Pittsburgh Gazette.

D. F. WILLIAMS.....D. L. LATOU.....S. RIDDLE.....RUSSELL FERRY

S. RIDDLE & CO.,
EDITORS and PROPRIETORS.

PITTSBURGH:

TUESDAY MORNING, MARCH 22, 1859.

THE LATE DEMOCRATIC CONVENTION.—The *Pennsylvanian* and other pro-slavery administration journals are felicitating themselves with the reflection that the late locofoco convention, which endorsed the President and did not endorse the Governor, is an offspring of the people. The politicians, say these papers, have had their day in traducing Mr. Buchanan, and now the people, through their representatives, have risen in their majesty and declared for the right by crushing out all disorganizers. This, however, proves a most wicked pretension on the part of these Lecompton organs. The delegates to the late Convention were chiefly office-holders under the national administration, or the tools and creatures of office-holders, and the work which they did was cut out and prepared for them at Philadelphia and Washington, the "people" having nothing to do with any of the arrangements. As an instance we might mention that while the *delegates* from old Berks were voting to sustain the President the "people" of its principal city were voting to the tune of nearly a thousand majority in condemnation of that eminent individual. As to the material of this distinguished body, we have seen a statement which will enlighten the reader as to its quality:

We learn from the Harrisburg *Telegraph* that the Lecompontites were represented on the floor by Collector Baker, of Philadelphia; Jack Cummings, Naval Storekeeper; Thomas H. Forsyth, officer in the Philadelphia Custom House; Billy M'Mullin, leader of the election frauds in the 4th ward; Cunningham Gilbert, Neally, and Morrison, officers in the Navy Yard and Custom House; John H. Brenner, general whipper in; Timothy Ives, ex-Portage contractor; James L. Gillie, defeated Lecompton Congressman; Arnold Plumer, ex-Canal Commissioner, (has also a son in the Land Office in Nebraska;) Col. Stambaugh, bearer of despatches or Envoy Extraordinary from his Excellency James Buchanan: Hugh Clark, another Custom House officer Henry A. Gildea, letter carrier in the Philadelphia Post Office; Murray Whallon, Collector for the port of Erie; Victor E. Piolett; Boggs, Postmaster at Johnstown; James A. Gibson, Collector of the port at Pittsburgh; H. Sproul, Clerk United States District Court, and J. H. Phillips, late Jailor at Pittsburgh, together with a number of larger and smaller spirits, all ready to do the work of the National Administration.

These are the "sovereign people" who have taken upon themselves the authority to sanction the course of the President, and in the name of the people of Pennsylvania to bid him God speed in his infamous course. They have ample reasons for the faith that is in them—these men of seven principles—these votaries of the five loaves and two fishes! After all, the President has only been endorsed by his own office-holders, and not, as was at first asserted, by the delegates of the party. Gov. Packer need not wince under any blows that may be aimed at him in this quarter, and we are astonished that his friends betrayed so much feeling in regard to the matter.

THE great power which the patronage of the general government wields in the organization of the Democratic party is shown in the small number of politicians and editors who adhere to Gov. Packer. Here is the case plainly stated—a vital principle of the party has been violated by the President, who at the same time controls the purse-strings of the nation. The principle pleads in vain for the support of these patriots—the purse is omnipotent, and the crowd of oursee goes with it!

OUR BOOK TABLE.

The Lady of the Isle: A Romance from Real Life. By Emma D. E. N. Southworth. Philadelphia: T. B. Peterson & Bros., Publishers.

The name of Mrs. Southworth has justly been enrolled among the most popular and fascinating of the American writers of elegant romance. She has become a favorite in many a household in our land, while her fame has even reached beyond the Atlantic. *The Lady of the Isle* is equal to any of her former productions, and abounds in thrilling incidents, happy domestic scenes, and amusing adventures, which are all very judiciously arranged. For sale by Hunt & Miner, Masonic Hall.

FOREIGN ITEMS.—In regard to the New Government Reform Bill, the *Daily Telegraph* says: "We have the best authority for stating that an important movement has taken place amongst the leaders of the Liberal Party. Lord Palmerston and Lord John Russell have agreed to lay aside their little differences and go warmly in against the Government Reform Bill. The questions now to be determined are, Whether a meeting on the new measure is to be called, and which of the noble Lords is to convene it? If it be held at Lord John's, it is understood that Lord Palmerston will attend.

The *Star* confirms this, and states that there would probably be a meeting at Lord John Russell's on the 13th inst., to confer as to the course to be taken by the Liberal Party on the Government Reform Bill.

The *Globe* says we have every confidence the measure will be dealt with in no desire to make the crisis subservient to personal ends, and that the principal members of the Liberal Party will be animated with a spirit of co-operation which the great interests they represent have a right to demand on an occasion so important.

The *Morning Post* does not think the bill can pass a second reading, and, therefore, looks forward to a Ministerial crisis.

The Paris correspondent of the *Daily News* says that the utter absence of war enthusiasm even in the army is bitterly lamented, and causes unfeigned surprise in the Imperial circle. The soldiers whose term of service has expired, do not re-enlist in spite of the great advantages which are held out to them.

RUSSIA.—A Marseilles dispatch states that there is a Russian army of 60,000 men on the Pruth, and that her army in Georgia has just been augmented.

The latest correspondence of the London *Times* says, that confidence in the success of Lord Cowley's mission to Vienna, was, among official people, reduced to the very lowest degree.

The Paris *Constitutionnel* says: "We learn that in consequence of the communication addressed by Cardinal Antonelli to the French Ambassador at Rome, the Emperor has ordered the immediate evacuation by our troops of the Pontifical city. A message received here, asserts that the French *corps d'armee* had been forthwith withdrawn to Civita Vecchia, there to await the transport vessels which will convey the troops to France.

The *Moniteur* of Saturday, March 5, contains an article from which the following is an extract: "The serious condition of Italian affairs has attracted the attention of the Emperor, whose endeavors are to conclude an alliance in furtherance of the interest of France. The Emperor has promised the King of Sardinia to protect him against any aggressive acts of Austria, but his promise extended no further. The Emperor denies that France is making warlike preparations. She has not exceeded the effective force he is accustomed to maintain during peace. Assuming that preparations in the arsenals have received any extraordinary impulse, it is because changes were necessary in our artillery and in the whole of our fleet. All our naval preparations are limited to the arming of four frigates and four transports to meet imminent emergencies. It is absurd to represent the Emperor as pushing war, and to cast on him alone the responsibility of having caused warlike preparations in Europe. Where can any one point out words, diplomatic notes or acts implying the wish of the Emperor to provoke war. The Emperor is now examining the various reasons of the present complication, but this must not be regarded as any provocation of war on his part. Besides, to examine these questions is to meet them in a diplomatic way, and nothing authorizes the belief that the issue will not be favorable to the continuation of peace. It is reported that the King of Naples has offered to furnish the Pope with battalions of Swiss troops which will probably induce the Emperor to relinquish his intention of withdrawing his troops from Algeria."

HEAVY SALE.—The New Orleans *Picayune* states that Mr. Laurent Milandon has sold his sugar plantation on the right of the river, a little above Jefferson city, for one million dollars. It contains several thousand acres of land and is worked by four hundred and forty-eight hands.

CRIME IN NEW YORK.—The *Tribune* reckons forty-two known homicides, (only two or three of the number being considered excusable,) committed in that city in the last fourteen months. Twenty-eight of these crimes "were committed under the direct and palpable inspiration of alcoholic madness."

[For the Daily Pittsburgh Gazette.]

The Tonnage Tax.

NO. III.

Messrs. Editors: My last letter pointed out the peculiar means, and style of argument, resorted to for the purpose of depleting the State treasury; alluded to the fact that the railroad lawyers were so confident in their "opinions" that certain of our city taxes were unconstitutional, and the mode by which the 9th Ward Collector settled the grave question; and mentioned why the Pennsylvania Company vicariously assumed the burthens of two other roads. It showed that if the tax were "unequal," that would not justify the present and proposed breach of contract, that the plea of "benefits to the State" was more than counterbalanced by benefits conferred by the State, that the plea for untrammelled commerce, was special, and with the other ingenious special pleadings and glittering generalities used by the company, would apply equally well against the interest or the principal due on the main line purchase, or to gain exemption for most of the tax paying pursuits in the State. It gave figures to prove that many of the corporations of Pennsylvania are required to pay a much larger tax in proportion to their capital, and income, than is levied on this never satisfied applicant for public benefactions. If disposed to follow up these figures to convince you that the aggregate of taxes paid by the company is at least one half too little, the argument should be continued in these words:

"No reasonable MAN *will deny that, the public burthens ought to bear a just proportion to the means of those on whom they are imposed. Income taxes should be graduated by wealth; taxes on property should be regulated by its value.* To charge land in Elk County, worth only one dollar per acre, with the same tax as land in Philadelphia County, worth one thousand dollars an acre, would be universally admitted injustice. It would be confiscation of the former and immunity to the latter. *To compel him who has an income of one hundred dollars, to pay as much as one who has an income of one hundred thousand dollars, would be revolting to the sense of right.* Either would, in effect, introduce into the State the condition of France in the reign of Louis XVI., where, through partial exemption from taxation of the aristocracy, lay and clerical, the burthens of government chiefly fell upon those least able to bear them. This unjust discrimination led to the revolution, as it ought and as it will in any country cursed with such a system, and unable otherwise to break these oligarchal bonds."

The comment with the figures would be well nigh conclusive, and there words so apropos and truthful, strange to say are quoted from the letter of Mr. Stokes to Mr. Speaker Cresswell, the object of which letter is to get a corporation of thirty millions capital, and nearly two millions and a quarter net income, freed from taxation. The logic resorted to by this incorporated cross between a Shylock and a commercial Joseph Surface, to overcome "the ill effects of our country education," is indeed surprising. Its Jesuitical professions for the public welfare, and the incongruity of its objects and arguments, as shown in each labored attempt to deceive, are amusing. When examined they remind one of the tremendous batteries which the Chinese erected on the Canton river—of canvas. The Celestials may have had a few real cannon and in this the simile fails.

It is a well known fact that the Tonnage Tax stands now to the State as a part of the price of the State Works; and that it is alone conclusive enough to prevent its repeal. The mode by which this is attempted to be answered is by asserting that "the legislature *intended* the tax solely to protect the State Works; that the works being sold to the company need no protection, hence the tax should be repealed." A law to protect the State Works was a law to protect the revenue of the State. In this case it attempted to provide that the reduction of the canal toll and business should be made up by taxes on the cause of the reduction. The tolls and business decreased in a ratio, which had it been anticipated would have lead to doubling the tax. Finally the Public Works, with depreciated toll list and decreased gains, was sold. Suppose Mr. Stokes or Judge Erling or Mr. Speaker Cresswell had been the purchaser of the Main Line at $7,500,000 and set up this claim that the tonnage tax having been designed to protect the Public Works now belongs to the owner of the line; could any member of the Legislature be found to advocate the claim? Possibly there might under a promise to share the spoils. But how would the faithless and corrupt legislator meet the indignation of an outraged constituency, when once his perfidy should be fully understood? There is no more justice in the claim of the present owner, than if any other company or individual had been the purchaser. I have italicised the word "*intended*" above, because those who use the argument, lay great stress on the intentions of the legislature as meaning the tax solely for protection of the main line. There is no force in the argument of intention as opposed to enforcing facts. For instance it might be proven that the legislature of 1846 did not intend to give the company chartered a monopoly of the carrying trade, or ever to sell the canals at any price; but that proof could not alter the facts as they now exist. So, also, whatever may be argued as to the intentions of a former legislature, it cannot obliterate existing facts. When we consider the price at which the main line was sold contrasted with its former value; that in the very bill under which it was sold was a clause fixing the price at a million and a half more as a condition of the repeal of the tonnage tax; that the Penna. Company (as stated in its report) attempted to make the purchase under this clause, thus expressing its willingness to consider the tonnage tax as a million and a half of the value of the main line—that the Supreme Court forbid the consummation of that part of the proposed bargain, among other reasons, "because" (to quote its own words) "the act of Assembly proposed to give the Railroad Co. a consideration equal to $5,500,000 for $1,500,000,"—and various other incontrovertible facts of the same stubborn kind, we *must* believe the tax now stands as a part of the price of the main line, and ought not to be given up. No argument about the intentions of a former legislature can be allowed to controvert truths so glaring.

If any partisan of the Pennsylvania Railroad still persists in asserting that "the argument for repeal, based on the fact that the works designed to be protected have become the property of the taxed road is sound," the fallacy of his assumption may be shown in still another way. The same legislature which imposed this tonnage tax, chartered the continuation of the Baltimore & Ohio Road into Pennsylvania, fixing as the price of the charter also a tax of three mills per ton per mile on all freight. If the Baltimore road were finished to Pittsburgh and claimed to be exempted from paying the stipulated compensation for its privileges, and its proportion of the public taxes, on the ground that the State having "parted with the canals designed to be protected" ought not to collect the tax; would there be any reason in the claim? This Penna. R. R. and its partisans would be the very first to cry out "robbery." If wrong to continue the tax in one case it is equally wrong in the other. This suggests also that the proposed repeal involves the cutting off of future resources of the commonwealth, thus—off of the tax burthened people and the holders of forty millions of Pennsylvania promises to pay, requires our repeal—the duty to guard and preserve. If the tonnage tax is repealed, justice to the Baltimore road will demand the same favors for it. But what chaos, suggests the reader of this, will the Baltimore Company have for justice, when its powerful rival controls the legislature? That is a question foreign to the matter under discussion.

In connection with the arguments above controverted, the friends of the repeal are accustomed to assert that the Penna. Railroad "did not injure the main line by its competition." Without going over the whole ground by which this is so clearly refuted in various reports of the Canal Commissioners, and particularly the report of 1855; it may answer to call attention to the fact that the injury occurred in two principal forms, first, in compelling undue reductions in the rates of toll charged by the Commonwealth, and compelling the Commissioners to resort to an improper system of discriminations in the arrangement of the toll sheets; and secondly in greatly reducing the gross amount of freight carried. It is enough here to state that in 1853 there was carried by the Transportation companies on the canal, 108,674 tons. In the same year the Penna. Railroad carried 82,450 tons. In 1854 the Transporters carried 73,774 tons, and the Railroad 164,475 tons; and this change was even far worse than the figures show, for the business left to the canal was of that kind, paying the lowest rate of tolls and consequently the least profitable.

What the canal would have carried after the purchase of the Transporters may be imagined. The proposition that the main line was not injured and depreciated in value is too absurd to require me to pursue it further; yet absurd as it is, some persons stick to it as if for the purpose of illustrating the common impression that "error may be reiterated until even its authors begin to think it truth." Having alluded to the Commissioners having been driven by competition to a system of discrimination, it may be as well to explain that these discriminations were not made as now, in favor of the citizens of other States against those of Pennsylvania. Every man who chose could ship goods from one terminus of the line to the other, for the same toll. If the wheat was raised in Pennsylvania it could be shipped at Pittsburgh just as cheaply as if it came from Ohio; the discrimination was as to distances between the termini. It could not in any sense be claimed to justify the present system of the Penna. Road. It had, however, a merit which we commend to their attention. If produce was delivered for sale in Philadelphia it was allowed a drawback over that which diverged to Baltimore or passed through to New York.

The merit or demerit of whatever system of discrimination is charged to have been practised by the Canal Commissioners may be decided by its effects. Under their system, any advantages given were to the citizens of Pennsylvania; and any citizen who resided on the line of the canal and railroad could ship by either for less rates while the Commonwealth owned the canal than he can now. Before the railroad existed, the rates of freight on produce from Pittsburgh to Philadelphia were greatly less than now, and when the "tonnage tax" is given as the cause of the present exorbitant rates charged to residents of Pennsylvania alone, it suggests the question, why, when the Penna. road paid both the *tonnage tax* and the *tolls* over the Portage and Columbia railroad, it could afford to carry at lower rates than now, when it pays the ordinary tax alone? When paying tolls on the Columbia railroad, the officers of the company were constant in their outcry against the exorbitant charges of the Commonwealth, as an obstacle in the way of or reduction of charges they professed to be very desirous to make for the benefit of the people of Pennsylvania and "the development of the resources of the State." They are relieved of the "exorbitant charge," and the result is before us. Is it uncharitable or unwise to judge the future by the past? If not, then it is wise to expect the oppressions of this company for the purpose of increasing its power and filling the pockets of its stockholders, will be heavier in proportion as it becomes independent of the people and the legislature.

Warned, by the number of pages, that I am trespassing on your patience and that of your readers, I must ask your indulgence for another letter, and stop for the present. Respectfully, &c., X. X. X.

Saturday, March 19, 1859.

UNION CANAL.—The Union Canal, says the *Lebanon Advertiser*, is being filled with water this week, preparatory to opening throughout by Monday, 21st instant, for the business of this season. In addition to the ordinary repairs, considerable improvement for the more speedy passage of boats, and especially those of heavy tonnage, has been made at several points, during the winter recess of navigation.

NEW HAMPSHIRE ELECTION.—The last Concord *Democrat* contains, with very trifling exceptions, complete returns of the New Hampshire elections. Thus, the gubernatorial returns include all places that voted for Governor except Cambridge and Harts Location, which, last year, gave 10 Republican votes to 7 Democratic. The total vote stands: Goodwin, 36,259; Cate, 32,746—Goodwin's majority, 3,513. Sanborn ton did not vote for State officers, but the Republican vote on Representatives to the Legislature was 360. So that the whole Republican vote the present year amounts to 36,619; in 1858 it was 36,215; showing that in 1859 the Republicans have cast 404 votes more than in 1858.

In a very few cases the missing returns of the vote for members of Congress have necessitated the substitution of the Governor vote. With this understanding the majorities of the successful candidates are as follows: Marston, 745; Tappan, 1,031; Edwards, 1,109. The following is the comparative statement of the Congressional and Governor votes by counties:

	Marston	Marcy.	Goodwin.	Cate.
Rockingham	5,544	5,188	5,903	5,652
Stratford	3,466	2,716	3,483	2,957
Belknap	1,724	1,360	1,724	1,388
Carroll	2,158	2,322	2,175	2,318
	Tappan.		Goodwin.	
Merrimack	4,829	4,780	4,826	4,784
Hillsborough	6,450	5,465	6,479	5,457
	Edwards.		Burns.	
Cheshire	3,406	3,272	3,446	2,228
Sullivan	2,238	2,161	2,254	2,162
Grafton	4,810	4,729	4,795	4,728
Coos	1,261	1,465	1,260	1,462

In spite of the tremendous efforts to defeat Marston, and bragging to that effect, he falls behind Goodwin's vote only 153, in a district of nearly 25,000 voters. Edwards falls behind 124.

The Legislative (House) returns show 198 Republicans, 124 Democrats. No returns from Carroll, Orange and New-Durham which have probably elected one Republican and two Democrats—if so the House will stand 199 Republicans to 126 Democrats, making a Republican majority of 73.

BOGUS GOLD COIN.—A dangerous counterfeit has just been detected at the Treasury Department at Washington, in the shape of a $5 piece, the exterior of which is pure gold, plated upon an alloy, of which gold seems to be the base. The coin contains about three dollars worth of pure gold, and is of such really superior execution as to make it pass readily for genuine. It was detected by the treasury experts in consequence of slight flatness at the edges, but which would escape unnoticed in its ordinary circulation.

THE FUNERAL OF THE AERONAUT.—On the 9th instant the funeral of the lost aeronaut, Mr. Thurston, took place at Adrian, Michigan. The few remains that were collected, together with the clothes found with them, were placed in a coffin, and after short religious services at the residence of Miss Thurston, they were followed to the grave by a few friends, without any parade, in accordance with Mr. Thurston's known sentiments while living and the wishes of his daughter.

WHEAT PROSPECTS.—The wheat crop in St. Mary's county, Md., except in low lands, is said by the Leonardtown Beacon to look very promising, and is much further advanced than usual at this season, owing, perhaps, to the mildness of the past fall and winter.

The growing wheat in Frederick county (Md.) is also said to present an unusually fine appearance. The Frederick Citizen has received some stalks which are from 12 to 14 inches in length. The only complaint of the farmers is that its growth is too rapid.—*Balt. Sun.*

CHRONIC DIARRHŒA.—We have in our possession the certificate of a respectable citizen, testifying that he was entirely cured of this dreadful disease by using *Boerhave's Holland Bitters.*

We shall take pleasure in showing the certificate to any person doubting this statement.

CAUTION!—Be careful to ask for Boerhave's Holland Bitters. The great popularity of this medicine has induced many imitations, which the public should guard against purchasing.

☞Sold at $1 per bottle, or six bottles for $5, by the proprietors, BENJ. PAGE, Jr., & CO., Manufacturing Pharmaceutists and Chemists, 27 Wood street, between 1st and 2d sts., Pittsburgh, Pa., and Druggists generally. jan21-dawly

New Advertisements.

1859 Season Arrangement 1859.

BETWEEN

ST. LOUIS AND ST. PAUL.

DAILY NORTHERN LINE

STILL WATER AND ST. PAUL.—The following swift and magnificent side wheel steamers will compose this line for the coming year, leaving as follows:

Monday.....HENRY CLAY.....Capt. Stevenson
Monday.....NORTHERNER..... " Atford.
Tuesday.....CANADA..... " Ward.
Tuesday.....PEMBINAW..... " Griffith.
Wednesday.....LUCIN MAY..... " J. B. Rhodes
Wednesday.....AUNT LETTY..... " Chas. Morrison.
Thursday.....METROPOLITAN..... " T. B. Rhodes
Thursday.....MINNESOTA BELLE..... " T. B. Hill.
Friday.....DEW DROP..... " N. W. Parker.
Friday.....CHIPPEWA..... " Crapster.
Saturday.....DENMARK..... " H. C. Gray.
Saturday.....WM. L. EWING..... " M. Greene.

The Northern line has been in successful operation during the past year, and for regularity, comfort and perfect reliability in every respect, has no ever been surpassed by any organization on the Western rivers. Having added six new steamers to the Line, they are now prepared to offer increased facilities for the transhipment of all business entrusted to them, and hope to merit a continuation of the liberal patronage heretofore so liberally bestowed upon them.

For any information that may be required, apply at the Wharf Boat, at the foot of Locust street, or at the Northern Line Packet Office, No 67 Commercial street, between Cherry and Locust. WARDE & SHALER, General Agents.

mr22-2md

DISSOLUTION.—In consequence of the death of F. Faber, the copartnership of F. & W. M. FABER & CO. is dissolved, to take effect on the first inst., A. D. 1859. The accounts and business of the late firm will be settled by WM. M. FABER. All persons indebted will see the necessity of making immediate payment.

WM. M. FABER,
JAMES HILL,
BEN. P. KANE,
Surviving Partners.

Pittsburgh, March 21, 1859.

CO-PARTNERSHIP NOTICE.—The undersigned, surviving partners of the firm of F. & W. M. Faber & Co., having purchased the entire interest of F. Faber, dec'd, in the late firm, have formed a copartnership under the same of WM. M. FABER & CO., to take effect from the 1st inst., (March, 1859,) will continue at the old works, the business of manufacturing Steam Engines, Woolen Machinery, Machine Cards, Castings, &c., as formerly, and now solicit from their friends a continuance of the favors heretofore so liberally extended to the late firm.

WM. M. FABER,
JAMES HILL,
BENJAMIN F. KANE.

Pittsburgh, March 21, 1859.—mr22-2md

WM. M. FABER & CO.,

STEAM ENGINE BUILDERS, IRON FOUNDERS, General Machinists and Boiler Makers, near the Pennsylvania Railroad Passenger Depot, Pittsburgh, Pa.

Manufacture all kinds of Steam Engines, ranging from three to one hundred fand fifty horse power, and rolled for Grist Mills, Saw Mills, Blast Furnaces, Factories, &c. &c.

Give partic ular attention to the construction of Engines and Machinery for Grist Mills, and for Upright, Mulay and Circular Saw Mills.

Have always on hand finished and ready for shipment at short notice Engines and Boilers of any description.

Also, finished Boilers and Sheet Iron work, separately, and Wrought Iron Shafting, Hangers and Pulleys in every variety; and continue the manufacture of Woolen Machinery and Machine Cards.

☞Orders from all parts of the country solicited and promptly filled. mr22-3d

GEO. B. MILTENBERGER,

Commission and Forwarding Merchant,

AND

STEAMBOAT AGENT,

COLUMBUS, KY.

☞Consignments respectfully solicited. mr22-41m

VALUABLE WORKS ON AGRICULTURE, &c.—Coleman's Agricultural and Rural Economy, Allen's American Farm Book; Gardner's Farmer's Dictionary; Thomson's Agricultural Implements; Browne's Field Book of Manures; M'Mahon's American Gardener; Leuchar's Agricultural Chemistry, Bommarito's American Kitchen Gardener; Downing's Fruit and Fruit Trees of America; Barry's Fruit Garden; Thomas' American Fruit Culturist. RAY & CO., 65 Wood st. mh22d

NEW BOOKS FROM APPLETON'S.—Onward: or the Mountain Climbers; Diary of Lady Morgan; Letters from Spain; by Wm. C. Bryant; The Banks of New York: their Dealers, the Clearing House, and the Panic of 1857; The Book of Chess, &c., with a section of Tales, with illustrations; by H. R. Agnel; The Foster Brothers: the history of the school and college life of two young men; The Manual of Ghosts; by Charles Kenny.

From T. B. Peterson—The Big Bear of Arkansas, and other Tales.

From J. B. Lippincott—Trevillian and His Friends; by R. Shelton M'Keefe.

From Mayhew & Baker—Alice Learmont: or a Mother's Love.

The United States Customs Guide. J. S. DAVISON, corner of Wood st. and Diamond alley.

mh22

CIGARS—20,000 Principe, assd brands;
10,000 Regalia, Washington do
10,000 Lindress, do
25,000 El Tulipan, Norman,
25,000 Half Spanish,
50,000 Common;

Just rec'd and for sale by REYMER & ANDERSON, mr22 No. 39 Wood st., opposite St. Charles Hotel.

FINE TOBACCOS—
25 gross John Anderson & Co's Fine Solace;
25 " do do do Amulet;
25 " Mrs. Miller's Fine Cut;
20 kegs Natural Leaf Fig Tobacco;
50 boxes Dulcimimes, in 10 lb boxes;
15 " Diamond Twist,

Just rec'd and for sale by REYMER & ANDERSON, mr22 No. 39 Wood st., opposite St. Charles Hotel.

SUNDRIES—2357 sacks Corn;
261 do Wheat, assorted;
1 bbl. and 1 bag Flaxseed;
4 bbls. Grease;
4 Dry Hides,

To arrive on board steamer La Crosse for sale by mr22 ISAIAH DICKEY & CO.

SUNDRIES—9 sacks Dried Apples;
2 do do Peaches;
2 do Feathers;
1 bbl. Lard,

To arrive per steamer La Crosse for sale by mr22 ROBERT DICKEY, 348 Liberty st.

ENVELOPES—White, Buff, Blue, Canary, Enameled, Embossed and Silver Bordered for sale by mr22 W. S. HAVEN, Stationer, Corner of Market and Second streets.

VISITING CARDS—White, Amber, Ivory and Enameled Surface in store and for sale at the Stationery Store of W. S. HAVEN, mr22 Nos. 31, 33, and 35 Market st.

GLUE—100 bbls. for sale by B. A. FAHNESTOCK & CO., mr22 Corner of Wood and First streets.

MERCURIAL OINTMENT—200 lbs for sale by B. A. FAHNESTOCK & CO., mr22 Corner of Wood and First streets.

BACON—5000 lbs. Tenn. Bacon Hams to arrive per steamer La Crosse for sale by mr22 ROBERT DICKEY, 348 Liberty street.

EGGS—24 tubs to arrive for sale by mr22 ROBERT DICKEY, 348 Liberty st.

FISH—Mackerel, White Fish, Trout, Herring, &c, for sale by HENRY H. COLLINS.

New Advertisements.

H. CHILDS & CO.,

WHOLESALE

Boot and Shoe Warehouse

NO. 123 WOOD STREET,

PITTSBURGH, PA.

WE ARE NOW OPENING OUR LARGE and extensive stock of

BOOTS AND SHOES,

Of every variety, and latest styles and fashions adapted to

Spring and Summer Sales,

Which having been purchased principally for CASH,

Direct from the Manufacturers,

And selected with great care as to quality and sizes, we flatter ourselves we are able to offer

SUPERIOR INDUCEMENTS

To our friends who may favor us with a call

WE ARE AGENTS FOR

MITCHELL'S PATENT METALLIC TIPPED BOOTS AND SHOES, FOR BOYS, YOUTHS AND CHILDREN,

Which are highly recommended throughout the Eastern States for their durability and cheapness—ONE PAIR having been found by actual test, to

OUT WEAR THREE PAIRS OF THE OLD STYLE

☞Buyers will find it to their advantage to call and examine our stock

Before Purchasing Elsewhere.

☞Particular attention given to orders.

mr19-dawtf

Boots, Shoes, Hats,

BONNETS, &C.

JAMES P. TANNER,

WHOLESALE

SHOE, HAT AND BONNET WAREHOUSE,

No. 56 Wood Street,

Pittsburgh, Penna.,

Has now in store his very large stock of GOODS purchased direct from the NEW ENGLAND MANUFACTORIES, at the LOWEST CASH PRICES, all of which will be disposed of at a small advance on COST.

☞Buyers who have heretofore gone East for their goods, for the future will save both time and money by making their purchases from him

☞Dealers are requested to call before buying, and satisfy themselves of the fact

☞Particular attention given to orders. mr15-3md

1859.....1859.....1859.

Spring and Summer Arrangement.

N. W. GRAHAM & CO.,

FORWARDING MERCHANTS,

SHIPPING AGENTS,

ILLINOIS CENTRAL RAILROAD

AND

WHARF-BOAT PROPRIETORS,

CAIRO, ILLINOIS

We have just put down Iron Tracks and Slides leading directly from the Old Depot to our Wharf Boat, which enables us to forward Freight to and from the railroad with great dispatch, and without the exposure or liability to damage, unavoidable in any other method of handling.

We also give prompt and careful attention to freighting by River, to New Orleans, Memphis, &c. mr16-2md

Bank Statements.

Statement of the Bank of Pittsburgh.

PITTSBURGH, MARCH 21st, 1859.

MEANS.

Loans, Bills and Discounts	$1,721,700 18
Real Estate and Ground Rent	44,788 82
Stocks and Miscellaneous	4,093 77
Due by other Banks	29,634 44
Bank Notes & Chks & U.S. Treas. Notes	48,356 00
Specie (gold and silver)	499,269 96
	$2,338,092 47

LIABILITIES.

Capital Stock	$1,142,700 00
Profits and Earnings	184,114 95
Unpaid Dividends and Suspense Acct	2,790 65
Due to other Banks	90,211 30
Circulation	291,631 00
Deposits	627,634 14
	$2,338,092 47

The above statement is correct to the best of my knowledge and belief. JOHN HARPER, Cashier.

Sworn to and subscribed before me, this 21st day of March, 1859. mr22 A. ALEXANDER, Notary Public.

Statement of the Merchants' and Manufacturers' Bank of Pittsburgh.

PITTSBURGH, Monday, March 21st, 1859.

Circulation	271,022 00
Due Depositors	225,406 32
Due other Banks	29,278 11
Due Commonwealth	7,314 78
Loans and Discounts	1,038,253 52
Coin	100,826 78
Notes and Checks of other Banks	56,223 10
Due by other Banks	44,194 52

The above statement is correct and true to the best of my knowledge and belief. W. H. DENNY, Cashier.

Sworn and subscribed before me, this 21st day of March, A. D. 1859. mr22 J. P. MACGINNIS, Notary Public.

Statement of Exchange Bank of Pittsbg.

PITTSBURGH, MONDAY, March 21st, 1859.

Loans and Discounts	$1,585,912 64
Real Estate	44,000 00
Specie in Vault	294,663 00
U. S. Treasury Notes	103,200 00
Notes and Checks of other Banks	25,257 00
Due by other Banks	17,766 75
	$1,985,620 43
Capital Stock	$ 818,000 00
Circulation	642,945 00
Contingent Fund and Profits	104,024 43
Deposites	383,832 32
Due to other Banks	37,818 88
	$1,985,620 43

I certify that the above statement is true to the best of my knowledge and belief. H. M. MURRAY, Cashier.

Sworn and subscribed before me this 21st day of March, 1859. mr22 C. W. ERNEST, Notary Public.

Statement of the Citizens' Bank,

Pittsburgh, March 21st, 1859.

ASSETS.

Loans and Discounts	$603,102 17
Coin in Vault	64,080 03
Notes and Checks of other Banks	5,203 93
Due from Banks and Bankers	10,924 49
Miscellaneous Accounts	5,020 50
Real Estate, &c	9,000 00
	$697,331 12

LIABILITIES.

Capital Stock	$449,000 00
Individual Depositors	68,256 57
Circulation	138,945 00
Contingent Fund and Profits	38,929 72
Due to other Banks	1,200 83
	$697,331 12

The above statement is correct to the best of my knowledge and belief. E. D. JONES, Cashier.

Affirmed before me this 21st day of March, 1859. mr22 J. P. MACGINNIS, Notary Public.

Statement of the Mechanics' Bank of Pittsburgh.

MONDAY, March 21st, 1859.

LIABILITIES

Circulation	216,020 00
Due to other Banks	25,315 43
Due to Depositors	89,844 21
	$332,209 64

ASSETS.

Bills and Notes Discounted	$160,567 97
Due by other Banks	29,100 62
Notes and Checks of other Banks	24,145 00
Specie in Vault	106,473 37
	$320,287 00

The above statement is correct, to the best of my knowledge and belief. GEO. D. MORRISON, Cashier.

Sworn before me this 21st day of March 1859 mr22 A. W. FOSTER, Notary Public.

Statement of the Allegheny Bank,

PITTSBURGH, March 19th, 1859.

ASSETS.

Notes and Bills Discounted	719,156 68
Coin	93,166 21
Notes and Checks of other Banks	21,256 37
Due by other Banks	7,737 46
	$837,316 33

LIABILITIES.

Circulation	249,575 00
Due to other Banks	18,931 14
Individual Deposits	77,106 01
	$345,611 15

The above statement is correct to the best of my knowledge and belief. J. W. COOK, Cashier.

Sworn and subscribed before me, this 21st day of March, 1859. mr22 ROBT. FINNEY, Notary Public.

Statement of the Iron City Bank,

PITTSBURGH, March 21st, 1859.

Loans and Discounts	$ 701,170 45
Due by other Banks	17,949 91
Notes and Checks of other Banks and U. S. Treasury Notes	8,315 37
Specie	101,361 86
Circulation	260,535 00
Due to other Banks	668 91
Due to Depositors	148,852 75

The above statement is correct according to the best of my knowledge and belief. JOHN MAGOFFIN, Cash't.

Affirmed before me, this 21st day of March, A. D., 1859. mr22 ROBT. FINNEY, Notary Public.

FOR SALE OR EXCHANGE—An improved Farm of 52 acres on the Youghiogeny river and Connellsville Railroad, 20 miles from Pittsburgh.

Also, a Lot on Main street in Sharpsburgh, 125 feet front by 200 deep, with buildings thereon, suitable for a physician or druggist.

Also, 330 acres of Prairie Land, seven miles south-west of Chicago.

Also, 134½ acres on the west side of Chicago.

All or any part of which will be sold on reasonable terms and a long credit given on three-fourths of the purchase money, or exchanged for an improved Stock Farm in Pennsylvania or Ohio.

For particulars, address G. T. GILLIAM, mr21-2td&wtTF Sharpsburg, Allegheny Co., Pa.

GROCERIES—20 hhds. prime N. O. Sugar;
160 bbls. N. O. Molasses;
50 " Golden and Refd. Syrup;
50 chests Young Hyson Tea;
50 " Black do
100 bags Coffee;
21 boxes No 1 Chocolate;
25 " Star Candles;
50 " Mould do
50 " Rosin Soap;
75 kegs No 1 and 2 Shotting,

WM. MCCUTCHEON, 195 Liberty st.

J. & H. T. PRICE, Manufacturers of Sash, Doors, Shutters, Frames, Brackets and Mouldings of every description, having all the latest and most approved wood-working machinery and every facility that is requisite. We are therefore beyond competition. Scroll sawing promptly done. All orders from the country by mail can be filled at the lowest rates. Call and see before purchasing elsewhere. J. & H. T. PRICE,

Central Planing Mills, Water street, mr20 Between Federal and Beaver sts., Allegheny.

LIME—300 bbls. fresh for sale by mr23 HENRY H. COLLINS.

New Advertisements.

STEAM MARBLE WORKS.

MARBLE MANTELS,

MADE BY MACHINERY,

Always on hand at the lowest prices.

NO GOOD HOUSE SHOULD BE WITHOUT MARBLE MANTELS.—They are always neat, add more to the beauty of a house than any other article that can be purchased with the same money; and besides, they never endanger the safety of a house and family by taking fire, as wood mantles very often do.

Marble Tops for Furniture, Wash Stands, Counters, &c., &c., &c.

MONUMENTS,

TABLETS AND GRAVE STONES.

A BEAUTIFUL STOCK ALWAYS ON HAND.

N. B.—Our stock of Marbles is the largest in the West, and being manufactured by machinery, is got up in better style, with more dispatch, and at less cost than can be done by mere manual labor.

Warerooms, 323 Liberty Street;

Mantel Room on the Second