PITTSBURGH GAZETTE

PUBLISHED BY D. N. WHITE.

PITTSBURGH:

WEDNESDAY MORNING, NOV. 21, 1855.

Advance Payments.—Hereafter no subscription will be taken for the Daily or Weekly Gazette, unless payment is made in advance. Whenever the time is up to which the subscription is paid, the paper will be invariably stopped, unless the subscription is renewed in advance payment. All transient advertising, of every description, will be required to be paid in advance. The only exceptions will be where special monthly or yearly contracts are made. sep1:24w

TO Advertisers.—Neither the Editorial Room or Printing Establishment of the Daily Gazette, are opened on Sunday. Advertisements before their notices to appear in the paper on Monday morning, will please hand them in before 9 o'clock, on Saturday.

The Pittsburgh Weekly Gazette.—The extensive circulation of our Weekly Gazette offers to our business men the most desirable medium of making their business known. Our circulation is between four and five thousand, reaching almost every merchant, manufacturer and shop-keeper in Western Pennsylvania, and Eastern Ohio.

Homes in the Country—Hints for Railroad Managers.—The advent of Railroads has wrought a mighty change in modern civilization, as regards agriculture, commerce and social life. This is a traveling age, the facilities for travel having increased it to a most remarkable degree, so that friends widely separated by space, are near each other as far as time is concerned, and now visit one another ten times for once in former days.

There is one effect of Railroads, however, but yet partially developed, which will work a mighty revolution in cities and the surrounding country. Formerly roads were so bad, and means of conveyance so poor and expensive, that the dwellers in cities were compelled from the necessities of their circumstances, to herd together as closely as possible. Hence the narrow streets, the miserable alleys, the confined courts, the lofty houses, of all old towns. The city was crammed up together for the sake of convenience, and for the want of facilities of locomotion.—The introduction of the Omnibus has been a great blessing and a decided relief, and men have ventured to live a mile or two from their business, for the sake of room and fresh air, relying upon this modern convenience.

The Omnibus is but the pioneer for the Railroad. An Omnibus can accomplish, with all its stoppages, not much over three miles an hour. An Accommodation train, with its numerous stoppages, can accomplish from twenty to twenty-five miles an hour. Thus, while the Omnibus extended the city on a radius a mile and a half long, the Railroad extends it twenty miles.—The benefits and blessings to the dwellers in cities from this cause are not yet fully developed, and therefore not truly appreciated. When they are they will be found to be inestimable.

The object of life is enjoyment. Without health no real enjoyment can be found. Confinement to the pent up and vitiated air of crowded cities is injurious to health, and when added to severe labor and improper food, and the other privations consequent on poverty, human life is not only measurably deprived of enjoyment, but is greatly shortened. Men flock to cities for a livelihood, and not because, as a general rule, they prefer the city as a residence. True, the city has its advantages, in its various institutions of learning, its academies of arts and sciences, its public lectures, its numerous means of improvement, and its sources of elevated social enjoyment. It has also its vices, its temptations, its impure air, and its fearful epidemics. What we need is to separate the good from the bad. If we can enjoy all, or nearly all, the blessings of a city life, divorced from the evils, we have arrived at as much perfection as can be expected or desired in this world, and may be said to have arrived at the highest state of civilization. This great work is to be wrought out by Railroads.

The only thing necessary to secure all this, is for Railroad Managers to afford the facilities required by the public. This seems a small affair, and one easy of accomplishment, but it is surrounded with more difficulties than a superficial observer would imagine. Railroad Managers are not more far-seeing than other folks, and are not willing to incur any expense which is not attended with immediate profit. The facilities which business men require who desire to have their homes in the country, are frequent and prompt trains, but mainly and chiefly *early and late trains*. The largest class of persons employed in cities, as laborers, clerks, mechanics and retail dealers, are compelled to be at their places of business and employment at stated hours, both early and late. To suit this large class, there must be run special early and late trains for their accommodation. But, say Railroad Managers, such a train will not pay. Admitted that it will not the first or second year, but who can doubt that it will richly pay afterwards, and abundantly reward the company for its outlay, and when once such a travel is established it will become perpetual. There are hundreds of men in Pittsburgh, of all classes, who will establish their families in the country, the moment they are assured that a late and early train is permanently established, and the Railroad which is the first to afford this convenience, which will soon become a necessity, will attract to itself the greatest amount of local travel. There will be seen five or six Railroads diverging from Pittsburgh as a common centre, on all of which there are remarkable facilities for establishing beautiful country seats and rural homes. There will be, before many years, a competition among these Railroads for this description of business, and facilities will be abundant. Would it not, then, be good policy for the roads already finished to hasten to seize the advantage in their power, by offering the facilities which the public now demand?

Those benevolent persons who seek the happiness of man, cannot do a better work than to forward this object. How delightful to see the country bordering our Railroads, lined with the neat cottages of the mechanic and the laborer and the country seat of the man of wealth, all thriving health and pleasure from rural pursuits, the cultivation of fruits and flowers,—and still giving the benefit of their labor, their trade and custom, their wealth and genius to the city. In fact, it would only be the extension of the city, freeing it from its evils, and robbing it of none of its benefits. There would be less poverty, less sickness, less vice, and consequently a great increase in the amount of human happiness.—Will our Railroad Managers take this subject into consideration?

The *North American* intimates that there will be three candidates in the field at the next Presidential election, the Republican, the American, and the Democratic. It derives this impression from the facts developed in the New York election, from which it appears that in all the state except seven counties, the Americans polled 141,289 votes, the Republicans 181,778, the Soft Democrats 82,310, and the Hard Democrats 53,048. Here, it will be seen, are only 135,858 votes for both branches of the Democratic party, or 6011 less than the American vote. In other words, if both branches of the Democratic party had voted for the same State ticket, every man on it would have been beaten by the candidates of the American party. From these facts the *North American* draws the following inference:

"The figures we present are fraught with meaning as portents of the future. They tell us, that the electoral vote of New York must be cast either for a Republican or an American candidate, and that the Democratic cause there is hopeless. *Hence all prospects of a union of the Republican and American forces in opposition to the Democracy is at an end, so far as the Presidential election is concerned.* It now seems highly probable that the two organizations will stand impassably before the people of the Northern States, with distinct candidates. The result of the elections in New York, Massachusetts and Maryland renders this pretty plain."

Admitting this inference, we draw another from it, to wit: that New York and Massachusetts will both carry the Republican ticket. In a Presidential contest, with a candidate which will satisfy the south, the American party of those states will be without that Prescott strength which has borne them safely through the late contest. The Republican party will then have the advantage of standing out clearly before the people, as it is in reality, as the only party which can be relied upon to resist with honesty and firmness the extension of slavery to free territory.

THIRTY-FOURTH CONGRESS.

Senate.

The Senate consists of two Senators from each State. There are thirty-one States, represented by sixty-two Senators.

Opposition in Italics; Democrats in Roman.

President.....Jesse D. Bright.
Secretary.....Asbury Dickens.

ALABAMA.		MICHIGAN.	
Clement C. Clay, Jr.	Expires. 1859	Lewis Cass.	Expires. 1857
Vacancy.	1861	Charles E. Stuart.	1859
ARKANSAS.		MISSISSIPPI.	
W. K. Sebastian.	1859	Stephen Adams.	1857
Robt W. Johnson.	1861	Albert G. Brown.	1859
CONNECTICUT.		MISSOURI.	
Isaac Toucey.	1857	Henry A. Geyer.	1857
Lafayette S. Foster.	1861	Vacancy.	1861
GEORGIA.		NEW HAMPSHIRE.	
John M. Clayton.	1857	John P. Hale.	1857
Vacancy.	1861	*James Bell.*	1861
DELAWARE.		NEW YORK.	
James A. Bayard.	1857	*Hamilton Fish.*	1857
John M. Clayton.	1859	*W. H. Seward.*	1861
FLORIDA.		NEW JERSEY.	
Stephen R. Mallory.	1857	John R. Thompson.	1859
David L. Yulee.	1861	Wm. Wright.	1859
GEORGIA.		NORTH CAROLINA.	
Robert Toombs.	1859	David S. Reid.	1859
Alfred Iverson.	1861	Asa Biggs.	1861
ILLINOIS.		OHIO.	
James D. Bright.	1857	*Benjamin F. Wade.*	1857
Vacancy.	1861	George E. Pugh.	1861
ILLINOIS.		PENNSYLVANIA.	
Stephen A. Douglas.	1859	Richard Brodhead.	1857
Lyman Trumbull.	1861	Vacancy.	1861
IOWA.		RHODE ISLAND.	
George W. Jones.	1859	Charles T. James.	1857
James Harlan.	1861	Philip Allen.	1859
KENTUCKY.		SOUTH CAROLINA.	
John B. Thompson.	1859	A. P. Butler.	1857
John J. Crittenden.	1861	Josiah J. Evans.	1859
LOUISIANA.		TENNESSEE.	
J. P. Benjamin.	1857	James C. Jones.	1857
John Slidell.	1859	John Bell.	1859
MAINE.		TEXAS.	
Hannibal Hamlin.	1857	Thomas J. Rusk.	1857
W. Pitt Fessenden.	1859	*John Houston.*	1859
MASSACHUSETTS.		VERMONT.	
Charles Sumner.	1857	*Jacob Collamer.*	1857
Henry Wilson.	1859	*Solomon Foote.*	1859
MARYLAND.		VIRGINIA.	
Thomas G. Pratt.	1857	James M. Mason.	1857
James A. Pearce.	1857	R. M. T. Hunter.	1859

Democratic Opposition	31
	31
Vacancies	0

House of Representatives.

W.=Whigs; D. Democrats; K. N., Know Nothings.

ALABAMA.		NEW JERSEY.	
1 Percy Walker, K N		1 Isaiah T. Clawson, W	
2 Sampson W. Harris, D		2 George R. Robbins, W	
3 Sampson W. Harris, D		3 James Bishop, W	
4 Wm. H. Smith, K N		4 George Vail, D	
5 Geo. S. Houston, D		5 A. G. W. Pennington, W	
6 W. R. W. Cobb, D		NEW YORK.	
7 James F. Dowdell, D		1 Wm W. Valk, K N	
ARKANSAS.		2 J S T Stranahan, W	
1 A. R. Greenwood, D		3 Guy R Pelton, W	
2 Albert Rust, D		4 John Kelly, D	
CALIFORNIA.		5 T R Whitney, K N	
1 J. W. Denver, D		6 John Wheeler, D	
2 P. T. Herbert, D		7 Thos Childs, K N	
CONNECTICUT.		8 Ab Wakeman, W	
1 R. Clark, Jr., K N		9 Bayard Clark, K N	
2 J. Woodruff, 2d, K N		10 Alexander S Murray, W	
3 Sidney Dean, K N		11 R H King, K N	
4 W. W. Eaton, K N		12 Killman Miller, W	
DELAWARE.		13 Russel Sage, W	
E. D. Ouillin, K N		14 Sam'l H Dixon, W	
FLORIDA.		15 Richard Dodd, W	
Augustus E. Maxwell, D		16 George Fleming & Simmons, W	
GEORGIA.		17 F S Schlaser, D	
1 James L. Seward, D		18 Thomas R Horton, W	
2 Martin J. Crawford, D		19 Jonas A Hoghston, W	
3 Robert J. Trippe, K N		20 Orasmus B Matteson, W	
4 Hiram Warner, D		21 Henry Bennett, W	
5 John H. Lumpkin, D		22 And C McCarty, W	
6 Howell Cobb, D		23 W A Gilbert, W	
7 N. Greene Foster, K N		24 Amos P Granger, W	
8 A. H. Stephens, W		25 Edwin B Morgan, W	
ILLINOIS.		26 Andrew Oliver, D	
1 R. B. Waddell, W		27 John M Parker, W	
2 J. A. Woodworth, W		28 Wm W Kelsey, W	
3 John O. Norton, W		29 J Williams, K N	
4 James Knox, W		30 Benj Pringle, W	
5 Wm. A. Richardson, D		31 Thos T Flagler, W	
6 Thomas L. Harris, D		32 Solomon G Haven, K N	
7 James C. Allen, D		33 F S Edwards, D	
8 Vacancy.		OHIO.	
9 A. A. Marshal, D		1 Tim O Day, K N	
INDIANA.		2 J S Harrison, K N	
1 Smith Miller, D		3 Lewis D Campbell, R	
2 William H. Bagilah, D		4 M H Nichols, K N	
3 George G. Dunn, W		5 Richard Mott, K N	
4 Wm. Cumback, K N		6 Jonas R Emrie, K N	
5 Geo. L. Ballowy, W		7 Aaron Harlan, W	
6 Le. Barbour, K N		8 Benj Stanton, W	
7 Harvey D. Scott, W		9 Cooper K Watson, R	
8 Daniel Mace, K N		10 Oscar F Moore, W	
9 Schuyler Colfax, W		11 W B Horton, K N	
10 Sam. Burnett, K N		12 S Galloway, K N	
11 John U. Pettit, K N		13 John Sherman, W	
IOWA.		14 Philemon Bliss, R	
1 James Thorington, W		15 Wm R Ross, K N	
2 Augustus Hall, D		16 Edward Ball, W	
KANSAS.		17 Charles J Albright, K N	
J. W. Whitfield, D		18 P Latham, W	
KENTUCKY.		19 Edward Wade, R	
1 H. C. Burnett, D		20 Joshua R Giddings, R	
2 J. P. Campbell, K N		21 John A Bingham, W	
3 W. L. Underwood, K N		OREGON.	
4 Geo. Wilson, D		Joseph Lane, D	
5 J. H. Jewett, D		PENNSYLVANIA.	
6 J. M. Elliott, D		1 Thos B Florence, D	
7 W. Randall, K N		2 Job E. Tyson, D	
8 A. K. Marshall, K N		3 William Millward, W	
9 L. M. Cox, K N		4 Jacob Broom, K N	
10 J. F. Bowne, K N		5 John Cadwalader, D	
LOUISIANA.		6 J Hickman, D	
1 Gen. Rusie, Jr., K N		7 S Bradshaw, K N	
2 Miles Taylor, D		8 J Glancy Jones, D	
3 Thomas G. Davidson, D		9 Anthy R Roberts, W	
4 John M. Sandidge, D		10 John G Kunkel, W	
MAINE.		11 James H Campbell, W	
1 John M. Wood, W		12 Henry M Fuller, W	
2 John J. Perry, W		13 Asa Packer, D	
3 Edward Harriton, D		14 Galusha A Grow, R	
4 Samuel P. Benson, W		15 J J Pearce, D	
5 W. Wadsworth, Jr., R		16 Lemu L Todd, D	
6 Thos. J. D. Fuller, D		17 D S Robinson, W	
MARYLAND.		18 John R Edie, W	
1 Robert H. Hall, K N		19 John Covode, R	
2 J. Suffington, K N		20 Jonathan Knight, K N	
3 W. S. Damrell, K N		21 Darsi Ritchie, W	
4 L. B. Comins, K N		22 S A Purviance, R	
5 A. Buttingame, K N		23 John Allison, W	
6 Thos Davis, K N		24 David Ritchey, D	
7 N. P. Banks, Jr., K N		25 John Dick, W	
8 C. L. Knapp, K N		RHODE ISLAND.	
9 Henry Winter Davis, K N		1 N B Thurston, K N	
10 C. C. Chaffee, K N		2 BB Thurston, K N	
11 Mark Trafton, K N		SOUTH CAROLINA.	
MASSACHUSETTS.		1 John A Ch'stmas, D	
1 James A. Stewart, D		2 William Aiken, D	
2 Nathan Hazard, K N		3 L M Keitt, D	
3 James M. Harris, K N		4 Preston J Brooks, D	
4 H. Winter Davis, K N		5 James L Orr, D	
5 H. W. Hoffman, K N		6 Wm W Boyce, D	
6 Thomas P. Bowie, D		TENNESSEE.	
MICHIGAN.		1 N G Taylor, D	
1 Wm A Howard, W		2 W H Stanton, D	
2 Henry Waldren, W		3 S A Smith, D	
3 D B Walbridge, W		4 J H Savage, D	
4 Geo W Peck, D		5 Charles Ready, K N	
MISSOURI.		6 O W Jones, D	
1 Luther M Kennett, W		7 J V Wright, D	
2 Gilchrist Porter, W		8 P K Zollicoffer, K N	
3 James J Lindley, W		9 Emerson Etheridge, K N	
4 John G Miller, D		10 Thomas Rivers, K N	
5 Mordecai Oliver, W		TEXAS.	
6 John S Phelp, D		1 Mathew Ward, D	
7 Samuel Caruthers, W		2 P H Bell, D	
NEBRASKITE.		UTAH.	
1 D B Wright, D		John M. Bernhisel, D	
2 Hiram P Bennett, D		VERMONT.	
3 Wm Barbridale, D		1 James Meacham, W	
4 Wm A Lake, K N		2 Justin S Morrill, W	
5 John L Scripps, D		3 Erastus Fairbanks, W	
MINNESOTA.		VIRGINIA.	
Henry M. Rice, D		1 Thomas H Bayly, D	
NEBRASKA.		2 Henry A Wise, D	
Napoleon B. Giddings, D		3 John S Caskie, D	
NORTH CAROLINA.		4 Wm O Goode, D	
1 Robert T Paine, K N		5 Thos S Bocock, D	
2 Thomas Ruffin, D		6 Paulus Powell, D	
3 Warren Winslow, D		7 Wm Smith, D	
4 L O'B Branch, D		8 Chas J Faulkner, D	
5 M G Reade, K N		9 Henry A Edmondson, D	
6 Kenneth Rayner, W		10 John Letcher, D	
7 Barton Craige, D		11 John S Carlisle, K N	
8 T L Clingman, D		12 Chas S Lewis, D	
NEW HAMPSHIRE.		13 Fayette McMullen, D	
1 James Pike, K N		WASHINGTON.	
2 M W Tappan, K N		J Patten Anderson, D	
3 H Colbath, K N		WISCONSIN.	
NEW MEXICO.		1 Daniel Wells Jr, D	
Jose Manuel Gallegos, D		2 C C Washburn, W	
		3 Chas Billingham, W	

The Republic of Liberia.—The establishment of Liberia is an object which must result in the universal freedom and elevation of the African race. Including the Maryland colony, its territory extends from the Shabeo river on the North, (near the British colony of Sierra Leone,) a distance of about six hundred miles eastwardly to the South and East, between the parallels of 4½ and 7½ degrees North latitude. Perpetual verdure covers the ground, while the face of the country is diversified with gentle hills and sloping valleys. Says Bishop Scott:—"The climate, in my opinion, is healthy, much more so than that of our (American) Southern coast. I never saw a more vigorous and healthy people than the natives, nor did I ever see the human form better developed. The acclimated colonists, too, enjoy excellent health. As to emigrants from another clime, they must pass through a process of acclimation, which will, in general, be severe or otherwise, according to their own habits."

Between twenty and thirty rivers, flowing into the Atlantic water the country—the chief of which are the St. Paul's Junk, St. John's, Mechlin, Sisaou, and the Cavally. On the St. Paul's several towns have been commenced, and its banks are studded with many comfortable looking dwellings. Upwards of four hundred farms are located on this river, on which reside more than three thousand cultivators. Land is sold at forty and fifty dollars an acre. In 1852, about nine thousand pounds of sugar were made on the St. Paul's; it is of good quality, light in color, and as well granulated as the best Porto Rico.

Besides the great staples of sugar and coffee, there can be raised, to an indefinite amount, rice, cocoa, ginger, arrowroot, pepper, ground nuts and indigo. Nearly all our garden vegetables and those peculiar to the tropics may be abundantly cultivated. A great variety of fruits abound, among which may be found the banana, pine apple, guava, lemon, orange, tamarind and cocoa nut.

There are immense forests of woods, suitable for building and furniture. The camwood is sought after in Europe and the United States as a dye. The most common tree is the nut-bearing palm, from which is extracted the palm oil, now most extensively exported to France, Germany England and America. Eighty thousand tons were exported from the African coast in 1852 and 1853. Education is encouraged and cared for, and the refining light of Christian truth diffused throughout the length and breadth of the land. Where thirty years ago the degraded heathen native built his hut and offered human victims to his false gods, or the tangled bush overspread the cattle, a civilized nation dwells, composing twenty towns and villages, the happy abode of ten thousand freemen. The public buildings, the school houses, and the churches, evince the elements of an enlightened Christian community, destined to afford peace, happiness and full manhood to its worthy dwellers, and truth and civil and spiritual life to all Africa.

Historical Literature.—The English papers by the last steamer inform us that the subscription for the forthcoming volumes of Macaulay's History of England, had reached the large number of 34,000 copies, although the price is to be £1 16s. nearly nine dollars. The list had not been closed, and there was a probability of its reaching 40,000 copies, or more.

A Wag in Detroit has been taking liberties with the reputation of the Pontiac railroad. He was asked whether he knew of an accident on that road, and replied: "Never—last once a middle-aged gentleman left Pontiac for Detroit, and died of old age at Birmingham—half way.

SPECIAL NOTICES.

Liver Complaint—This dangerous and often fatal disease had long baffled the skill of the most eminent physicians, when the discovery of Dr. M'Lane's Liver Pills solved the difficulty, and presented to the world *the Great Specific* for that complicated malady, which has attained such widely spread celebrity for its certainty of cure. This successful remedy, was the result of many years' study, in which the symptoms were narrowly observed, and are thus described by the Doctor himself

"*Symptoms of a Diseased Liver*—Pain in the right side, and sometimes in the left, under the edge of the ribs—the patient being rarely able to lie on the left pain sometimes under the shoulder blade, frequently extending to the top of the shoulder—often mistaken for rheumatism in the arm; sickness of stomach, and loss of appetite; bowels mostly costive, but sometimes alternate with lax; dull heavy sensation in the back part of the head; loss of memory, with uneasiness of having neglected something; sometimes dry cough, weariness and debility; nervous irritability feet cold or burning, and prickly sensation of skin; low spirits, lassitude, with disinclination to exercise, although satisfied it would be beneficial. In fact, patient distrusts every remedy."

Have you any, or all of these symptoms? If so, you will find a certain remedy in Dr. M'Lane's Pills.

☞Purchasers will be careful to ask for DR. M'LANE'S CELEBRATED LIVER PILLS, and take none else. There are other Pills, purporting to be Liver Pills, now before the public. Dr. M'Lane's Liver Pills, also his celebrated Vermifuge, can now be had at all respectable Drug Stores in the United States, and Canada.

For sale by the sole proprietors.

FLEMING BROTHERS,
Successors to J. Kidd & Co., 60 Wood st.
no15dw8

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M'CORD & CO.,

Have opened their Large Stock of

FANCY FURS,

To which they invite the attention of the Ladies,

No. 131 Wood Street,

Holloway's Pills, a certain Remedy for Indigestion and Liver Complaint—Maria Armstrong, (27) of Edgarstown, New Jersey, suffered more than most people from indigestion, accompanied by liver complaint, general very clever medical men told her she was in a consumption, and her friends despaired of her ever recovering as she had tried everything they thought likely to benefit her, without success. At last she tried Holloway's Pills which quickly assimilated with the blood, removed the obnoxious matter, and thoroughly cleansed and renovated the system. The result is, that she was pegfectly cured, and is now enjoying the best of health. These Pills are also a certain cure for all diseases of the stomach and bowels. no21-14wT

OHIO & PENNSYLVANIA RAILROAD.

THE ONLY RAILROAD

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The Fast Train leaves at 2 A. M., through to Cincinnati in 12 hours and 40 minutes.

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These trains at all seats close connections at Crestline, and the first two connect at Alliance. The direct route to St. Louis is now open. via Crestline and Indianapolis, 100 miles shorter than via Cleveland. Connections are made at Mansfield with the Sandusky, Mansfield & Newark, and at Crestline with the three roads concentrating there for Cincinnati see handbills. No trains run on Sunday.

Through Tickets are sold to Cincinnati, Louisville, St. Louis, Indianapolis, Chicago, Rock Island, Fort Wayne, Cleveland and the principal towns and cities in the West

The NEW BRIGHTON ACCOMMODATION TRAIN will leave New Brighton at 7:30 A. M., and Pittsburgh at 4:45 P. M. connecting with the Mail and Express Trains, and going down in the evening half an hour earlier than at present.

For Tickets and further information, apply to

D. M'CARGO, Agent,
At the corner office, under the Monongahela House,
Or at the Federal street Station, to
GEORGE PARKIN,
Ticket Agent.

Pittsburgh, July 23, 1855.

WELCH & GRIFFITH'S PATENT GROUND SAWS.

HAVING purchased from Mr. Wm. Southwell his Patent Right, for grinding circular and other Saws, for which we have paid him a large sum, and we here by the sole proprietors of the same. We will forward any person giving information of infringements of the same.

This is the only Machine, ever invented that will grind a Saw perfectly even in thickness.

They will warrant every saw to cut best while running—will run smooth—save lumber—and keep an edge longer than any other saws made—and are not liable to become untrue.

All our Saws are made from an Extra Quality of Cast steel, imported expressly for our own use, at much higher cost than generally used for Saws.

We respectfully inform all manufacturers of lumber, that no Saw will be sent from this Establishment bear what is of superior Steel and workmanship; the Temper will be found more even and uniform than any Saw in use.

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Orders received by JOSEPH WOODWELL & CO.

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JOS. WOODWELL & CO.,

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Commission and Forwarding Agents,

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" W. R. Hays & Co., "
" Springer Kavanagh & Co., Cincinnati, Ohio.
" Procter & Gamble, "
" Springer & Whiteman, "
" Thomas & Lafon, Saint Louis.
" Wm. M. Morrison & Co., "
" McCullough, Pitkin & Co., "

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OF PITTSBURGH,

Corner Fourth and Smithfield Streets,

Authorized Capital $300,000.

INSURE BUILDINGS AND OTHER PROPERTY

Against Loss or Damage by Fire,

And the Perils of the Sea and Inland Navigation and Transportation.

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A. Carrier,	H. Sellers,	D. M. Long.	

President, Hon. WM. P. JOHNSTON.
Vice President, RODY PATTERSON.
Secretary & Treasurer, A. A. CARRIER.

PITTSBURGH

Life, Fire & Marine Insurance Company;

Office, Corner Market and Water Streets,

ROST. GALRAITH, President. JAMES D. MCELHENY, Secy.

This Company makes every insurance appertaining to or connected with LIFE RISKS.

Also, against Hull and Cargo Risks on the Ohio and Mississippi rivers and tributaries, and on Cargoes to the Eastern cities.

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