENZ, SR....THOS. WIGHTMAN.

PENN GLASS WORKS;

LORENZ & WIGHTMAN, Manufacturers of all kinds of VIALS, BOTTLES, and WINDOW GLASS, 63 Water and 66 Front streets, Pittsburgh. N. B.—Particular attention paid to odd sizes of Window Glass and private moulds for Bottles and Vials. sep22

JOHN D. M'CORD....JAMES S. M'CORD.

M'CORD & CO.

WHOLESALE AND RETAIL FASHIONABLE HAT AND CAP MANUFACTURERS, AND DEALERS IN ALL KINDS OF FURS, CORNER OF WOOD AND FIFTH STREETS, Pittsburgh, Pa.

Their stock embraces every quality and style of Hats and Caps, Muffs, Boas, Cuffs and Fur Bonnets. aug23-dmlaly

WILLIAM TATE....J. E. SANDERSON....JOSEPH BAILEY.

WILLIAM TATE & CO., No. 10 Fourth street, near Liberty, and Federal street, Allegheny. Manufacturers of Sheet Lead, Leaden Pipes, Hydrants, Baths, Water Closets, &c., &c.

Persons who have work to do in our line will do well to call, as they may rely on having their work executed by practical workmen, and as we manufacture our own lead pipe and sheet lead, we can afford to work at least as low as any other establishment in either city.

Persons from the country, who wish to purchase pipe for conveying water from Springs, will find it to their advantage to give us a call before purchasing from second hands, as we are the only manufacturers of Lead Pipe and Sheet Lead in the city. Orders from the country for Lead Pipes, Sheet Lead and Pumps, will receive prompt attention. mh18:alwtf

Self Heating Smoothing Irons.

THE GREATEST DOMESTIC IMprovement of the age. Ladies find them a most desirable article—saving labor, time and money. Merchants and Pedlars supplied on liberal terms. Address, (post paid,) J. JACKSON, 124 Wood street, Pittsburg.

For sale, also, at the principal hardware stores in the city, by H. Graff & Co., and Mr. John Cartwright. Also, Tailors' Irons, on the same principle. fe23:dlwly-52

Bolivar Fire Brick and Crucible Clay Manufacturing Company.

THIS COMPANY HAVING ENLARGED their capacity for manufacturing, are now prepared to meet the increased demand for their Brick, Crucible and Building Clay. Orders promptly attended to by KIER & JONES, Canal Basin. Pittsburgh, September 21, 1853.

PITTSBURGH COACH FACTORY.

No. 46, Diamond Alley, near Wood Street.
E. M. BIGELOW, PROPRIETOR.

WOULD respectfully call the attention of Southern and Western Merchants to his fine stock ... rriages, ranging in price from $100 to $1,500. These ... ges are built from the best material and workmen, and under his own supervision; he can, with confidence, warrant his work to be inferior to none manufactured in the Union. The success of his business and the increase in demand for this class of work, has induced ... to build any common or low priced work in his ... lishment. Persons wanting good honest work will call and examine his stock before going East. All warranted.

New Coach Factory—Allegheny.

M. H. WHITE & CO., would respectfully inform the public that they have ... a shop on Lacock, between Federal and Sandusky ... They are now making and are prepared to receive ... for every description of vehicles, Coaches, Chariots, ... Buggies, Phaetons, &c. &c. which, from their ... experience in the manufacture of the above work, and ... the facilities they have, they feel confident they are enabled to do work on the most reasonable terms with those wanting articles in their line.

Paying particular attention to the selection of materials, and having none but competent workmen, they have no hesitation in warranting their work. We therefore ask the attention of the public to this matter.

N. B.—Repairing done in the best manner, and on the most reasonable terms. ja20:lf

Coach and Carriage Factory.

JOHNSTON, BROTHER & CO., corner of Belmont and Rebecca streets, Allegheny City, would respectfully inform their friends and the public generally, that they are manufacturing Carriages, Barouches, Rockaways, Buggies, Sleighs and Chariots, in all their various styles of finish and proportion.

All orders will be executed with strict regard to durability and beauty of finish. Repairs will also be attended to on the most reasonable terms. Using in all their work the best Eastern Shafts, Poles and Wheel Stuff, they feel confident that all who favor them with their patronage will be perfectly satisfied on trial of their work.

Purchasers are requested to give them a call before purchasing elsewhere. oc6

Fifth Street Stocking Factory.

ABILITY, ENERGY, AND ECONOMY.—The best goods in Children's Hose, Men's Socks, Undershirts, and Drawers, sold at manufacturer's prices, at the Fifth street Stocking Factory, all made from last year's wool. NO ADVANCE IN PRICE. WM. DALY, Stocking Factory, 5th street, between Wood and Market.

NICHOLSON & PAYNE,

MANUFACTURERS OF
COOKING STOVES, GRATES, FRONTS, FENDERS, &C.,
Liberty Street, opposite Wood.

EARNESTLY direct attention to a new and handsome pattern of PARLOR STOVE, just completed; also, to their new paterns of coal COOKING STOVES, known as the "Keystone State" and the "Western Star." These Stoves in neatness of finish, economy of supply, and soundness of material, surpass anything of the kind yet offered to the public. In addition to the articles alluded to above, their general stock comprises everything in their peculiar line, with the most approved improvements in view of real utility. Platform and Counter SCALES, Bark Mills, Wagon Boxes, Hollow Ware, Sad and Dog Irons, Sugar and Tea Kettles, &c., in every possible variety of style and finish. An inspection is solicited. mh26:y23

L. R. LIVINGSTON....CALVIN ADAMS....J. K. MOORHEAD.
J. J. ROGGEN....W. B. COPELAND.

Livingston, Roggen & Co.

NOVELTY WORKS, PITTSBURGH, PA.

TRACK and Depot Railroad Scales, Hay, Cattle and Grain do.; Platform and Counter do.; Door Locks of all sizes, Spring, Drop and Thumb Latches, Coffee Mills of various kinds; Paint Mills, approved patterns; Bolts and Fastenings; Malleable Iron Castings of every variety in form and finish. dlf

MAFFET & OLD,

BRASS FOUNDERS, PLUMBERS AND GAS FITTERS.
127 and 129 First Street, Pittsburgh.
AND FEDERAL STREET, OPPOSITE RAILROAD STATION, ALLEGHENY.

MANUFACTURE all kinds of Water, Gas and Steam Fittings. Houses fitted up with Gas and Water on short notice. my4-tf

J. HOWARTH & BROTHER,
MARBLE MASONS,
204 LIBERTY STREET, NEAR SEVENTH.

RESPECTFULLY inform their friends and the public generally, that they have opened their Marble Works at the above stand, where they keep on hand a large supply of beautiful MARBLE MANTELS of Grecian and Gothic styles; Monuments, Tombs, Head Stones, Furniture Slabs, &c., which they offer at extremely low prices.

Marble in Block, Slabs, and sawed to order.

Cemetery lots enclosed, with Baden and Freeport Stones. apl4

W. W. WALLACE,
STEAM MARBLE WORKS,
319, 321 and 323 Liberty street, opposite Smithfield street, PITTSBURGH.

MONUMENTS, Tombs, Grave Stones, Furniture Tops, Mantels, Imposing Stones, &c., always on hand, and made to order, by machinery, at the lowest prices. Three hundred original and selected designs for Monuments, &c., on hand. Block and Slab Marble furnished to the Trade at the lowest prices. All orders filled with despatch at 319 Liberty street. au20 W. W. WALLACE.

E. WATTS & CO., Merchant Tailors, No. 185 Liberty street—Is now receiving very elegant new styles of goods for gentlemen's wear, consisting of Super CLOTHS, Heavy Fancy and Velvet CASSIMERES, Plush, Cashmere and Silk Vestings in great variety.

Persons in want of superior Clothing are respectfully invited to call and examine our stock before buying, as we will endeavor to make it to their interest to purchase of us. oc13 E. WATTS & CO., 185 Liberty street.

DRY GOODS.

A. A. MASON & CO., PITTSBURGH....C. L. ANTHONY & CO., N. YORK.

A. A. MASON & CO., Wholesale and Retail Dealers in Fancy and Staple Dry Goods, 25 Fifth street, Pittsburgh.

MURPHY & BURCHFIELD, Wholesale and Retail Dry Goods Merchants, corner Fourth and Market street, Pittsburgh.

AGENCIES.

A CARD.—Having been appointed the exclusive Agents for Pittsburgh, for the sale of Patent Stretched Cemented and Stretched Leather Belting, manufactured by P. JEWELL & SON, of Hartford, Connecticut, We now offer for sale a large assortment of all widths, at the manufacturer's prices, his article being superior to any Leather Belting ever before offered in this market. Also, a large stock of all widths of India Rubber Belting constantly on hand, and for sale at the "Machine Belting Depot," No. 116 Market street. sep26 J. & H. PHILLIPS.

AUSTIN LOOMIS, Real Estate Agent, Stock, Merchandise and Bill Broker, office No. 92 Fourth street, above Wood. Business promptly attended to. jy8:dly

SAMUEL L. MARSHELL, Secretary Citizen's Insurance Company, 94 Water street.

W. P. JONES, Agent of the Insurance Co. of North America, 141 Front street.

F. M. GORDON, Secretary Western Insurance Co., 92 Water street.

J. GARDINER COFFIN, Agent for Franklin Fire Insurance Company, north-east corner of Wood and Third streets.

P. A. MADEIRA, Agent for Delaware Mutual Insurance Company, 42 Water street.

BOOKSELLERS, &C.

R. C. STOCKTON, late Johnston & Stockton, Bookseller Stationer, Printer and Binder, corner of Market and Third streets, Pittsburgh.

J. L. READ, Bookseller and Stationer, No. 78 Fourth street, Apollo Buildings.

J. R. WELDIN, Wholesale and Retail Dealer in Blank and School Books, Paper and Stationery, No. 63 Wood street, (between Third and Fourth) Pittsburgh. mar20

JOHN S. DAVISON, Bookseller and Stationer, successor to Davison & Agnew, No. 65 Market street, near Fourth, Pittsburgh, Pa.

HENRY S. BOSWORTH, Bookseller and Dealer in Stationery, &c., No. 62 Market street, near the Diamond, Pittsburgh, Pa.

KAY & CO., Booksellers and Stationers, No. 55 Wood street, next door to the corner of Third, Pittsburgh, Pa. School and law books constantly on hand.

A. H. ENGLISH & CO., Booksellers, No. ... Wood street, between Fourth and Diamond Alley, Pittsburgh, Pa.

MUSIC, &C.

JOHN H. MELLOR, Dealer in Piano Fortes, Music and Musical Instruments, School Books, and Stationery. Sole agent for Chickering's Piano Forte, for Western Pennsylvania—No. 81 Wood street.

HENRY KLEBER, Dealer in Music, Musical Instruments, and Importer of Italian Strings. Sole agent for Nunns & Clark's grand and square Pianos, with Coleman's Æolean Attachment. Also for Dunham's Pianos.

H. SCHRŒDER & CO., Music Store, 4th street, between Market and Wood. New Music constantly receiving, and Musical Instruments of all kinds.

DRUGGISTS.

L. WILCOX, JR....JOSEPH FLEMING.

L. WILCOX & CO., Druggists and Apothecaries, corner Market street and the Diamond, keep constantly on hand a full and complete assortment of Drugs, Medicines, Perfumery, and articles pertaining to their business.

Physicians prescriptions carefully compounded. my19

JOHN P. SCOTT, Wholesale Dealer in Drugs, Paints, Oils, Varnishes and Dye Stuffs, No. 286 Liberty street, Pittsburgh. All orders will receive prompt attention. Agent for London & Co's valuable family medicines. mar 24:ly

B. A. FAHNESTOCK & CO., Wholesale Druggists, and manufacturers of White Lead, Red Lead, and Litharge, corner Wood and Front streets, Pittsburgh. mch7

R. E. SELLERS, Wholesale Dealer in Drugs, Paints, Dye Stuffs, Oils, Varnishes, &c., &c., No. 75 Wood street, Pittsburgh. Goods warranted. Prices low.

FREDERICK BRAUN....GEORGE REITER.

BRAUN & REITER, Wholesale & Retail Druggists, corner of Liberty and St. Clair streets, Pittsburgh.

J. SCHOONMAKER & CO., Wholesale Druggists, No. 24, Wood street, Pittsburgh.

JOSEPH FLEMING, Successor to L. Wilcox & Co., corner Market street and Diamond—Keeps constantly on hand a full and complete assortment of Drugs, Medicines, Medicine Chests, Perfumery, and all articles pertaining to this business.

Physicians prescriptions carefully compounded at all hours. ja6ly

JOHN HAFT, Jr., (successor to Jas. M'Guffey,) Wholesale and Retail Druggist and Dealer in Paints, Oils, Dyestuffs, &c., 119 Wood street, below Fifth, Pittsburgh. Regular Agent for Dr. Ford's Medicine. ja17

MERCHANT TAILORS.

R. CHESTER, Merchant Tailor and Clothier, No. 74 Wood street. Particular attention paid to Boys' and Youths' Clothing. no15:y

WILLIAM DIGBY, Merchant Tailor, Draper and Dealer in Ready Made Clothing, 151 Liberty street.

E. WATTS & CO., Merchant Tailors, 181 Liberty street.—We are now receiving our Spring stock of Goods for Gentlemen's Wear—Cloths, Cassimeres and Vestings of the newest styles and finest quality. Our friends and customers will please give us a call. [mb1

MEDICINE.

DR. JAMES KING: Office and Residence, No. 112 Fifth street, opposite the Cathedral, Pittsburgh. jal:ly

WOOL MERCHANTS.

H. LEE, successor to MURPHY & LEE, Wool Dealer and Commission Merchant for the sale of American Woollen Goods, No. 135 Liberty street. ...

MISCELLANEOUS.

T. C. WARRINGTON;
(DIPLOMA.)

LADIES' & CHILDREN'S SHOE STORE. He has always on hand a full assortment, No. 23 Fourth street, Pittsburgh, Pa. se20-ly3

WALTER P. MARSHALL, Importer and Dealer in Plain, Figured and Decorative Paper Hangings No. 85 Wood street, Pittsburgh. Sole Agent of the celebrated manufacturers, Messrs. Delicourt & Co., of Paris. mh3-53

FOR PRINTERS.—We will sell a good IRON PRESS, Imperial size very low for cash. no5tf BACKOFEN & BAUER, 54 street.

PARIS FASHIONS, FOR LADIES' DRESS.—The Paris Fashions for JUNE, direct per steamer will be on sale on the 1st proximo by MRS. L. S. WILSON, je27tf No. 281½ Penn, above Hand street.

EMBROIDERED AND APLICA MANTILLAS—Materials marked for Embroidery and Aplica Work by MRS. L. S. WILSON, je27 No. 281½ Penn street, above Hand.

WILLIAM NOBLE, Upholsterer, and Dealer in Upholstery, Wholesale and Retail, Third street, nearly opposite the Post Office.

PITTSBURGH COACH FACTORY.—No. 46 Diamond Alley, near Wood street. se28 E. M. BIGELOW, Proprietor.

WILLIAM SCHUCHMAN'S Lithographic Establishment, Third street, opposite the Post Office, Pittsburgh. Maps, Landscapes, Portraits, Show Bills, Bill Heads, Drafts, Bonds, Labels, Architectural and Machine Drawings, Business and Visiting Cards, &c., engraved or Drawn on Stone, and printed in Colors, Gold, Bronze, or Black, in the most approved style, and at the most reasonable prices. jan9-y

F. FELIX'S GENUINE EXTRACT OF COFFEE, established 1842; received four premiums, viz: 2 Silver Medals and 2 Diplomas—Manufactory, 466 Penn street, Pittsburgh, Pa. Beware of numerous counterfeits. se28:dly

Bread and Crackers.

IRON CITY PILOT BREAD and CRACKER BAKERY, No. 317 Liberty street, opposite the head of Smithfield.

Having purchased one of W. R. Norin's Cracker and Pilot Bread machines, I am prepared to fill all orders for Crackers or Pilot Bread, at the shortest notice.

Superior Family Bread, Rye and Dyspepsia Bread, large and small Rolls, fresh every morning.

Steamboats, Hotels, &c., supplied with hard and soft Bread, at all times.

Cakes and Confectionary on hand and made to order. sep4

WANTED—Old Coinage of American Silver; Foreign Silver and Gold; 40 Shares of M. & M. Bank, by H. D. KING, Coin, Stock and Ex. Broker.

NEW CLOTHING HOUSE.

Edmund Watts & Co.
MERCHANT TAILORS.
NO. 185 LIBERTY STREET.

ARE in receipt of their Fall Styles; also a complete assortment of New and Staple Goods, for Fall and WINTER WEAR, such as Overcoats, Plain Fur and Ridge Beavers, Himalay and Pilot Cloths, of various colors and qualities; Clothes of the best makes, and most fashionable Colors for Dress and Frock Coats. Belgian Black Cassimeres and Doeskins, Plain and Fancy colored Cassimeres, of entirely new designs.

Vestings—Just received, of the newest styles, and in great variety. Altogether an unequaled assortment to which we call the attention of our customers and the public, and beg leave to assure them, that all clothes made by us shall be of superior style, and at moderate prices.

New Restaurant.

THE undersigned has opened a RESTAURANT at No. 60, Fourth street, a few doors from Market, nearly opposite the Merchants' Bank, which he has handsomely fitted up, and is now prepared to accommodate the public, at all hours, with any thing they may want in this line.

Dinner on the table, daily, from 12 to 3 o'clock, P. M., and every attention will be given to supply the table with all the delicacies of the season.

Meals and refreshments furnished to order, at all hours, on the shortest notice.

With the facilities possessed by the subscriber, to give satisfaction, he trusts to be able to merit a general and extensive patronage, and invites a call from all who desire, at any time, a comfortable meal, well got up, and served in unexceptionable style.

Terms reasonable. JAS. WILSON, No. 60 Fourth st. Pittsburgh, May 7, 1853.

CLOVER DAIRY.—The subscriber is prepared to furnish to families, FRESH MILK and CREAM, and will be thankful for the patronage of his friends and the public. His COWS will be fed on good wholesome food, and every care will be taken to satisfy his customers. Orders addressed to Wilkins Post Office, giving the No. of the residence and street, will be punctually attended to. [oc24:dtf] H. PARRY.

Carpetings, Oil Cloths and Mattings.

ROBINSON & CO., No. 47 Fifth street, near Wood—Have on hand a large and choice assortment of CARPETINGS, of the latest and most beautiful patterns, consisting of—
Royal Velvet Carpets;
Tapestry and Brussels Carpets;
Three-Ply and Superfine Carpets;
Tapestry Stair Carpets;
Twilled and Plain Venetian Carpets;
Together with every description of low priced Carpetings; OIL CLOTHS—From three to twenty-four feet wide, all qualities and prices. Also, Rugs, Mats, Piano and Table Covers, Window Shades, Venetian Blinds, Buff and Green Holland, Stair Rods, &c.

MATTINGS—Canton Mattings, White and Check 4-4, 5-4 and 6-4 wide; Coco Matting from 2-4 to 4-4; all of which will be offered at the LOWEST CASH PRICES. myl3

J. WARDROP'S SEED STORE is now replete with Early Seeds for the Hotbeds; Pruning Instruments for the Orchard; Corn Shellers, Stalk and Straw Cutters, and every thing of interest to the Farmer, Gardener or Amateur. Orders from Dealers and Merchants filled promptly on liberal terms. jal4

PITTSBURGH AGRICULTURAL WAREHOUSE AND SEED STORE—No. 129 Wood street, Pittsburgh, Pa.—E. R. SHANKLAND, (late Shand, Stevenson & Co.) Manufacturer and Dealer in Agricultural and Horticultural Implements, of all kinds, Wholesale and Retail; Field, Garden and Flower Seeds, Evergreen, Fruit and Shade Trees; Guano, Poudrette, Chemical Salts, and all other articles connected with Agriculture. del7:ydw:S

BATH BRICK—2 cases on hand and for sale by ja17 JOHN HAFT, Jr.

PITTSBURGH GAZETTE.

FRIDAY MORNING, JANUARY 27, 1854.

ANNUAL MEETING
OF THE
STOCKHOLDERS OF THE O. AND P. R. R. CO.

Agreeable to public notice, the annual meeting of the Stockholders of the Ohio and Pennsylvania Railroad Company, was held at the office of the Company, in the city of Pittsburgh, on Thursday the 26th of January, 1854, and was organized by appointing Sam'l Roseburg, Esq., of the city of Pittsburgh, Chairman, and Robert Dalzell, of the city of Allegheny, Secretary.

The President, Gen. Wm. Robinson, Jr., on behalf of the Board of Directors, presented and read the 6th annual report of the Stockholders, and was followed by Solomon W. Roberts, Esq., the Chief Engineer and Superintendent, who read his annual report to the Board of Directors, after which the President submitted and read a Financial statement of the affairs of the Company up to the present time, when

On motion of Robert McKnight, Esq., the following resolutions were unanimously adopted:

Resolved, That the Report of the Board of Directors be accepted and approved, and that it be printed for the use of the Stockholders.

Resolved, That the Stockholders have been much gratified with the highly encouraging result of the operations of the past year, and that they authorize and request the Board to procure such additional equipment, and to lay such portions of double track as they may think best for the interests of the company.

The following resolutions were presented, prefaced by some explanatory remarks, and, after considerable discussion and interchange of views by the Stockholders, were adopted:

By F. Lorenz, Esq.,

Resolved, That the Stockholders instruct the Directors to proceed with the work of extending the Railroad across the Allegheny river, as soon as the necessary preliminary arrangements can be made.

By Gen. William Robinson, jr.,

Resolved, That the Stockholders hereby authorize the Board of Directors to contribute One Hundred Thousand Dollars, on the part of this Company, towards the construction of the Fort Wayne and Chicago Railroad, on such conditions as they may think necessary to protect the interests of this Company.

Resolved, That the Stockholders hereby authorize the Board of Directors to take such action as they may think best with regard to the construction of a Branch road from Brighton to Newcastle.

By R. McKnight, Esq.:

Resolved, That the Board of Directors be and they are hereby authorized to subscribe or contribute to the construction of the link of road between Crestline and Gallion, to connect this road with the Bellefontaine and Indiana R. R., on such terms and conditions as they may deem best for the interests of this Company.

On motion of Thomas Bakewell, Esq., it was

Resolved, That the thanks of this Company be presented to the President, Board of Directors and Engineer, for the able and satisfactory manner in which they have conducted the affairs of this Company.

Resolved, That the proceedings of this meeting be published in the city papers, and in pamphlet form for the use of the Stockholders.

On motion adjourned.

SAMUEL ROSEBURG, Pres't.
ROBT. DALZELL, Sec'y.

REPORT.

TO THE STOCKHOLDERS OF THE OHIO AND PENNSYLVANIA RAILROAD COMPANY:

Gentlemen:—The President and Directors of the Ohio and Pennsylvania Railroad Company take pleasure in presenting to the Stockholders, their sixth annual report since the commencement of the undertaking, and the first since the whole road was opened for use; and in congratulating them upon the eminent success which has crowned the enterprize.

The very small means with which the work was begun, and the active hostility of opposing interests with which it was met, admonished the officers of the Company, at an early day, of the necessity of great exertions to press the road forward to completion, in the confident belief that when the work was done, it would fulfil the expectations of its friends; both in its profitableness to the Stockholders and its usefulness to the public. The result has fully equalled our hopes in both of these important particulars.

On the 11th of April last, the road was opened from Pittsburgh to Crestline, 187 miles; and as soon after as the requisite arrangements could be made, an Express train was put upon it; the time of running which has been reduced to seven hours: so that passengers are brought from Cincinnati to Pittsburgh in fourteen hours and a quarter, at the low fare of seven dollars for a first class passenger, and five dollars for one taking a second class ticket. At these rates a successful competition with the steamboats on the Ohio river has been maintained.

Passengers are also ticketed to and from Louisville, Indianapolis, St. Louis, Chicago, Detroit, Toledo, Cleveland, and other important points.

The extraordinary developement of the local business of the line, and of the trade and travel between the numerous towns upon it, is one of the most gratifying results of the business of the past year. It has taxed the equipment of the road to its utmost capacity, and has demonstrated the necessity of immediately increasing the number of engines and cars to an extent adequate to its accommodation.

It will be seen from the Report of the Chief Engineer and Superintendent, that the general result of the working of the road for the year, has been as follows:

Receipts in 1853	$668,004 49
Expenses "	301,639 36
Net receipts	$366,365 13

Which has enabled the Board to declare two semi-annual dividends to the Stockholders, the first of three and a half, and the second of four per cent. The net revenue of the road for the year, after paying expenses and interest, has been about nine per cent on the amount of the stock.

The receipts of the first half of the year were about forty thousand dollars per month, and of the last half more than seventy thousand dollars; which great increase justifies the belief that the earnings of 1854 will be much larger than those of last year.

The patronage of the public thus liberally bestowed upon the road, calls for corresponding exertions on the part of the Company, to merit its continuance and increase. A double track has been begun, and twelve miles of it are now nearly completed, extending from Pittsburgh to Sewickley. The second track should be extended to New Brighton, twenty-eight miles from Pittsburgh, as soon as it can conveniently be done. The road bed is already graded for it. Surveys have been made for widening the road bed between Alliance and Massillon, which will not be an expensive work; and the double track from Alliance westward ought to be begun at an early day.

In the beginning of the year there were twenty Locomotive Engines upon the road. The number now is thirty-one, and ten more have been contracted for, several of which are ready for delivery. Unexpected delays in the receipt of machinery have been productive of much inconvenience and disappointment.

It is the intention of the Board, with the approbation of the Stockholders, to make such additions to the equipment of the road as may be necessary to do all the transportation that may offer, without detention or delay; and also to provide such portions of double track, and such machinery and conveniences as may be necessary to maintain for the road the highest reputation for safety, promptness, and punctuality.

Three hundred and fifty-eight thousand seven hundred and thirty-eight passengers have been carried upon the line, in the past year, without an accident to the trains by which a single life has been lost.

The preparations for a greatly increased business will of course require an additional outlay of capital; but with conclusive proofs of the profitable character of the investment, the Board hope to be able to obtain the required amount without injurious financial sacrifices.

If necessary, the Board proposes to assist the Bellefontaine and Indiana Railroad Company, in extending its Road from Galion to Crestline, a distance of about four miles.

The Board has given much consideration to the question of the extension of the line across the Allegheny river at Pittsburgh. The subject was referred to a special Committee, and surveys were directed to be made by the Chief Engineer. The views of that officer are presented in his report, herewith submitted, and they will be found worthy of the attention of the Stockholders.—The City of Pittsburgh has already granted the right of way from the Allegheny river to Liberty street, either by St. Clair street, Hand street, or the Aqueduct. The adoption of either of these routes will require some legislation; and the work ought to be begun as soon as this can be obtained, and other preliminary obstacles can be removed. The consent of the Stockholders of the Pennsylvania Railroad Company must also be granted, before any other crossing than that opposite their outer depot can be adopted. It is supposed that they will prefer a crossing at the Aqueduct, on account of its affording an opportunity for a direct connection with their station on Liberty street.

In accordance with authority given by the Stockholders at their last annual meeting, the Board has subscribed One Hundred Thousand Dollars to the stock of the Springfield, Mount Vernon, and Pittsburgh Railroad Company, and a like amount to the Ohio and Indiana Railroad Company. Of the first named subscription Sixty-two Thousand Dollars have been paid, up to this time, and of the last named Fifty Thousand Dollars. Portions of both the roads are already in use, and forty miles of the Ohio and Indiana road have been opened, within a few days, extending from Crestline to the Mad River road near Patterson.

The Board are so well satisfied that the most profitable application that the Company can make of its means and credit, is in perfecting and equipping its own road; that it is only in very peculiar cases that a departure from such a course can be justified.

They think, however, that a subscription of one hundred thousand dollars ought to be made to the stock of the Fort Wayne and Chicago Railroad Company, which will, when its work is completed, furnish a very direct line, of a uniform gauge, 463 miles long, from Pittsburgh to Chicago. This will be one of the most important extensions that the Ohio and Pennsylvania Railroad can possibly have, and the Board believe that it will pay well.

The expediency of constructing a branch railroad up the valley of the Big Beaver from Brighton to New Castle, a distance of twenty-two miles, has been frequently urged upon the Board by citizens of Beaver and Lawrence counties.—Such a line would connect with the proposed Pittsburgh and Erie, and Cleveland and Mahoning Railroads, and would bring the north-western counties of Pennsylvania into close connection with Pittsburgh. It is proposed that the stockholders should pass a resolution, authorizing the Board of Directors to take such order in the matter, as they may think, after due deliberation, will be best calculated to promote the permanent interests of the Company.

It is expected that the inclined planes on the Portage R. R. will be avoided in about ten days by the opening of the Tunnel through the Allegheny mountain by the Penna. R. R. Co., which will greatly benefit our route, and shorten the time between Pittsburgh and Philadelphia.

The general result of the working of our road during the past year has been very satisfactory to the Board, and is highly creditable to the Chief Engineer and Sup't., S. W. Roberts, Esq., whose services to the Company from the commencement of the undertaking have been of the most valuable character.

The persons employed upon the line have generally performed their duties in a praiseworthy manner, and the Board endeavor to employ none but trustworthy and reliable men, upon whose faithfulness and care so much depends.

The immediate superintendence of the running of the trains is in charge of Mr. D. N. Courtney, as Master of Transportation, who is untiring in his exertions in that important department. Respectfully submitted.

By order of the Board of Direcors.

WM. ROBINSON, JR., *President*.

REPORT OF THE CHIEF ENGINEER AND SUPERINTENDENT.

GEN. WM. ROBINSON, JR., *President of the Ohio and Pennsylvania Railroad Company*:

Dear Sir:—The following report on the state of the work, and the operations of the transportation department for the year 1853, is respectfully submitted.

Ever since the surveys for the road were commenced by me in 1848, it has been my practice to inform the President and Directors, from day to day, of whatever came to my knowledge affecting the interests of the Company, so that the annual reports required of me consisted have more of condensed statements than elaborate details. The same course will be pursued on this occasion.

At the time of the last annual report the Ohio and Pennsylvania Railroad was open for public use from Pittsburgh to Wooster, a distance of 114 miles, of which 75 miles were ballasted with gravel.

On the eighth day of April, the first train ran from Mansfield to Pittsburgh, and on Monday, April 11th, 1853, the road was opened from Pittsburgh to Crestline, in Crawford county, Ohio, its point of connection with the Cleveland and Columbus, and Ohio and Indiana Railroads. This point is on the summit level of the high table land between Lake Erie and the Ohio river; and a considerable village has already been erected there.

The Bellefontaine and Indiana Railroad Company have not yet extended their road to this common point of intersection, four miles from the present terminus; but as they are losing a great deal by not having done so, and as the work will cost but little, there is good reason to believe that it will speedily be done. Every reasonable aid should be given them to facilitate and expedite it.

The distance from Pittsburgh to Crestline is 187 miles, and the track is laid with rails weighing sixty pounds per yard, having wrought iron chairs at the joints. In 1852 seventy-five miles of the track were graveled; in 1853 eighty-two miles more; and the work is in progress on the remaining thirty miles. The unavoidable necessity of running at high speeds on an unfinished road, has induced me to press forward the work of ballasting the track, even when the engines could ill be spared for the purpose. That important work is now in a fair way to be soon finished.

Much as has been done, however, in the past year, the business of the road has increased much more rapidly than our means of accommodating it; and, although the earnings of the road have been more than double those of the year before, they would have been greatly augmented if it had been possible for us to carry all the freight offered for transportation. The delay of local freight is especially to be regretted, and the most energetic measures ought to be taken to prevent it in future.

In the beginning of the year the probable earnings were estimated by me at six hundred thousand dollars, which was deemed an extravagant estimate. It has, however, been exceeded by sixty-eight thousand dollars, notwithstanding difficulties of the most harrassing description arising from deficient equipment. The aggregate earnings of 1853 were $668,004 49, of which $241,192 57 were earned in the first six months; and $426,811 92 in the last six months. The average monthly earnings of the first half of the year were about forty thousand dollars; and of the last half, more than seventy thousand dollars per month. In October the earnings were $84,-039 03. This was done with an equipment adequate to earn, in regular working, about sixty thousand dollars per month.

It is not always when a Company is the most prosperous that its officers are the most comfortable. There is a limit to the power of machinery as well as to human endurance. It is when the work is heaviest, that breaks and failures most frequently occur, and then they are most vexatious. In the early part of the year the trains were run, and the numerous connections made, with very great regularity; and in the latter part we have striven to do the best we could.

A good and substantial telegraph line has been erected along the road by two enterprising and highly respectable gentlemen, to the expense of which the Company contributed. It is not, however, owned by the Railroad Company, nor are the operators appointed or controlled by it. The telegraph has been found very useful, although not so much so as it was hoped that it would be, or as it may hereafter become. In the beginning some of the operators at the way stations were deficient in experience, and in a due sense of responsibility. It was not found to be safe to run trains by telegraphic information, and the practice was immediately discontinued. An accident which occurred in the early part of October, when the road was overloaded with work, arose from an incorrect message, communicated by a Conductor to the Superintendent, respecting the detention of an approaching train. For the miscellaneous business of the Company, the telegraph is in daily use, and is constantly becoming more valuable.

Three hundred and fifty-eight thousand, seven hundred and thirty-eight passengers have been carried on the road in the year 1853, without an accident to the trains by which a single life has been lost. It is with a grateful sense of Providential goodness that the fact is recorded. This is equal to an average of eleven hundred and forty-six passengers per working day, as no train is run on the road on Sunday. It is believed that no other road in Ohio has carried so large a number of passengers in the past year.

The anxiety of Railroad officers is very much increased by the determined disposition shown by many passengers to disregard the rules established for their own protection. They will not take their seats before the cars start, and they will leave them before they stop. They will stand on the platforms, pass through the trains when in motion, and get into the baggage cars. The most positive warnings and prohibitions are posted up in vain, and the most positive orders given to the train hands are disregarded by passengers who ought to know better. The fact that a gentleman is a stockholder, or an editor, or a prominent politician, or an officer of some other company, or even that he is a frequent traveller on the road, justifies him, in his own opinion, in doing wrong himself, and setting a bad example to others. In the West this evil is much more difficult to overcome than in the East. If it were possible to get juries to decide that a person could not recover damages for personal injuries, which he would have escaped if he had been complying with the rules of the road at the time, it would have a most salutary effect in inducing passengers to do as they ought for their own safety.

Some progress in fencing the line has been made during the past year, and this very necessary work ought to be pushed steadily forward.—In some cases where land owners have been paid for land, damages and fencing, they neglect or refuse to fence their lands; or, if obliged to put up the fences, strive to encroach as much as possible upon the Company. Legal proceedings will probably have to be resorted to, to remedy this evil.

The business of the road has increased with remarkable rapidity, as will be seen by the following comparative statement:

	Passengers carried.	Passen'rs and Mail receipts.	Freight receipts.	Total receipts.
1853	358,738	$476,066 97	$191,937 52	$668,004 49
1852	236,033	231,081 64	84,036 80	315,118 53
Increase	122,705	$244,985 33	$107,900 63	$352,885 96

The increase over the preceding year has been, in the passengers carried fifty-two per cent.; in the passengers and mail receipts one hundred and six per cent.; in the freight receipts one hundred and twenty-eight per cent.; and in the total receipts one hundred and twelve per cent.

The foregoing statement of receipts shows the actual income of the road from the paying transportation, after deducting all sums received for other Companies. The weight of the paying freight, carried in the freight trains, was 74,740 tons. The weight of the gravel, timber, stone, and other materials transported for the Company was much greater. The total receipts for passengers, freight, and the mails, were $668,004 49, and the total expenses charged to the paying transportation were $301,639 36, being about forty-five per cent. of the receipts, and making the net receipt for the year, $366,365 13. In comparing these results with the cost of the road, it should be remembered, that the first train ran to Crestline on the 11th of April, and the first Express train on the 16th of May.

The great increase of business upon the line, and particularly upon the eastern part of it, has rendered the commencement of a second track necessary. From Pittsburgh to Sewickley, twelve miles, the second track is nearly all laid. It is used at present for the transportation of materials for the protection of the road from the Ohio river, at the most exposed points along the narrows.

The road bed is graded for a double track to New Brighton, twenty-eight miles from Pittsburgh, and the second track should be extended to that place during the coming season. The widening of the road bed for another track from Alliance to Massillon, will cost about two thousand dollars per mile; and at least twelve miles of the distance, extending from Alliance to Louisville, should be completed speedily, so as to provide a passing place for the trains near the middle of the road. For these purposes, and some additional side tracks, about three thousand tons of railroad iron will be required, and the cost of the work will depend very much upon the price paid for iron.

In the past year the number of Locomotive Engines upon the road has been increased from twenty to thirty-one. The income of the road has increased much faster than the number of engines upon it. Ten new engines have been contracted for, several of which should have been delivered some time ago, and the whole number of engines ought to be at least fifty before the close of 1854. The Company own 285 passenger and freight cars, and 143 gravel cars, making an aggregate of 428 cars. An inventory of the present equipment accompanies this report.

It is true economy to provide an ample equipment both of engines and cars. The policy of refusing freight offered for transportation, as we have been compelled to do in many cases, nothing but sheer necessity can justify; and a continuance of such a policy is out of the question. Unless a railroad company provides the means to do all the business offered to it, at fair and remunerating rates, it exasperates its customers and builds up rival lines. The necessity of giving a preference to perishable property has caused great delay in the transportation of other articles. The Company has been careful to notify shippers that it would not receive more than its machinery could transport.

To build up a large, reliable, and profitable local freight business upon the line, is a most important matter, and it may easily be accomplished. The railroad of the Darlington Cannel Coal Company is now nearly completed. If the Ohio and Pennsylvania Railroad can always be relied upon for punctuality and despatch, the numerous lines which cross it will be converted into feeders. And when we remember that the great extensions of the line to Fort Wayne, Chicago, St. Louis, and other places, are now in progress, but not yet completed, it is easy to see that it is the duty and the highest interest of the Company to prepare its road for the great future which is so rapidly opening before it.

In my opinion the earnings of 1854 may be safely estimated at nine hundred thousand dollars.

By direction of the Board, surveys have been made for the extension of the road across the Allegheny river, into the city of Pittsburgh, and its connection with the Pennsylvania Railroad. Five lines have been run, the upper one one being for a new bridge at Allegheny street, opposite the outer depot of the Penn'a Railroad. This line disappointed expectation, requiring very expensive work, and objectionably high grades, to reach the level of the streets, in the eastern part of Allegheny city. It would also not accommodate the Pittsburgh city business, and would connect with the Pennsylvania Railroad about a mile east of its passenger station, and consequently put that Company to great inconvenience. It would also add a new bridge, and therefore an additional obstruction to the free navigation of the Allegheny river.

Another line was run across the river, below the St. Clair street bridge, and opposite the outlet of the Canal. This line did not suit the street grades on the Pittsburgh side, besides obstructing the river and interfering with the harbor. The harbor of the two cities is none too large for the accommodation of their present and prospective trade; and in my opinion, no bridge ought to be permitted to be built across either the Allegheny or Monongahela rivers, below the present bridges; unless in compliance with the principles laid down by the highest judicial tribunal in the country, for the protection of the free navigation of the Ohio river; and such a bridge could not supply the kind of connection that is needed.

The other three lines were run over the present bridges, to-wit: the St. Clair street bridge, the Hand street bridge, and the Aqueduct. They are all practicable. By purchasing either of the present road bridges, and re-building the superstructure, as was done in the case of the Market street bridge at Philadelphia, it might be made to serve both for railroad purposes and common travel. Such a plan would, however, involve the laying of a track along the streets, conforming to their undulating grades, which are at present very objectionable. Property, also, upon those streets, where they intersect the Pennsylvania railroad, is highly improved and very valuable.

The route by the Aqueduct is, in my opinion, much the best. By following the course of the Canal, the streets grades are avoided, and a line of good grades and curvatures can be obtained without any very heavy work. A good connection with the Pennsylvania Railroad can be made at its passenger station, and the future competition of the Steubenville, Chartier's Valley, and Hempfield railroads for the Cincinnati travel can be successfully met. It will also afford good connections with the Allegheny Valley and Connellsville railroads. It is not proposed to interfere with the free use of the Aqueduct, or to injure it in any way; but, on the contrary to add to its stability by lengthening its piers, by additions of substantial stone masonry, without any interference whatever with the superstructure of the Aqueduct.

The location of a railroad in a city is usually attended with great difficulties, and whatever plan is proposed, earnest opposition may be expected; but after giving to the subject a careful investigation, I have came to the conclusion to recommend, in strong terms, *the best plan*; that is the route by the aqueduct; which is not only best in my opinion for both the railroad companies, but also best for the permanent interest of both the cities interested. It will do comparatively little real injury to private property, and the whole work, excluding sums paid for real estate, ought not to cost more than two hundred thousand dollars. The Company ought never to rest until it is accomplished. Then the cars of both the railroad companies can cross the Allegheny river, and transhipments may take place on either side of it. When the cars are brought side by side on parallel tracks, the cost of transferring freight is a small matter, in most cases, as has been conclusively proved upon our line by actual experience on a large scale.

When the Pennsylvania Railroad is connected with the various lines of its own gauge, which are going on to spend large sums of money raised in Philadelphia, in great measure on the strength of the argument, that cars owned by the Pennsylvania Railroad Company, and costing five hundred dollars apiece, are to be run throughout the States of Ohio, Indiana, Illinois and Michigan, and to be broken, or to be brought back nobody can tell when; it appears to me that theory and practice will be found to differ materially, as is often the case. Our line being of the Ohio gauge, with that gauge continued to Cincinnati, Chicago, and other distant points, will have one convenient and cheap transhipment at Pittsburgh, and no damage to the cars of the Pennsylvania Railroad Company need be feared when they bring freight to this Road, nor will the valuable rolling stock of that Company be removed out of the reach of the protection of the laws of Pennsylvania.

But the present system of draying over bridges must be done away with, and competition will compel it.

As a civil engineer, of more than twenty-... years experience, under whose superintendence the Ohio and Pennsylvania Railroad has been located, constructed, and worked, I wish to place on record my confident conviction, that any longer delay in the construction of the railroad connection across the Allegheny river, will result in a annual loss of income to the Company, of a sum more than sufficient to build a new bridge across the river every year.

This is a view of the subject which should commend itself to the serious consideration of every person and every corporation interested in the stock of the Company.

In concluding this report I wish to express my satisfaction with the manner in which the officers and agents employed upon the line have generally performed their duties; and my acknowledgments are especially due to Mr. D. N. Courtney, the Master of Transportation, for the satisfactory manner in which he has superintended the running of the trains under difficult circumstances.

Tabular statements are submitted with this report, exhibiting the equipment of the line, and the results of the operations of the road in a great variety of details. Respectfully submitted.

S. W. ROBERTS,
Chief Engineer and Superintendent.
PITTSBURGH, January 24th, 1854.

FROM UTAH.—Mr. James Kincaid has arrived at San Francisco in charge of the Salt Lake mail, which he, in command of a company of fifteen, succeeded in bringing through by the Little Salt Lake, San Bernardino, and Los Angelos route. Mr. Kincaid started from Deseret on the 11th November. At the time of his departure, such were the hostilities of the Indians that there was no one else willing to undertake the transportation of the mail. He has fortunately succeded in his daring and dangerous undertaking.

Further Particulars in Relation to the Massacre of Lieut. Gunnison's Party.—The Los Angelos Star gives additional particulars in relation to the massacre of Lieut Gunnison and his companions. It states that the Pauvan Indians attacked Capt. Gunnison's party to revenge their recent defeat at Cedar Springs by the Hildreth's party, in which eleven Indians were killed and several wounded.

Mr. Hildreth's account of his difficulty with the Pauvans, who are Utahs living in the Pauvan Valley, is as follows:

"The party, numbered about thirty men, many of them with families. One evening, soon after encamping, some twenty-five Indians came into the camp to trade, and proposed to remain. Mr. Hildreth was absent at the time. A young man of the party proposed to disarm the Indians, that they might commit no outrage during the night. This movement the Indians resisted, and in the struggle an American received an arrow in his side. The Indians then left the camp. Afterwards, while encamped in Cedar Springs, one night, just before the moon rose, they were attacked by a large body of these Indians, the latter sustaining a bad defeat, with the loss of eleven killed and several wounded. The Indians displayed considerable sagacity in their way of attack. Some fifty or sixty were placed in ambush, while another body advanced to attack the camp; expecting thus to create confusion and flight, and the fugitives might be cut off by ambush. But their expectations were defeated. Not a man stirred from the camp; and the result was as we havestated."

Mr. J. W. Ross, of Iowa, who came over through Gunnison route and reached the main camp of the expedition two days after the occurrence gives the follo ing additional particulars:

When he arrived at the camp, a party which had been sent out with one of the survivors as a guide, had just came in and reported that they were unable to bury the dead from fear of the Indians. Capt. Morris, who succeeded in the command after the death of Gunnison, and whose party numbered about sixty men, then sent a despatch to Fillmore City, six miles distant, for assistance. A party of seven Mormons took a guide and went to the scene of massacre, about twenty-four miles from the main camp, and without molestation, recovered all the animals, save one that had been killed, together with the arms, instruments, and minutes of survey of the party.

All that remained of the murdered men were the disjointed bones, picked clean by the wolves. The only parts that could be identified were a thigh-bone believed to be that of poor Gunnison, and the skull of Potter, Gunnison's Mormon guide. The remains were all carefully collected and buried, and the party returned and forwarded the property of the expedition to camp. The conduct of Captain Morris is sorely commented upon, for allowing the bodies of his comrades to be eaten up by the wolves, as, it is said, his force was sufficient to have whipped all the Indians in the valley.

Mr. Ross remained eighteen days in that region and had frequent interviews with the chief of the Pauvans, Jeaux. The whole tribe, he thinks, does not number forty men. The chief often expressed great regret at the death of Gunnison; the attack was made without his knowledge, by his people, who had become enraged at the indignities practiced upon them by parties of emigrants. We hope to be able to give more full particulars next week.

THE BEDINI DEBATE.—The debate in the Senate on the Papal Nuncio will no doubt attract general attention, less, perhaps, from what was actually said than from some latent significance, that may be attributed to it. What the real meaning was we confess ourselves unable to conjecture. That grave Senators should think it necessary to comment, and, indeed, to go a little aside for the purpose of commenting, on accidental popular disturbances, (of course highly discreditable,) and talk of extending the shield of the nation over an ecclesiastic who is not recognised in any public capacity, is only to be accounted for by some adequate reason of State necessity. Mr. Cass is the father of our Minister at the Court of Rome, but this is scarcely reason enough, unless we attribute to him, in his advanced years, a straining after his graceful and picturesque attitudes. The Chairman of the Committee of Foreign Affairs followed Mr. Cass, and to him succeeded an ex-Secretary of State. Something surely must be meant, and taking this in connexion with the formal annunciation a day or two since of the Nuncio attending the Post Master General's levee arrayed in splendid, and of course official, apparel, we presume this debate is the herald of some important revelations, by authority, of the actual functions which M. Bedini holds in reference to our government; and we may soon look to see the grave question solved, whether he has come, out of mere compliment, to give an equivalent of ceremony for young Mr. Cass' mission, or to negotiate the settlement of the only practical question open between us and Rome, viz: whether our countrymen of certain forms of faith shall be admitted to burial. For all this with an anxiety proportioned to the solemnity of the announcement, we are content to wait.

That the actual or contemplated insults on M. Bedini, (and we are happy to believe non such were even whispered here) are disgraceful, unworthy the age and the nation, all will admit; quite as much so, let us say, to our peace-loving brethren of Cincinnati and New York—who have been so much shocked at the troubles at Erie—as any other riots. But surely those who lately, in the Senate and out of it, have been stimulating by their speeches, and their high example, not only republican sympathies, but revengeful antipathies to the oppressors of Europe, their aiders and abetors—who saw nothing very wrong when Barclay's brewers beat and chased Marshal Haynau—who have for years—ever since 1848—been casting the burning brands of their declamation into the magazine of foreign enthusiasm, (especially German enthusiasm) pent up within our borders—surely these public men cannot be at a loss for a reason, not only why the train is fired, and here and there a mine explodes, but why the inflamable material is not very discriminating in its victims.—*North Amer.*

Mr. Douglas made his appearance yesterday in the Senate, riding two horses abreast. He goes now for a split of Nebraska, and for the making of two territories where there are not half people enough to form one. Just what he proposes to do we do not learn. But we judge he is after keeping up the equilibrium of things by making a slave and a free State out of his two proposed territories of Nebraska and Kansas. The Little Giant is rolling himself in the dirt too early. He will be so bemired before 1856, that he will lose all chance of being touched by anybody. However, let him wallow. We are content if *he* is.—*N. Y. Trib.*

Carriages for Sale.

THE undersigned has just received ... from the East, at his CARRIAGE WAREHOUSE, situated near the Two Mile Run, between Pittsburgh & Lawrenceville, a splendid assortment of Vehicles of every description, and will continue to receive regularly new and second-hand CARRIAGES, SULKIES, BUGGIES, &c., which he will sell on the very lowest terms for cash. Having had twelve years' practice in the business, and with his well known facilities in the East, he flatters himself in putting down all competition.

Those wishing to purchase are respectfully invited to call and examine for themselves.

Especial and prompt attention paid to repairing of Carriages, &c. [ay19:dawy] JOSEPH WHITE.

Strayed or Stolen.

FROM the subscriber, at S. Hare's ... Yard, on Thursday evening, Nov. 17th, a Brown MARE, about 7 years old, with a small white spot in the forehead, a small burst in the left flank. Any person leaving information at P. Shepler's, in the ... will receive a liberal reward. [de12] JAMES ...

PRIME NEW FRENCH CURRANTS, 12½c per lb., at MORRIS & PATTONS, ja16 [Union copy.] in the Diamond.