… at our disposal … subject matter eminently … views expressed by the writer … controverted, desire to give it publicity through the columns of your paper.

… Bakewell, Isaac M. Pennock,
… W. Jackson, …
F. R. Brunot, Wm. Phillips,
Edward Rahm, George Black.

Public Credit—Allegheny County.

If it is the purpose of the Convention, called to assemble on the 10th inst., impartially and faithfully to investigate and decide, the important matters, that it will assume a right to control and direct, a full and patient hearing will be afforded to every citizen. If, on the other hand, the "judgment of the Convention are already made up," and it is only the "form and pretence of popular approval, that is sought to be secured for them," then it becomes the imperative duty of those citizens who may dissent from the pre-arranged and prejudiced verdict, to enter their protest, so that they may not by silence be implicated in its wrongs, and also, that to the public may be presented the reasons for dissent, and the expression frankly exhibited of their views and opinions on the subjects that have given rise to the call of the Convention.

Without the means of even guessing at the result of the Convention's deliberations, and without any admission of its right, to decide upon the matters embraced within the terms of its "call," an humble citizen proposes to submit a few remarks, in defence of his own opinions on the subjects to be discussed.

If a work is worth doing at all, it is worth being well done. Hence, if the Convention is to give direction to our affairs, and assume the control of the finances, credit and welfare of this community, and we are to have substituted, this novel mode of conducting these interesting and momentous concerns, in disregard of that power, which our laws recognize, it may be well for all to know the fact, so that hereafter, when any of us are dissatisfied with the action of our public functionaries, we may know the best manner of avoiding the performance of an unpleasing duty. With the conviction that the Convention will desire to do its work well, and that it will be anxious to hear what may be said on both sides of the questions to be submitted for its adjudication, and persuaded that while much has been said and written against the entire Railroad policy in this locality, that very little, if anything, in its defence has been alleged, a few words in advocacy of that policy, may be deemed pertinent at this "crisis" in our affairs.

The following propositions it is believed, can be established and maintained:

1. That repudiation of the contracts made by a community, should be carefully avoided, and public faith fairly and honestly sustained.

2. That a refusal or failure to meet the interest on bonds issued by direction of and under the corporate authorities of the cities or county, under pretence that some "form without substance" has been omitted, or that some legal technicality, can be interposed to avoid payment thereof, is practically repudiation, without the manliness to avow it.

3. That Railroads are an essential element in the prosperity of any locality, at the present time, and that without municipal corporation subscriptions, they could not have been constructed, and hence that such subscriptions were a public necessity.

4. That municipal corporation subscriptions to Railroads are constitutional, and that those to Pittsburgh roads were made in strict compliance with law.

5. That should the propriety or justice of such subscriptions be doubted or denied, the present Board of County Commissioners, or the Railroad Companies that have been so frequently assailed, are not responsible for the introduction of the system among us.

FIRST PROPOSITION.

1. Repudiation is dishonesty—disguise it as we may, it comes to this end at last. To refuse performance of contracts, because a co-contracting party cannot enforce them, or for that, we have the power to refuse, and there exists an exemption from legal penalty, is the simplest form of repudiation, and at the same time, the most positive act of dishonesty, that an individual or a community can perform. The surest evidence of integrity, is to be found in the conduct of that man who makes his word as good as his bond, and whose promises and faith are kept, although to his injury and disadvantage.

2. It is a dangerous doctrine to inculcate and disseminate; for it brings with it a disregard of moral and social obligation, and necessarily induces a disrespect for all law. Convince the judgment of a man that, as one of a mass, he may consistently, with honor, propriety and justice, infract contracts made for him, and in his name—or treat bargains as only binding so far as they can be *legally* enforced; and forthwith all obligation resting upon him to obey the laws, or respect the rights of others, is weakened and eventually unperformed. What greater wrong to a community can be conceived, than the substitution for cheerful obedience to the laws and willing respect for the rights of neighbors, of such an obedience to the one and regard for the other as arises only from fear of the laws' penalties. All history, and *our common sense* instruct us that a community so governed and guided cannot long exist. It is a social fabric not worthy of preservation.

3. It injures the people it is intended to benefit. No truth is better established than that a wrong deliberately done by a collective body of citizens, returns in some form at some future time the "poisoned chalice to the lips" of each individual member. It is an invention that invariably comes back to plague the inventor.—Public credit is essential to the growth and well-being of all communities. With us this is peculiarly the truth. Improvements that concern the health, comfort, prosperity and happiness of the individual citizen, almost entirely depend upon it for their construction. Light, water, education and highways, are necessities of life, and have been secured through the agency, and by the use of public credit. Without it we would have been without them. What has already happened may again occur. If our cities are happily supplied with these essentials to life there are other equally interesting localities around them that are not so well conditioned.—If, to the discharge of obligations, assumed for work, that a portion of us, deem of doubtful propriety, repudiation is presented as the proper means of exemption from unpleasant responsibility, it is manifest that such work as all admit to be of pressing and unavoidable necessity cannot be successfully carried to completion if they depend in any measure upon public credit. That credit has been destroyed by our neglect in the performance of the duty and obligation to sustain it.

4. Repudiation creates distrust among the individuals composing the community that adopts its pernicious principles. Its poisonous teachings prevent all concerted action for the accomplishment of public purposes. United effort, so frequently necessary to the success of great designs, cannot exist in that state wherein a majority or even a respectable minority of its members, claim the right to disregard at pleasure the obligations, that constituted and recognized authority has imposed or allowed on them.—Public spirit is banished; for mutual confidence no longer exists. Men will hesitate to engage in enterprises in association with those who have taught and brought themselves to believe that joint obligation is only binding, so far as it may be compelled by force and punishment. Thus a powerful engine for public good is swept away, and the feebleness of individual effort is substituted for the energetic action of concerted masses.

5. The worst influences, however, of this dangerous and damning heresy, are the inevitable tendencies it brings into operation for the destruction of all respect for the integrity of *private* contracts, and the consequent insecurity of individual rights. We are imitative creatures—we cannot avoid the influence of example—we are constantly controlled by our surroundings. The rule of action we apply *with our consent* to the observance of our public contracts, will be applied by *others without* our consent to our private bargains and dealings. The merchant, manufacturer and mechanic, resident in a community that is known to fail in effort to meet its engagements, but which, contrary-wise dishonestly disregards them, will call upon his debtor, with a reasonable certainty, that he will be answered in accordance with the rule that he has jointly prescribed. Want of faith was enforced as strongly, fully and contemptuously against the private citizen as it was against the state of Carthage. No deeper and more enduring brand of infamy, commercially speaking, could be attached to a man's fame than the truthful declaration that he belonged to a community of repudiators. The existence of the disease, involves the non-existence of mercantile credit. A state of our confederacy, once repudiated its obligations, under the pretext that the constituted authorities had acted in bad faith, and *without warrant of constitutional* power or law, the conduct of its citizens in respect to individual contracts, and the payment of their debts closely conformed to the action of their state, although there existed no palliating pretence. The disease was infectious. Our Banks, whose very existence and usefulness depend upon unimpaired credit, and to which we are accustomed to look for the *enforcement* of strict fidelity to obligation, a few years ago, suspended specie payments (as it was termed,) or, in other words, simply repudiated and disregarded their contracts and covenants with the public. What effect had the alleged necessary repudiation upon private transactions? Who fails in remembering how universal was the negligence of the people in the fulfilment and execution of private promises and agreements? Public … are immediately associated, … if the first is preserved in purity, the … must become deranged. The suspicion of repudiation would cast the industry of … elsewhere than, tax told the amount of its annual taxes.

But it is alleged, that it is not intended to repudiate our bonds or evade the payment thereof, but merely to ascertain whether there is not in the action of the constituted authorities, or in the conduct of those, to whom these bonds were allowed, or in some way—either by quibble—loop hole, constitutional doubts, technicality or hair-splitting ingenuity, an existing means by which we can avoid the payment of these bonds or the interest thereon. This brings us to a consideration of the

SECOND PROPOSITION.

That a refusal or failure to meet the interest on the bonds issued by the Corporate authorities of the city and county, and which bonds bear the usual badge of authenticity and legality under any pretence that there exist doubts of their obligatory nature, and that the proper judicial tribunals have not by their judgement duly recorded fixed our responsibility, is practical repudiation, without the manliness to avow it.

The same moral obligation, that controls and regulates private contracts, ought to direct and govern those of a public nature. Two honest men make a bargain, each understands what it is meant should be its conditions; each knows exactly what the opposite party intends to perform. In the writings, from some unskilfulness of the scrivener, a clause is omitted or inserted that a court of law might adjudge sufficiently indicative of another meaning to authorize it to direct an alteration of the originally well understood contract. We ask an honest man if he could justify himself in avoiding his obligations under these circumstances? We know the answer. Honesty would indignantly reject the advice, that would to leave the wrong implied in a denial of faith pledged to a neighbor.

The county, whether mistakenly or otherwise, in respect to future benefits and results, and determined upon the adoption of a certain policy, in relation to Railroad enterprises. It was no hasty and unadvised action. The policy of aiding in the construction of these roads, had the authority of Legislative enactment, & that Legislation was secured by the *efforts* of our Representatives—it had the sanction of Grand Juries, assembled from all parts of the county, and supposed to speak its wisdom and wishes—it was sustained by thousands of tax payers, thro the petitions and was enforced by the personal solicitation of the most extensively active, and influential of our citizens. Under influence these the subscriptions were made to the stock of many of these roads. The payment of said stock was made by an issue of bonds—for their payment the faith, credit and resources of the county were pledged. The securities thus created, were placed in the hands of the several corporations, to be used by them in building works, deemed highly beneficial to the country, and to this locality—and which are deemed eminently important to preserve its trade and to increase its business. Bearing upon their face, the stamp of official authenticity, and legality.

These bonds passed into the hands of parties who purchased them at their usual market value, and the money arising therefrom was expended for the convenience and prosperity of this great county. The interest was paid for several years, and on many of these bonds up to this date, from the proceeds of the sale of them. The county holds the certificates of stock represented by these bonds, still retains it, and by virtue of it has controlled the affairs of said corporations to a large extent. In some instances it has received dividends on said stock, and applied the same to the general purposes of the treasury, to the relief of the tax-payers. All these facts are before the world. Does it require any argument other than this statement to show the *intent* and *meaning* of the parties—the county on the one hand, and the holders of its bonds on the other—or to demonstrate the duty of either party? Fair-dealing would say to both—faithfully fulfill the contract, or at least acknowledge the obligation to do so, and prepare to meet its requirements. *Technicality* might say—no, if there is a loop-hole to creep out, it saves *money* and *taxation*, and hence it is politic to do it. It is true that we have used the bondholders' money to benefit our vicinity, still if we can refuse its repayment, and retain the control of the improvements it has made, we have gained so much by our sharp practise. At all events, it is time enough to pay, says legal ingenuity, when the Courts shall compel us to do so. If, in the meantime, anything should turn up to our advantage, it will so far release us from the burthens of taxation. Any man urging this plan might, with the same propriety, do the same thing when payment of his note or fulfilment of his contract was demanded.

To avoid the imputation of bad faith, and to carry out the contract existing between the County and the bond-holders in the spirit in which it was made, the Commissioners, influenced by that high-toned and manly morality that disdains repudiation or avoidance of contracts, have imposed such taxes as would prevent any failure to meet the obligations of the County. Convinced that the highest judicial authority of the Commonwealth has adjudged the constitutionality of these bonds, and that their issue was legally and properly made, they have determined that so far as they have the power, no stain shall rest upon the fair name of of the great and wealthy county for which they act. They feel no *obligation* to skulk behind some supposed judicial decision hereafter to be made, that may in a court of law, if not in a court of conscience, release the County from its responsibility. But suppose, as is alleged in the city, that the power to raise the funds necessary to meet the interest does not exist at present, merely the *power* to acknowledge the obligation, and the *honesty* to avow an intention of payment, ought to be found existing among us. We have addressed ourselves to the question as if some irregularities did exist, an allegation that we shall endeavor to show hereafter is without a shadow whereon to rest. We then contend that the authority to make these subscriptions existed; that they were made, and paid for in bonds; that these bonds, bearing the highest evidence of authenticity, have passed into the hands of innocent parties, whose monies have been used to further work that the county so largely controls, and in which our people hold a deep interest; that it is a wilful disregard of obligation to fail in payment of the interest, or to refuse the ultimate discharge of the principal; that either act is repudiation under the law and the decisions of our courts, and that eventually we shall be compelled to do an act with the "stripes of punishment upon us," that we can and ought now to perform with cheerfulness and contentment.

THIRD PROPOSITION.

That Railroads are an essential element in the prosperity of any locality at the present time,—that without Municipal corporation subscription they could not have been constructed, and hence such that subscriptions were a public necessity.

1. That Railroads are essential to the progress and developement of the country, it is presumed, will not be denied in this enlightened community. Each of the various modes, for the transfer of "men and things," has had its day. Pack horses—pathways—clay roads—McAdamized highways—canals and plank roads— have each given away in turn, have become superseded by others, by other and more valuable works.

Railways, uniting great speed with uninterrupted use together with unfailing certainty appear to contain all the requisites for the transportation of the trade and travel of a country. That great expense has attended their construction—that the management of them has been imperfectly understood, that it is improving with the increase of knowledge, and use of these highways, no intelligent individual will deny. It is undeniably true, that the necessaries and luxuries of life, are now more frequently and favorably distributed by these avenues, than any other mode of intercourse heretofore projected.

That Railroads, are planted far and wide over and through our country, is a part of the action of the age, requires no argument to prove. That where these great modern improvements do not exist, the enterprising and industrious cannot be induced to remain. Increase in wealth, population and business are so intimately associated with these improvements, that we find them in this our age, usually united, and that without the latter, the absence of the other named concomitants of a country's prosperity are wanting. But it is waste time to further urge the point.

2. Without entering into the discussion of the propriety of municipal subscriptions, as a mere abstract question, we shall be content to examine the matter, so far as this locality is connected therewith. It is a well known fact, that other localities, our rivals for the carrying trade between the East and West, had made, and were making use of their corporate credit, to secure the erection of great thoroughfares; that by the use of this credit, important works had been constructed—works that had placed, and were placing our rivals in positions to command that trade, that few years prior, had belonged exclusively to us.

The city of Philadelphia, largely employing her corporate credit in the effort to secure the construction of a railway, connecting her business and people, with the steam navigation of the Ohio, found it necessary to appeal to this locality for aid, in accomplishing the work" deemed so vitally important to both localities; that aid was promptly extended, and probably secured the construction of the highway, that has so largely contributed to the comfort, and might so materially advance the interests of our people. Its erection has already filled our hotels with guests, our streets with strangers and customers, and supplied our steamers with profitable tonnage. Without the aid of corporation subscriptions, that enterprise would still remain among the "projects unfinished and unprofitable," that in so many other parts of the country fall under the observation of the traveller. In another place, we shall refer to other similarly conditioned and admittedly useful improvements.

3. That individual capital ought to have built railroads none will deny, and if men's liberalities were equal to their means, it is presumed in many instances such works would have been so erected. But when and where in our locality did individual wealth construct an important public thoroughfare? Our leading turnpike roads, the pioneer improvements were built though the assistance of the State, as were also many of our bridges.

4. Individual wealth was either inadequate to perform the work or it was so carefully hoarded that no effort of the energetic business community could penetrate its secret retreat or entice it from the coffers of its possessors. But it is doubtful whether individual resources existed in this new and rapidly extending, improving and business increasing community, sufficient in amount for the completion of vast and expensive enterprises. Such works owe their existence in all parts of the United States to a liberal use of their own credit or that of the communities in which they are situated. If these enterprises are for public and general benefit and advantage, and any of them should unfortunately fail to pay a full interest on their cost, is it injustice to demand that the whole community benefitted by them should bear an equal proportion of the burthen or cast the whole loss upon the more active and enterprising of its members?

4. In the incipiency of our improvement system of an enlarged character, the State assumed the duty and burthen of their construction. The debt contracted for the erection of our Canals, and Railways, while its burthen is freely admitted, nevertheless, brought into usefulness works, and developed resources, that have added millions to the value of the lands and other property of the citizens of the Commonwealth. In regard to Western Pennsylvania, such was peculiarly the case. However desirable and necessary the action of railways extending from East to West and North and South, might have been considered, the heavy debt of the State forbade the assumption of new liabilities even if incurred to build works so essential to the preservation of trade and travel, and for the progress and prosperity of her Eastern and Western chief cities. In the absence, therefore, of individual ability or willingness, and the admitted impropriety of State interference, the necessity of appealing to local communities, to do what the general community or individuals could not perform, is manifest. The necessity for many, if not all the improvements centering at Pittsburgh, it is believed, none will deny.—If then, no other means could be devised to secure their erection than the use of the *credit* of our local communities, surely that has been properly appealed to.

5. It may be alleged that it would have been wiser to do without these improvements, than to embark so extensively or *at all* in their construction. If it can be shown that increased comforts, additional business, augmented wealth, and enhanced prices for property, are associated with the successful use of such works, and that without them no city in this age has or will be prosperous and progressive, then the question of the propriety of the action of our local authorities is settled by our constrained approval of their conduct.

But be this as it may, it is now too late to agitate the question, or to visit upon the present innocent holders of county bonds, the faults or follies of the Commissioners by whom the subscriptions were made; the Grand Juries by whom they were sanctioned—the citizens by whom they were recommended—or the legislators by whom they were authorized.

That the agriculturalist has been largely benefited by these improvements, and his lands on and near the lines of the several roads in operation greatly increased in value, cannot be denied. He has secured a constant and reliable avenue to market. During the past and preceding years, the frost and the droughts had so interrupted the navigation of the rivers that our manufacturing industry was almost prostrated. If the facilities afforded by our Western Railroad had been withdrawn, it is scarcely hazardous to declare that the pressure would have been much more severe, probably resulted in bankruptcy in many cases. Natural causes are operating to lessen the volume of water in our streams, and unless we can provide other avenues to remedy the suspension of this great outlet for our industry, the ill consequences may be readily ascertained. If the railroad system of this city, extending to every quarter of the compass, and penetrating every valley and developing every resource of the region around us, and connecting us with the cities of the Atlantic, the Lakes, the Mississippi and its tributaries, was completed, its workings would furnish the most forcible appeal, and afford the most convincing argument of its … necessity and statesmanship. Like … finished works, it must be content to abide … the present the unjust criticism of that class of mankind proverbial for condemning half finished work.

FOURTH PROPOSITION.

That municipal corp… subscriptions to railroads are an exercise of … power, and that those made to Pittsburgh … are in strict compliance with and … to the laws.

1. To establish the legality of an act, it is necessary to show that the authority, regularly granted by the law making power, has been exercised in obedience … The several acts of Assembly … subscriptions fully confer the power … here, at present, that the Legislature … the constitutional right to enact said law. As it would require too much of our space to refer to all the enactments on the subject relating to each of said several roads, we shall refer only to those in relation to the Allegheny Valley Road.

The act authorizing the city to subscribe to the capital stock of that company uses terms as comprehensive as it is possible to employ. All cities, boroughs and corporations shall have power to subscribe as fully as an individual. There are no restrictions or limitations. The city authorities, after full examination and discussion of the merits of the enterprise, as appears by the report of Committee of Councils, authorized the Mayor to subscribe for $400,000 of the capital stock of the company as soon as certain conditions in the ordinance expressed were fulfilled. These conditions were fully and completely, in letter and in spirit, complied with, and that fact being certified to the Mayor of the city, the subscription was made and its bonds issued and delivered in payment thereof. The law authorizing the county to subscribe prescribed that before the Commissioners should act upon the subject, the grand jury of the county should first consider and recommend it. An application was made to the grand jury, and a subscription was recommended of $1,000,000. The report being delivered to the County Commissioners, who possessed a full discretion, subscribed $750,000—that amount being as much as it was deemed prudent to subscribe at that time. The subscription and the bonds issued in payment thereof, were accepted by the company as a part of the whole sum recommended by the grand jury, and that fact communicated to the Commissioners. But it has been alleged that these bonds were to be sold at prices not less than par value. No single bond issued by the county passed from the hands of the company at less than par until full legislative authority and the consent of the constituted authorities under and in pursuance of that legislation had been first obtained. Thus with this road, as doubtlessly with others, to whose capital stock the county was authorized to subscribe and to issue bonds in payment, the directions of the Legislature were strictly carried into effect, and every act done in conformity thereto. We cannot imagine wherein anything was omitted that could be deemed essential to their legality.

2. The constitutional validity of these subscriptions involves a question that, fortunately for some of us who are unlearned in the law, has passed under examination by the soundest constitutional lawyers of our country. We shall certainly not oppress our readers by more than a more reference to authorities, &c.

I. This identical question of municipal corporation subscriptions has been already decided by the Supreme Court of our State in favor of its constitutionality. This fact, in the good olden times of the judicial history of our country, would have put to rest all cavil or controversy. "Let decisions made stand better law," was then the guiding legal maxim of our Supreme Courts. No effort was made, and none was permitted, to evade or change the force of a direct and positive decision of a mooted question. To former decisions and rulings of the Court, obedience was cheerfully yielded, however contrary the same might be to the opinion, or *interest*, or wishes of the individual judge. Property, reputation and life were then secured to each citizen under known and well established rules and laws. We do not know that such is not the case at present, and therefore cannot believe that any other rule of conduct will be adopted by our present courts. To change that decision *now* would involve in ruin thousands of citizens who, in confidence that the law was settled by the judgment of the court of last resort, have invested their money and labor in these securities. Millions have been so invested throughout the length and breadth of the land. Expensive and important enterprises have been undertaken, and depend upon the validity of these subscriptions for ultimate completion. Take for instance one or two of our most successful roads—the Pennsylvania Railroad and the Pittsburgh, Fort Wayne and Chicago Railroad. Strike from the *capital stock* of these roads their municipal subscriptions, and the *bankruptcy* of both is inevitable, the basis of their strength is gone, and with it their strength. The value of their bonds, having nothing to rest upon but *debt*, are as unsubstantial as the "shadow of a shade." Consistency of opinion and uniformity of decision are the truest marks of judicial greatness, while change and vacillation are the characteristics of an ill formed and badly matured judicial intellect. A judge who is constantly changing his opinions falls early under the curse of the Jewish Patriarch—"Unstable as water, he shall not excel."

II. The decisions of the courts of other States have fully coincided with that of Pennsylvania on this question. True, these are not binding upon us; still, they furnish strong evidence of the weight of legal and constitutional learning upon the subject.

III. The Legislature, as well as the Judiciary, has sustained the power of the municipal authorities to make subscriptions not only by investing them with the power, but by recent proceedings directing an *alteration* of the Constitution, for the purpose of prohibiting such subscriptions. If they are now invalid, all this action of the Legislature and the people is a work of nonsense and supererogation.

Apart, however, from authority, and treating the constitutionality of these subscriptions, as a new and undetermined question, we desire to say a few words. If the National Legislature enact a law, the party alleging its constitutionality are bound to point to the provision of the National Constitution that authorizes it, for the reason that all powers not granted are reserved to the States, or the people thereof. This rule of construction is directly reversed, when we examine the constitutional validity of State legislation. They who allege want of constitutional power in the Legislature, are bound to show that the act is expressly forbidden, for the reason that *all power not withheld or forbidden* is granted, and included within the terms of *sovereignty* contained in the expression, that all legislative power, shall be vested in the Assembly. Sovereignty in all States must rest some where, and if it is not in our Legislature, then it has no existence among us—without sovereignty, we are without government. The supreme legislative power, as we have stated, is uncontrolled and unlimited except so far as the constitution, State or national, have limited or restrained. This power, to be supreme, authorizes, from its very nature, as well the right to do an act of itself, as to delegate the authority to do it to another power less than itself. The power of the State under the constitution, to build roads, bridges, canals, colleges, and school houses, &c., has never been doubted. The practice of transferring the same power to municipal corporations, as well as to other corporations, to Courts and to individuals, has been common in all the past history of the government, and its right to do so, is the proper exercise of a portion of its sovereignty. There is no provision of the national or State constitution forbidding its exercise. It has been alleged that the clause of our State constitution, providing that no man's property shall be taken or applied to public use without the consent of his Representatives and without just compensation being made, &c., forbids—these subscriptions and the consequent liabilities for taxes, the payment whereof is claimed as a taking of property, &c. We contend that this clause applies not to any exemption of property from taxation, a duty that is general in extent and imposed equally upon all the citizens, for public use and purpose, but that the clause was intended to prevent the seizure of property, under special authority, or in special cases. This has been the uniform construction given to the clause of the constitution, and is fully sustained by the terms of the amended constitution of 1838.

It is not controverted that municipal corporations have the power, under authority from the Legislature, to construct highways, build bridges, make contracts, incur debts, borrow money, and give the usual evidence of indebtedness—notes and bonds. It is alleged, however, that their powers are incident to the purposes for which such corporations were created,—that no such object, is it said, as the construction of a railway was contemplated at the institution of these corporations. At the origin of many of the county and city corporations of our State, macadamized roads, light from gas, &c., were unknown. There is nothing, however, in their institutions, or their design, or purpose, that, *per se*, makes a distinction between roads made of gravel and stone, and those of wood and iron. Both kinds are to be used as a means for the transfer of persons and things—both are intended for public convenience and use, and each in its way, tends to the comfort, convenience, safety and prosperity of the citizen—the proper end and aim of all well regulated municipal corporations, and to accomplish which they were instituted.

FIFTH PROPOSITION.

That the present Board of County Commissioners or the railroad companies that have been so frequently assailed are not responsible for the introduction among us of the system that is sought to be condemned.

In this connection, it is proper to state that the success of an enterprise no more justifies the employment of improper means to secure its completion than its failure furnishes good reason for condemning its use of legitimate and rightful agencies for its erection. If it is constitutionally wrong for a county to subscribe to one railroad, it is equally wrong for it to do so to any similar work. Let us review the action of our constituted authorities, and with a spirit disposed to commend rather than to blame what has been done, let us, as good citizens, endeavor to compel the action of the past, even if we deny its entire wisdom, to good ends and results.

1. The Pennsylvania Railroad first secured the aid of the county subscription. The subscription of $1,000,000, to the capital stock of that company, was the beginning of the system. It is with some degree of pride that we refer to the names of the distinguished citizens who actively participated in carrying out this great measure. They were men known and appreciated in this community as among the most intelligent and far-seeing of our people. It is hoped their names will be given to the public as the *originators* and *patrons of a system* that has done so much good to the community, that is *now* so unfairly and unjustly assailed. What the Pennsylvania Railroad has done to bring trade and travel to this locality has been referred to in a former part of this paper. Its capacity to do greater service than it has yet done is undeniable and undoubted, however its present peculiar management may be distasteful to many of our business citizens.

2. The Ohio and Pennsylvania Railroad (now Pittsburgh, Fort Wayne and Chicago,) would probably have remained unconstructed for years if the aid arising from subscriptions to its stock by the cities of Pittsburgh and Allegheny and counties in the State of Ohio, had not been extended to it. Its present extensions to Chicago has been largely indebted to the same kind of corporation aid. This important road has secured to our locality a vast trade and travel that without it would be now seeking an Eastern market through Cleveland or Wheeling. No greater calamity could have fallen upon our business community during the past and preceding years than the want of this outlet for trade. We cannot perceive wherein consisted the outrage and wrong on the part of those intelligent gentlemen who secured by their active influence and votes, the only *aid* that could have been secured and controlled towards the erection of this work.

3. The Cleveland and Pittsburgh Railroad, aided by a small county subscription, has been enabled to extend its work from its terminus on the Ohio, along the valley of the same, from opposite Wheeling to Beaver. Although incomplete, this road has opened a region of country to our people and their industry that would have been in a short time entirely controlled in another direction, and away from this locality. Constituting as it does, a great leading line along the valley of the Ohio and through the central parts of that important State, it must forever remain an important and valuable improvement to this region. It may be that this work would have been constructed without the county subscription, although it is more than probable such would not have been the fact, at least for many years.

4. The Pittsburgh and Connellsville Railroad, by receiving a subscription on the part of the city and county secured pecuniary assistance from other local communities in the State, and also the aid of the city of Baltimore. From the fact that the latter city always presses *all* her enterprises to successful results, it is presumed its connection with this work will insure its completion, *unless in our madness we prevent it*. This work demanded by the highest interests of this locality. It brings us to a connection with an excellent and favorite port, Baltimore, and places us in a position to contend successfully for a portion of that trade hitherto almost exclusively belonging to us, and which by recent improvements has been so nearly swept away. The construction of this work, while it develops a vast and rich agricultural and mineral district, places our *steamboats* nearer the Atlantic than any other work that is or can be erected. An impartial examination of the countless it traverses, and its importance to us, and the certainty that it will secure a business for our people and steam marine that would be otherwise lost to them and it, constitutes it a more important line than its great rival, the Pennsylvania Central Road. If it is not stricken down in its *weakness*, and by the hands of those most deeply interested in its success, its future will be gratifying to its projectors and friends.

In this review we have spoken of the roads that have been enabled to meet the interest on the bonds issued to them by the municipal corporations. It is hoped they will be enabled still to do so, and it is believed such will be the result, unless public *confidence in the value of the bonds* upon which they stand is removed and destroyed.

5. The Chartiers Valley Road secured a small aid from the city and county. It is a work wisely designed to secure to us the trade of the wealthy county of Washington, and to *arrest, in its progress past us*, the trade and travel that was intended to be carried over the Hempfield Railroad. To stop this important work, in its present condition, by withdrawing from it the support of its city and country subscriptions, would involve immense individual wrong, as well as public injury. It would remain a burthen instead of a wise and beneficent measure.

6. The Pittsburgh and Steubenville Railroad holds subscriptions of the city and county, and to them it has been mainly indebted for its progress to its present condition. Whatever may have been the opinion of some of our citizens in reference to the necessity for this work, none, it is presumed, will now doubt the policy of its completion and its *value* when in operation. The Steubenville and Indiana Railroad, now in use, and with its extensive Western and Southern connections already controlling and directing a vast trade and travel must necessarily throw upon this line, (its Eastern continuation, in fact,) an amount of business that will be highly gratifying to the early friends of this work. But if anything is wanting to convince us of the supposed future value of this road, we shall find it in the fact that the sagacious and far-seeing policy that controls the Pennsylvania Railroad, has secured the use of this line for a long period of time—deeming it the most direct and valuable of its Western extensions. That company will place upon it a tonnage equal to the wildest calculations of its friends. We shall hail its success with pleasure, inasmuch as it affords another outlet to our industry should dry seasons or bitter frosts close that great avenue of our wealth—the Ohio river.

7. The Allegheny Valley Railroad has been largely aided by county and city subscriptions Without them it could not have been commenced or prosecuted This work, designed to connect us with the western part of New York and the northern portion of our own State, and with the great metropolis of our country, has claims upon the community, that can be urged on behalf of few other enterprises. The country it traverses is filled with mineral and agricultural wealth—it penetrates a valley whose trade, in former years, belonged exclusively to our locality, but which is now being, to a great measure, diverted from us. It is a work that will create a local business sufficient to sustain it. To reach directly, the densely populated regions of western New York, with its rivers, lakes and artificial improvements, would be alone worth the cost of the whole improvement But, when we consider that it will eventually, with other roads, now completed or in progress, constitute the shortest and most direct route to the city of New York, a route whereby a car can be carried without change, handling or transhipment from the steamboats of the Ohio river, to the commercial entrepot of the United States, its value cannot be over estimated

The three last named works have been compelled, from causes beyond their control, to cast themselves upon the public forbearance and to refer the holders of the bonds issued to them to the city and county, for the temporary payment of the interest. The unusual tightness of the money market, the high prices of provisions and materials—but above all these, the continued and unexampled opposition manifested in *this* community to these works, have been the causes of their present embarrassment Whilst in regard to the works first named, no objections have been publicly or pertinaciously urged against the value of the securities they have offered in the market, to the latter a vigorous and active hostility has been exhibited. Whilst it is not the wish of the writer to assign impure motives to any one citizen, it cannot fail to be apparent to all that there has been exhibited an unaccountable want of consistency in the conduct of those who are now loudest in denunciations of municipal subscriptions.

There is another point to which it is well to refer If the legislation empowering the Pennsylvania Railroad, to purchase and subsequently to close a portion of the canal, should be carried out, the necessity for the immediate construction of the Allegheny Valley and Connellsville Railroads must be apparent. With these avenues opened to an Eastern market, no unjust discrimination can be made against this locality; without them, judging from the past, our business community may justly dread, the blighting influence of monopoly, upon its prosperity, industry and trade

If the views above expressed are correct, and the positions assumed are sustained, we ask what more disastrous act could our people commit or what clearer evidence of hostility to their own interests could they furnish than to oppose, prostrate and destroy these roads, that so fully demand their support and continued friendship.

Believing that wisdom will direct, honesty guide, and public spirit and unimpaired public credit control the deliberations of the citizens either in or out of the Convention, the foregoing are submitted in such consideration and respect as they deserve.

Miscellaneous.

MUSGRAVE'S
Gas Cooking Apparatus.
ECONOMY AND COMFORT!
PATENTED JANUARY 8, 1856.

FOR THREE STOVES ON A MAHOGANY Stand, which closes down, with all the ware complete for Cooking. Price $60. The best apparatus with Five Stoves complete is $75. A single Stove and Bracket is $5, and is complete to do every variety of Cooking, except the ware, which may vary from $5 to $10, according to the family. Common stove tin ware may do. Small families use two stoves on a common washstand. The part that Druggists, Tailors, Coffee Saloons, Barbers and Bath Rooms require is $4.25. It will work on a table, shelf or floor, in any room or story.

Each Stove being equivalent to one Gas Light, and not generally used at the same time, no change of Meter or Gas pipe will be required except the latter where the stove is attached. It takes about 250 feet of Gas per month to do the cooking and ironing for each member of a family. The price of Gas in Pittsburgh is $1.80 per $1,000 feet, making it about one cent and a half per day for each person.

This Stove is now offered to the citizens of Pittsburgh and Allegheny City, at No 73 Third street, Pittsburgh, where the public are invited to call and see the practical working of this invention.

For Rights of States or Cities address the undersigned,
DR. J. MUSGRAVE,
ap22:3m No. 73 Third street, Pittsburgh.

ORPHANS' COURT SALE OF SEVERAL Lots of Ground at Braddock's Field, in Wilkins Township, and Lot of Ground in Pittsburgh.

Pursuant to an order of the Orphans' Court of Allegheny county, the undersigned Administrator of the estate of James W. Buchanan, deceased, will expose to sale on the premises, in said Wilkins township, on the 5th day of June, 1857, at 10 o'clock, a. m., the following Real Estate, viz:—

All that certain lot being part of that property known as "Braddock's Field," situate in Wilkins township, county aforesaid, between the Plank Road and Monongahela River, bounded and described as follows: Beginning at the point where Talbot street intersects … the said River; thence up said river to the point where the same is met by Dumas street; thence along said street N 44° E 1504 feet 3 inches to Braddock street, or Plank road; thence down the river 400 feet along said street or road, to Talbot street aforesaid, and thence by said street, S 41° W 1500 feet 3 inches to said river, the place of beginning, containing 14 acres 1 rood and 73-100 perches.

Also, all that certain other lot, commonly called the College Lot," being also part of the Braddock's Field property, described as follows: Beginning at a corner of property of Isaac Mills, on Braddock street, thence along said street S 46° E 794 feet to land of John Parker; thence by line of said land N 43° E 728 feet 9¼ inches to the line of the Pennsylvania railroad; thence by same N 5½° W 100 feet; thence by same N 3° W 80 feet; thence by same N ¼° E 80 feet; thence by same N 1° E 187 feet 8 inches to land of Isaac Mills, and thence by said land S 69° 10' W 1100 feet more or less to Braddock street, or Plank road, the place of beginning, containing 12 acres, 15 perches, strict, measure.

Also, all that certain other tract or piece of land lying East of said Pennsylvania railroad, and bounded by said railroad, the Wilkinsburg road and land of Isaac Mills, containing 59 acres, 1 rood, 18¼ perches, which has been divided for purposes of sale into several lots, to wit: Six, described as follows: No. 5 in said division beginning at a point where the Wilkinsburg road and the Pennsylvania railroad intersect; thence N 47° E along said road 595 feet; thence N 43° W 425 feet to a post; thence S 59½° W 447 7-10 feet to a post on line of said railroad, and thence along the line of said railroad 550 feet to the place of beginning, containing six acres.

Also, all that certain lot adjoining the foregoing described, as follows: Beginning at the corner of said lot and said Pennsylvania railroad; thence by said road 443 feet 4 inches in a northerly direction; thence N 63° 40' E 346 feet to a post; thence S 43° E 766 feet to centre of the Wilkinsburg road; thence by same 167 feet to line of lot last above described; and thence by line of same N 43° W 425 feet from centre of said road to a post; and thence by line of said lot S 59½° W 447 7-10 feet to said railroad, the place of beginning, containing six acres. Said lot being marked No. 4 in said division.

Also, all that certain lot adjoining the foregoing, described as follows: Beginning at the centre of Wilkinsburg road, near corner of said lot and said Wilkinsburg road; thence by said road N 47° E 894 feet 8 inches to a point near a beech tree in the centre of road; thence by said road N 68¼° E 640 feet to a point in centre of said road; thence N 50½° W 483 feet to a beech tree; thence from said point S 51½° W 49.4 feet to a sugar tree; thence S 70¼° W 180½ feet to a beech tree; thence S 61° W 21' W 1213 feet to a sugar tree; thence S 65¼° W 425 feet 3 inches to a red oak; thence S 63° W 604 feet to a post, corner of lot last above described, and thence by line of said lot S 43° E 766 feet to the centre of said road, the place of beginning, containing 17 acres, 1 rood 17 perches. Said lot being marked No. 3 in said division.

Also, all that certain lot adjoining the foregoing, described as follows: Beginning at a beech tree, corner of land of Isaac Mills and the lot above described; thence by land of said Mills N 80½° W 350 feet 10 inches to a stone; thence S 63¼° W 1290 feet 1 inch to a black oak stump; thence S 1° 48' W 422 feet 8 inches to line of lot hereinbefore designated as No. thence N 63° 40' E 213 feet to a post, corner of lots heretofore designated as Nos. 4 and 3; thence N 63° E 604 feet by the line of said lot No. 3 to a red oak; thence by same N 65¼° E 452 feet 3 inches to a sugar tree; thence by same 61° 21' E 121 3-10 feet to a beech tree; thence by same N 70¼° E 180½ feet to a sugar tree; and thence by same N 51½° E 49 4-10 feet to the place of beginning, containing 11 acres, 2 roods, 31¼ perches. Said lots being designated as No. 2 in said division.

Also, all that certain lot adjoining the foregoing, described as follows: Beginning at a corner of last described lot and land of Isaac Mills; thence N 54° 10' W 1183 feet 4 inches by said line to a black oak; thence by same S 59° W 168 feet 4 inches to a stone; thence by same S 5° W 898 feet 6 inches to a stone; thence S 7° W 179 4-10 feet to a black oak stump at corner of lot designated as No. 2 in said division and thence along the line of same N 63¼° E 1200 feet 10 inches to the place of beginning; containing 16 acres, 1 rood and 10 perches. Said lot being designated as No. 1 in said division.

Also, all that certain lot adjoining the foregoing described as follows: Beginning at a black oak stump corner of lots herein designated as Nos. 1 and 2; thence N 70° E 179 4-10 feet along line of lot No. 1 to a stone, corner of said lot and land of Isaac Mills; thence S 69° W 189 8-10 feet to the Pennsylvania railroad; thence along same S 50° W 540 feet 2 inches; thence N 63° 40' E 134 feet; thence N 1° 45' E to a black oak stump, the place of beginning, containing nearly 2 acres, and designated as No. 6 in said division.

Also, all that certain lot of ground situated in Pittsburgh, said county, No. 108 in the plan of lots laid out by Stephen Colwell, in the manor of Pittsburgh, recorded in book 3d A. vol 50, page 19; said lot being 20 feet in front on Overhill street, and extending back the same width 100 feet or more to land once of Wm. Wilkins.

Terms made known at the time of sale.
JAMES TODD,
my13:d&wtdF Adm'r. of James W. Buchanan.

BRICK, BRICK, BRICK!

THE UNDERSIGNED IS NOW PREPARED to receive orders and make contracts for BRICK IN ANY QUANTITY, both Common and Fronts, delivered on and after the 1st day of June next, in either of the two cities or surrounding boroughs, on terms, which compared with the customary rates heretofore in and about the city, in point of quality and price cannot but induce persons intending to build to make an enquiring call and examine my

PATENT STEAM PRESSED BRICK,
Which for STRENGTH, DURABILITY AND FINISH, are simply INCOMPARABLE.

Certificates of our leading builders, JOHN C. BINDLEY, JAMES MILLINGER, Esq., and others, may be seen at the Works of the subscriber, as to the quality of the brick.—There are also some thirteen dwelling houses, a Methodist Episcopal church, and Public School house in South Pittsburgh and Birmingham built of the brick made by my FIRST machine in 1845-46-48, which may be seen; the last of which houses, viz: two blocks of three story front and back buildings in the west end of the old borough of Birmingham, and at present occupied by Messrs. Chas. Hansen, Samuel McKee and Alexander Chambers, our leading glass manufacturers, to whom I also refer as to the quality of these bricks. These have withstood, unscathed, the frosts and sunshine, heat and cold of the last five to eight years, thus fully demonstrating their durability.

Orders through the Pittsburgh Post Office or the following gentlemen, will meet with prompt attention:

Messrs. Barr & Moser, Architects, opposite the Custom House, Smithfield street; Isaac Morely, Esq., Allegheny City Regulator; Messrs. John G. Smith and John Fulton, Druggists, Birmingham, and R. A. Bausman, Esq., South Pittsburgh, or at the Works, in the rear of the Outer Depot, Allegheny City, near the Toll House of the New Brighton Turnpike Road. ISAAC GREGG,
my6:tfmd Proprietor.

FOR SALE.—A three story Brick Dwelling House, with back buildings, on Clark street, Seventh Ward. mf19:dtf JAMES O'HARA.

W. R. CHEESE.—45 bxs Prime New W. R. Cheese just received and for sale by
ja1 T. LITTLE & CO., No. 112 Second st.

BROOM CORN BRUSH.—30 tons Western Broom Brush in store and for sale by
ja1 T. LITTLE & CO., No 112 Second st.

New York Advertisements.

GOODYEAR'S PATENT VULCANITE, on HARD INDIA RUBBER.

THE BEACON DAM CO., OWNERS OF Patents, manufacture from the above named material, and offer for sale at their Wareroom, No. 63 Maiden Lane, New York, by the package only.

SYRINGES of every kind needed for Domestic or Professional purposes, pronounced by Physicians the most perfect article ever made.
BREAST PUMPS,
POWDER FLASKS, warranted to keep the powder dry.
FURNITURE CASTORS, that will not deface the carpet.
TUMBLERS & SOAPTRAYS,
Pen and Pocket CUTLERY,
NAPKIN RINGS.
POCKET CORK SCREWS,
Engravers and Mechanics' MEASURING TAPES,
MACHINISTS' OILERS,
MARTINGALE RINGS,
WHIP SOCKETS,
INSULATORS, for Telegraph Wire, adopted by the American Telegraph Company.
SHAVING BRUSHES,
PANS, BATHS, FUNNELS AND DIPPERS, for Photographic and Druggists' purposes, &c.

This *Wonderful Material* which is as firm as METAL—light as HORN—brilliant as JET—a poor conductor of HEAT—non-conductor of ELECTRICITY—and on which OILS, ACIDS and ALKALIES *produce no effect*, is vastly superior to *any other* for the above named, and a great variety of other purposes, to which it is applied.

Dealers in all parts of the country are supplying themselves with these goods, and consumers who want the *best* articles of the kind, will buy no other. ja14:1yP.S.T.

Merillo Iron Pipe Works.
MERRIL & JAQUES,
142 Centre Street, New York,
MANUFACTURERS AND DEALERS IN Wrought Iron Pipes, fittings, Tools, and every description of apparatus connected with Steam, Water and Gas, for heating and lighting Steamers, Churches, Hotels, Private Dwellings, Hospitals, Asylums, Villages, Factories and Halls.

Also, Valves, Cocks, Pumps, Gauges, Boilers and Boiler Flues made to order.

Our Screw Cutting Machines are entirely new, and our own Patent—warranted to do double the work of any other invention.

Orders solicited from all sections of the Country, and promptly attended to. je26:1ydp

E. & J. HOLMES'
IMPROVED SEAMLESS WHALEBONE SKIRTS.

WE TAKE PLEASURE IN AGAIN INTRODUCING our Improved Seamless Skirt, as being the most acceptable and reliable article in market; we are aware that many new styles called improvements are before the public such as India Rubber, Gutta Percha, Rattan, &c., all of which we have called for—but cannot recommend them, as we have experimented with and tested them all—most of them two years since, submitting them to the judgment of competent ladies to decide upon their merits, and have found them from actual use, to be in all important respects, decidedly inferior to our properly prepared Whalebone, which has been in use the past two years, and for which has been expressed from all parts of the country entire satisfaction, and we have the more positive evidence from our own retail trade, amounting to many dozens per day. Therefore we confidently recommend our Skirts to be the least objectionable of anything in use, possessing many advantages *found in no other Skirt*, the most important of which is our *series of Elastic Cords* at the bottom made from the only material that can be used, that will recover its place when pressed out of shape, will not roll nor curl, is not affected by heat or cold and can be washed without injury. These cords at the bottom, instead of bones, which are exceedingly awkward and inconvenient, with our own prepared bones above and a fabric manufactured by ourselves expressly for our goods, in our estimation, and the estimation of thousands who have used them, produce a Skirt, and the only Skirt equally adapted to the parlor, the street, and the crowd, giving a proper, graceful and elegant form to a ladies' dress, light, pliable, easily adjusted and in every respect a complete article. The public are cautioned against all imitations or other goods called Seamless Skirts. Every genuine article is stamped E. & J. Holmes' Improved Seamless Whalebone Skirt, and are for sale at 99 Market street, Philadelphia, and in the principal Jobbing Houses in New York and Boston. E. & J. HOLMES & CO.
fe23:3Gw:law F

Philadelphia Advertisements.

ALLEN & NEEDLES,
No. 23 South Wharves, and 35 South Water Street,
PHILADELPHIA,
WHOLESALE DEALERS IN OILS, Candles, Starch, &c. A full assortment on hand to which the attention of dealers is respectfully asked.
mr5:dly

Baltimore Advertisments.

Silver Ware.
SAMUEL KIRK & SON,
Established 1817.] BALTIMORE, MD.
MANUFACTURE SILVER TEA SETTS, Pitchers, Silver Waiters, Silver Spoons and Forks, and all other articles of elegance in Silver.

Jules Jurgensen's Gold Watches, Stone Cameos, Coral, Florentine, Mosiac and Lava Jewelry of the most choice designs, selected in Europe recently by a member of our firm.
Orders by mail promptly executed. my10:1md*

G. HUGHES ARMISTEAD … WM. T. RIGGS
ARMISTEAD, RIGGS & CO.,
AGENTS FOR THE SALE OF VIRGINIA MANUFACTURED TOBACCO, *No. 37 Exchange Place, Baltimore.*
Always on hand a large stock, which they distribute at the lowest market prices. ap20:1yd*

Arboricultural, &c.

Pittsburgh Hedge Farm Nursery.
SITUATED ON WILKINS AVENUE, about one quarter of a mile from the second Toll Gate, on the Farmers' and Mechanics' Plank Road, an extension of Fourth street, and about three and a quarter miles from Pittsburgh.
WM. & JAMES MURDOCK, *Proprietors.*

They offer for sale a very large collection of well grown Trees and Plants, suitable for transplanting this fall and coming spring.

The Nursery now covers some thirty acres of ground and contains over 200,000 trees, shrubs and plants, and over 10,000 fruit trees, and 25,000 evergreens and shrubs, are of fine size for removal to orchards and pleasure grounds.

Plants carefully packed and sent according to directions to any part of the United States.

We beg leave to call the attention of the lovers of shrubbery, and venders in the trade, to our unrivalled collection for the year 1857, embracing nearly all the Evergreen family, Indigenous and Exotic, that is worthy of general cultivation in this section of country. Plants can be procured of many kinds quite large enough to give immediate effect.

Prices moderate as usual. From strangers, cash or satisfactory reference in the city of Pittsburgh, required at all times.

Orders addressed to us through Wilkins Post Office, near Pittsburgh, Pa., or left at our stand on market days, in the Diamond Market, will be promptly attended to.
oc24:d&wf S

Fruit Trees, Evergreens, &c.
THE SUBSCRIBER WOULD MOST respectfully call the attention of his friends and the public, to his very large stock of Fruit Trees, Evergreens, Shrubbery, Roses, Green House Plants, &c. Of Apples, the stock is large and fine. Of Pear, we have some 6000 Dwarf and Standard of our own raising, of choice varieties. Peach, several thousand fine, with Cherry, Plum, Apricot, Raspberries, Gooseberries, Currants, &c. Our Evergreens, from 1 to 6 feet, of which we have many thousands, are fine. Persons wanting large quantities will be liberally dealt with. Call and see our stock. We always give satisfaction. Orders left at the Pittsburgh Post Office, Mr. R. Dalzell's Liberty st., the Oakland Nursery, 1½ miles on Pennsylvania Avenue, or the Pittsburgh Nursery, 1½ miles from Oakland, will be promptly attended to.
N. B.—Planting done neatly to order.
oc19:d&wS JOHN MURDOCH, Jr.

Shade Trees for Sale.
AILANTHUS, ELM, LINDEN, Mountain Ash, &c., of extra size for Spring planting. JOHN MURDOCH, Jr.
N. B.—Mr. Thomas Wilfer, at the Oakland Nursery, will attend to planting shade trees, for persons requiring his services. mr4:d&wtf

Miscellaneous.

Cemetery Marble Works,
No. 333 Liberty Street, below Wayne,
PITTSBURGH, PA.
MATTHEW LAWTON,
PRACTICAL MARBLE MASON,
WISHES RESPECTFULLY TO INform his friends and the public generally, that he has leased the above premises, for the manufacture and sale of every variety of Marble Work, such as
Monuments, Tombs Tablets and Gravestones,
of every variety and form;
ALSO,
Mantle Pieces,
Centre Table,
Pier, Bureau
and Wash
Stand Tops,
&c., &c.

Which he is offering as low as any other establishment West of the mountains. His stock is entirely new, and has been selected by himself, expressly for this market. He is also prepared to build Burial Vaults, enclose Bar Lots with Marble or Stone, and to execute any other work in his line, in any of the Cemeteries adjoining Pittsburgh.

REFERS BY PERMISSION TO

Rev. T. B. Lyman,	Robert Galway, Esq.,
Hon. Wm. Wilkins,	John Chislett, Esq.,
Jno. H. Shoenberger, Esq.,	W. L. Ringwalt, Esq.,
Charles Brower, Esq.,	J. H. Hill, Esq.,
Thomas Scott, Esq.,	A. B. Curling, Esq.,
W. P. Baum, Esq.,	G. R. White, Esq.

The Trade furnished with all kinds of Foreign and Domestic Marble, either finished or in the rough, at Wholesale prices.

He has also made arrangements with the manufacturers of the best brands, for a constant supply of Hydraulic Cement, Water and Louisville Lime, and Plaster Paris, both for Land and Stucco Work, all of which he is prepared to furnish at short notice. mh15:d&w1

Portable Flour Mills.
THE SUBSCRIBER IS MANufacturing
PORTABLE FLOURING MILLS,
OF A QUALITY
SUPERIOR FOR SIMPLICITY AND DURABILITY,
to any other now in use.

They can be driven by steam, water, or horse power, and will prove an acquisition to Iron Masters, Stock Feeders and Lumbermen.

Many persons throughout the country who have surplus power, or power employed only a part of the time on other business, by introducing one or more of these Mills into their establishments, may greatly benefit themselves. One of these Mills, (29 inches in diameter,) grinding over 12 bushels Feed per hour, can be seen daily in operation at the Oil and Feed Mill of Messrs. Sutton & Co., Rebecca street, Allegheny.

Orders filled with dispatch. W. W. WALLACE,
ap2:dtf 319 Liberty street, Pittsburgh, Pa.

JUST RECEIVED—
760,000 German Cigars,
110,000 Havana "
200 bxs. Virginia Manufactured Tobacco.
The largest assortment of Cigars and Tobacco ever offered in this city, is now open for examination and sale, at
GEORGE WEYMAN'S
oc8:tf cor. Smithfield street and Diamond Alley.

TOBACCO AND CIGARS—
200 bxs Richmond Tobacco, 5's and 8's different brands
80 dwarf bxs half pound lump "
15 kegs Virginia Twist Smoking Tobacco,
16 caddy bxs N L Diamond Twist Tobacco,
100 bbls Cut and Dry Queen City Bavarian and Spanish mixed,
275,000 Havana and German Cigars. In store and for sale at
EDWARD T. MEGRAW'S
Wholesale Tobacco Warehouse, 241 Liberty st.,
ap3 opposite the head of Wood.

PATENT CANDLESTICKS;
An excellent and cheap article for Kitchen or Chamber use, Wholesale and Retail,
At the Iron City Stove and Tin Warehouse of
T. J. CRAIG & CO.,
my9 No. 134 Wood st., near Virgin Alley.

FRESH BUTTER.—600lbs strictly prime Fresh Butter, 800 doz. Eggs, received this morning and for sale at No. 27 Fifth street, opposite Mason & Co.
my29 H. RIDDLE.

LIGHT!
Great Bargains to the Trade.
THE SUBSCRIBERS RESPECTFULLY solicit their friends and the public, generally, to call and examine for themselves, our stock of the latest styles of GAS FIXTURES, Chandeliers, Pendants and Brackets of the most beautiful finish, Fancy and Plain; also, Pine Oil, Fluid and Lard Lamps, Girandoles, Parlor Lamps, Globes, Vases, &c., &c. Lamp Chandeliers, Brackets and Pendants. Wherever Light is wanted, we will supply it at short notice. Lamps or Gas Fixtures, at large per centage in favor of buyers.
HEIDRICK & HORNING,
Store No. 321 late 221 North Second street,
Factory, Mercer street, near Norris, above Vine,
ap6:2mwT.w Philadelphia.

For Sale or Rent.

TO LET.—An elegant Store Room on Fifth street, between Wood and Market, suitable for a Fancy Goods establishment, having Show Window and Sky-light. Enquire at
my18:dtf GAZETTE COUNTING ROOM.

TO LET.—A well finished Dwelling, with yard room, shrubbery, &c., delightfully situated on the river bank, in Allegheny City, near the residence of Mrs. Snowden. Rent low. Enquire of Dr. J. P. DAKE, Penn street, Or of MOSES BORLAND, Esq., a few doors below the premises. my11:dtf

TO LET.—The Storeroom and Dwelling situate on the corner of O'Hara and Liberty sts.—It has been occupied since built as a Grocery and Produce Store, and is one of the best stores in the city. Enquire of R. H. KING, No. 211 Liberty street.

DWELLING HOUSE TO RENT.—That commodious and well finished Dwelling House, No. 25 Pike street, now occupied by the subscriber. The house is in fine order, and has all the modern conveniences, water, gas, &c., to make it desirable for a family. Possession can be had any time after the first of May. Apply at No. 42 O'Hara street, to ap22:dtf JAS. LAUGHLIN.

TO LET.—Three Brick Houses, four rooms each, in the 7th Ward, on Centre Avenue, Minersville Road. Rent low to a good tenant. Enquire of
ja17 WATT & WILSON, No. 268 Liberty street.

FOR RENT.—Two Brick Dwellings on Third street near Smithfield. No. 155 has ten rooms, Back Building, Gas, Bath-rooms, &c. No. 153 has eight Rooms, Gas, Water, &c.
Also, an Office on Fourth street, near Cherry alley. Rent $45 per annum. THOS. WOODS, 75 Fourth st.

TO LEASE.—A desirable Lot in the Fifth Ward, above Harrison st., fronting fifty feet on Liberty st. and extending back one hundred feet to Spring alley, suitable for a Coal or Lime Yard. For terms enquire of GEORGE WEYMAN,
ja9:tf cor. Diamond ay. and Smithfield st.

OFFICE TO LET on Fourth street, between Smithfield and Wood sts.—No. 52. Apply to
mr12 AUSTIN LOOMIS & CO.

FOR RENT.—A Brick House on Front st., near Market, three stories high. Rent $150. Possession on the first of April. Apply to
mr6 ALEXANDER KING.

TO LET.—The Hall formerly occupied by the Sons of Temperance, on the corner of Wood and Third streets. Enquire of JOHN M'GILL & SON,
mr3:tf No. 257 Liberty street.

BALDWIN TOWNSHIP PROPERTY FOR SALE—We have 60 acres of coal land situate in the above township, near Pollock Mills, on Sawmill Run, four miles from the city. The land all tillable, and about 50 acres of good black coal and easy of access. Will be sold at $65 per acre, on reasonable terms. Apply to BLAKELY & RICHEY,
je3 Real Estate Brokers.

ALLEGHENY PROPERTY FOR SALE—We have a House and Lot of Ground situate on Pitt alley, near the Diamond, on which is erected a large two story Brick House, containg seven well finished rooms, finished attic; a large cellar, water in the house and yard. This property will be sold low and on easy terms, as the owner is about moving South. Apply to BLAKELY & RICHEY,
je3 Real Estate Brokers.

GLASGOW PROPERTY FOR SALE—We have two lots of ground in Glasgow, Beaver Co., about 40 miles below this city, on the Pittsburgh and Cleveland Railroad, on which there is erected a large two story brick dwelling and store house, 80 feet front, each story 10 and 11 feet high, brick smoke house, frame stable, well of good water, garden, yard and shrubbery. This property would suit well for a store or tavern. Will be sold at a great bargain. Apply to BLAKELY & RICHEY,
je1 Real Estate Brokers.

ALLEGHENY CITY PROPERTY FOR SALE.—We have two lots of ground at the corner of Federal and Locust streets, each having a front of 22 feet 5 inches on Federal, and running back along Locust street 95 feet to an alley. These are very desirable lots, and will be sold at a bargain. Apply to BLAKELY & RICHEY,
my26 Real Estate Brokers.

OHIO LAND FOR SALE.—The subscriber offers for sale section ten, township 12, range 10, Stark county, Ohio, commonly known as "Bowman's section," containing 640 acres. It is situated three miles west of Massillon on the State Road leading to Wooster, and within about two miles of the Ohio and Pennsylvania Railroad. The south, east, and north-east quarters are partly cleared and improved—the remainder is covered with superior timber—and the whole is well watered by springs and running streams. This section is considered the finest body of land in the county. It will be sold undivided or in quarters to suit purchasers. To those who desire to invest in real estate a better opportunity is rarely offered.
J. B. SWEITZER,
mr12:2md&w F No. 101 4th st., Pittsburgh

GOOD BUILDING LOTS FOR SALE—A Lot 60 feet by 125 feet 9 inches, on the corner of Island Lane and Chartiers st., Manchester. Would make 3 fine sites for private residences—will be sold separately or in one lot to suit purchasers. Title perfect and terms easy. For further information apply at McELROY'S
Real Estate and Intelligence Office,
je1 No. 2 St. Clair street.

FOR SALE—A two story frame House, containing 4 rooms, porch in front and kitchen in rear, good cellar with stone wall; bake-oven, hydrant, a number of cherry trees and other shrubbery in the yard; brick stable on the rear of the lot. The lot is 20 by 100 feet, situate on the corner of Locust street and Whiteoak alley, adjoining the residence of ex-Mayor Adams. It will be sold low for cash, or exchange for a farm. Apply to GEO. W. BUNN, West side of Federal street, second door South of the North Commons, Allegheny City. je3

FOR SALE.—A two story frame house containing four rooms, porch in front and kitchen in rear, good cellar with stone wall, bake-oven, hydrant, a number of cherry trees and other shrubbery in the yard. Brick stable on the rear of the lot. The lot is 20 by 100 feet, situate on the corner of Locust street and Whiteoak alley, adjoining the residence of ex-Mayor Adams. It will be sold low for cash, or in exchange for a farm.
Apply to G. W. BUNN, Federal st., 2d door South of the North Commons, Allegheny City. my29

VALUABLE CITY PROPERTY FOR SALE.—The undersigned offers for sale on favorable terms, a large number of building lots in the 8th Ward of the city. The lots front on Pennsylvania Avenue, Watson, Forbes, Locust, Maria, Vicroy and Bluff streets, are but a few minutes walk from the Court House and will be sold very cheap.
Persons desirous of securing a convenient and healthy location for a house, or wishing to purchase for speculation, is a part of the city which must continue steadily to improve will find it to their advantage to call upon the subscriber.
C. MAGEE, Att'y at Law,
my29:tf No. 104 Fifth street.

FOR SALE.—260 acres of Land on Fishing Creek, 22 miles from New Martinsville, Weston Co., Va., between 70 and 80 acres cleared, in good state of cultivation, on which are a log house, large log barn and 3 log stables; also a good orchard; well watered; balance good timber of various kinds, and plenty of coal. Will be sold low or traded for city property. Apply to G. W. BUNN, Federal street, S. of N. Commons, Allegheny City.

RESIDENCE IN ALLEGHENY FOR SALE.—Situated on Bank Lane in Simpson's plan of lots having a front of 22½ feet, 123 feet in depth—on which is erected a TWO STORY FRAME DWELLING HOUSE containing six rooms, Wash House, Oven, Hydrant, Coal House, Grape Vines and Shrubbery in the yard.
This property is in a good location, and commands a fine view of Pittsburgh and the rivers. Will be sold low. Apply to B. M'LAIN & SON, 58½ Fourth st.

SMALL FARM FOR SALE.—33 acres, of which there is 20 cleared, all under good fence, balance timber. Improvements a good frame barn and spring house, log dwelling house, 20 feet square, all necessary out-buildings, will be sold cheap for cash. For full particulars apply at McELROY'S
Real Estate and Intelligence Office,
ap22 No. 2 St. Clair street.

GREAT BARGAINS IN COAL LAND.—We now offer that valuable Coal Tract of Land, situate on the Monongahela river, in the third pool, adjoining the town of Webster, containing 42¼ acres, 38 acres of which is pure black coal of 7 feet vein; there is also a second vein of 4½ feet. 20 acres of fine timber, suitable for pit posts. This property cannot be surpassed for, a coal site on the Monongahela river, as the landing is good and deep water all seasons of the year, is offered at a great BARGAIN as the owner is going West. Apply at once to
ap21 B. M'LAIN & SON, 58½ 4th st.

FARMS FOR SALE.—113 acres of superior Farm Land, full of Coal, on the Pittsburgh, Ft. Wayne and Chicago Railroad.
112 Acres of Excellent Land and Cannel Coal, near Darlington.
163 Acres of Land on the Railroad, 21 miles below the city.
186 Acres of Land, well improved, near the town of Indiana.
26 Acres of Land, three miles south of the city.
Farms, Country Seats, Houses and Lots, Mills, Furnaces, &c., as described in a printed Register, which is given to all who wish to purchase. Enquire of
THOMAS WOODS, Real Estate Broker,
ap16 No. 75 Fourth street.

COAL LAND FOR SALE.—The undersigned offers for sale ONE HUNDRED and FIFTY ACRES of COAL LAND, situated on the first pool, one of the most desirable locations on the Monongahela river.
The attention of Iron men, Coal men, and capitalists is directed to this property, as it is believed the opportunity for profitable investment is such as is not often presented. The terms are easy. Full particulars may be obtained by letter or otherwise, by enquiring of
AUSTIN LOOMIS & CO., Stock and Note Brokers,
ap3 No. 92 Fourth Street.

DWELLING HOUSE FOR SALE.—A two story brick dwelling, situated in Allegheny City, on Isabella street, near Hand Street Bridge, containing eight rooms. The owner having left the city, is desirous of selling. The house is advantageously located for a residence. If not sold before the 15th of March, it will be for rent. Apply to
JOHN M'GILL & SON,
fe24 257 Liberty street.

FOR SALE.—The House in which I now live, on South Common, between Sandusky st. and East Common, Allegheny.
mr19:dtf JAMES O'HARA.

Monetary.

Dollar Savings Bank,
No. 65 Fourth Street, Middle Room, Jones' New Building.

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au1:1yd—mr19

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