RAILROADS.

1862. THE 1862.

PITTSBURGH FT. WAYNE & CHICAGO RAILWAY,

TO ALL POINTS IN THE WEST,

SOUTH WEST AND NORTH WEST.

SUMMER ARRANGEMENT.

Commencing May 5th, 1862.

TIME TO CINCINNATI AS QUICK. and to Indianapolis, St. Louis and Chicago shorter than by any other route.

WESTWARD TRAINS.

	Fast Line.	Mail	Express.
Leaves Pittsburgh	1,00 a. m.	7,10 a. m.	12,50 p. m.
Allegheny	1,10 a. m	7.20 a. m.	1,00 p. m.
Arrives Crestline	8.20 a. m.	5.20 p. m.	8.30 p. m.
Ft. Wayne	2,10 p. m.		2,25 a. m.
Chicago	8,35 p. m.		8,35 a. m.
FOR COLUMBUS, CINCINNATI & ST. LOUIS.			
Leaves Crestline	8.45 a. m.	7,26 p. m.	8.50 p. m.
Arrives at Columbus	11,30 a. m.		10,15 p. m.
Cincinnati	4,20 p. m.		5,40 a. m.
St Louis	8,25 a. m.		9,00 p. m
FOR INDIANAPOLIS AND ST. LOUIS.			
Leaves Crestline	8-50 a. m.		8,50 p. m.
Arrives at Indianapolis	6,30 p. m.		5,45 a. m.
St. Louis	7,50 a. m		6.45 p. m.

All Trains through to Chicago without change of Cars.

N. B.—The time to Cincinnati is the same as by Steubenville. Trains on both Roads meet at Columbus, and passengers all go into Cincinnati together.

EASTWARD TRAINS
ARRIVE AT PITTSBURGH.

Chicago Express	2,00 a. m
Chicago Mail	3.10 p. m
Cincinnati and St. Louis Express	7,45 p. m

ACCOMMODATION TRAINS—From Federal street Station, Allegheny City.

Leaves	Arrive	Leave	Arrive
Allegheny	New Brighton	New Brigton	Allegheny
9,00 a m	10,10 a m	5,15 a m	6.50 a m
12,00 m	1,10 p m	6.45 a m	8,30 a m
4,40 p m	5,45 p m	12,20 p m	2,00 p m
6,30 p m	8.15 p m	3,20 p m	5,00 p m

MARKET TRAIN.

Leaves Allianceat ..... 5,30 a. m.
Arrives at Allegheny at ..... 10,30 a. m.
Leaves Allegheny at ..... 3.10 p. m.
Arrives at Alliance ..... 8,00 p. m.

☞ Trains are run by Columbus time, which is 12 minutes slower than Pittsburgh time.

☞ Tickets good on the accommodation and market trains are sold at reduced prices.

The 6,30 p m accommodation train connects at New Brighton with packets for New Castle.

T rough trains connect as follows:—

At Enon, with stages for New Castle, Mercer, Youngstown, &c.

At Orrville, Ohio, to and from Millersburg, Akron, Cuyahoga Falls, etc.

At Mansfield, Ohio, for Mount Vernon, Shelby, Sandusky, Toledo, Detroit, etc.

At Crestline, for Delaware, Springfield, Columbus, Cincinnati, Xenia, Dayton, Indianapolis, Saint Louis, Louisville, etc.

At Lima, for Sidney, Detroit, Dayton, Toledo, etc.

At Fort Wayne, for Peru, Lafayette, Indi., Saint Louis, Quincy, Keokuk, St. Joseph and intermediate points in Central Indiana and Illinois.

At Plymouth for Laporte.

And at Chicago, with trains for all points in Illinois, Missouri, Iowa, Wisconsin and Minnesota. For further information and through tickets apply to. GEORGE PARKIN, Ticket Art's, Union Passenger Station, Pittsburgh.

and A. Q. CASSELBERRY Agent, Allegheny.
JOHN B. JERVIS, General Superintendent.
WM. P. SHINN, General Passenger Agent

CLEVELAND, PITTSBURGH AND WHEELING RAILROAD.

SUMMER ARRANGEMENT.

On and after MONDAY, MAY 5th, 1862, Trains will leave the Depot of the Pennsylvania Railroad, in Pittsburgh, as follows:

PITTSBURGH, COLUMBUS & CINCINNATI SHORT LINE, VIA STEUBENVILLE.

Leaves Pittsburgh	1,00 a. m.	12,50 p. m.
do Steubenville	4,00 "	4.00 "
do Newark	9,50 "	10,15 "
do Columbus	11,10 "	11,45 "
Arrives Cincinnati	4,20 p. m.	5,40 a. m.
" St. Louis	7,50 a. m.	6.45 p m

No change of cars between Pittsburgh and Cincinnati.

Splendid sleeping cars attached to all night trains.

PITTSBURGH AND WHEELING LINE.

Leaves			
Pittsburgh	1,00 a m	6,10 p m	12,50 p m
Wellsville	3,00 "	8,14 "	3,05 "
Steubenville	4,00 "	9,16 "	4,00 "
Wheeling	4,51 "	10,23 "	4,52 "
Arrives Bellair	5,05 "	10,49 "	5,05 "

Connecting at Wheeling with Baltimore and Ohio Railroad; and at Bellair with Central Ohio Railroad for Zanesville, Lancaster, Circleville, Columbus and Cincinnati, Indianapolis and Saint Louis and points west.

PITTSBURGH AND CLEVELAND LINE.

eaves Pittsburgh	1,00 a. m.	12,50 p. m.
do Wellsville	1.25 "	3,00 "
do Bayard	6.10 "	4.11 "
do Alliance	6.43 "	4,40 "
do Hudson	8,00 "	5.42 "
Arrives Cleveland	9.15 "	6.30 "

Connecting at Bayard with Tuscarawas branch for New Philadelphia and Canal Dover; at Alliance with Pittsburgh, Fort Wayne and Chicago Railroad at Hudson, with Cleveland, Zanesville and Cincinnati R R for Akron, Cuyahoga Falls and Millersburg, and at Cleveland with C and P R R for Erie, Dunkirk, and Buffalo, with C A P R R for Toledo, Detroit, Chicago and the northwest.

Wellsville Accommodation leaves at 4.00 p. m. Returning Trains arrive at 2,20 a m, 9,15 a m, 3,25 and 8,00 p m.

Through tickets to all prominent points in the west, southwest, north or northwest, can be procured at the Liberty street depot, Pittsburgh.

JOHN STEWART, Ticket Agent.

For further particulars apply to WILLIAM STEWART, Agent.

At the Company's office in Freight Station, Penn street. no27

1862. 1862.

SUMMER ARRANGEMENT.

ON AND AFTER MONDAY, MAY 5th.

PENNSYLVANIA CENTRAL RAILROAD.

EIGHT DAILY TRAINS.

THE THROUGH MAIL TRAIN leaves the passenger Station every morning (except Sunday) at 2,50 a m, stopping only at the principal stations, and making direct connections at Harrisburg for Baltimore and Washington, and for New York via the Allentown route.

THE THROUGH EXPRESS TRAIN leaves daily at 3,50 p m, stopping only at principal stations, making direct connection at Harrisburg for Baltimore and Washington, and for New York via Allentown route.

THE FAST LINE leaves the station daily, (except Sunday) at 8,20 p. m., stopping only at principal stations, connecting at Harrisburg for Baltimore and Washington.

THE LOCAL FREIGHT TRAIN, with Passenger Car attached, leaves the passenger station every morning (Sundays excepted) at 3,30 a. m., running as far as Conemaugh, and stopping at all stations.

ACCOMMODATION TRAINS.

JOHNSTOWN ACCOMMODATION TRAIN, leaves daily (except Sunday) at 2,45 p. m., stopping at all stations and running as far as Conemaugh.

FIRST ACCOMMODATION TRAIN for Wall's station leaves daily (except Sunday,) at 6,40 a. m.

SECOND ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday) at 11,00 a. m.

THIRD ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday) at 4,00 p. m.

FOURTH ACCOMMODATION TRAIN for Wall's station, leaves daily, (except Sunday) at 6,15 p. m.

RETURNING TRAINS

ARRIVE IN PITTSBURGH AS FOLLOWS:

Express	12,25 p. m
Mail	12,05 a. m.
Fast Line	12,35 a. m.
Johnstown Accommodation	10,05 a. m.
1st Wall's Station Accommodation	6.30 a. m.
2d Wall's Station Accommodation	8,35 a. m.
3d Wall's Station Accommodation	1,05 p. m.
4th Wall's Station Accommodation	6,10 p. m.

☞ Trains for Blairsville and Indiana connect at Blairsville Intersection with Express and Johnstown Accommodation East and West, and also with Local Freight, East and West.

The Traveling Public will find it greatly to their interest, in going East or West, to travel by the PENNSYLVANIA RAILROAD, as the accommodations now offered cannot be surpassed on any other route. The Road is ballasted with stone, and is entirely free from dust. We can promise Safety, Speed, and Comfort to all who may favor this Road with their patronage.

FARE:

TO NEW YORK	$12,50
PHILADELPHIA	10,00
BALTIMORE	9,50
LANCASTER	8,75
HARRISBURG	7,45

☞ Baggage checked to all stations on the Pennsylvania Railroad, and to Philadelphia, Baltimore and New York.

☞ Passengers purchasing tickets in cars will be charged an excess according to distance traveled in addition to the station rates, except from stations where the company has no agent.

NOTICE—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

N. B.—An Omnibus Line has been employed to convey passengers and baggage to and from the depot, at a charge not to exceed 25 cents for each passenger and baggage.

For tickets apply to

J. STEWART, Agent.

At the Penna. R. R. Passenger Station on Liberty and Grant streets. no23

NOTICE—GAS FIXTURES OF EVERY description regilt or rebronzed, and altered to **Burn Carbon Oil** at the Gas Fitting and Plumbing shop of

WELDON & REINEKE,
ap10 144 Wood street near 6th

BASE BALLS AND WILLOW BATS for sale by BOWN & TETLEY,
je7 136 Wood street.

RAILROADS.

NEW ROUTE VIA RIVER AND RAILROAD.

INDIANAPOLIS AND CINCINNATI R. R.

Connecting at Indianapolis with Terre Haute, and Terre Haute and Alton Railroad, to St. Louis and Lafayette and Indianapolis, New Albany and Salem, and Michigan Central Railroads for CHICAGO, ROCK ISLAND, BURLINGTON, and all intermediate points.

Through Freight Train to INDIANAPOLIS, TERRE HAUTE, LAFAYETTE and PERU.

Freights and passengers carried from Cincinnati or Lawrenceburg in less time than by any other route by twenty-four hours, and at as low rates. The only road by which shipment can be made from Cincinnati to the West, without breaking bulk.

Consignments made to J. E. GIBBONS, Agent at Cincinnati, or W. B. CUTTING, Agent at Lawrenceburgh, will receive prompt attention, and no charge for commission; no charge for drayage or commission at Lawrenceburg.

For further information apply to THOMAS RATIGAN, (No. 115 Water street,) agent of the Company, who is prepared to give through receipts for passengers and freight to Indianapolis, Terre Haute, Lafayette, Chicago, Peru, Greencastle, Crawfordsville, Charleston, Paris and Mattoon, &c., &c.

H. F. LORD, President.
JOHN F. CHEEK, General Freight Agent.
mh3

1862. IMPORTANT. 1862.

ALL PERSONS PURCHASING TICKETS FOR SAINT JOSEPH,

And other points in Northern Missouri, the States of Kansas, or the Territories, should insist on having tickets that read by the

NORTH MISSOURI RAILROAD

The only rail route from St. Louis to St. Joseph. It is the shortest and quickest line by thirteen hours to the remotest point reached by rail, and is always as cheap as any other.

☞ Buy your Tickets to Kansas and all points in Northern Missouri by the North Missouri Railroad.

ISAAC H. STURGEON,
Pres't and Gen'l Supt. North Missouri R. R.
HENRY H. SIMMONS, Gen'l Traveling Agent.
ap26

UPHOLSTERING.

UPHOLSTERY.

NO. 85 FOURTH ST., NEAR WOOD.

THE SUBSCRIBERS MANUFACTURE and keep constantly on hand every article in their line, viz: Cornices, Ornaments, Curtain Goods, Cambrets, Feather Beds, Mattresses of all kinds; also, the celebrated Patent Spring Beds. All kinds of Shades, Blinds and Fixtures.

☞ Prompt attention given to all orders for fitting and laying down Carpets. Old Chairs, &c.

oct11:1yd ROBERTS & ROENICK.

HOTELS AND RESTAURANTS.

YOUNG'S

WHOLESALE OYSTER DEPOT,

AT THE OLD STAND

CORNUCOPIÆ RESTAURANT,

NO. 40, FIFTH STREET,

WHERE FAMILIES, HOTELS, RESTAURANTS and Dealers generally can be supplied with the purest Oysters at the lowest wholesale rates. Country trade solicited.

FLY YOUNG, Proprietor.

Young's Eating Saloon.

CORNER VIRGIN ALLEY AND SMITHFIELD STREETS:

Where OYSTERS and all the delicacies of the season will be served up in the most popular style.

FLY YOUNG,
ap14 corner Virgin alley and Smithfield st.

SAVAGE HOUSE,

No. 350 Liberty Street,

Next to Pennsylvania Passenger Depot.

JOHN SAVAGE: Proprietor.

HAVING TAKEN AND FITTED UP this well known house, in a manner to make it a popular resort, the subscriber is prepared to accommodate his friends and the public generally, with the best the market affords.

OYSTERS will be served up in every style during the season.

LIQUORS and ALES he feels confident in recommending to the public as the purest.

☞ MEALS served up at all hours, DAY and NIGHT BOARDERS taken.

OUR HOUSE,

NO. 32 DIAMOND ALLEY,

PITTSBURGH.

THE SUBSCRIBER ANNOUNCES to the public that he is daily receiving FRESH SHELL AND CAN OYSTERS, GAME, &c., and is prepared to accommodate the patrons of this old and well known house, by serving in the eating and drinking line in the shortest notice.

JOHN SHAFER,
jaly6ly Proprietor.

EXCELSIOR

OYSTER AND EATING HOUSE,

No. 111 Wood Street, Pittsburgh.

WHOLESALE AND RETAIL DEALERS IN

LAKE AND EASTERN FISH,

FRESH PHILADELPHIA AND BALTIMORE OYSTERS AND WILD GAME,

All in their Proper Season.

no26 GEO. REINEMAN & CO.

MANSION HOUSE, GEO. AURENTZ, Proprietor; No. 111 Liberty street, just beside the Passenger Depot of the Pennsylvania Railroad, which makes it the most convenient house in the city for passengers arriving by that road.

The proprietor having, at considerable expense, fitted up, in excellent style, the MANSION HOUSE, would respectfully solicit a share of public patronage. His Larder and Bar will be furnished with the best the market can afford.

feb19

WINES AND LIQUORS.

WILLIAM BENNETT,

IMPORTER AND DEALER IN

Brandies, Cordials, Wines, Old Monongahela and Rectified Whiskey,

NO. 120 WOOD STREET, Pittsburgh

fe22:6m

WILLIAM CLAYTON,

WHOLESALE AND RETAIL

LIQUOR MERCHANT,

No. 37 Diamond Alley,

near Wood street, Pittsburgh, Pa.

☞ Always on hand, Blackberry, Cherry and Cognac Brandies, Old Monongahela Rectified Whiskey, &c. mh19

TALLOW, OIL AND GREASE— 10 bbls Tallow, 25 bbls Grease; In store and for sale by F. SELLERS & CO.
no20 Penn street, Pittsburgh.

THE MOST COMPLETE WHOLE sale Jewelry **ESTABLISHMENT IN THE WEST.**

J. R. GARDINER.
ap10 62 FIFTH STREET.

ROLL BUTTER— 1 barrel Fresh Roll Butter; 1 box do do just received by express and for sale by JAS. A. FETZER,
ap21 Corner Market and First street.

CO-PARTNERSHIP—HAVING ASsociated with us in the Real Estate and General Commission Agency Business; R. B. CUTHBERT, our business will hereafter be conducted in the name of S. CUTHBERT & SONS.

S. CUTHBERT.....S. L. CUTHBERT.....R. S. CUTHBERT

☞ **S. CUTHBERT & SONS, REAL ESTATE** and General Commission Agents, 51 MARKET STREET, Pittsburgh, attend to the sale of Real Estate, Collection of Rents, &c., and settlement of estates of persons deceased. ap2

SOAPSTONE — 25 BARRELS POWdered Soapstone received and for sale by
my2 HENRY H. COLLINS.

MCCLELLAND'S SHOE SALE THIS DAY.

BECKHAM & LONG, WHOLESALE and Retail dealers in all kinds of Agricultural Implements, Garden and Field Seeds. No. 127 Liberty street, next door to Hare's Hotel. ap29

INSURANCE.

FIRE INSURANCE

BY THE

RELIANCE MUTUAL INSURANCE COMPANY,

OF PHILADELPHIA.

On Buildings, Limited or Perpetual, Merchandise, Furniture, &c., in town or country.

OFFICE NO. 308 WALNUT STREET.

Cash Capital, $229,510 00.
Assets, $303,508 96.

Invested as follows, viz:

First Mortgage or Improved City Property, worth double the amount	$155,605 00
Ground rent, first class	2,462 50
Pennsylvania Railroad Co's 6 ⅌ cent. Mortgage Loans, $30,000, cost	27,900 00
Philadelphia city 6 ⅌ cent. loan	30,000 00
Allegheny County 6 ⅌ cent. Pennsylvania Railroad Loans	10,000 00
Collateral loans, well secured	2,500 00
Huntingdon and Broad Top Mountain Railroad company, mortgage loan	4,000 00
Pennsylvania Railroad Co. Stock	4,000 00
Stock of Reliance Mutual Insurance Company	24,350 00
Stock of County Fire Insurance Co.	1,050 00
Stock of Delaware M. S. Insurance Co.	700 00
Commercial Bank do	5,135 01
Mechanics' Bank do	2,012 50
Union M. Insurance Co's Scrip	160 00
Bills Receivable, business paper	16,297 18
Book Accounts, secured interest, etc.	6,216 72
Cash on hand and in hands of agents	11,385 15
	$303,508 96

CLEM TINGLEY, President.

DIRECTORS.

Clem Tingley,	Samuel Bispham,
Wm. R. Thompson,	Robert Steen,
Frederick Brown,	William Musser,
Cornelius Stevenson,	Benj. W. Tingley,
John R. Worrel,	Marshall Hill,
H. L. Carson,	Z. Lothrop,
Robert Toland,	Charles Leland,
Frederick Lennig,	Jacob T. Bunting,
Charles S. Wood	Smith Bowen,
James S. Woodward,	John Bissell, Pittsburgh.

E. M. HINCHMAN, Secretary.
J. GARDNER COFFIN, Agent,
mylb Northeast corner Third and Wood sts.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY—INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835. OFFICE, S. E. CORNER THIRD AND WALNUT STREETS, PHILADELPHIA. MARINE INSURANCES on Vessels, Cargo and Freight, to all parts of the world. INLAND INSURANCES on Goods, by Rivers, Canals, Lakes, and Land Carriages, to all parts of the Union. FIRE INSURANCES on Merchandise generally, on Stores, Dwelling Houses, &c.

DIRECTORS.—William Martin, Edmund A. Souder, Theophilus Paulding, John N. Penrose, John C. Davis, James Traquair, W. Wm. Eyre, Jr., James C. Hand, Wm. C. Ludwig, Joseph H. Seal, Dr. R. M. Huston, Geo. G. Lieper, Hugh Craig, Charles Kelley, Samuel E. Stokes, J. F. Peniston, Henry Sloan, Edward Darlington, H. Jones Brooks, Spencer M'Ilvain, Thos. C. Hand, Robert Burton, jr., Jacob P. Jones, James B. M'Farland, Joshua P. Eyre, John B. Semple, Pittsburgh, D. T. Morgan, A. B. Berger, do.

WILLIAM MARTIN, President.
THOS. C. HAND, Vice President.
Isaac Lea Hasson, Secretary.
P. A. MADEIRA, Agent,
No. 65 Water street, Pittsburgh.

INDEMNITY AGAINST LOSS BY FIRE.

THE FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA, OFFICE, NO. 435 and 437 CHESTNUT STREET, near Fifth.

STATEMENT OF ASSETS, JAN. 1st, 1860. Published Agreeably to An Act of Assembly, below:

First Mortgages, amply secured	$1,886,384 88
Real Estate, present value $103,311 cost	102,966 25
Temporary Loans on ample Collateral Securities	89,135 56
Stocks, (present value $80,027 72) cost	80,786 66
Notes and Bills Receivable	1,821 00
Cash	27,919 23
	$2,238,013 38

The only profits from premiums which this company can divide by law, are from risks which have been determined.

Insurances made on every description of Property, in Town and Country, at rates as low as are consistent with security.

In view of the foregoing statistics, a period of thirty years, they have paid losses by fire, to an amount exceeding Four Millions of Dollars, thereby affording evidence of the advantages of Insurance, as well as the ability and disposition to meet with promptness all liabilities.

Losses paid during the year 1859, $62,453 36.

DIRECTORS.

Charles W. Batcker,	Mordecai D. Lewis,
Tobias Wagner,	David S. Brown,
Samuel Grant,	Isaac Lea,
Jacob R. Smith,	Edward Dale,
George W. Richard,	George Fales,

CHAS. N. BANCKER, President.
EDWARD C. DALE, Vice President.
Wm. A. STEEL, Secretary pro tem.
J. GARDNER COFFIN, Agent,
my16 Northeast cor. Third and Wood sts.

WESTERN INSURANCE COMPANY, OF PITTSBURGH.

GEORGE DARSIE, President.
F. M. GORDON, Secretary.
Capt. R. D. COCHRAN, Gen'l Agent.
No. 92 Water street, (Spear & Co's Warehouse, Cor. Water & Market streets,) Pittsburgh.

Will insure against all kinds of FIRE and MARINE RISKS.

A Home Institution managed by Directors who are well known in the community, and who are determined, by promptness and liberality, to maintain the character which they have assumed, and firmly believe to be a protection to those who desire to be insured.

ASSETS, OCTOBER 30th, 1861.

Stock Accounts	$ 63,000 00
Mortgage	2,100 00
Office Furniture	200 00
Open Accounts, etc.	7,899 43
Cash	18,351 99
Premium Notes	27,996 29
Notes and Bills discounted	174,605 14
	$288,251 76

DIRECTORS.

R. Miller, Jr.,	James M'Auley,
Nathaniel Holmes,	Alexander Nimick,
George Darsie	Wm. H. Smith,
Chas. W. Ricketson,	Andrew Ackley,
Alexander Speer,	David M. Long,
Rees J. Thomas,	Benj. Bakewell,

John R. M'Cune.
my18

CITIZENS' INSURANCE COMPANY OF PITTSBURGH

INSURES STEAMBOATS AND CARGOES.

SAMUEL REA, Secretary.
WM. BAGALEY, President.

Office, Cor. of Market and Water Sts.,

Insures against Loss and Damage in the Navigation of the Southern and Western Rivers, Lakes, and Bayous, and the Navigation of the Seas.

Insures against Loss and Damage by Fire.

DIRECTORS.

Wm. Bagaley,	Jas. Park, Jr.,
Wm. G. Johnston,	R. F. Jones,
Reese Evans,	T. M. Howe,
R. Preston,	George Bingham,
S. M. Kier,	John Shipton,
Jas. M. Cooper,	S. Harbaugh,
J. Caldwell,	John S. Dilworth,

C. H. Zug.
mh29:1ydh

PHILADELPHIA FIRE AND LIFE INSURANCE COMPANY,

NO. 149 CHESTNUT STREET,

Opposite the Custom House.

Capital.....$219,100 Assets.....$304,949.

WILL MAKE ALL KINDS OF INSURANCE, either Perpetual or Limited, on every description of Property or Merchandise, at reasonable rates of premium.

ROBERT P. KING, President.
M. W. BALDWIN, Vice President.

DIRECTORS.

Charles Hayes,	E. R. Cope,
E. B. Smith,	George W. Brown,
F. B. Savory,	Joseph S. Paul,
C. Sherman,	John Clayton,
S. J. Macaree	E. Wiler,

F. BLACKBURN, Secretary.
J. G. COFFIN, Agent.
jy4:1y Corner Third and Wood streets.

JNO. MOORHEAD,

COMMISSION MERCHANT,

FOR THE SALE OF

PIG METAL AND BLOOMS,

NO. 74 WATER STREET, BELOW MARK

PITTSBURGH.

JAMES MILLINGAR, MONONGAHELA PLANING MILL, would respectfully inform the public that he has rebuilt since the fire, and having enlarged his establishment, and filled it with the newest and most approved machinery, is now prepared to furnish flooring and planing boards, scroll sawing and re-sawing, doors, sash and shutters, kiln dried, frames, mouldings, box making, &c.

SOUTH PITTSBURGH, Sept. 7, 1857. ja20

ALLEGHENY INSURANCE CO.

OF PITTSBURGH.

OFFICE, No. 37 Fifth St., Bank Block

INSURES AGAINST ALL KINDS OF FIRE AND MARINE RISKS.

ISAAC JONES, President. JOHN D. McCORD, Vice President; D. M. BOOK, Secretary; Capt. WILLIAM DEAN, General Agent.

DIRECTORS—Isaac Jones, C. G. Hussey, Harvey Childs, Capt. R. C. Gray, John A. Wilson, B. L. Fahnestock, John D. McCord, Captain Adam Jacobs, R. P. Sterling, Capt. W. Dean, Robert L. M'Grew, Robt. H. Davis. no28

COOPER'S, CARPENTERS AND Stone Cutters Tools for sale by
my3 BOWN & TETLEY, 136 Wood street.

SELECT TALE.

From Household Words.

TWO-HANDED DICK, THE STOCKMAN.

AN ADVENTURE IN THE BUSH.

CONCLUDED.)

"I got leave to go because I wanted to see the country, and Dick asked. My missis was sorely against my going. I was to be store-keeper, as well as do any farming and work if wanted.

"We had two drays, and were well armed. We were fifteen days going up before we got into the new country, and then we traveled five days; sometimes twenty-four hours without water, and sometimes had to unload the drays two or three times a day to get over the creeks. The fifth day we came to very fine land; the grass met over our horses necks, and the river was a chain of water-holes, all full, and as clear as crystal. The kangaroos were hopping about as plentiful as rabbits in a warren; and the grass by the river side had regular tracks of the emus, where they went down to drink.

"We had been among signs of the blacks, too, for five days, but we had not seen anything of them, although we could hear the devils cooing at nightfall, calling to each other. We kept regular watch and watch at first—four sentinels, and every man sleeping with his gun at hand.

"Now, as it was Dick's business to tail (follow) the cattle, five hundred head, I advised him to have his musket sawed off in the barrel, so as to be a more handy size for using on horseback. He took my advice: and Charley Anvils made a very good job of it, so that he could bring it under his arm when hanging at his back from a rope sling, and fire with one hand. It was lucky I thought of it, as it turned out.

"At length the overseer fixed on a spot for the station. It was very well for water and grass, and a very pretty view, as he said, but it was too near a thicket where the blacks would lie in ambush, for safety. The old bushmen wanted it planted on a neck of land where the waters protected it all but one side, and there a row of fence would have made it secure.

"Well, we set to work and soon had a lot of tall trees down. Charley put up his forge and grindstone to keep his ax sharp and I staid with him. Dick went tailing the cattle, and the overseer sat on a log and looked on. The second day a mob of blacks came down on the opposite side of the river. They were quite wild, regular *myals*, but some of our men, with green branches, went and made peace with them. They liked our bread and sugar: and after a short time we had a lot of them helping to draw rails, fishing for us, bringing wild honey, kangaroos, rats and firewood, in return for butter and food, so we began to be less careful of our arms. We gave them iron tomahawks, and they soon found they could cut an opossum from a hollow in half an hour with one of our tomahawks, while it took a day with one of their own stone ones.

"And so the time passed very pleasantly. We worked away. The young men and gins worked for us. The chiefs adorned themselves with the trinkets and clothes we gave them, and fished and hunted, and admired themselves in the river.

"Dick never trusted them: he stuck to his cattle: he warned us not to trust them and the overseer called him a blood-thirsty, murdering blackguard for his pains.

"One day the whole party were at work chopping and trimming weather boards for the hut: the blacks helping as usual. I was turning the grindstone for Charley Anvils, and Dick was coming up to the dray to get some tea, but there was a brow of a hill between us: the muskets were all piled up in one corner. I heard a howl and then a scream our camp was full of armed blacks. When I raised my head I saw the chief, Captain Jack we called him, with a broad ax in his hand, and the next minute he had chopped the overseer's head clean off: in two minutes all my mates were on the ground. Three or four came running up to us: one threw a spear at me which I half parried with a pannikin I was using to wet the grindstone, but it sixed deep in my hip, and part of it I believe is there still. Charley Anvils had an ax in his hand, and cut down the first two fellows that came up to him, but he was floored in a minute with twenty wounds. They were so eager to kill me, that one of them, luckily, or I should not be alive now, cut the spear in my hip short off. Another, a young lad I had sharpened a tomahawk for a few days before, chopped me across the head: you can see the white hair. Down I fell, and nothing could have saved us, but the other savages had got the tarpaulin off, and were screaming with delight, plundering the drays, which called my enemies off. Just then, Dick came in sight. He saw what was the matter; but, although there were more than a hundred black devils, all armed, painted, bloody and yelling, he never stopped or hesitated, but rode slap through the camp, fired bang among them, killing two, and knocking out the brains of another. As he passed by a top rail where an ax was sticking he caught it up. The men in the camp were dead enough; the chief warriors had made the rush there, and every one was pierced with several spears, or cut down from close behind by axes in the hands of the chiefs. We, being further off, had been attacked by the boys only. Dick turned toward us, and shouted my name; I could not answer, but I managed to sit up an instant; he turned toward me, leaned down, caught me by the jacket, and dragged me on before him like a log. Just then Charley, who had crept under the grindstone, cried: "Oh, Dick, don't leave me!" As he said that, a lot of them came running down, for they had seen enough to know that unless they killed us all their job would not be half done. As Dick turned to face them, they gave way and flung spears, but they could not hurt him: they managed to get between us and poor Charley. Dick rode back a circuit and dropped me among some bushes on a hill, where I could see all. Four times he charged through and through a whole mob, with his ax in one hand and his short musket in the other. He cut them down right and left, as if he had been mowing; he scared the wretches, although the old women kept screeching and urging them on, as they always do. At length, by help of his stirrup leather, he managed to get Charley up behind him. He never could have done it, but his mare fought and bit and turned as he bid her, so he threw the bridle on her neck, and could use that terrible left arm of his. Well, he came up to the hill, and lifted me on, and away we went for three or four miles, but we knew the mare could not stand it long, so Dick got off and walked. When the blacks had pulled the drays' loads to they began follow us, but Dick never lost heart—"

"Nay, mate," interrupted Dick, "once I did; I shall never forget it: when I came to put my last bullet in, it was too big."

"Good Heavens!" I exclaimed "what did you do?"

"Why, I put the bullet in my mouth, and kept chawing and chawing it, and threatening the black devils all the while, until at last it was small enough, and then I rammed it down, and dropped on my knee and waited until they came within twenty yards, and then I picked off Captain Jack, the biggest villain of them all."

Here Dick, being warmed, continued the story: "We could not stop; we marched all evening and all night, and when the two poor creturs cried for water, as they did most of the night, as often as I could I filled my boots, and gave them to drink. I led the horse, and traveled seventy miles without halting for more than a minute or two. Toward the last they were as helpless as worn-out sheep. I tied them on. We had the luck to fall in with a party traveling just when the old mare was about giving in, and then we must all have died for want of water. Charley Anvils had eighteen wounds, but, except losing two fingers, is none the worse. Poor Jemmy, there, will never be fit for anything but a hut-keeper; as for me, I had some scratches—nothing to hurt; and the old mare lost an ear. I went back afterward with the police, and squared accounts with the blacks.

"And so, you see, stranger, the old woman thinks I saved her old man's life, although I would have done as much for any one; but I believe there are some gentlemen in Sydney think I ought to have been hung for what I did. Any how, since that scrimmage in the bush, they always call me 'Two-handed Dick.'"

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