PITTSBURGH GAZETTE

PUBLISHED BY D. N. WHYTE.

PITTSBURGH:

FRIDAY, MORNING, MARCH 14, 1856.

Terms:

DAILY—Six Dollars per annum, in advance.
WEEKLY—Two Dollars per annum, in advance.
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Republican Declaration of Principles:

ADOPTED BY THE PITTSBURGH CONVENTION.

1. We demand and shall attempt to secure the repeal of all laws which allow the introduction of slavery into territories once consecrated to freedom, and will resist by every constitutional means the existence of slavery in any Territories of the United States.

2. We will support by every lawful means our brethren in Kansas in their constitutional and manly resistance to the usurped authority of their lawless invaders, and will give the full weight of our political power in favor of the immediate admission of Kansas to the Union as a free, sovereign, independent State.

3. Believing that the present national administration has shown itself to be weak and faithless, and that its continuance in power is identified with the progress of the slave power to national supremacy, with the extension of freedom from the territory, and with increasing civil discord, it is a leading purpose of our organization to oppose and overthrow it.

RAILROAD ITEMS.—Yesterday morning the Mail Train on the Ohio and Pennsylvania Railroad went out with *thirteen* loaded cars, drawn by two engines. All the passenger trains now go out with good loads. The freight business is also very heavy. Long lines of drays stand on Federal street almost constantly awaiting their turns.

The present unprecedented state of the river shows how important this road is to us. Without it we should be absolutely hemmed in by the ice embargo. Here, near the middle of March, our rivers are frozen over as solidly as in mid-winter, when freight and passengers are pressing for transportation. Such a winter as this, and such a summer and fall as that of 1854, show how valuable our Railroad facilities are, and how much they ought to be cherished and prized.

We are glad to see by the proceedings of the late Stockholders' meeting that the Directors are resolved to proceed with the bridge connection with commendable vigor, and that the prospect is that it will be completed by the close of the year.

We understand that the branch of the Cleveland and Pittsburgh Railroad, from Wellsville to Rochester, is to be pushed forward to completion without delay. The contractor has agreed to have the superstructure of the bridge over the Beaver finished by the first of May.—The piers are all up, and the embankments are ready. The iron is purchased, and the delivery will commence immediately. It is intended to commence laying iron at Rochester and Wellsville simultaneously. The bridge over the Little Beaver will be ready by the time the tracklayers reach it. The tracklayers will commence at Rochester as soon as the bridge is finished, so that a construction train can be used. The branch from Wellsville to Steubenville will also be pushed forward with rapidity. We may confidently look for railroad communication with Steubenville, by the river route, sometime during the present year.

The Terre Haute and Alton Railroad is completed, and opened for through traffic, both for passengers and freight. This gives us a direct Railroad line from Pittsburgh to St. Louis, by way of the Bellefontaine and Indiana road, Indianapolis and Terre Haute. The cars start from Illinoistown opposite St. Louis.

The Pacific Railroad is now open from St. Louis to Jefferson City; and offers to take freight to that point at 50 per cent. less than the steamboats ask!

How astonishing are these facts! Ten years ago the Ohio and Pennsylvania road was not projected. When we first commenced to turn the attention of our citizens to that project it was treated as a chimera, as a work beyond our power. We must have an Eastern road first, was the general response. Now there is a direct and continuous Railroad from Philadelphia through Pittsburgh to St. Louis and Jefferson city on the Missouri, and to Chicago, and to various points on the Upper Mississippi! If ten years have wrought such immense changes, may we not look to the future with confidence?

LEASE OF THE PUBLIC WORKS.—In the House, on Monday, Mr. Ball reported from the Committee of Ways and Means a bill to authorize the Canal Commissioners to lease to the Union Canal Company of Pennsylvania, the main line from Columbia to Pittsburgh. The Canal Commissioners are to make a detailed statement of all property belonging to the State upon or connected with the said works, to be leased with the works. The lease to be for thirty years, the State reserving the right to annul it at any time after ten years, upon giving one year's notice, at any time after a sale, upon reasonable notice.

The lease to stipulate that as much accommodation shall be afforded hereafter, as has been afforded heretofore, in the use of the works, that the Canals may be improved as may be deemed best, and that the Works shall be delivered on the determination of the lease in as good order as they were received, reasonable wear and damage excepted. The revenue received to be first applied to pay the ordinary expenses of managing the Works—then such sum as may be required (not exceeding $150,000 per annum,) shall be expended in the permanent improvement of the Works; and after the deductions are made, one-half the balance remaining shall be paid into the State Treasury on the first of January in each year; a larger sum to be expended in repairs when extraordinary damages are done. A statement of the receipts and expenditures on the Works shall be furnished quarterly to the Canal Commissioners. The Company to have power to own and employ locomotives, cars, boats and horses, &c., and to convey passengers and freight on said Works, as also on their own Works, and on those of the Schuylkill Navigation Company, and to receive compensation therefor. The company to have the exclusive right to furnish all motive power on the railroad, provided that all persons with cars, horses [illegible] freight may pass over said [illegible] boats and therefor and [illegible] works, paying tolls [illegible] use of said Works shall be [illegible] by such general rules as the company may establish, but no person shall, without their consent, be permitted to use horses or other animal power on the Railroad, or steam on the Canal. The further details of the lease to be settled by the Canal Commissioners, under the advice of the Attorney General.

THE HORTICULTURIST, for March, is a most welcome visitant to our table. Its table of contents presents a rich treat for the lovers of nature. Published at $2 per annum, by Robert Pearsall Smith, Philadelphia.

PENNSYLVANIA LEGISLATURE.

Saturday, March 8.—In SENATE, Mr. Wilkins (Judiciary) reported with amendment, the supplement to the act to incorporate the St. Paul's Roman Catholic Orphan's Asylum, in the city of Pittsburgh, also, with amendment, the supplement to the act incorporating the Pittsburgh and Connellsville Railroad Company; also, with a negative recommendation, the bill to allow parties in interest to testify in civil and criminal cases.

Mr. McClintock, read in place a bill to incorporate the Masonic Fund Society of Allegheny county; also, one to regulate the measurement of lime; also, joint resolutions requesting the Congress of the United States to make an appropriation for the improvement of the Ohio river.

Mr. Wilkins, one to authorize the city of Pittsburgh and county of Allegheny to guarantee the payment of the principal and interest of the mortgage bonds of the Pittsburgh and Steubenville railroad company.

Mr. Wilkins, on reading this bill, remarked that it was a measure of the very highest importance to the citizens of Pittsburgh and Allegheny county. The corporations had already subscribed railroad stock to the amount of millions of dollars, and are now taxing our citizens to meet the payment of interest. The bill proposes to vest in the city of Pittsburgh the power to guarantee the payment of the mortgage bonds given by the Pittsburgh and Steubenville railroad company, and also to vest the same power in the County Commissioners of Allegheny county. It was not made an imperative duty, but conferred the power, at their discretion. This, in his opinion, was a dangerous corporate power, and he offered the bill with great reluctance. If possible, he would suppress it, but he could not. He felt impelled by a sense of duty to obey the wishes of his constituents, and offer the bill, and accompanying it with the explanation he had given, in which his colleague had entirely concurred. They would reserve the right to amend the bill hereafter, as they might deem proper, if they could.

The amendments of the House to the Liquor bill were non-concurred in and a Committee of conference appointed.

The bill to authorize the mining of Coal under river beds in Allegheny and Beaver counties, was discussed and laid over.

In the House, the Act allowing bills of exception and writs of error in criminal cases, was read a third time, amended and passed, yeas 46, nays 44. A railroad bill occupied the rest of the day.

Monday, March 10.—In SENATE, Mr. M'Clintock read a bill, to incorporate the Allegheny City Bank.

In the House, Mr. Ball, from the committee of Ways and Means, reported "An act to authorize the Canal Commissioners to lease the Main Line from Columbia to Pittsburgh."

The bill to repeal the small note law was indefinitely postponed, yeas 71, nays 15.

An Act to provide for the election of an additional Law Judge of the Court of Common Pleas in the 6th judial district, was amended, so as to fix the salary at $1600, and laid over.

For the Pittsburgh Daily Gazette.

The undersigned Committee of the Pittsburgh Marine Association, asks you to publish the following brief notice of its character and purposes, which will enable your correspondents to correct their erroneous opinions, and point out the way for the public to learn anything further on the subject that may be desired.

JAMES A. HUTCHISON,
R. C. GRAY,
WM. THAW.

PITTSBURGH, March 13, 1856.

Those members of the business community of this city who are connected with Steamboats, as owners or Masters, have associated themselves to form the "Pittsburgh Marine Association."

They aim to secure for that heavy branch of Pittsburgh enterprise, the same advantages which her Commercial and Manufacturing interests derive from the Merchants' Exchange Association.

The Pittsburgh Marine Association is well aware that its success must depend upon making itself acceptable to the general business public, as well as advantageous to its own constituents, and all its acts will be governed by this conviction. Should it fail to meet the wishes of manufacturers and shippers, in some particulars, it will be glad to have its errors pointed out, and discussed and adjusted with candor and fairness.

The rooms of the Association, on Water street below Market street, are open to the business public. Here shippers may conveniently gather information from the whole west, relative to the rivers and rates of freight, make engagements, call the attention of the Association to such changes of rates as they may think should be made; and while they will find the rates of the Association always moderate and fair, they will have the satisfaction of knowing that prices are uniform, and all shippers upon an equality.

It is believed that persons engaged in freighting, may agree to charge an uniform schedule of prices, with the same propriety, and the same advantage to their customers, that is manifest in the action of the Merchants' Exchange Association, in prescribing to its members schedules of the charges to be made for commissions, storage, etc. The fairness of the rates charged, is the rule of right, by which an intelligent business community judges the act, in either case.

How far the Pittsburgh Marine Association has succeeded in observing this rule, may be inferred from the rates of freight now published. They will be found to be as low, as at the opening of navigation in former seasons, when there had been no such loss of time to the boats, as now, from ice; nor one-tenth of the accumulation of freights that is now awaiting shipment; and when the expenses of steamboating were twenty per cent. less than at present.

The rates of freight paid from Cincinnati to points below, at the opening of navigation this spring were higher than those now charged from Pittsburgh to the same points, and are as high yet, although at Cincinnati there is no Marine Association, nor was there there, anything like the accumulation of freight now here.

The Association has delayed the discussion of rates of freights until recently, owing to the uncertainty when the river would open, and what might be the effect upon many or all of the boats at the Landing of the breaking up of the ice. It is still rather premature to adopt a schedule, for should the river remain closed much longer—the competition among shippers to secure room for their shipments will lead to bidding over the rates recommended by the Association.

Printed lists of the details of classification, together with rates to the less prominent points, may be had at the rooms of the Association or from the Steamboat Agents.

The list of rates below, includes the more important points, and is intended to be current at the opening of navigation, and until further notice.

RATES OF RIVER FREIGHTS FROM PITTSBURGH.

	Eastern Goods.			Pittsburgh Goods.		
	per 100 lbs.	per 100 lbs.	Pro-rate per 100 lbs.	per 100 lbs.	per 100 lbs.	Pro-rate per 100 lbs.
To Cincinnati,	20	20	12	20	15	
" Louisville,	25	30	25	25	20	
New Albany and as far as Brazenville, (Ohio River below do.)	50	40	50	35	25	
Cairo,	60	50	60	35	30	
Memphis,	75	65		50	45	
Vicksburg,	90	75		60	50	
New Orleans,	75	65		60	50	

For the Pittsburgh Daily Gazette.

The Councils of the city have accepted the report of the Committee on the A. V. R. R., accompanied with an ordinance locating it on Liberty street. It is sincerely hoped this measure will not be adopted without giving the interests of Liberty street a fair trial and hearing. Let the objections to the location on Pike street be considered. There seems to be no reasonable objection to continuing the present line on Butler street to Allegheny street, which is 60 feet wide and affords the best line for crossing to Liberty street, when the enormous expense of grading and paving 4000 feet of Liberty street from that point to the east end, on Taylor st is taken into the account. The objections to Pike street are confined to the space between Allegheny and Ohara street, about 2700 feet in length. First, about 800 feet have not yet been opened, but it has not been built on and will have to be opened whether used for a R. R. or not, and the sooner it is done the better for the public and all persons concerned. Second, it is but 40 feet wide. This is the true difficulty and one which the writer wishes to treat with great candor, in comparing this line with the one on Liberty street. A single track along the centre of a 40 feet street leaves 9½ feet to the curb line; this the Committee say would make it necessary to widen the street 20 feet on the north side. Yet knowing that two Companies cannot use the same track, they recommend a single track on the north side of Liberty street for a much greater distance, but 9 feet from the curb line without adverting to the necessity of setting back the solid blocks of buildings on front that side of Liberty street [illegible] of business, which, in[illegible] main street three times [illegible] of one, would have that [illegible] with the heaviest tonnage [illegible] will ever pass along any street in the Union. Is it saying too much that when the hard earned home of one man on Pike street would be injured, three would suffer equally on Liberty street, and if the objection is tenable on Pike street it is fatal on Liberty, and must [illegible] the line back to Duquesne Way at last.—Let each member of the Councils do himself the justice of examining both lines carefully from the canal to Allegheny street before he passes the ordinance. There is something like common justice to be considered. Liberty street has already two tracks and the heavy freight business of any railroad that will ever come into the city. This was peacably submitted to for the public good; can the line of another Company be honorably forced on it? The injustice of such a measure could never be lost sight of and must lead to unceasing efforts until the proprietors of near two miles of the principal business street of the city would be relieved from such an unfair imposition.—Third. It is alleged that this line removes the necessity of buying a freight Depot at the Canal. Why that is the only place a Depot will be wanted until a connection is formed with the Sunbury R. R. when the A. V. R. R. can embark in the transportation of tonnage to the Eastern cities, and even then all freight arriving from the West by R. R. must be transported at the Canal or be lost to that Company; it would never be drayed to the Point. Let the line come down Pike street and at the Canal it terminates where any amount of property is for sale at fair prices for both freight and Passenger Depots; and in connection with all the other Railroads coming into the city, and when the line is opened through the Tunnel it may be all that will be wanted. Fourth, As to the expense of grading Pike street. If the Depots of the P. R. R. are built this Summer and Liberty street graded to suit there will be material cheap enough to grade Pike street through the Fifth Ward, to remove the objection of expense, while the distance from Pike to Liberty will be saved. The proprietors on Liberty have nothing to fear from a thorough investigation, and they hope the Councils will not adopt that line hastily. That no time may be lost let the Road follow its present line to Allegheny street that will bring it more than half a mile into the city, and will answer equally for either of the three routes hereafter and will cost far less than crossing to Liberty street from the present terminus.

FAIR PLAY.

EXPLOSION OF A STEAM BOILER—*Loss of Two Lives.*—Yesterday morning, between nine and ten o'clock, a boiler of a steam engine in the steam cabinet and carving establishment of Mr. Erhart Beck, in Alder street, above Master, exploded with a loud noise, and completely demolished the building in which it was located, burying seven persons beneath the falling mass. The building was a three story brick, with a front of 16 feet on Alder street, 23 feet deep, and the rear portion some 28 feet wide; in consequence of the extension of the building over an alleyway. The boiler, an upright one, was in the cellar, near the east wall, and the engine, of three horse power, was some ten feet from it, near the Alder street front. Mr. Beck noted as his own engineer, and at the time of the explosion he was alone in the cellar, and had just finished oiling the engine. He was thrown upon his face and stunned for a moment, but as soon as he could recover himself, he commenced to grope about in the dark until he found an opening in the rubbish, through which he made his way, escaping without a bruise. Not so, however, with the employees in the building, amounting to six, two of whom, Mr. Charles Eckhard and his son Herman, about 18 years of age, were killed, their bodies presenting a shocking appearance. Another son of Mr. Eckhard was in the building, but he escaped unhurt.—These two were at work in the front room on the first story, and were thus exposed to the steam and the bulk of the falling timbers.—*Phila. Ledger.*

DIED—At his residence on Ann street, Allegheny City, on Thursday evening at 7 o'clock, Mr. ENOCH HOLMES, in the 65th year of his age.

His funeral will take place at 2 o'clock to-day to proceed to the Allegheny Cemetery. The friends of the family are respectfully requested to attend.

DIED—On Thursday morning, the 12th inst., a 7 o'clock SAMUEL SPENCER, Esq., in the 60th year of his age.

The funeral will take place on Friday morning at 10 o'clock, from the residence of his son, Jas. W. Spencer, No. 154, Fourth street, and proceed to the Allegheny Cemetery 2t*

SPECIAL NOTICES.

Tape Worm cured by Dr. M'Lane's Celebrated Vermifuge.

NEW YORK, August 2, 1852.

☞ A certain lady in this city testifies that after using Dr. M'Lane's Vermifuge, prepared by Fleming Brothers, of Pittsburgh, she passed a tape worm ten inches long; and has no hesitation in recommending it to every person afflicted with worms; as, in her opinion, it far excels every other remedy now in use. The name of the lady, and further particulars, can be learned by calling on Mrs. Hardie, Manhattan place, or R. L. Thrall, Drug gist, corner of Ruiger and Monroe sts.

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

For sale by the sole proprietors.

FLEMING BROTHERS,
Pittsburgh, Pa.

NEW GENEVA, Fayette County, Pa.,
February 4, 1856.

Dr. I. Scott & Co.—It is with much pleasure that I inform you that I gave one dose of your McLane's Improved Vermifuge to a child of mine that was sick. I brought from him between 30 and 40 large worms, without mentioning him in the least. He soon after recovered his health.

JESSE PROVINCE.

Dr M'Lane's Improved Liver Pills and improved Vermifuge, also Dr. I. Scott's Celebrated White Cerasetan Liniment, prepared only under the supervision of Dr. I. Scott, a Regular Medical Graduate and Physician of extensive practice.

None genuine only as prepared by Dr. I. Scott & Co., 84 Smithfield street, Pittsburgh, Pa. Dr. McLane's Improved Liver Pills and Improved Vermifuge accompanied by certificate of C. McLane.

Dr. Scott's Celebrated Medicines for sale by
Dr. Geo. W. Phillips, 84 Wood street, Wholesale agent.
JAS. P. FLEMING, Allegheny, near R. R. Depot, whole sale agent.
mh6:4d&w2

THE GREAT ENGLISH REMEDY.
SIR JAMES CLARKE'S
Celebrated Female Pills.

Prepared from a prescription of Sir James Clarke, M. D. Physician Extraordinary to the Queen.—This invaluable Medicine is unfailing in the cure of all those painful and dangerous disease incident to the female constitution.

It moderates all excess, removes all obstructions, and brings on the monthly period with regularity. These Pills should be used during the period of pregnancy, confinement; they fortify the constitution, and lessen the suffering during labor, enabling the mother to perform her duties with safety to herself and child.

In all cases of Nervousness, Spinal Affections, pain in the Back and Limbs, Heaviness, Fatigue on Slight Exertion, Palpitation of the Heart, Lowness of Spirits, Hysteria, Sick Headache, and all the painful diseases consequent on a disordered system, these Pills will effect a cure when all other means have failed, and although a powerful remedy, do not contain iron, calomel, antimony, or any other mineral.

Full directions accompanying each package. Price, in the United States and Canada, One Dollar.

Sole Agents for this country,

JOHN F. BURNS & Co., Rochester, N. Y.

TUTTLE & MOSES, Auburn, N. Y., General Agents.

N. B.—$1.00 and 6 postage in a same enclosed to any agent will insure a box of the above Pills by return mail.

For sale in Pittsburgh, by FLEMING BROS. corner of Wood and Fourth sts., JOS. ABEL, corner Penn and Smithfield sts; JOS. FLEMING, corner Diamond and Market street, and Druggists generally. dc14-1yr&w1

OHIO & PENNSYLVANIA RAILROAD.

THE ONLY RAILROAD
RUNNING WEST FROM PITTSBURGH.

The Fast Train leaves at 2.30, A. M., brought to Cincinnati in 18 hours and 40 minutes. Fare $7.00.

MAIL TRAIN LEAVES AT 3 A. M.
EXPRESS TRAIN " " AT 3 P. M.

These trains all make close connections at Crestline, so that passengers need detention. The direct route to St. Louis is now open, via Crestline and Indianapolis, 100 miles shorter than via Cleveland. First class fare from Pittsburgh to St. Louis $18.20. Second class $13.00. Connections are made at Alliance with the road to Cleveland, and at Mansfield with the road to Newark, Monroeville and Sandusky City. No Trains run on Sunday.

Three roads connect at Crestline. For particulars, see handbills.

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 leaves Pittsburgh at 10 A. M., and 6:45 P. M., and New Brighton at 7:30 A. M., an 1 P. M.

For Tickets and further information, apply to

G. W. CARRY,
At the corner Alley, under the Monongahela House.
Or at the Federal street Station, to
GEORGE PARKIN,
Pittsburgh, Nov. 22, 1855. Ticket Agent.

JOHN COCHRAN & BROS.
MANUFACTURERS OF
Iron Railing, Iron Vaults, Vault Doors, Window Shutters, Window Guards, &c.,
Nos. 91 Second st., & 86 Third st.,
(between Wood and Market,)
PITTSBURGH, PA.,

Have on hand a variety of new patterns Fancy and Plain, suitable for all purposes. Particular attention paid to enclosing Grave Lots. Jobbing done at short notice. mh5:d&w

Certificate from Delaware.

DELAWARE, March 20th, 1854.—*Messrs. R. A. Fahnestock & Co.*—Gentlemen: I feel it to be my duty to you, as well as to the public, to inform you of the wonderful effects your invaluable Vermifuge had on my children. One was taken ill, a short time since, and I called in my family physician, Dr. John D. Perkins. After an examination, he pronounced the illness to be an inveterate worm, and prescribed Fahnestock's Vermifuge. After the child had taken a few doses, he discharged, at the first operation, *Fifty-Three of the largest Worms* I ever saw in my life, and in the course of the day and evening he discharged between a pint and half a gallon of large [illegible] worms.

He immediately got well, and has [illegible] since. He has had a good effect upon my [illegible] and health. You may use this certificate [illegible] other children.

Sold wholesale and retail by all the principal druggists throughout the United States.

P. S. GILBERT,
Sculptor, Modeler, Stucco Worker and Wood Carver, No. 80 Third street, between Wood and Market streets, Pittsburgh, Pa. keeps constantly on hand an assortment of new Fancy Centre Pieces, for parlors, &c. m28-1yr&b

HENRY H. COLLINS,
FORWARDING AND
COMMISSION MERCHANT,
AND WHOLESALE DEALER IN
CHEESE, BUTTER, SEEDS, FISH,
And Produce Generally.
No 23, Wood Street, Pittsburgh.

WELLS, RIDDLE & CO.,
86 Fourth st. near Wood, Pittsburgh, Pa.,
MANUFACTURERS OF
Buggy, Carriage, Riding, Drovers' AND
DRAY WHIPS:
THONGS AND SWITCHES,

Keep constantly on hand, received direct from their factory, in York Co. Pa., a full and varied assortment of Buggy Whips, Thongs, Switches, Lowder Wagon Whips, Drovers' Whips, Carriage Whips, Riding Whips, Ready Whips, Carriage and Cab Whips, Stage Stocks and Handles.

☞ New styles of Whips promptly furnished to order.

Orders from the trade are solicited and promptly shipped per steamboats.

☞ *ALL WORK WARRANTED.* ☜
jel5-1yr&w1

The Most Wonderful Thing
NOW BEFORE THE PUBLIC IS

Prof. Dr Grah's Electric Oil, Philadelphia.

Nothing before known has cured Palsy, Rheumatism, Hemiplegia, Pains and Bruises of the Back. Wind Gall in a short time as to each almost incredible. *Messrs. Barnes & Park, of New York*, the richest medicine dealers in the United States, write that they have had great *Relief* and many other cases. They have sold about $1000 worth in a short time. *Mr Seth S. Hazen, of Rochester*, who has sold about $2,000 worth in a very brief period, writes of wonderful cures of Palsy, Rheumatism, Lameness, &c. Many other leading sellers write the same thing. This Oil is magical to relief in Pain, compared with other celebrated Oils, Liniments, Lotions, Balsams, Ointments and Syrups, which everybody knows are most all worthless. This is the great experiment of the age, and it is scientifically compounded. Physicians are now using and recommending Dr Grah's Electric Oil, from the only office, No. 20 South Eighth Street, between Chestnut and Walnut, near the great Masonic Temple, Philadelphia.—A regular Doctor in attendance. Advice gratis.

For sale by Dr. GEO. H. KEYSER, General Agent, 140 Wood st., Pittsburgh, and for sale by all the principal Druggists and Merchants in the United States.

mh10:d&w2

Reliance Mutual Insurance Company
OF PHILADELPHIA.

OFFICE NO. 70 WALNUT STREET.

Capital $121,674—Assets $223,000. Security Benefit.

FIRE INSURANCE—On Buildings, Merchandise, Furniture, &c., in town or country.

The mutual principle, combined with the security of a Stock Capital, entitles the Insured to share in the profits of the Company, without liability for losses.

The Scrip Certificates of this Company, for profits, are convertible, as per price in Central Bank of the County.

CLEM TINGLEY, President.
R. M. HOPKINS, Secretary.

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mh8-3t corner Third and Wood streets.

PEARL STEAM MILL,
ALLEGHENY.

Flour delivered to families in either of the two cities.

Orders may be left at the Mill, or in our house at the corner of Wood and Water streets.

LEGAN, WILSON & CO., 82 Wood st.
REAGH, RUTTER, Market Liberty and St. Clair sts.
H. P. SCHWARTZ, Penn st.
ZERBE, CLEE & CO., Penn st.
mh10-3t

FLEMING BROTHERS,
(SUCCESSORS TO J. KIDD & CO.)
WHOLESALE DRUGGISTS,
NO. 66 WOOD STREET,
PITTSBURGH, PA.

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

POSTLEY, NELSON & CO.,
MANUFACTURERS OF
Cast Steel and Iron Gun Barrels.
SOLID BOX VICES,
Cast Steel Plated & Hammered Shovels & Spades,
Picks, Mattocks, Hedges, Hammers, Harrow Teeth, &c.
WAREHOUSE, NO. 17 MARKET st.
PITTSBURGH PA.

Purchasers will please call and examine our stock before purchasing elsewhere. fel2:m3

New York & Liverpool Line of Packets.

MR. JOHN THOMPSON, No. 410 Liberty street, Pittsburgh, Pa., is the only person in the above city authorized to sell Passage Certificates for my Line of New York and Liverpool Packets.

CORNELIUS GRINNELL,
87 South st., New York.

Has always on hand Sight Drafts for any amount, payable at any Bank in England, Ireland, Scotland and Wales.

Also, brings passengers from New York and Philadelphia by Railroad.

JOHN THOMPSON,
jan26-3m&w1'2 eot No. 410 Liberty street.

A genuine and pleasant remedy for Nausea, Heartburn, Pains in the Back, Breast and Side, Sick Headache, Biliousness, Fevers, Constipation, Cold, Worms in Child ren, Affections of the Kidneys and Bladder, and other irregularities of the system. Dr. L B Wright's "Liquid Cathartic" is becoming appreciated beyond precedent, and very justly too. Its ingredients are the most scientifically prepared and *purely vegetable*, arranged with such skill as to act upon the system through the blood, and well as to purge the bowels without pain, without nausea, and without leaving the patient costive. The very best liver medicine, the cheapest, most pleasant and effective Family Physic in the world. See advertisement and give it a trial. m4:d&w1

GAS COMPANY OFFICE.
The Office of the
Pittsburgh Gas Company
Has been Removed to the
S. E. Corner Smithfield st. & Diamond Alley.
mh6:2t&w JAMES M. CHRISTY, Treas.
JOSHUA BRODIE, JAMES D. VERNER

RHODES & VERNER
Brewers, Maltsters and Hop Dealers.
BREWERY, Stevenson street, near Pennsylvania Avenue.
OFFICE AND MALT HOUSE,
Corner Penn street, and Barker's Alley,
PITTSBURGH, PA.

☞ Fresh yeast always on hand. dc12:m3&w

Look on this Picture.

Hair that looks like curling flame
Spots that set of classic features.
Nature! Nature! do for shame!
Why so mar thy noblest creature?

AND WITH THY
Ah! what mars thy lilie The eye
Rests on ringlets darkly curling.
CAMBALOO'S matchless DYE
Has embrowned what late was glowing.

Sold Wholesale and Retail at the Proprietors of Dr. GEO. H. KEYSER, 140 Wood st., sign of the Golden Mortar. m6:d&w1

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And by the Druggists in Pittsburgh and everywhere.
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mh5-d1yr&w

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