The Pittsburgh Gazette.

FROM THE ROCKY MOUNTAINS.

The Greatest Railway Enterprise of the Nineteenth Century—A Proud National Spectacle—Will the Enterprise Pay—How the Government Aids the Project.

The civilized world stood awe stricken and amazed at the vast resources of strength the American nation developed in raising, sustaining and moving the mighty armies for and against the Union in the recently closed wicked rebellion, and everywhere went up the one universal exclamation of wonder and admiration—"Great are the people!" And yet grand and inspiring, truly awful and sublime as was that spectacle, our country to-day, robed in peace and smiling in recuperated energies, presents on a more pacific field to again challenge and win the world's admiration, a still mightier spectacle and one which should fire the public heart with enthusiastic pride and earnest emotion. In war America had the most gigantic armies of brave and daring men the world had ever seen. In peace she presents such an army as few nations could muster together, of skilled laborers fighting under the banner of Industry, smoothing the way for the march of empire and advance of civilization. Hidden in the shadows of the rugged and ragged Rocky Mountains, where they are strangers to even straggling rays of the fresh morning sun, labor and toil, strike and drive fully twenty thousand muscular heroes, upon whom has fallen the god-like task of binding together the great Atlantic and Pacific oceans by one continuous iron chain forged in the crucible of civilization. Their's is no uncommon labor. Breaking down the massive barriers thrown up by nature to hem in the populous east and west, and laying a broad pathway for the iron horse to speed upon, is a task which, even the shrewdest and most learned of the scientific who went before us deemed as impractical as the tunneling of the Atlantic seems to-day. The American people dream less than they realize. Projects are hardly developed till they are consummated. Rivers, plains, prairies and mountains present no obstacles to the enlarged intellect and mighty enterprise of the nation, and the culmination of the latter attributes of the people is in the work now going on steadily, systematically and certainly, away out in the region we have been taught to call the far, far west, but which is in reality the true keystone of the country. The stroke of the hammer and sound of the axe is heard in the sharp cut canons or on the snow covered peaks of the Rocky Mountains, ringing out the grandest anvil chorus the world has ever heard, and millions of people in the east and in the west catch the refrain and chant it as a heaven born hymn timed to mark the march of Civilization and ever attendant Christianity.

There cheerfully toil this vast army of laborers, and as a fruit of their systematic and combined efforts, seven hundred and fifty miles of as smooth and compact a railway as there is in the world stretches its length in a line almost as straight as that described by the flight of a cannon ball, towards the point where goeth down the sun. The magnitude of the unfinished work yet before them sinks into the ordinary and common-place as we view what has been so well and rapidly accomplished in the rear. The puffing and fretted locomotive has been coaxed and inveigled over the highest summit on a smooth, solid track which yields neither to the right nor left, nor sinks a single inch beneath the awful weight of the heavily burdened trains which daily whirl along it. The grades are so accurate and yet so deceptive that the watchful traveler can hardly realize that he has reached the base of the mountains before he is descending to the plains after having left behind him the highest point attained on the route.

True, the earlier opinions regarding this grand railway enterprise and the supposed insurmountable obstacles to be reached in its being carried out to successful end have been proven false, and not half the difficulties have been encountered that were expected by even the most enthusiastic believers in the feasibility of the project. But this fact detracts nothing from the magnitude of the work. If the Almighty laid out a pathway for a railroad through the hitherto supposed impregnable mountain divide of the Continent, and suffered man to discover it only when man's necessities demanded its discovery, we should on bended knees thank Him for the inestimable blessing He vouchsafed us. The hand divine certainly marked with unerring fidelity the route over which will soon pass the iron heeled messengers from the Atlantic to the Pacific, and perhaps for ages past God has watched Nature beat down and wear into canons impassable mountain barriers in order that His irrevocable plans for the benefit of His creatures might be ripened and fulfilled. But laying vague theories aside, the accomplishment of the herculean task of joining together the remotest parts of the Continent by rail, will not require the fabulous pots of gold or ages of labor which were predicted even within the past decade of years by learned statesmen and acute scholars. Thus far difficulties have faded away as flowers cut from their parent stems, and the construction has been pressed forward with fabulous rapidity. Nor has a single yard of the work been slighted. Every grade is perfect, every tie laid with refreshing regularity, every rail carefully placed, every spike driven home with fidelity, every curve correct, every bridge and culvert and siding made in the safest, most skillful, substantial and scientific manner. There has been no wasting of material, no mismanagement. As regularly as a faithful old clock goes forward the work, each stroke of the pendulum indicating a tie placed, the minute hand the rail laid, the hour strike the quarter mile finished, the day three miles and more ready for the locomotive. So labor these twenty thousand men. And so will be completed before the incoming of 1870 the great work now half performed, and so also will the traveler be enabled to make the circuit of the world in as brief space of time as a voyage across the sea formerly occupied.

As we stood upon the crest of the Rocky Mountains and breathed the warm, dry air from the western slope, sweeping up like a demon's breath out of Avernus, laden with no drop of moisture to kiss or cool the parched and burning sand, or enliven the wild scattered sage at our feet, and viewed afar off the proud eternal snow capped peaks penetrating the creamy clouds and prying into the mysteries of heaven, and as we looked anon down into the depths of the rugged canon, whose rude walls were fantastically wrought into wierd and ghastly shapes by the waters, poured down by nature since the creation of the earth out of chaos—as we saw all these things and communed with our own soul we burst forth in a fervor unknown before and exclaimed, GREAT ARE THY WORKS, O LORD!

As we again looked and beheld stretched out to the East an iron band glistering in the sunlight and reaching away over mountains and canons, through passes and across rivers, beckoning civilization onward and seducing pride to follow its path, and heard in the distance beyond the heavy stroke of the driving hammer proclaiming more work done, we exclaimed GREAT ARE THY WORKS, O MAN!

Will the Union Pacific Railroad pay? Why should it not? It must prove the most profitable as well as greatest railroad in the world. Within a brief term of years the main line will enrich its stockholders and pay such dividends as will mark a new era in the history of railroads. It must necessarily receive large passenger patronage, and the magnitude and imminency of its freight traffic we would not attempt to foreshadow by any mathematical calculation. There will, within a comparatively brief time, be constructed lateral lines diverging in all directions and penetrating districts teeming with untold mineral and agricultural wealth, which, as feeders, will pour forth millions of dollars of profits annually to the coffers of the Company. The lands owned and traversed by the road will prove another great source of revenue, most being in the finest agricultural district of the world, where the grape will grow, fruit thrive, cereals prosper, timber flourish and cattle grow fat on the fine grass prairies. There is no telling what treasures of mineral wealth are locked up in the Rocky Mountains. Silver and gold, copper and lead, iron and coal, oil and magnetic ore, have been discovered in large quantities, and yet the work of exploration has hardly been commenced. Geologists and lithologists will have opened to them a vast new field for study and development, and ten years hence there will be hundreds of mines and mills at work in these regions. This is not saying too much, although it is with difficulty that one restrains himself from growing enthusiastic over the new region thrown open to help on the progress of America. Of coal alone, bituminous and cannel, the former almost equal to our boasted Pittsburgh article, there has been enough already discovered at the base of the Black Hill range to supply ten thousand cities of ten thousand inhabitants for ten thousand years. This calculation is made not from any systematic array of figures, but from a well founded idea that the supply will prove inexhaustible.

The Union Pacific Railway appears to the masses like a dream. They do not know that the talismanic word of "cessame" has been called by men of energy and enterprise to the great rocky range of mountains, and that in response they have sprung open revealing their hidden treasures to enrich the world as the world was never before enriched. They can hardly realize the rapidity with which the vast armies of muscular men, marshaled under skilled masters, are laying from the west to the east and from the east to the west an iron track between the Atlantic and Pacific oceans. When the remaining seven or eight hundred miles shall have been completed, an event which will mark the autumn of 1869, the people will awake to a full realization of the great and mighty undertaking now going forward. Then will our continent be joined to Western Europe and Eastern Asia and the vast travel and freight which will course in this largest railway artery of the world will be so immense as to astonish the civilized world. Independent of the trade which it will draw from the Pacific coast and the old world, there will probably be enough local business afforded from the new districts of country it opens, and which are destined to become in the near future densely populated, to ensure a vast profit to the stockholders. Hence looking on the new road either as a stupendous exhibition of man's pluck and enterprise, or as a financial scheme of the rosiest character, the mind is equally delighted.

It has been estimated that the cost of the first eleven hundred miles of the eastern end of the road will cly reach $82,445,012. These figures approximate the truth closely and the average cost of the seven hundred and fifty miles laid sustain the calculation. The Government grants in aid of its construction are as follows:

1st. THE RIGHTS OF WAY AND MATERIAL, which include all necessary public lands for track, stations, depots, timber, stone, &c.

2d. THE GRANT OF MONEY.—The Government grants its six per cent. currency interest thirty-year bonds to the Union Pacific Railroad, to the following amounts:

On the plain portion of the road, extending from mile to the base of the Rocky Mountains, 517 miles, at the rate of $16,000 per mile, is	$8,272,000
On the most difficult portion of the road, extending from the eastern base of the Rocky Mountains westwardly, 150 miles, at the rate of $48,000 per mile, is	7,200,000
On the remaining distance westwardly towards the California state line, at the rate of $32,000 per mile. Estimating the distance to be built by the Union Pacific Company, before meeting with the Central Pacific at 1,100 miles, this would leave a remainder of 433 miles, at $32,000 per mile, which is	13,856,000
Or a total for 1,100 miles of	$29,328,000

These bonds are issued only on the completion of each section of twenty miles of road, and upon the certificate of commissioners appointed by the United States Government that the road is thoroughly built and adequately supplied with all the machinery, equipment and fixtures necessary to complete a first-class railroad. The interest on these bonds is paid by the U. S. Treasury, but is a charge against the Company, which is much more than reimbursed by services rendered the Government in transporting its troops, freight, mails, &c. By its charter, the Company receives one-half the amount of its charges against the Government in money, and the remaining half is placed to its credit as a sinking fund, which may amount to a sum sufficient to retire the Government bonds at maturity.

It should be remembered that both divisions of the great Pacific line stand upon precisely the same footing in this and in all other particulars respecting the Government grants.

3d. THE GRANT OF LANDS.—The Government grants to the Company every alternate section of land for twenty miles on each side of the road, making in all twenty sections, equal to 12,800 acres for each mile of the railroad. For a distance of 1,000 miles, this grant, which is an absolute donation, amounts to fourteen million and eighty thousand (14,080,000) acres. It will certainly be quite within bounds to estimate them at an average of $1,50 per acre, and competent experts value them at a much higher rate. On the 7th of March, 1868, the President of the United States signed a Congressional bill which provides that the alternate sections of land belonging to the Government on the line of the Union Pacific Railroad shall not be sold at less than $2.50 per acre.

4th. THE LOAN GRANT.—The Government grants the Company the right to issue its own First Mortgage Bonds on its railroad and telegraph lines to an amount equal to that of the bonds of the United States issued to the Company. By special act of Congress [passed July 2, 1864], these First Mortgage Bonds are made a lien prior to all claims of the Government, or to any claims whatsoever. This gives the Union Pacific Railroad Company the following resources, exclusive of its capital stock, for the construction of 1,100 miles of road:

U. S. Bonds on 517 miles at $16,000 per mile	$8,272,000
" " 150 " " 48,000 " "	7,200,000
" " 433 " " 32,000 " "	13,856,000
	$29,328,000
The Company's own First Mortgage Bonds to same amount	29,328,000
Land Grant of 12,800 acres per mile, at $1.50 per acre	21,120,000
Total	$79,776,000

H.

SPECIAL NOTICES.

PHALON'S

"PAPHIAN LOTION,"

FOR BEAUTIFYING THE SKIN AND COMPLEXION. Removes all Eruptions, Freckles, Pimples, Moth Blotches, Tan, etc., and renders the Skin soft, fair and blooming. For Ladies in the Nursery it is invaluable. For Gentlemen, after shaving, it has no equal. "PAPHIAN LOTION" is the only reliable remedy for diseases and blemishes of the skin.

PHALON'S "PAPHIAN SOAP"

For the Toilet, Nursery and Bath; will not chap the skin. Price, 25 cents per cake.

"FLOR DE MAYO,"

A new Perfume for the Handkerchief. Exquisite, delicate, lasting fragrance. Sold by all Druggists.

PHALON & SON, New York.

je3:r9-MWF

BATCHELOR'S HAIR DYE.

This splendid Hair Dye is the best in the world; the only true and perfect Dye; harmless, reliable, instantaneous; no disappointment; no ridiculous tints; remedies the ill effects of bad dyes; invigorates and leaves the Hair soft and beautiful. *black or brown.* Sold by all Druggists and Perfumers; and properly applied at Batchelor's Wig Factory, No. 10 Bond street, New York. ap28:y28

MEDICAL.

FOUND.

That after repeated trials of other remedies, Roback's Stomach Bitters, Blood Purifier and Blood Pills are the best medicines extant to cure the diseases for which they are recommended.

Sold by all Druggists Everywhere.

PILES.

There is no medicine in use so efficacous as Dr. Roback's Blood Purifier and Blood Pills for the permanent cure of Blind or Bleeding Piles; they strike at the root of disease, thereby removing the cause.

Sold by all Druggists Everywhere.

TEMPERANCE.

There is, perhaps, no one thing that has done so much to promote the cause of temperance as that gentle stimulating tonic, Roback's Stomach Bitters; they strengthen and invigorate without producing the ill effects of alcoholic stimulants.

Sold by all Druggists Everywhere.

LIVER PILLS

Are Pills that have a direct and powerful action o the liver, and relieve any inactivity or congeste state of that all important organ upon which depends the whole process of digestion. The importance, then, of procuring a Pill that shall have such direct action without the ill effects of mercury, is manifest to every one; such Pills are Roback's Blood Pills; they are warranted purely vegetable, and can with certainty be relied upon, and are safe at all times.

Sold by all Druggists Everywhere.

INDIGESTION

Is but another name for Dyspepsia, and the parent of many ills. Roback's Stomach Bitters taken in wine-glass-full doses, directly after each meal, will surely effect a permanent cure. Do not take our word for it, but try them.

Sold by all Druggists Everywhere.

NIGHT MARE

Is one of the many diseases of which Dyspepsia is the parent. To effect a cure persons should avoid hearty food at night, and take a wine-glass-full of Roback's Stomach Bitters on retiring to bed.

Sold by all Druggists Everywhere.

RENOVATE.

During the Spring months it is one of the regular household duties to renovate, and, in the multiplicity of other duties one's own self is, in a great measure, overlooked; thousands of valuable lives might be prolonged, and many doubtless saved from premature graves by thoroughly renovating the system with Dr. Roback's Blood Pills, Stomach Bitters and Blood Purifier.

Sold by all Druggists Everywhere.

MELANCHOLY

Is one of the many disorders of the nervous system, arising from a low state of the constitutional health or severe prostration after long continued sickness, and requires invigorating remedies like Roback's Stomach Bitters to restore the nerves to their natural vitality.

Sold by all Druggists Everywhere.

WHO SELLS THEM?

The Agents for the sale of ROBACK'S BLOOD PILLS, STOMACH BITTERS and BLOOD PURIFIER are all Druggists everywhere.

U. S. PROPRIETARY MEDICINE CO.,

PROPRIETORS,

CINCINNATI, O.

je17:MWF-F

MANHOOD: HOW LOST! HOW RESTORED! *Just published in sealed envelope. Price, six cents.* A LECTURE ON THE NATURAL TREATMENT, and Radical Cure of Spermatorrhœa, or Seminal Weakness, Involuntary Emissions, Sexual Debility and Impediments to Marriage generally; Nervousness, Consumption, Epilepsy and Fits; Mental and Physical Incapacity, resulting from Self Abuse, &c., by Robt. J. Cullverwell, M. D., author of the "Green Book," &c. "A BOON TO THOUSANDS OF SUFFERERS," sent under seal, in a plain envelope, to any address, *postpaid*, on receipt of six cents, or two postage stamps, to CHAS. J. C. KLINE & Co., 127 ROWERY, NEW YORK, POSTOFFICE BOX 4586. Also Dr. Culverwell's "Marriage Guide," price 25 cents.

my5:D&WT

"MANHOOD.—Another New MEDICAL PAMPHLET, from the pen of DR. CURTIS. The *Medical Times* says of this work: "This valuable treatise on the cause and cure of premature decline, shows how health is impaired through secret abuses of youth and manhood, and how easily regained. It gives a clear synopsis of the impediments to marriage, the cause and effects of nervous debility, and the remedies therefor." A pocket edition of the above will be forwarded on receipt of 25 cents, by addressing Doctor CURTIS, No. 58 North Charles Street, Baltimore, Md.

jy11:tf

EDUCATIONAL.

PITTSBURGH FEMALE COLLEGE,

REV. I. C. PERSHING, D.D., DIRECTOR.

In buildings, faculty, patronage and all the facilities for securing a thorough, solid and ornamental education the leading ladies school in the State, and one of the first in the Union.

Twenty-two able and accomplished Teachers, superb buildings, which have just been repainted, carpeted and improved at a heavy outlay. Thorough course of study. Unsurpassed facilities in all the ornamental branches, especially music.

Fall Term commences SEPTEMBER 2. Applications can be made at any time, either in person or by letter.

au15 M. SIMPSON, Pres. Trustees.

PENNSYLVANIA MILITARY ACADEMY,

CHESTER, Delaware Co., Penna.

The Seventh Annual Session of this Academy opens THURSDAY, Sept. 3d.

The buildings are now and complete in all their appointments.

Particular attention given to the morals and personal habits of cadets.

For circulars apply to CHARLES H. PAULSON, Esq., No. 73 Wood street, Pittsburgh, or to Col. THEO. HYATT, Chester, Pa. au1:t83

RENSSELAER POLYTECHNIC INSTITUTE,

At Troy, N. Y.

Very thorough instruction in Civil, Mechanical and Mining Engineering, Chemistry and Natural Science. Graduates obtain most desirable positions. Re-opens Sept. 9th. For the new Annual Register, giving full informa ion address Prof. CHARLES DROWNE, Director, Troy, N. Y.

au3:tc8

CHEGARAY INSTITUTE, ENGLISH AND FRENCH, FOR YOUNG LADIES. BOARDING AND DAY PUPILS.

1527 and 1529 SPRUCE STREET, Philadelphia, Pa., will re-open on MONDAY, Sept. 22d. French is the language of the family and is constantly spoken in the institute.

MADAME D'HERVI Y, Principal.

je15:r66-MWF

HOTELS.

SURF HOUSE, ATLANTIC CITY, N. J.

This first class Hotel will open for the season on 25th June. Terms, $3.50 per day; $20 per week. Address R. B. THOMPSON, Proprietor, (Formerly of Congress Hall, Cape Island, and Metropolitan Hotel, Washington, D. C.)

N. B.—The music will be under the direction of Mr. CARL SENTZ. e23:r97

A NEW SUMMER RESORT.

THE LAKE HOUSE, Stoneboro, Pa.,

(On the line of Jamestown & Franklin Railroad, one hour's ride from Franklin.) This house is large, new and commodious, well furnished, has billiard rooms, ten-pin alleys and covered promenades. It is on the banks of the most charming Fairy Lake in America, abounding in fish, and admirable for sailing purposes; surrounded with sulphur springs, romantic scenery, &c., it is the best summer resort in the State. Address,

S. T. KENNEDY, Proprietor.

AUCTION SALES.

BY SMITHSON, VANHOOK & McCLELLAND.

BUILDING SITES AT BELLVIEW, AT AUCTION.

On Saturday, August 22d, 1868,

On the premises, will be sold by auction, Three One Acre and Five Half Acre Lots of Ground situated in the Borough of Bellview, adjoining property of J. M. Burchfield, Esq., and opposite grounds of W. Roseburg, Esq., 3½ miles from Allegheny City. The lots front on the New Brighton road, within five minutes' walk of Neville station, P. F. W. & C. R. R., (at which sixteen Accommodation Trains stop daily,) only ten minutes' ride from the city. These lots are beautifully situated, commanding a fine view of surrounding country.

Parties desiring first class country sites should by all means examine this property, as it will be sold together if desired.

Train leaves Allegheny Depot a 2:15.

SMITHSON, VANHOOK & McCLELLAND,

au17 Auctioneers.

BY A. LEGGATE.

HOUSE AND LOT ON FEDERAL STREET, ALLEGHENY, AT AUCTION.—The property No. 311 Federal street, Allegheny, will be sold ON MORROW (Wednesday,) AFTERNOON, at 3 o'clock. The lot is 20 by 100. The house is a good brick dwelling of seven rooms, finished in good style and in good order. Inspection invited.

A. LEGGATE, Auctioneer,

au11 150 Federal street, Allegheny.

BY PALMER & PHILLIPS.

PALMER & PHILLIPS, AUCTIONEERS

And Commission Merchants,

OPERA HOUSE AUCTION ROOMS,

No. 60 Fifth Street, Pittsburgh, Pa.

BOOTS, SHOES, CARPETS,

Dry Goods and Notions,

AT PRIVATE SALE DAY AND EVENING.

Consignments Solicited. Prompt Returns.

LEGAL.

ALLEGHENY COUNTY, ss.

THE COMMONWEALTH OF PENNSYLVANIA, to the Sheriff of said county, Greeting:

IF JOHN C. DONALDSON make you secure in prosecuting his claim, then we command you as oft before that you summon, by good and lawful summoners, Alexander Chambers, J. C. Bryson and Nancy his wife, (in right of said Nancy,) Eliza Ann Chambers, Matthew Chambers and Susan Chambers, late of your county, so that they be and appear before our Judges at Pittsburgh, at a Court of Common Pleas, there to be held, the FIRST MONDAY OF SEPTEMBER NEXT, to show cause wherefore, whereas they, the said John C. Donaldson, and the aforesaid Alexander Chambers, J. C. Bryson and Nancy his wife, in right of said Nancy, Eliza Ann Chambers, Matthew Chambers and Susan Chambers, together and undivided, do hold all that certain piece of ground situate in the Fifth ward of the City of Pittsburgh, being lot No. 22 in James Adams' part of the plan of the Northern Liberties, (which is or was recorded in Allegheny county, in Book T, pages 355 and 356,) beginning on the southwardly side of Penn street, at the corner of lot No. 23, in said plan; thence along Penn street westwardly fifty feet to lot No. 21; thence southwardly one hundred feet to Spring alley; thence along Spring alley eastwardly fifty feet to the line of lot No. 23; thence along the line of lot No. 23 northwardly one hundred and fifty feet to the place of beginning. The same Alexander Chambers, J. C. Bryson and Nancy his wife, in right of said Nancy, Eliza Ann Chambers, Matthew Chambers and Susan Chambers, partition thereof between them to be made (according to the laws and customs of this Commonwealth,) do release, and the same to be done, do not permit, very unjustly and against the same laws and customs, (as it is said,) and have you then and there the names of those summoners and this writ.

Witness: The Hon. JAMES P. STERRETT, President of our said Court, at Pittsburgh, this 20th day of July, A. D. 1868.

(Copy.) JACOB H. WALTER, Proth'y.

SAMUEL B. CLULEY, Sheriff. jy22:t62 W

IN THE MATTER OF THE DIVISION OF SCOTT TOWNSHIP INTO TWO ELECTION PRECINCTS. In the Court of Common Pleas of Allegheny county, No. 581, September Term, 1868.

Notice is hereby given that on Saturday, July 25, 1868, a petition was presented praying the division of said Township into two Election Precincts,—whereupon the Court ordered notice thereof to be given, and that the same would be finally acted upon by said Court on SATURDAY, August 22d, 1868, at which time all persons interested will be heard.

MORELAND, MOORE & KERR, Attorneys for Petitioners.

jy29:t75

ADMINISTRATOR'S NOTICE.—Whereas, Letters of Administration on the estate of SAMUEL HOUDENSHIELD, deceased, of Scott township, have been granted to the subscribers, all persons indebted to said estate are requested to make immediate payment, and those having claims against the same will present them properly authenticated for settlement, to

JOHN or JACOB HOUDENSHIELD,

au12:w39-W Union Tp., Allegheny Co., Pa.

BANKRUPT NOTICES.

ASSIGNEE'S NOTICE OF APPOINTMENT.

In the District Court of the United States for the Western District of Pennsylvania. In the matter of JACOB WEAVER, Jr., Bankrupt.

IN BANKRUPTCY, No. 928.

TO WHOM IT MAY CONCERN:

The undersigned hereby gives notice of his appointment as Assignee of JACOB WEAVER, Jr., of Allegheny City, in the county of Allegheny, and State of Pennsylvania, within said District, who has been adjudged a bankrupt upon his own petition, by the District Court of said District.

Dated at Pittsburgh, Pa., the 21st day of July, A. D. 1868.

J. W. KIRKER, Assignee,

jy22:t47-W Attorney-at-Law, 87 Fifth street.

ASSIGNEE'S NOTICE OF APPOINTMENT.

In the District Court of the United States, for the Western District of Pennsylvania. In the matter of JAMES BAXTER, Bankrupt.

IN BANKRUPTCY, No. 901.

TO WHOM IT MAY CONCERN:

The undersigned hereby gives notice of his appointment as assignee of JAMES BAXTER, of Allegheny City, in the county of Allegheny, and State of Pennsylvania, within said District, who has been adjudged a bankrupt upon his own petition, by the District Court of said District.

Dated at Pittsburgh, Pennsylvania, the 14th day of July, A. D. 1868.

J. W. KIRKER, Assignee,

Attorney-at-Law, No. 87 Fifth street,

jy15:t46W Pittsburgh, Pa.

WESTERN DISTRICT of PENNSYLVANIA, ss.

At Pittsburgh, the 3d day of August, A. D. 1868. The undersigned gives notice of his appointment as assignee of CHARLES H. SLUCK, of Allegheny City, Allegheny county, and State of Pennsylvania, within said district, who has been adjudged a bankrupt upon his own petition by the District Court of said district. J. B. BLACK, Assignee,

au5:w Attorney-at-Law, 83 Diamond street.

HAY RAKE.

TO FARMERS.

THE HAY RAKE "WELCOME,"

PATENTED 1865 AND 1867.

Is the best Rake made. It will rake heavier hay, carry it farther, load and unload itself easier than any other rake. It is self-operating; a child 8 years old can do the work of a full hand. Hundreds of certificates could be given, one of which is below:

"GIRARD, Erie Co., Pa., July 5, 1867.

"I have used the *Welcome* Hay Rake, manufactured by W. W. Wallace, Pittsburgh, Pa., and recommend it to farmers. It is good in light and heavy hay; is easy on man and horse; is a complete *gleaner of grain and stubble*; is simple in construction and easily kept in order. JOSEPH ARBUCKLE."

All orders directed to 319 Liberty street, Pittsburgh, Pa., or at the works in Columbiana, Ohio, promptly attended to. Sold wholesale and retail by W. W. WALLACE.

Send orders in early, as supply is short. my25:d&T

MECHANICAL ENGINEER.

PERCEVAL BECKETT,

MECHANICAL ENGINEER, And Solicitor of Patents.

(Late of P. F. W. & C. Railway.)

Office, No. 79 FEDERAL STREET, Room No. 2, up stairs. P. O. Box 80, ALLEGHENY CITY.

MACHINERY, of all descriptions, designed.

BLAST FURNACE and ROLLING MILL DRAWINGS furnished. Particular attention paid to designing COLLIERY LOCOMOTIVES. Patents confidentially solicited. An EVENING DRAWING CLASS for mechanics every WEDNESDAY NIGHT. ap4:n38

WINES, LIQUORS, &c.

PITTSBURGH IMPORTING HOUSE.

ESTABLISHED 1830.

SCHMIDT & FRIDAY,

IMPORTERS OF FOREIGN

WINES AND LIQUORS,

No. 409 Penn Street, Pittsburgh,

Would direct the attention of the public to the fact that, possessing superior facilities through several large Wine and Liquor Houses in Europe, and making their importations direct, they are enabled to offer the various grades of choice WINES AND LIQUORS at prices less than Eastern rates. Examinations of qualities and comparison of prices respectfully solicited.

A choice assortment of pure OLD RYE WHISKEY constantly on hand

WINES.

CLARET, WHITE AND SPARKLING.

CLARET.

Chateau Lafitte, Chateau Margaux, Chateau La Rose, St. Julien, | Medoc, Margaux, St. Jacques, Pauliac.

WHITE WINES.

Ht. Sauternes, Chateau Sauternes. | Chateau Latour Blanche, Chateau Yquem.

HOCK WINES.

Laubenheimer, | Nurstein, Hochheim.

SPARKLING WINES.

Mosel Muscatel, Hochheimer's superior quality. | Scharzburg,

CHAMPAGNE.

Moet & Chandon, Imperial, Vernezay, Chamtils, | Chambertine, Epernay, Heidsieck, —and other brands.

Also, a large assortment of BRANDIES, WHISKIES and WINES, of all descriptions, constantly on hand, at

WM. MILLER'S,

(LATE MILLER & RICKETSON,)

221 and 223 Liberty Street, Pittsburgh.

jy9:d92

JOSEPH S. FINCH & CO.,

Nos. 185, 187, 189, 191, 193 and 195,

FIRST STREET, PITTSBURGH,

MANUFACTURERS OF

Copper Distilled Pure Rye Whiskey.

Also, dealers in FOREIGN WINES and LIQUORS, HOPS, &c. mh28:n38

PURE NATIVE WINES.

ISABELLA AND CATAWBA,

Of our own growing. Also, the best brands of CHAMPAGNE, CLARET, SHERRY and PORT WINES. "Vine Growers' Company" of BRANDY, pint flasks, just the thing for travelers.

N. B.—Particular attention paid to supplying families. A. MAMAUX,

jy23:r67 No. 4 Virgin alley, Pittsburgh.

COAL AND COKE.

OSCAR F. LAMM & CO.

O. F. LAMM ..... C. DAVIS.

COAL AND COKE.

Office, Sandusky Street and P. F. W. & C. R. R., Allegheny City.

SUPERIOR

Youghiogheny Coal and Connellsville Coke,

AT LOWEST MARKET RATES.

Orders promptly attended to. my29

COAL! COAL!! COAL!!!

DICKSON, STEWART & CO.,

Having removed their Office to

NO. 567 LIBERTY STREET,

(Lately City Flour Mill) SECOND FLOOR.

Are now prepared to furnish good YOUGHIOGHENY LUMP, NUT COAL OR SLACK, at the lowest market price.

All orders left at their office, or addressed to them through the mail, will be attended to promptly. my25:b25

CHARLES H. ARMSTRONG,

DEALER IN

YOUGHIOGLENY AND CONNELLSVILLE COAL,

And Manufacturers of

COAL, SLACK AND DESULPHURIZED COKE.

Office and Yard—CORNER OF BUTLER AND MORTON STREETS. First yard on Liberty and Clymer streets, Ninth Ward, and on Second street, near Lock No. 1, Pittsburgh, Pa.

Families and Manufacturers supplied with the best article of Coal or Coke at the lowest cash rates. Orders left at any of their offices will receive prompt attention.

ARMSTRONG & HUTCHINSON, Successors to PHILADELPHIA AND YOUGHIOGHENY COAL CO.,

MINERS, SHIPPERS AND DEALERS, BY RAILROAD AND RIVER, of superior Youghiogheny

GAS AND FAMILY COAL.

Office and Yard—FOOT OF TRY STREET, near the Gas Works.

SAFETY FIRE JACKET.

SECURITY AND COMFORT FOR THE TRAVELING COMMUNITY.

J. B. HARRIS' SAFETY FIRE JACKET,

Car Heater and Moderator,

For SMOKE AND HOT AIR FLUES, dispensing with the use of Stoves and Fires in or about the Passenger or Baggage Cars, with the attachment to graduate the heat to any temperature that may be desired without the possibility of firing the car or cars to which the Jacket may be attached.

Having obtained of the United States Letters Patent for a Safety Jacket which is warranted to resist the most intense heat that may be applied to it in the position and purpose for which it is intended, it is a sure protection from accidents by fire, originating from defective flues, or where iron pipes are used as conductors for smoke or heat. It is applicable to all piping that may become overheated, and is warranted to give perfect satisfaction where wood or other combustible material may be placed in close proximity thereto. I am now ready to apply my invention to stores, dwellings, factories, ships, steamboats, railroad cars, &c., wherever pipes as conductors are made dangerous by being overheated and security desired. I will sell, on application, rights to manufacture or to use the above invention; also, territorial rights, to such as may wish to engage in selling privileges, either by state or county.

J. B. HARRIS.

Office at the "NE PLUS ULTRA PAINT WORKS," corner of Morris street and the Allegheny Valley Railroad, Ninth Ward, Pittsburgh, Pa. fe25:n40

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ANCHOR COTTON MILLS,

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Manufacturers of HEAVY, MEDIUM and LIGHT

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Thankful for the former very liberal patronage bestowed upon me, I assure my friends and the public generally that, in the future as in the past, I shall endeavor diligently to merit a continuance of the same, and will be always at the shop from 7 to 9 A. M. and from 1 to 3 P. M. my24:q43

AMUSEMENTS.

PITTSBURGH

SAENGERFEST!

August 31st and September 1st, 2d and 3d.

MONDAY.

Reception of the Guests.

Torchlight Procession to the Keystone Rink.

Addresses by Gov. Geary and other prominent speakers.

To conclude with a Concert by the resident Singers and Orchestra.

TUESDAY.

GRAND CONCERT at the Rink by 500 Singers and an Orchestra of 50 Performers.

WEDNESDAY.

SECOND GRAND CONCERT, at Turner Hall, by the Visiting Societies.

THURSDAY.

GRAND PIC-NIC at the Iron City Park.

In the Evening the Festivities will close with a

GRAND BALL AT TURNER HALL.

PRICE OF ADMISSION:

Reception Concert	50 cents.
Grand Concert	$1 00
Secured Seats 25 cents extra.	
Second Grand Concert	1 00
Pic-Nic, for every person	50 cents.
Ball	1 50

au17:n61 THE COMMITTEE.

WEST VIEW PARK.

GREAT RACE ON WEDNESDAY.

At WEST VIEW PARK, Perrysville Road, four miles from Allegheny City, there will be

On Wednesday Afternoon,

Trotting Match for a Purse of $300,

Mile heats, best three in five, to harness. The race will commence at half-past three o'clock.

C. Bane enters R. M. "Dutch Queen."
H. Gimbier enters S. G. "Prince Albert."
J. Carson enters C. Seeley's S. G. "Dan Rice."

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BEN FRANKLIN INSURANCE COMPANY, OF ALLEGHENY, PA.

Office in Franklin Savings Bank Buildings,

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A HOME COMPANY, managed by Directors well known to the community, who trust by fair dealing to merit a share of your patronage.

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Will insure against all Kinds of Fire and Marine Risks. A home institution, managed by Directors who are well known to the community, and who are determined by promptness and liberality to maintain the character which they have assumed, as offering the best protection to those who desire to be insured.

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This is a Home Company, and insures against loss by Fire exclusively.

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