PITTSBURGH GAZETTE

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R. L. BATOV, RUSSELL KERR, } EDITORS.

PITTSBURGH:

MONDAY MORNING, APRIL 27, 1857.

TWO COLUMNS OF INTERESTING READING MATTER WILL BE FOUND ON OUR FIRST PAGE.

SALE OF THE PUBLIC WORKS.—A letter in our paper to-day, from a friend at Harrisburg, gives the reasons which induced four of our representatives in the legislature to vote against the bill for the sale of the main line of the public works. We think they were right. The reasons adduced are a sufficient justification of their vote, and we are prepared to stand by them and defend them to the last, for resisting a scheme so inimical to the public interests.

The public sentiment of this county is in favor of selling the Public Works. Of this there can be no question. We coincide in that sentiment, and are now, as we always have been, desirous of seeing the State freed from the incubus of these works. But while this is true of the general feeling of the county, it is also true that it is accompanied with a desire to see the works maintained, in private hands, and not sacrificed, as this bill contemplates. It is not the sale, but the plan proposed, that we resist. Let the Public Works be put up for sale to the highest bidder, upon fair and equitable terms, with no advantage in favor of any bidder, and upon conditions that will secure the canal to the people of the State as a public highway, and no one will object; but when a bill is framed expressly designed to favor a particular purchaser, upon terms involving the destruction of at least the western portion of the canal, every consideration of public interest should induce its defeat.

Superadded to the reasons given in the letter of our correspondent is the one we alluded to on Saturday—that the plan includes the loan of the State credit, to the extent of $3,000,000, to a bankrupt railroad corporation. This ought to be enough, of itself, to defeat the bill.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILROAD.—We have received from the Secretary of this road a pamphlet, entitled: "Exhibit of the Pittsburgh, Fort Wayne and Chicago Railroad Company, with relation to the general mortgage of $10,000,000." From this pamphlet we learn that a mortgage of $10,000,000, upon the entire road, has been issued to John Ferguson, and Thomas E. Walker, of New York, and is intended to become a first and only lien upon the road. The object of the mortgage is to provide security, first, for $8,500,000 of Construction Bonds, at 7 per cent., having thirty years to run, the proceeds of which are to finish the road to Chicago, put it and fence it and thoroughly stock it, and, second, for $6,500,000 of Redemption bonds, of the same tenor, and bearing the same interest and date, the purpose of their issue being to make timely provision, by their sale or exchange for the existing funded debt of the company created by the assumption of the bonds and mortgages issued by the three roads prior to consolidation. In other words, the mortgage is intended, besides finishing the road, to consolidate the funded debt of the company.—A sinking fund for the reduction of the mortgage, is provided for, by setting apart three-fourths of one per cent. from the net earnings for ten years, and one and a half per cent. for the other twenty years, together with such other surplus funds as may from time to time accrue.

Such is a general outline of the project as presented in the pamphlet before us.

SOME weeks ago we put ourselves to some trouble in searching the journals of the legislature of 1847, to find its action and that of its democratic members in reference to the Wilmot Proviso; and we also traced out, by reference to our files, the politics of each member of both houses at that session, so as to show how parties really stood at that time upon that question.—The result of our researches was embodied in an article which we published on the 9th inst. That article has since been appropriated by our brethren of the press throughout the State, some of them incidentally acknowledging the *Gazette* as authority for it, but others, like the Philadelphia *Times*, appropriating it bodily, word for word, omitting a chance sentence or paragraph. Our neighbor of the *Journal*, on Saturday, copied it as coming from the Philadelphia *Times*, and pronounced it "capital." We do not mention the appropriation of our article in the way of complaint, or because we care anything about it; but since it has traveled the circuit of the State and come back thus to our own door, we venture to lay claim to it, even at the risk of being called "dogs" and "puppies."

THE SUNBURY AND ERIE BILL.—The vote in the House on the section to loan the credit of the Commonwealth to the extent of $3,000,000 to the Sunbury and Erie road, was as follows:

YEAS—Messrs. Backus, Ball, Benson, Bishop, Brown, Carty, Cleaver, Dickey, Dock, *Eyster*, Gilphamey, Hamilton, Hancock, Hiestand, Hine, Hoffman, (Lebanon), Housekeeper, Imbrie, Jenkins, Kerr, Lehr, Maneur, Magee, M'Calmont, M'Clure, Mumma, Nichols, Penrose, Petriken, Pownall, Ramsey, (Philadelphia) Reed, Shaw, Sloan, Struthers, Tolan, Thorn, Vail, Vanvoorhis, Wagoneller, Walter, Warner, Wintrode, Wright—44.

NAYS—Messrs. Abrams, Anderson, Arthur, Augustine, *Beckhouse*, Beck, Bower, Calhoun, Campbell, Chase, Crawford, Ent, Fausold, Foster, Hamel, Harper, Heins, Hill, Hoffman, (Berks) Imhoff, Jacobs, Kaufman, Knight, Leisenring, Longaker, Moorhead, Nicholson, Nunnemacher, *Pearson*, *Peters*, Purcell, Ramsey, (York) Reamer, Roberts, Rupp, Smith, (Centre) *Stevenson*, *Voeghtley*, Wharton, Williston, Witkerow, Getz, Speaker—43.

Of this bill we do not trust ourselves to speak as freely as we think. We extract the following concerning it from the Harrisburg *Telegraph* of Friday:

This is a bill which proposes to pledge $3,000,000 of the bonds received from the sale of Main Line, as collateral security for the redemption of that much of a loan authorized to be made by that company, and to pledge the credit of the State for the redemption of that much of the loan.

We are the warm friends of the Sunbury and Erie Railroad, and would be rejoiced to see that improvement made, but we regard this proposition as little less than monstrous, and calculated, if it becomes a law, to defeat every advantage which the State might gain from the sale of the Public Works. It is but transferring the schemes of robbery and plunder from one theatre to another. It is well-known that the contracts for the making of that road are in the hands of a few bold operators on the public improvements, who will be the only parties benefitted by the passage of this bill. And when the money which is borrowed on the credit of the State is expended, and forty to fifty per cent of it pocketed by the contractors, the Commonwealth will either have to make new advances to finish it, or suffer an unfinished road to be sold, by which time these very contractors will have enough of the State's money to purchase it, and leave the State to pay the balance. The bill was defeated in the House this morning by a tie vote, but we have no doubt will be brought up again, as these vultures are not so easily to be driven from their prey.

As the *Telegraph* intimates, the vote on the bill, after its defeat, was reconsidered, yeas 49, nays 41. If it passes the House we hope the Senate will defeat it.

THE *Republican Banner*, of Shelbyville, Ind., of April 23d, says that there were twenty-four applications for divorce in that county at the term of Court just closed, and every one of them granted! The *Banner* says:

"This is a startling fact, which we were slow to believe until assured of its truth by a member of the bar. We are indebted for this state of things to the reign of free whisky, and our present divorce law, which is a disgrace to the State. The author of this law was Robert Dale Owen, an infidel and socialist, who, if permitted to carry out his own views of the domestic relations, would abrogate entirely the sacredness of the marriage contract, and permit the human family to mingle together in promiscuous and unrestrained freedom, like the brute creation."

Robert Dale Owen who is here alluded to, is a leading Democrat in Indiana, and it was under the auspices of the Democratic party of that State that he accomplished the disgraceful legislation above complained of.

THE number of Episcopal clergy in N. York city has increased one hundred per cent since 1842. There are now eighty-six ministers of that faith there.

LIBEL SUIT AGAINST A RAILROAD COMPANY.—Philip Quigley, formerly Superintendent of the Philadelphia and Wilmington Railroad, has obtained in the U. S. District Court of Delaware, a verdict of $5000 damages against that Company, for libel. Judge Giles decided that a Railroad Company could be sued for libel, and the jury rendered the above verdict under his instructions. This controversy arose from the publication of two large octavo volumes, of some 650 pages, filled with questions by the President of the Railroad Company, and answers from all he had the chance of examining upon the supposed misdemeanors of a Superintendent. Mr. Quigley's character and his reputation as a bridge builder, was severely handled, and the Railroad Company, through their President, has been made to pay for it.

THE BOSTON TRAVELLER.—Never was a newspaper (a quadruple consolidation,) ushered into being with more august ceremony, or with fairer prospects of triumphant success than *The Boston Traveller*, of which a copy is before us. The original paper was excellent, and in that we have here merged the best paper (that was) in New England, *The Atlas*, and also the Boston *Chronicle* and *Telegraph*. The circulation, the talent, the capital and the enterprise of the *Traveller* thus strengthened are matters worthy of note, and this essay may almost be said to mark a new era in the history of newspapers in the capital of New England, the Athens of America.

Special Correspondence of the Pittsburgh Gazette.

HARRISBURG, April 24.

Editors Gazette:—We had a very exciting session this forenoon upon the supplement to the Sunbury and Erie Railroad. It was discussed for a long time and amid much feeling. It seemed to have elicited more interest than any bill except that of the Main Line. The excitement engendered by the latter seemed to have deepened and intensified that arising from the former rather than to have exhausted it.

The vote was taken amid the deepest silence. Every member who was at the capital was in his seat. During the time the vote was being taken there was at least one hundred tally papers kept. It was evident from the ebb and flow in the fight that the vote would be very close.—Each moment as the clerk approached the end of the list of the names of members it became plainer that there would be but little difference if any, in the vote. When the list was called out it stood 45 ayes to 45 noes. The bill therefore fell.

A motion to re-consider was at once made and carried by a vote 49 to 41.

The discussion then continued up to the hour of adjournment at noon. As soon as the House re-assembled in the afternoon, the discussion was renewed and continued with a great deal of sharpness and personality up to the hour of four. At that time a final vote was again reached and it was taken amid as much excitement as before, if not more. It resulted again in a tie vote of 46 to 46. The bill again fell.

Its friends adhere to it with remarkable pertinacity. They have determined to move to reconsider again. This, under the parliamentary law known to these two legislative bodies, can be done. In this movement I presume they will succeed. If the bill is ever brought to a final vote again, it will probably pass. The majority will be but meagre, however, in any event.

The amendments to the Constitution were under consideration and progressed as far as the 4th on second reading. The only point which elicited much discussion was that which limits Philadelphia city and county to four Senators. This amendment will pass. The whole of the amendments passed both houses last year and were passed the Senate this. I suppose they will also go through the House, and thus they will be fitted to be submitted to a popular vote in October.

Last night the House passed the bill to grant the privileges of issuing notes to the Citizens' Deposit Bank in your city, but amended the bill so as to require it to pay two per cent. instead of one upon its capital stock to the State Treasury. The bill went over to the Senate and was concurred in by that body. It has gone to the Governor for his signature.

The first Bank bill sent to the Governor was the bill to incorporate the Lewisburg Bank. It must be signed or vetoed by Sunday or else it becomes a law by the ten days' provision of the Constitution. Its fate is looked upon with some anxiety. It is confidently asserted by its friends that it will be approved.

A reconsideration of the Monongahela Valley Bank at McKeesport was moved and seconded this afternoon just before the House adjourned. A vote upon the reconsideration will not be taken until Monday night. R.

HARRISBURG, April 25, 1857.

Editors Gazette.—The House passed the following bills this morning, in which the West is interested. An act to enable the Councils of the city of Pittsburgh to levy a tax for the payment of the debts of the city, and for the purpose of equalizing taxation; an act authorizing the Commissioners of Clarion and Armstrong counties to erect a bridge over Redbank Creek; a resolution relative to a bridge in Lawrence county; a supplement to an act to incorporate the city of Pittsburgh.

The Governor has approved and signed the following bills: one relative to McKee street in the borough of Birmingham; one to authorise the Orphans' Court of Allegheny to grant a review of the Administrator's account in the case of John H. Brougham, Administrator of Andrew Hendrickson; one to vacate Cross Cut street in Ross township; one to permit the account of George L. Hays, late Prothonotary of your county to be re-opened and audited; one relative to a State road leading from Connellsville, in Clearfield county, through Indiana and Westmoreland to East Liberty, in your county; one confirming certain powers relative to nonsuits in the District Court of Allegheny; one relative to a State road in Warren and Venango; one authorizing the Allegheny Valley Railroad to create preferred stock; one incorporating Hillside Cemetery; a supplement to the act incorporating the New Brighton Female Seminary; one relative to the incorporation of the Hiawatha Lodge of Odd Fellows in Indiana county; one incorporating the Addison Lodge of the Sons of Temperance in Somerset county. R.

For the Pittsburgh Gazette.

HARRISBURG, April 23d, 1857.

Editors of Gazette.—After an exciting contest of several days the bill for the sale of the Main Line passed the House finally this afternoon.—Many will, no doubt, half it as a gain as an event that will result in relieving them from a load of taxation. But unless it undergoes important alterations in the Senate, it may well be questioned whether its results will not be disastrous to the people, especially those of the western end of the State. Of this your readers can judge, by a candid examination of the bill itself. Of course the bill emanated from the friends of the Pennsylvania R. R. Co., and is so framed that it will only become the purchaser. For this purpose the bill was ingeniously drawn.

What is likely to make this bill objectionable to the people west of the Mountains, is that while the purchaser is required to keep open and in good repair *forever* that portion of the Works *east* of the Mountains, the *Western* portion may be abandoned, as soon as the North Western R. R. is finished from Blairsville to the Allegheny river, which would be probably in six months, no obligation whatever is placed upon the purchaser to keep open that portion of the Public Works between *Blairsville* and *Johnstown*, thus breaking the connexion between the western and eastern ends, and destroying any inducement for a company to lease the Western Division for through business.

Should the Pennsylvania R. R. Co. become the purchaser, the bill provides as follows:—That it shall be "discharged by the Commonwealth forever from the payment of all taxes upon tonnage on freight carried over said Rail Road, and the said Pennsylvania R. R. Co. shall *also be released from the payment of all other taxes and duties to the Commonwealth on its capital, stock, bonds, dividends and property.*"

It is thought the bill cannot pass the Senate until these obnoxious features are stricken out. Should the bill undergo such a modification, and a sale be effected, it would be received with delight by a large majority of the people of the State. X.

A NARROW ESCAPE OF A TRAIN.—A catastrophe rivalling that at the Des Jardines bridge came terribly near happening on Tuesday evening, at the Elymra bridge on the Cleveland and Toledo road. A passenger train consisting of one baggage, one mail and express car, one second and four first class passenger cars, filled with emigrants and passengers was going west. As the train approached the Elmyra bridge which crosses the Black river, at an elevation of at least forty feet above the water, the locomotive ran over a cow which threw it from the track. It rushed over the bridge, the wheels jumping from cross tie to cross tie, but providentially not breaking through. After passing over the bridge it ran down a steep embankment after clearing the abutment by a few yards, and tumbled over once or twice, going down about forty feet. The tender broke its coupling, shot ahead about a rod, and also pitched clear over the declivity. The baggage cars followed it, sliding head foremost down the embankment, bringing up against a tree. The emigrant car went over about half its length, without upsetting. The passenger cars remained on the track, on the bridge; nobody was killed or seriously injured. The bridge stood the terrible test, with wonderful firmness. It is strange that the locomotive did not *rush against* the sides of the structure, and crush *through*, plunging the whole train into the river. It was truly a narrow escape.

Sam Houston and Commodore Moore, of the Texas navy, have carried on a fight for twenty years. The Commodore is in Washington trying to get the pay voted him by the last Congress, but he chafes much at the delays he is subjected to by the Department. On the day Houston appointed to leave Washington he proceeded to the Navy Department, and directed the Chief Clerk to require "Mr. Moore" to prove that he was the Commander of the Texan Navy. When Moore learned this he procured a formidable cudgel, and proceeded in search of old Sam Jacinto, but the cunning old warrior had left.—Moore is now engaged in proving his identity.

HARPER'S MAGAZINE for May has been received and is for sale by Gilder, Fenney, and Miner & Co. It is a very fine number, richly illustrated, and full of interesting matter. Little Dorrit is continued, and is evidently drawing to a close.

FARRELL, the leading witness for the people in the Burdell murder case, has been arrested in New York, for illegal voting in Albany last fall, and taken for examination to the latter city.

THE MCKIM MURDER CASE—AN IMPORTANT DEVELOPMENT.—This morning, a young man named Michail Bonner, an old associate of McKim, the alleged murderer of young Nororose, at Altoona, was brought to this city from Delaware county, and placed in the Central Station. It seems that at McKim's request a subpoena was served upon Bonner, and the officer who served it found him somewhat under the influence of liquor. The upshot of the matter was, that a letter, written to him by McKim, from the prison at Hollidaysburg, on the 6th of April, was got from him.

The writer of this extraordinary letter almost admits his guilt of the murder, and then earnestly implores Bonner, and others of his old associates, to come to his rescue and swear him out of the difficulty. McKim lays out the plan of action, tells what sort of a story is to be told, and how the witnesses are to prove an alibi for him. This important document will be sent to the District Attorney of Blair county, and Bonner will be detained here until that officer is heard from.

Those who are familiar with McKim's hand say that the letter is in his handwriting without a doubt.—*Phil. Bul.*

THE FRUIT.—The National Intelligencer learns from competent quarters that the prospect for fruit is not so bad after all in that section of country. If some trees have been injured, as is quite possible, it says there are many, perhaps most that have not been as yet; and from these should the present unusual weather terminate without frost, we may expect a reasonable product.

SPECIAL NOTICES.

Persons of Sedentary Habits, who are generally affected with Vertigo, Languor and Exhaustion, Nausea and Headaches, have in Berthaw's Holland Bitters a grateful remedy. It gives strength and energy to the system, stimulates the digestive organs, and corrects acidity of the stomach.

We would caution the public against purchasing any of the many imitations of this delightful *Aroma*. To prevent imposition, be careful to ask for BERTHAW'S HOLLAND BITTERS.

☞ Sold at 88 per bottle, or six bottles for $5, by the proprietors, BENJAMIN PAGE, Jr., & Co., Manufacturing Pharmaceutists and Chemists, Pittsburgh, Pa., and Druggists generally. ap24d&wT

☞ JOHNS WATER-SCROFULA, A CURE FOR CANCERS, TUMORS, LIVER COMPLAINT, DROPSY, KIDNEYS AND BLADDER, RHEUMATISM, GOITRE, VENEREAL, FEVER, WEAK LIMBS, THE SWELLING.

The following article is from the pen of one of our most celebrated physicians, and one whose name, if we were permitted to mention it, would carry instant conviction to the public mind of the truth of all he states:

NEW YORK, Sept. 2, 1856.

Messrs. Editors:—Permit me to occupy a little of your space in doing an act of humanity—for it is simple humanity—to place the efficacy and disheartened in the way of speedily regaining good health and spirits. I have had more than a hundred cases of consumption on my hands at one time. I have had liver complaints without number among my patients. I have had a dozen cases of fever and ague at once; a terrible case of scrofula, or king's evil; bilious disorders of every type, and one case recently of yellow fever. Nearly all of these I have safely and speedily managed with nothing but Iodine. Iodine is no preparation of quackery. It is a genuine article of the materia-medica, administered by every regular medical school, and when it can be obtained pure, in a pure solution of Orctos, I know of nothing so powerful as an agent for the removal of disease. In consumption its effects are startling. In all bilious affections Iodine produces a speedy cure. In scrofulous diseases Iodine is certain to extirpate the hereditary taint. I therefore warmly recommend Dr. Young's Celebrated Iodine Water.

Prepared by Dr. D. Anders, New York, and sold at Dr. KEYSER'S Drug Store, No. 142 Wood street, Sign of the Golden Mortar. feb25d&w F

W. & D. RINEHART, MANUFACTURERS AND DEALERS IN *All kinds of* Tobacco, Snuff and Cigars Have recently taken the building No. 120 Wood street, in addition to their manufacturing establishment, No. 43 Irwin st., where they will be pleased to receive their friends. ap22d&d6

WM. BARNHILL, JR., HOUSE, SIGN, AND ORNAMENTAL PAINTER, GRAINER, AND GILDER ON GLASS, *NO 52 SMITHFIELD STREET, Nearly opposite the Post Office,* ap22d&y PITTSBURGH, PA.

J. SEIBERT, PRACTICAL UPHOLSTERER, No. 106 *Third St., Pittsburgh, MANUFACTURER AND DEALER IN* Curtains, Cornice, Bands, Shades and Blinds, Mattrasses, Comforts, Cushions, &c. ☞ Particular attention paid to steamboat work. Carpets fitted and laid to order. mr16,3m

Certificate of R. Woodward, Esq., the well known traveler for the Dunbannon Iron Works, Perry county, Pa.:

DUNCANNON, January 11th, 1854.

Dr. G. M. Jackson—Dear Sir:—I was for five years severely afflicted with Chronic Millions Dysentery, for which I was advised by several of the best Physicians in the country, but all of no avail. I also used various remedies but could find nothing to benefit me until I was induced to try *Hoofland's German Bitters*, after taking four bottles of which, I was entirely cured, and am now enjoying the best of health.

Sold, wholesale and retail, at DR. G. M. KEYSER'S Drug Store, 140 Wood st., sign of the Golden Mortar. See advertisement. ap15 2w&w F

DR. J. B. MARCHISI'S CELEBRATED CATHOLICON, FOR THE RELIEF AND CURE OF SUFFERING FEMALES. "The Woman's Advocate," of Philadelphia, (Miss Anne M'Dowell, editor,) says:—This is the most valuable medicine for the diseases peculiar to women that we know of. A friend of ours, here in Pittsburgh and the West, has been a sufferer, noticed the advertisement in the Advocate, and at once procured a bottle. She found relief, and feels that she can most heartily recommend it to all who are suffering in the like manner. We have heard many times that it was a true remedy, but this is the case in which we have seen its effects. Our friend will be very glad to give Dr. Marchisi a certificate of its value to her if he desires one.

Pamphlets containing much useful information touching the nature and symptoms of the above diseases, together with testimonials from ladies of the highest respectability, as certified by the most eminent physicians, to all which the attention of ladies and practitioners is respectfully invited, can be had gratis at the stores of R. S. SELLERS & CO., and FRIEND & THERM, 4 doors above the City Post Office, Pittsburgh—to wit:

Every person desirous who shall possess or inhabit the front shop, house or building, adjoining or forming the foot passageway within the Post Office, shall cause the same, also the front of their respective shops, houses, buildings, or property, to be swept, swept and cleaned at least on every Tuesday and Friday of each week, before 10 o'clock in the morning, on a fitting day, if the regular days of the week be Sundays, or other days when the post office shall be closed, under a fine of one dollar for the first offence, and two dollars for each and every subsequent offence. Per order of the Postmaster. HENRY A. WEAVER, Mayor.

MAYOR'S OFFICE, PITTSBURGH, April 27, 1857.

I, HENRY A. WEAVER, MAYOR OF the city of the Pittsburgh, do hereby give notice that on and after Friday, the first day of May, A. D. 1857, the following ordinance, passed the 14th day of December, A. D. 1856, will be strictly enforced throughout the City of Pittsburgh—to wit:

HENRY A. WEAVER, Mayor.

J. M. LITTLE, MERCHANT TAILOR, NO. 54 ST. CLAIR STREET, (Or, Lilth's New Buildings) ap22y1dfr PITTSBURGH.

W. DYSERS WOOD.....W. K. MORREAD.....G. F. MCLAIN. WOOD, MOORHEAD & CO., MANUFACTURERS OF AMERICAN GALVANIZED SHEET IRON. And Sole Agents for the Sale of W. Dysers Wood's Patent Imitation Russia Sheet Iron. —ALSO— Galvanized Corrugated Iron, for Roofing. WAREHOUSE—No. 134, FIRST ST., PITTSBURGH. ap21dydw&w

P. HAYDEN, (SUCCESSOR TO W. H. WRIGHT) MANUFACTURER OF ETHEREAL OIL AND LAMPS, *No. 82 Fourth st., between Wood and Market,* PITTSBURGH, PA., The undersigned is prepared to furnish dealers with Ethereal Oil and Burning Fluids of a superior quality, at his own manufactory. Also, Alcohol, Camphene and Pine Oils, and every variety of Glass and Tinware Table Lamps, Girandoles, Candelabras of the latest Patterns and most approved style. Chandeliers, Girandoles and Lamps repaired and regilded. The above Oils supplied regularly every week to customers from our depot, in Allegheny. P. HAYDEN.

OPENING OF SPRING GOODS SAMUEL GRAY, Merchant Tailor, No. 52 ST. CLAIR STREET, Is now opening a fine assortment of fashionable Spring Goods, consisting of Cloths, Fancy Cassimeres and Vestings, selected expressly for the custom trade, to which he would respectfully invite the attention of his customers and the public generally. feb26,6m

DAWES & CLULEY, House, Sign and Ornamental Painters AND GRAINERS, Dealers in White Lead and Zinc Paints; also all kinds of Paints, Oils, Varnishes, Window Glass, Putty, Brushes, &c., 144 WOOD STREET, mr19;1yr Two doors above Diamond alley.

ADVERTISE IN THE Mansfield, O, Herald. ADDRESS BRINKERHOFF & DAY, mr21;6tf MANSFIELD, OHIO.

GEORGE WEYMAN, Manufacturer and Dealer in all kinds of Tobacco, Snuff and Cigars, AND Leaf Tobacco, Corner Smithfield Street and Diamond Alley, oct1;1yr PITTSBURGH, PA.

G. BRASHEARS, A. M. BRASHEARS, JR. G. BRASHEARS & CO., AUCTIONEERS AND Commission Merchants *EXCLUSIVELY,* *Nos. 57 and 59 Main Street, Cincinnati, Ohio.* Make liberal advances on all consignments and act as agents for all kinds of Manufactured Goods.—Have regular sales of Groceries, Boots and Shoes and other Merchandise every MONDAY, WEDNESDAY and SATURDAY of each week. Keep constantly on hand a large stock of Merchandise which we sell at private sale. de11;6m;6

HATS, CAPS AND FURS. M'CORD & CO. WHOLESALE & RETAIL. HATTERS, 131 Wood Street, Have always on hand a full and complete stock of HATS, CAPS, AND FURS. Wholesale and Retail sold at the LOWEST EASTERN PRICES, to which they invite attention of all purchasers. oct24tf

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. ap25

ISAAC JONES.....JOHN S. BOYD.....W. M'CULLOUGH. PITTSBURGH STEEL WORKS JONES, BOYD & CO., MANUFACTURERS OF CAST STEEL, ALSO, SPRING, PLOW AND A. B. STEEL, SPRINGS AND AXLES. Corner Ross and First Streets, ja29;1yr* PITTSBURGH, PA.

ISAAC JONES.....D. B. ROGERS. D. B. ROGERS & CO. MANUFACTURERS OF ROGERS' IMPROVED PATENT Steel Cultivator Teeth, CORNER ROSS AND FIRST STREETS, ja29;1yr* PITTSBURGH, PA.

HENRY H. COLLINS, FORWARDING AND COMMISSION MERCHANT AND WHOLESALE DEALER IN CHEESE, BUTTER, SEEDS, FISH, &c. No 25, Wood Street, Pittsburgh.

NEW ADVERTISEMENTS

1857. MICHIGAN CENTRAL RAIL ROAD LINE. 1857. MORNING AND EVENING LINE FOR DETROIT, CHICAGO AND MILWAUKIE. Stop-over at Jackson, Galesburg, Dubuque, Rock Island, Burlington, Iowa City, Fort Madison, Peoria-Jo-Daviess, St. Louis, St. Paul, or any part of the Great West. After the first of May, the splendid Steamships CITY OF CLEVELAND, MAY QUEEN and OCEAN, will form the route between Cleveland and Detroit, during the present season, running as follows:

OCEAN, Capt. G. G. HUNTER, Leaves	MAY QUEEN, Capt. F. R. VIBE, Leaves
Cleveland.....Monday P. M.	Cleveland.....Monday P. M.
Detroit.....Monday P. M.	Detroit.....Tuesday A. M.
Cleveland.....Tuesday A. M.	Cleveland.....Wednesday A. M.
Detroit.....Wednesday A. M.	Detroit.....Wednesday P. M.
Cleveland.....Wednesday P. M.	Cleveland.....Friday A. M.
Detroit.....Thursday P. M.	Detroit.....Thursday P. M.
Cleveland.....Friday A. M.	Cleveland.....Saturday A. M.
Detroit.....Saturday A. M.	Detroit.....Saturday P. M.

CITY OF CLEVELAND—Capt. J. M. LUND.—Leaves Cleveland.....Daily P. M. Detroit.....Daily P. M.

Cleveland.....Monday A. M. Detroit.....Monday A. M.

One of the above will leave Cleveland every morning on arrival of the Cars from Pittsburgh and every evening on the arrival of the Cars from Buffalo.

BUFFALO, PITTSBURGH AND CINCINNATI. Arriving at Detroit in time to connect with the morning and evening Trains for Chicago connecting at Chicago the best and only Lake Michigan for all points North of Chicago. Fair $1.00 less by this route than by any other.

Trains of the Michigan Central Railroad into the Union Depot at Chicago, from which all other roads diverge, thereby saving back hire and change of baggage, insuring a speedy and pleasant passage.

No charge for handling baggage where checks are delivered to agents of the Road.

We have large *Stables* expressly for horses and cattle.

Persons going to *Iowa, Kansas and Nebraska* will find this the cheapest and most comfortable route, as our boats are large and commodious.

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