SHERIFF'S SALES.

BY VIRTUE of sundry writs of *fieri facias, venditioni exponas* and *levari facias*, issued out of the District Court for the county of Allegheny, and to the Sheriff of said county directed, there will be exposed to public sale, at the Court House, in the city of Pittsburgh, in said county, on Monday, the 28th day of January, 1856, at 10 o'clock, A. M, the following described property, viz:

All the right, title, interest and claim of Robert Anderson, of, in, to and out of all that certain lot or piece of ground situated in the Third ward of the city of Allegheny, being lot No. 19 in H. T. Fleming's plan of lots in the Third ward aforesaid. Said lot contains a front of 20 feet on Poplar street, and extends back along a ten foot alley 90 feet, to an alley 13 feet wide. On said lot there is erected a two story brick dwelling house, fronting on said Poplar street.

Seized and taken in execution as the property of Robert Anderson, at the suit of William Magee.

ALSO;

All the right, title, &c., of Mary Brudes, of, in and to a lot of ground on Union alley, Borough of Birmingham, containing twenty feet, more or less, on the easterly side of said alley and running back same width about fifty-five feet to property of Simon P. Clanton, adjoining property of Daniel Thomas on the south side—on which is erected a small frame dwelling house, one story and a half high.

Seized and taken in execution as the property of Mary Brudes, at the suit of George W. Dunlop.

ALSO

All the right, title, interest and claim of Samuel Baird, of, in and out of all that certain tract of land situated in East Deer township, now in the occupancy of A. C. Bell, containing six acres, adjoining lands of Bingham Anderson and others and the Pennsylvania canal, on which is erected a Salt-works, with necessary machinery, and a frame dwelling house and out-buildings.

ALSO—Those two certain lots of ground situate in the city of Allegheny, and numbered in the plan of subdivision laid out by Sylvanus Lothrop, Nos. 6 and 7, fronting on Rebecca street forty feet six inches, and extending the same width through to Locust street and adjoining Bank Lane.

Seized and taken in execution as the property of Samuel Baird, at the suit of Hill & Co.

ALSO;

All the right, title, interest and claim of E. J. Burke, of, in and to all that certain lot or parcel of ground situate in the Ninth Ward, city of Pittsburgh, bounded and described as follows, to wit: Beginning on the north side of Liberty street, at the intersection of the said street and the Manor of Springfield line; thence along Liberty street ninety-six feet towards Clymer street; thence by a line parallel with Clymer street one hundred feet to Spring alley; thence along said alley towards Morton street ninety six feet; thence by a line parallel with Clymer street one hundred feet to Liberty street, the place of beginning; having thereon erected three brick houses on Liberty street and six on the alley.

Seized and taken in execution as the property of E. J. Burke, at the suit of E. F. Denny, for use.

ALSO;

All the right, title, interest and claim of Henry Brokaum, of, in and to all those contiguous lots or pieces of ground situate in John Brown's plan of lots, adjoining the Borough of Birmingham, at the foot of Coal Hill, in the Township of St. Clair and numbered and described as follows, viz: One of the said pieces of ground being the westerly half of lot marked number eighteen in the aforesaid plan, being [illegible]

Seized and taken in execution as the property of Henry Brokaum, at the suit of John Bares.

ALSO

[illegible]

ALSO

[illegible]

Seized and taken in execution as the property of [illegible] Charters Coal Company, at the suit of William Marks.

ALSO

All the right, title, interest and claim of William Campbell, [illegible]

Seized and taken in execution as the property of William Campbell, at the suit of Thomas Bakewell [illegible]

ALSO;

All the right, title, interest and claim of Simon P. Clanton, [illegible] dwelling houses, each two stories high.

Seized and taken in execution as the property of Simon P. Clanton, at the suit of George W. Dunlop.

ALSO;

All the right, title, estate, claim and demand of R. Davis, of, in and to all that certain lot or piece of ground situate in the city of Pittsburgh, [illegible] at the north eastern corner of Liberty street and Garrison alley; thence along Liberty street eastwardly forty feet, thence northwardly parallel with said alley one hundred and ten feet to Exchange alley, thence along the same westwardly forty feet to Garrison alley, and thence along Garrison alley southwardly one hundred and ten feet to the place of beginning; being part of lot No. 90 in the general plan of said city, and on which is erected two three story brick warehouses.

ALSO—All that certain lot or piece of ground situate in the city of Pittsburgh, beginning on the south east corner of Penn street and Garrison alley, thence along Penn street sixty feet eastwardly to the western line of lot No. 92; thence along said line southwardly one hundred and ten feet to Exchange alley, thence along Exchange alley westwardly sixty feet to Garrison alley, thence along Garrison alley westwardly 110 feet to the place of beginning, being part of lot No. 90 in the general plan of said city, on which are erected three story brick [illegible] houses.

ALSO—All that certain lot or piece of ground situate in Ross township, comprising lots Nos. 4, 5, 6, 7 and 8 in Wm. Lecky's plan, recorded in the Recorder's office of Allegheny county in Deed Book vol. 66, page 278, beginning on Ohio street at the south west corner of lot No. 3 in said plan, at the distance of 333 feet westwardly from the Beaver road, thence along said Ohio street south eighty eight degrees, west 200 feet to the Ohio river; thence down said river to the boundary line of said plan, at the north west corner of lot No. 8 in said plan; thence along other lands of said William Lecky north eighty eight degrees, east 194 feet more or less, to the north west corner of lot No. 3 in said plan; thence along the line of said lot No. 3 south eastwardly 255 feet to the place of beginning, containing five acres sixty two and one half perches, on which are erected a large brick mansion house and out buildings.

ALSO—All that lot or piece of ground situate in the city of Allegheny, beginning on the south side of South Canal street, thence along said street twenty five feet, thence extending back southwardly to Carpenter's alley; thence along Carpenter's alley twenty five feet; thence to South Canal street at the place of beginning; being lot No. 14 in Warren, Painter and Lorenz's plan of lots, and on which is erected one two story frame house.

Seized and taken in execution as the property of Robert Davis, at the suit of I. & A. Patterson.

ALSO;

All the right, title, claim and interest of Charles Dunker, of, in and to all that certain tract of land situate on the waters of Pine creek, in M'Candless township, bounded and described as follows, viz: Beginning in the centre of Pine creek; thence by land of Isaac Guyton and Philip Siple, south 2½°; east 86 and 24-100 perches to a post; thence by land of Wm. Kummer, south 6½°; west 86 p. to a post; north 1½°; west thirteen perches to a post, north 12½ degrees west 51 and 36-100 perches to Pine creek; thence down the centre of Pine creek by the several courses thereof to the beginning; containing 47 acres and 64 perches, more or less, on which are erected one log dwelling house, a log stable and a spring house.

Seized and taken in execution as the property of Charles Dunker at the suit of Henry Siple and others.

ALSO;

All the right, title, interest and claim of Moses F. Eaton and Sarah E. Eaton, of, in and to all that certain lot situate in the borough of Birmingham, and described as follows, Beginning on William street at the distance of one hundred feet from the corner of McKee street; thence running southwardly one hundred feet to Pine alley; thence along Pine alley westwardly twenty-four feet, thence northwardly one hundred feet to William street, and thence eastwardly twenty-four feet to the place of beginning; being lot No. 239 in Gregg's plan of lots in Birmingham.

ALSO—All that certain other lot of ground fronting on said William street, being lot No. 225 in said plan, beginning on William street at the distance of one hundred and twenty feet from Craig street; thence along William street twenty-four feet towards McKee street; thence north one hundred feet to an alley; thence along said alley twenty-four feet towards Craig street, and thence south one hundred feet to the place of beginning.

ALSO—All that certain other lot situate in said borough of Birmingham, marked in said plan No. 195, described as follows: Beginning on Washington street at the distance of forty-eight feet eastwardly from Joseph street; thence south one hundred feet to Spruce alley; thence east along Spruce alley twenty-four feet; thence north one hundred feet to Washington street, and thence twenty-four feet to the place of beginning.

ALSO—All that certain other lot situate in the borough of South Pittsburgh, being lot No. 73 in the plan of the partition of that part of the Coal Hill lots tract allotted to the heirs of Mrs. Sydney Gregg, and by the partition between the heirs of the said Sydney Gregg, in No. —, June T., 1847, was allotted, *inter alia*, to Sarah E. Eaton, wife of the said Moses F. Eaton; said lot No. 73 being twenty-four feet in front on Carson street, and extends back by the same width about 125 feet to Manor street.

ALSO—All that certain other lot situate in the borough of South Pittsburgh, and numbered 61 in the plan of the partition of the Coal Hill lots tract aforesaid; said lot extending in front on Carson street twenty-two feet, and running back, preserving the same width, (22 feet,) one hundred feet to Manor street.

Seized and taken in execution as the property of Moses F. Eaton and Sarah E. Eaton, at the suit of C. B. M. Smith, for use.

ALSO;

All the right, title, interest and claim of Nicholas Eiler, of, in and to all that certain lot or piece of ground situate in the plan of lots laid out by John Brown, on the south side of the Monongahela river, and now included in the bounds of the Borough of Birmingham, and numbered in said plan of lots as number twenty-two, bounded on the north by Mary street, on the west by lot No. 21, on the east by lot No. 23, and on the south by an alley twenty-four feet wide, and containing in front on Mary street twenty-four feet, and in depth preserving the same width one hundred and twenty feet, to the aforesaid alley twenty-four feet wide—on which is erected a small frame shed.

ALSO—All those seven contiguous lots or pieces of ground situate in the plan of lots laid out by John Brown, on the south side of the Monongahela river, in the township of St. Clair, and marked and numbered in said plan as follows, to wit: Numbers 15, 16, 17, 18, 19, 20 and 21, being bounded on the north by a sixty foot street, on the west by Wayne street, on the south by an alley twenty-four feet wide, and on the east by lot No. 22, containing jointly in width or front on said sixty foot street one hundred and sixty eight feet, and running back equal width with Wayne street one hundred and twenty feet to the aforesaid alley in length or depth—whereon are erected two brick houses, two small frame houses, two pop factories, and two double frame houses.

ALSO—All that lot or piece of ground, being the westerly part of lot marked as number twenty three in the plan of lots laid out by John Brown, on the south side of the Monongahela river, and now included within the corporate bounds of the Borough of East Birmingham, being bounded on the north by Mary street, on the west by lot No. 22, on the south by an alley twenty-four feet wide, and on the east by the other part of the same lot No. 23, and containing in front on Mary street twenty feet and in depth along the line of lot No. 22, preserving the same width southwardly one hundred and twenty feet to the aforesaid alley.

Seized and taken in execution as the property of Nicholas Eiler, at the suits of John Brown.

ALSO

All the right, title, interest and claim of Lewis Graham, of, in and to all that certain lot of ground situate in Lower St. Clair township, being No. 1 in a plan of lots laid out by Joseph Hauen, being a subdivision of part of lots Nos. 8, 9 and 10, in Warden and Alexander's plan of Elliott's Delight, Temperanceville, bounded and described as follows, viz: Beginning at the north west corner of Walnut and Main streets; thence along Walnut street [illegible] feet; thence westwardly parallel with Main street sixty feet; thence southwardly parallel with Walnut street [illegible] feet to Main street; and thence eastwardly along Main street to the place of beginning; being the same lot [illegible] Joseph Hauen and wife, by deed dated January [illegible] to Lewis Graham.

Seized and taken in execution as the property of Lewis Graham, at the suit of Joseph Hauen.

ALSO

[illegible]

ALSO

[illegible]

ALSO.

All the right, title, interest and claim of Jonathan Middleswarth, of, in and to all that certain lot or piece of ground situate in Upper St. Clair township, and bounded and described as follows, to wit: Beginning at a point on the centre of the Washington and Pittsburgh Turnpike Road, and running thence along said Road south eighteen and three fourth degrees, west twenty perches, thence by lands lately of said Jonathan Middleswarth, now owned by Thomas Blackmore, sixty-two and one half degrees, west thirty-two perches to a post, thence north eighteen and three-fourth degrees, east twenty perches to a post, and thence south sixty-two and a half degrees, east thirty-two perches to the place of beginning; containing four acres, strict measure, on which are erected one two-story frame dwelling house, one two story frame store house, with back building eighteen feet front on the turnpike, and running back back building inclusive thirty three feet, a large frame barn and other out-buildings.

Seized and taken in execution as the property of Jonathan Middleswarth at the suit of Smith & Sinclair.

ALSO;

All the right, title, interest and claim of John Schaeffer, of, in and to the following described tract of land, situate in Pine township, bounded on the north by land of James Thompson and Mrs. Nicholson, on the east by land of John Orme and John Grubbs, on the south by land of Jesse Plankinton, and on the west by land of —— Miller and others, containing one hundred and sixty acres, more or less, upon which is erected one large tavern house, barn, stables, store-house and two tenant houses and other out-buildings.

Seized and taken in execution as the property of John Shaeffer, at the suit of James, Kent & Santee.

ALSO;

All the interest of Benjamin P. H. Morrison of, in and to all that certain water power, and privilege and two lots of ground described as follows, viz: The first described lot is situate in Reserve township, between the Pennsylvania canal and a branch of the Allegheny river, beginning at the distance of sixty feet above the old dam built by Benjamin Herr in said branch, and running a line at right angles from said branch to the canal; thence down the canal four hundred and thirty feet; thence in a line at right angles to said branch—containing one acre of land more or less, on which the mills formerly owned by Stephen R. Morrison are erected, and bounded on the west by a long strip of land formerly purchased by said Stephen R. Morrison from said Benjamin Herr. The other piece of ground being a portion of the island of the said Benjamin Herr, beginning forty feet above the said dam, and running a line at right angles from said branch up the bank of the island at the distance of forty feet from the water at medium height; thence down said island two hundred and thirty feet, containing forty feet wide, and running parallel with the said branch, together with the full and exclusive right and privilege of all the water and water power that can be obtained in the said branch, and also the free and uninterrupted right, liberty and privilege of erecting mill works and machinery of any kind and description, and all the rights, privileges and appurtenances connected with a grant of said land as specially mentioned and described in a certain indenture of perpetual lease executed by said Benjamin Herr and said Stephen R. Morrison on the 25th day of March A. D. 1836, and recorded in the office for recording deeds, &c., in Book A 3d, vol. 50, page 309, and excepting and reserving to the said Benjamin Herr, his heirs and assigns a part of the privilege of piling and storing timber along that part of the island lying below the mill. Being the same property which the Sheriff of Allegheny County conveyed to said B. P. H. Morrison—subject to an annual ground rent of four hundred dollars.

Seized and taken in execution as the property of Benjamin P. H. Morrison, at the suit of Charles Harlan.

ALSO;

All the right, title, interest and claim of Corydon Marks, of, in and to all that certain lot of ground in the borough of Manchester, being lot No. 39 in the plan of lots laid out by C. L. Armstrong and others, recorded in the office for Recording deeds, &c., in and for said county, in plan book No. 1, page 19, &c., and bounded and described as follows, to wit: Beginning on the easterly side of Preble street, at a distance of 236 feet 9½ inches; southerly from the corner of Walnut street; thence extending in front on Preble street 47 feet 4½ inches to the line of lot No. 98, and in depth easterly preserving the same width, 120 feet to Cedar alley, the said lot being the same which John E. Parke, and Jane, his wife, and Robert M. Parke, and Jane W., his wife, by their deed bearing date December 6, 1849, and recorded in the proper office in said county, in deed book vol. 88, page 357, &c., conveyed to the said Corydon Marks.

Seized and taken in execution as the property of Corydon Marks, at the suit of Wheeler H. Phelps for use.

ALSO.

All the right, title, interest and claim of Alexander Miller, of, in and to all [illegible] the following described real estate, to wit: All that parcel of ground situate in Pitt township being part of lot No. 12 in the Manor of Pittsburgh, and bounded and described as follows, to wit: Beginning at a post on the Farmers' and Mechanics' turnpike road, and running by James Tustin, and land formerly of Anthony Beelen, south 22°, east 40° perches to a post; thence along the top of the River Hill, south 80° [illegible] west [illegible] perches to a post; thence north [illegible] perches to a post on the aforesaid road, and thence by the same north 87° east 8½ perches to the place of beginning, containing 12 acres and 3½ perches strict measure, on which is erected a two storied brick mansion house, two brick tenements, one frame tenement, stables and outbuildings.

ALSO—All those several lots or parcels of ground, situate in Pitt township [illegible] Alex. Miller [illegible]

[illegible]

ALSO.

All the right, title, interest and claim of A. W. Pentland, of, in and to all that certain lot or piece of ground situate in the First Ward of the city of Pittsburgh, bounded and described as follows, to wit: Beginning at a post on the southern side of Second street, at the distance of sixty feet and two and one-quarter inches east from Market street; thence along Second street eastwardly twenty feet and three quarters inches; thence southwardly, and parallel with Market street, seventy-nine feet and ten inches; thence westwardly, and parallel with Second street, twenty feet and three-quarters inches; thence northwardly, and parallel with Market street, seventy-nine feet and ten inches to the place of beginning.

ALSO—All that certain lot situate on the south side of Pennsylvania Avenue, between Boyd and Chestnut streets, in the Eighth Ward, city of Pittsburgh, containing in front on said Avenue twenty-one feet and ten and one-quarter inches, and extending southwardly one hundred and twelve feet, more or less, to Watson street; said lot being No. 1 in a plan of that part of the Watson estate lying between Webster and Bluff streets, made by R. E. McGowin in December, 1849, adjoining the triangular lot fronting on said Avenue.

ALSO—All those seven lots situate in the Eighth Ward, city aforesaid, fronting each twenty feet and six inches on the south side of Watson street, and extending back, preserving the same width, one hundred and twelve feet to Forbes street; being lots Nos. 14, 15, 16, 17, 18, 19 and 20 (and of that series of lots No. 1 of which fronts on Pennsylvania Avenue, between Boyd and Chestnut streets, adjoining the triangular lot,) in the plan aforesaid.

ALSO—All those ten lots situate in the Eighth Ward, city aforesaid, fronting each twenty feet and six inches on the south side of Forbes street, and extending back, preserving the same width, eighty feet and eight and one-half inches to a forty feet street; being lots Nos. 21, 22, 23, 24, 25, 26, 27, 28, 29 and 30 of that series of lots No. 1 of which fronts on Pennsylvania Avenue, between Boyd and Chestnut streets, adjoining the triangular lot, in the plan aforesaid.

ALSO—All those ten lots situate in the Eighth Ward, city of Pittsburgh, fronting each twenty feet and six inches on the south side of a forty feet street, (Pentland street,) located between Forbes and Locust streets, and extending back, preserving the same width, eighty feet to a twelve feet alley; being lots Nos. 31, 32, 33, 34, 35, 36, 37, 38, 39 and 40 (of that series of lots No. 1 of which fronts on Pennsylvania Avenue, between Boyd and Chestnut streets and adjoins the triangular lot.) in the plan aforesaid.

ALSO—All those five lots situate in the Eighth Ward of the city of Pittsburgh, fronting each twenty-two feet and six inches on the south side of a forty feet street, (Pentland street,) located between Forbes and Locust streets, and extending back, preserving the same width, eighty feet to a twelve feet alley; being lots Nos. 27, 28, 29, 30 and 31 (of that series of lots No. 1 of which is the corner of Boyd street and Pennsylvania Avenue) in the plan aforesaid.

ALSO—All those ten lots situate in the Eighth Ward, city of Pittsburgh, fronting each twenty feet and six inches on the north side of Locust street, and extending back, preserving the same width, eighty-seven feet ten and five-sixteenths inches, more or less, to a twelve feet alley; being lots Nos. 41, 42, 43, 44, 45, 46, 47, 48, 49 and 50 (of that series of lots No. 1 of which fronts on Pennsylvania Avenue, between Boyd and Chestnut streets, and adjoining the triangular lot) in the plan aforesaid.

ALSO—All that certain annual ground-rent of twenty-seven dollars, issuing and payable out of that certain lot of ground fronting on Watson street, and being No. 12 on that series of lots No. 1 of which fronts on Pennsylvania Avenue, between Boyd and Chestnut streets, and adjoins the triangular lot, in the plan aforesaid.

ALSO—All that certain annual ground-rent of thirty dollars, issuing and payable out of that certain lot of ground fronting on Watson street, and being No. 13 on that series of lots No. 1 of which fronts on Pennsylvania Avenue, between Boyd and Chestnut streets, and adjoins the triangular lot, in the plan aforesaid.

Seized and taken in execution as the property of A. W. Pentland, at the suit of George S. Selden, for use.

ALSO;

All the right, title, interest and claim and demand of John Parker, of, in and to all the following described premises, situate in the plan of lots laid out by Warner, Painter and Lorenz, in Allegheny City, bounded and described as follows, viz: Beginning on the northwardly side of Main street in said plan at the distance of one hundred and twenty-five feet westwardly from Walnut street; thence running along Main street towards Walnut street thirty five feet six inches; thence on a line parallel with Walnut street one hundred feet to Carpenter alley; thence along Carpenter's alley westwardly thirty five feet six inches to the division line between lots Nos. 26 and 28 in said plan; thence along said division line southwardly one hundred feet to Main street, at the place of beginning, embracing lot No. 26, and ten feet six inches of lot No. 27 in said plan; on which is erected two brick dwelling houses, each two stories high, fronting on Main street, fronting on Carpenter's alley are foundations for two buildings, with cellars dug and walls raised about seven feet high.

ALSO—All that certain other lot or piece of ground situate in the City of Allegheny, bounded and described as follows, to wit: Beginning on the north side of Parke street, at the corner of a street thirty feet wide; thence along said thirty feet street north fourteen degrees and seventeen minutes west two hundred and fifty three feet [illegible] alley [illegible] eighty two degrees and thirty five minutes, east sixty [illegible] feet, thence along the line of lot No. [illegible] two hundred and fifty three feet and two inches to Parke street, thence along Parke street south eighty four degrees and fifty minutes west sixty [illegible] feet to the place of beginning, being lot marked No. 26 in the plan of lots laid out by R. S. Cassatt [illegible]

Seized and taken in execution as the property of John Parker, at the suit of Emerson Gordon & Co.

ALSO

[illegible]

ALSO;

All the right, title, interest and claim of the St. Peter's German Lutheran Church, of, in and to that portion of lot No. 10 in D. Negley's plan of lots in the village of East Liberty, bounded and described as follows, to wit: Beginning at the corner of Plum street and Mill alley, in said plan, to wit, on the north side of said street; thence along said street 70 feet; thence northwardly on a line parallel with said alley 34 feet; thence eastwardly along the line of lot No. 11, and parallel with said street, 70 feet to said alley; thence along said alley to the place of beginning; being the same lot conveyed to the defendants by deed recorded in volume 112, page 313 in the Recorder's Office; on which is erected a one storied building or house of worship, now in the occupancy of the Episcopal Church of East Liberty.

Seized and taken in execution as the property of the St. Peter's German Lutheran Church, at the suit of Caspar Negley.

ALSO;

All the right, title, interest and claim which was of Solomon Schoyer, deceased, in the hands of Wm. P. Baum, surviving James W. Buchanan, administrator of said deceased, with notice to the widow and heirs of deceased, of, in, to and out of all those certain five lots of ground situate in Birmingham, and numbered 75, 79, 80, 81 and 82, in Dr. Frederick Bausman's plan of lots in Birmingham; the said lot 75 fronting twenty feet on Marion street, and the said lots 79, 80, 81 and 82 fronting each twenty feet on Denman street, the former being seventy feet deep and the latter each 80 feet deep, and all being the same which Aline McGuire, with James McGuire, her husband, and James C. McGuire, her trustee, by deed bearing date 7th day of March, 1849, granted and conveyed to Solomon Schoyer.

Seized and taken in execution as the property which was of Solomon Schoyer, deceased, now in the hands of his administrator, at the suit of Aline McGuire, for use.

ALSO;

All the right, title, interest and claim of George C. Stouch, deceased, in the hands of his Executor, of, in and to all that certain messuage and tract or parcel of land situate in Lower St. Clair township, and described as follows, viz: Beginning at a post; thence by lands now or late of Joseph Higbee, south 71½ degrees, east 46 perches to a stone; thence south 7½ degrees, east 40 perches to a post; thence by lands of Robert Shawhan north 17 degrees, east 73 1-10 perches to a post; thence by lands now or late of David Boggs north 88 degrees, west 85 perches to the place of beginning—containing twenty six acres, more or less; on which is erected a dwelling house, barn and other out-buildings.

Seized and taken in execution as the property which was of George C. Stouch, deceased, in the hands of Joseph Henderson, his administrator, at the suit of D. G. Bradford, for use.

ALSO.

All the right, title, interest and claim, of Thomas Simpson, of, in and to all that piece or parcel of land, situate in Collins township, bounded and described as follows, viz: Bounded by the public road leading to the Northern Turnpike; by lands of Catharine Negley, James S. Negley, and James McCully, lately of John N. Berlin, upon which is erected a brick dwelling house and stable, and other improvements, and containing about twenty acres, being the same upon which Thomas Simpson now resides.

Seized and taken in execution as the property of Thomas Simpson, at the suit of Robert Bell.

ALSO;

All the right, title, interest and claim of Adam Tesh, of, in and to all those two certain lots or pieces of ground situate in the Borough of East Birmingham, beginning at the distance of two hundred feet from the north-west corner of Mary street and a twenty four feet alley running [illegible] between Mary and Josephine streets, and fronting twenty feet each on said alley and extending back, preserving the same width, sixty feet to Mary street.

ALSO—Two other lots situate in said Borough, beginning at the distance of forty-eight feet from the south-east corner of [illegible] and Mary streets and fronting each twenty feet on said Mary street, thence preserving the same width and [illegible] back [illegible] hundred and twenty feet to a twenty foot alley.

Seized and taken in execution as the property of Adam Tesh, at the suit of James R. Davis.

ALSO

[illegible]

ALSO

[illegible] John Adam Zeller, [illegible] to all that certain piece [illegible] situate in Pitt township, bounded and described as follows, to wit: Beginning at a pin on the west line [illegible] opposite [illegible] on the middle of said [illegible] northwardly from the [illegible] centre of Pennsylvania Avenue and [illegible] thence south eighty seven and one-fourth degrees, west two hundred and fifty feet to a pin; thence north two and three-fourth degrees, west ninety-six feet to a pin, thence north eighty seven and one-fourth degrees, east two hundred and fifty feet to a pin on Robinson street; thence by the line of said street south two and three-fourth degrees east ninety six feet to the place of beginning; being part of a larger lot in the plan of lots laid out by J. Anderson and recorded in book 66, page —, on which said described piece of ground there is erected a rock cellar. Excepting, however, so much of the above described piece of ground on which there is erected a two-story brick dwelling house and beer hall, situate and fronting on Robinson street, near the junction of Robinson street and Pennsylvania Avenue, being twenty four feet in width on front [illegible] feet in depth, the part above excepted having been sold as the property of John Adam Zeller, and conveyed to [illegible] by Sheriff Magill.

Seized and taken in execution as the property of John Adam Zeller, at the suit of John Lang and others.

ALSO;

All the right, title, interest and claim of Peter Will, of, in and to all that certain lot or piece of ground situate on Pike street, [illegible] Allegheny, and bounded and described as follows, viz: Beginning on Pike street at the corner of [illegible] said Will; thence by right angle with [illegible] southwardly 20 feet, more or less, to a 10 feet [illegible] westwardly 23 feet 5 inches; thence north- [illegible] at right angles with Pike street aforesaid [illegible] Pike street, and thence eastwardly along Pike street [illegible] feet 5 inches to the place of beginning, being [illegible] ground, which was conveyed [illegible] Peter Will by James Sample, by his deed dated September [illegible] book vol. 92, page 481 [illegible]

ALSO—All that other lot or piece of ground adjoining the [illegible] situate in the said city [illegible] bounded and described as follows: Beginning at [illegible] Jackson street thence 20 feet to Philip Shower's [illegible] southwardly along said lot 90 feet, more or less, [illegible] thence westwardly 20 feet to a post, [illegible] northwardly [illegible] feet, more or less, to Jackson street, [illegible] beginning, it being the same lot of ground [illegible] and wife conveyed to said Peter Will [illegible] Allegheny county [illegible] on which is erected a two story [illegible]

Seized and taken in execution as issued, as the property of Peter Will, at the suit of John Mertz.

ALSO

All the right, title, claim and interest of Isaac Williams, [illegible] situate in Upper [illegible] beginning at a post [illegible] Plank road, thence [illegible] to the middle of [illegible] creek north [illegible] four hundredth [illegible] forty seven and [illegible] plank road, [illegible] degrees, west seven [illegible] two acres six [illegible] sold to Benjamin [illegible] by M. B. Brown and wife by deed dated the [illegible] and by Sansbury and wife to said Williams [illegible] the 5th day of December, 1852, upon [illegible] a large house used as a tavern, stable and [illegible]

Seized and taken in execution as the property of Isaac Williams, at the suit of Benjamin Sansbury, for use.

ALSO;

All the right, title, interest and claim of Peter Wallace, [illegible] Robert Nelson, deceased, with notice to Mary Nelson, widow and administratrix of said Robert Nelson, [illegible] and John, Elizabeth, Matthew and Isabella Nelson, [illegible] children of said Robert Nelson, by their Guardian [illegible] David Ritchie, Esq., of, in and to the undivided two [illegible] all that certain ground rent of one [illegible] dollars, issuing out of all that certain lot [illegible] situate in the City of Pittsburgh, marked in the [illegible] Garrison lots, or subdivision of lots Nos. 71, 72, [illegible] Woods' plan, fronting on Liberty street [illegible] feet and [illegible] and three-fourth inches, and extending [illegible] Hand street one hundred and twenty feet [illegible] on which is erected a three story brick warehouse.

Seized and taken in execution as the property of Peter Wallace, surviving, Robert Nelson, deceased, with notice to the widow and heirs of said deceased, at the suit of [illegible]

ALSO;

All the right, title, interest and claim of Samuel Wylie, of, in and to all of the following described property situate in the Seventh Ward, of the city of Pittsburgh, bounded and described as follows: beginning at the corner of Duncan and [illegible] streets, thence along Duncan street 120 feet, more or less, to corner of McClowry's property; thence along the line of McClowry's property 100 feet to property of Robert Gallaher; thence along line of said Gallaher, 100 feet to Granville street, and thence along said street 124 feet to the place of beginning, on which is erected a two story frame dwelling house.

Seized and taken in execution as the property of Samuel Wylie at the suit of John Glenn, Esq., for use.

ALSO;

All the right, title, interest and claim of Henry Woods, of, in and to all that certain piece or parcel of ground situate in Peebles township, lying and being on the southerly side of the Braddock's Field Plank Road, and bounded on the east by lands of Thomas Williams, on the south by the Monongahela river, on the west by a lane dividing said piece of land from that owned by J. J. Roggen's heirs, and on the north by the Braddock's Field Plank Road—containing twenty-eight acres, more or less; on which there is erected one two story brick dwelling and tenant house and school house.

Seized and taken in execution as the property of Henry Woods, at the suit of Bell, Johnston, Jack & Co., and others.

ALSO

[illegible]

ALSO

[illegible] A. Neville [illegible] on the south by Main [illegible] Josephine [illegible] and in depth 120 feet, on which are erected a two story frame house and carpenter shop [illegible] East Birmingham, County of Allegheny [illegible]

Seized and taken in execution as the property of John A. Neville [illegible] at the suit of Frederick Shutte.

ALSO;

All the right, title, interest and claim of John Sarber, deceased, in the hands of his executrix, [illegible] with notice to the heirs of said deceased, of, in and to that certain lot of ground situated in the borough of Lawrenceville, described as follows, to wit: Lot No. 93 in the plan of Lawrenceville, as laid out by Wm. B. Foster, bounded by Butler street on the east, by Pike street on the north, by Market alley on the west line, by lot No. 94 on the south, upon which is erected a large frame house, now used as a tavern, and other buildings, being the same lot of ground conveyed to John Sarber by Wm. B. Foster, by deed dated January 30, 1852.

Seized and taken in execution as the property which was of John Sarber, deceased, in the hands of his administratrix, at the suit of M'Nair & Garrison, surviving Fisk for use.

ALSO;

All the right, title, interest and claim of Conrad Schad, of, in and to all that lot of ground situate in the city of Pittsburgh, bounded and described as follows, to wit: Beginning at the distance of 58 feet from the northeast corner of Magee and Forbes streets, on the east side of Magee street; thence northwardly along Magee street 19 feet to lot No. 4; thence eastwardly along lot No. 4 sixty-two feet to the rear of lot No. 19; thence southwardly 19 feet along lot No. 19 and the rear of lot No. 27 to the rear of lot No. 16, thence westwardly 62 feet along lot No. 16 to Magee street, to the place of beginning; on which is erected a three-story brick dwelling house with stone basement; being lot No. 15 in David Greer's plan.

Seized and taken in execution as the property of Conrad Schad, at the suit of Wilhelmina Seifardt and others.

ALSO;

All the right, title, &c., of Henry Woods, of, in and to all that certain lot of ground, in Peebles township, beginning on the Pittsburgh and Braddock's Field Plank Road, at the corner of a lane adjoining the residence of John J. Roggen, deceased; thence along said road south 21 degrees eight minutes, east 11.5 perches to a pin; thence south 71 degrees 6 minutes, west 69.35 perches to the Monongahela river; thence down the same, north 12.14 perches to the lane aforesaid; and thence along said lane north 71 degrees 6 minutes east 65 perches to the place of beginning—containing four acres and 132¾ perches—on which is erected a two story brick dwelling house, 32 feet by 38 feet, with stone walled cellar, having three rooms on the first or main floor, and four rooms on the upper floor fronting on the afore-aid Plank Road.

Seized and taken in execution as the property of Henry Woods, at the suit of James L. Brown.

TERMS OF SALE—All bids under $50, cash; bids of $50 and over, the purchaser to pay cash $50, and 10 per cent. on the excess.

RODY PATTERSON, Sheriff.

SHERIFF'S OFFICE, January 4, 1856.

J. H. BYRAM. ......T. MAY PIERCE.

BOOK AGENCY.—The subscribers have established a Book Agency in Philadelphia, and will furnish any book or publication at the retail price, free of postage. Any persons, by forwarding the subscription price of any of the $3 Magazines, such as Harper's, Godey's, Putnam's, Graham's, Frank Leslie's Fashions, &c., will receive the magazines for one year and a splendid lithograph portrait of either Washington, Jackson or Clay; or, if subscribing to a $2 and a $1 Magazine, they will receive a copy of either of the three portraits. If subscribing to $6 worth of Magazines, all three portraits will be sent gratis. Music furnished to those who may wish it.

Envelopes of every description and size in large or small quantities furnished. Seal Presses, Dies, &c., sent to order.

Every description of Engraving on Wood executed with neatness and despatch. Views of Buildings, Newspaper Headings, Views of Machinery, Book Illustrations, Lodge Certificates, Business Cards, &c. All orders sent by mail promptly attended to. Persons wishing views of their buildings engraved, can send a daguerreotype or sketch of the building by mail or express.

Persons at a distance having saleable articles would find it to their advantage to address the subscribers, as we would act as agents for the sale of the same.

BYRAM & PIERCE,
nov26:dawly 50 South Third street, Philadelphia.

BLAKELY & RICHEY, REAL ESTATE BROKERS AND AUCTIONEERS, corner of Seventh and Smithfield streets, Pittsburgh, will attend to selling by Auction any property sold by Executors, or by order of Orphans' Court, in the City or County; and to any description of Real Estate out of the City. jal0

BALSAM FIR—100 lbs just received and for sale by [dec17] FLEMING BROS.

RAILROADS.

1856.

ONLY ROUTE WITH THREE DAILY TRAINS FROM PITTSBURGH TO CINCINNATI.

ONLY ROUTE WITH THREE DAILY TRAINS *FROM PITTSBURGH TO DAYTON AND INDIANAPOLIS.*

OHIO AND PENNSYLVANIA AND LITTLE MIAMI RAILROADS.

VIA CRESTLINE AND COLUMBUS.

Quickest Route from Pittsburgh to Cincinnati.

CONNECTING at Cincinnati with U. S. Mail Line Steamers, Covington and Lexington Railroad, Ohio and Mississippi Railroad, and the Lawrenceburgh Route. Connecting via Columbus and Xenia, with the Dayton and Xenia, and Indiana Central Railroads.

THROUGH TICKETS, via Columbus and Cincinnati, to Lexington, Louisville, St. Louis, Indianapolis, &c., &c. Via Columbus and Xenia, to Dayton, Indianapolis, Lafayette, Terre Haute, St. Louis, &c., &c.

THE LITTLE MIAMI via COLUMBUS, connecting with the Covington and Lexington Railroad, the U. S. Mail Line Steamers, the Ohio and Mississippi Railroad, and the Lawrenceburgh Route, offers facilities no other route can give, as through tickets by all the above routes can only be procured via Columbus and the Little Miami Railroad.

The route from Crestline via Columbus being the shortest to Cincinnati, enables a *uniform and safe speed*. Connections are certain, and passengers have full time for meals. By the Forest and Bellefontaine route from Crestline, a *dangerous and break-neck speed is required, and compelled* to overcome distance.

By the route via Columbus to Cincinnati and Indianapolis, passengers ride over roads ballasted and smooth. By the Forest and Bellefontaine route, passengers ride over the roughest roads in Ohio.

THREE DAILY TRAINS, VIA COLUMBUS AND CINCINNATI.

FIRST TRAIN leaves Pittsburgh at 2:30 o'clock A. M. for Crestline, Columbus, Xenia, Cincinnati, Louisville, St. Louis, Lexington and Indianapolis, via Lawrenceburgh Route. This Train arrives at Cincinnati one hour and forty minutes in advance of the Forest and Bellefontaine route.

SECOND TRAIN leaves Pittsburgh at 8 o'clock A. M. for Crestline, Columbus, Xenia and Cincinnati. This Train makes connection only via Columbus to Cincinnati.

THIRD TRAIN leaves Pittsburgh at 3 o'clock P. M. for Crestline, Columbus, Xenia, Cincinnati, Louisville, St. Louis, Lexington and Indianapolis, via Lawrenceburgh Route.

TWO DAILY TRAINS, VIA COLUMBUS, DAYTON, AND INDIANAPOLIS.

FIRST TRAIN leaves Pittsburgh at 2:30 o'clock A. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St. Louis, Cairo, Evansville, &c.

SECOND TRAIN leaves Pittsburgh at 8 o'clock A. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St. Louis, Cairo, Evansville, &c.

THIRD TRAIN leaves Pittsburgh at 3 o'clock P. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St. Louis, Cairo, Evansville, &c.

N. B.—Secure your tickets via Columbus, and you are sure of connections.

Steamers leave Cincinnati daily for Memphis, Vicksburgh, Natchez, New Orleans, &c.

The Columbus being the *direct route*, the Time Tables of the Eastern Roads are arranged to run in close connection with this *reliable route*.

For all information and Through Tickets, please apply at the Ohio and Pennsylvania Railroad Office, (corner office,) under the Monongahela House.

J. G. CURRY, Ticket Agent,
corner Federal Street Station,
GEO. PARKIN, Ticket Agent.
GEO. O. SESSIONS, Agent, Pittsburgh.
dec5 P. W. STRADER, General Agent, Cincinnati.

CENTRAL OHIO RAILROAD.

THREE DAILY TRAINS EACH WAY, (SUNDAYS EXCEPTED.)

And but one Change of Cars between Columbus and Baltimore.

ON AND AFTER MONDAY, June 18th, 1855, Trains will run as follows:

GOING EAST.

Leave	*Express Train.*	*Mail Train.*	*Night Train.*
Columbus	10:00 A. M.	3:30 P. M.	11:30 P. M.
Newark	11:10 "	4:45 "	12:50 A. M.
Zanesville	12:20 P. M.	6:00 "	2:12 "
Concord	12:48 "	6:44 "	3:01 "
Cambridge	1:20 "	7:08 "	3:26 "
Barnesville	2:23 "	8:25 "	4:48 "
Belmont	2:41 "	8:44 "	[illegible]
Arrive Bellair	3:30 "	arr. 9:45	arr. 6:15

GOING WEST.

Leave	*Express Train.*	*Mail Train.*	*Night Train.*
Bellair	9:45 A. M.	5:15 A. M.	6:00 P. M.
Belmont	10:31 "	6:15 "	7:08 "
Barnesville	10:52 "	6:43 "	7:40 "
Cambridge	11:56 "	8:01 "	9:00 "
Concord	12:17 P. M.	8:30 "	9:25 "
Zanesville	12:58 "	9:20 "	10:?0 "
Newark	2:08 "	10:37 "	11:50 "
Arrive Columbus	3:20 "	12:15 P. M.	1:20 A. M.

The Express Train going East will stop to take up or leave passengers at Taylor's, Newark, Zanesville, Concord, Cambridge, Campbell's, Barnesville and Belmont only. Going West will stop only at the above named Stations. The Mail Train will stop at all the Stations where the Mail is to be received or delivered, and at all other Stations, on notice being given. The Night Train will stop at all Stations, on proper notice being given.

GOING EAST.

The 10:00 A. M. Express Train connects at Columbus with the Express Train which leaves Cincinnati at 6 A. M., and with the Train from the West on the Columbus, Piqua and Indiana Railroad; at Newark with morning Trains to and from Sandusky, Mansfield and Mt. Vernon, and with Trains on the Steubenville and Indiana Railroad; at Wheeling with Express Train on the Baltimore and Ohio Railroad, for Baltimore, Washington, Philadelphia and Eastern Cities.

The 3:30 P. M. Train will connect at Columbus with the second Train from Cincinnati; at Newark with Sandusky, Mansfield and Newark Railroad; and at Wheeling with the Night Train on Baltimore and Ohio Railroad. Passengers leaving Louisville and points below Cincinnati, and taking the 9 A. M. Train on Little Miami Railroad, will connect with this Train at Columbus. Passengers leaving Indianapolis and Richmond by morning Train on Indiana Central Railroad will also connect with this Train at Columbus, and reach Wheeling at 9:15 P. M., and leave by 10:30 P. M. Train on Baltimore and Ohio Railroad, arriving in Baltimore at 5 P. M. next day.

The 11:30 P. M. Train connects at Columbus with the Mail Train which leaves Cincinnati at 5:30 P. M., and arrives at Bellair at 6:15 A. M.; connecting with the Accommodation Train on the Baltimore and Ohio Railroad. Passengers leaving Chicago by the Evening Trains can, by this route, *via* Michigan City, Lafayette, Indianapolis and Dayton, reach Columbus in season to take this train; and at Wheeling will take the Accommodation Train for Cumberland, sleep there, and resume by Express Train to Baltimore and Eastern Cities.

GOING WEST.

The 5:15 A. M. Mail Train connects at Bellair with Night Train on the Baltimore and Ohio Railroad; at Newark with Trains to and from Sandusky, Mansfield and Mt. Vernon, and Chicago *via* Monroeville; at Columbus with the Trains for Cincinnati, and with Trains for Xenia, Dayton, Indianapolis and Chicago, *via* Dayton and *via* Urbana.

The 9:45 A. M. Express Train connects with the Express Train from Baltimore, and arrives in Columbus at 3:20 P. M., and connects with Trains going South and West, arriving in Cincinnati at 7 P. M.

The 6:00 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train at 2:15 A. M., direct for Cincinnati, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, St. Louis and Chicago.

ISAAC H. SOUTHWICK, Sup't.

Zanesville, June 18, 1855—[je21]

THE PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE, connecting the Atlantic Cities with Western, North-western and South western States by a continuous Railway direct.

This Road also connects at Pittsburgh with Daily Line of Steamers to all ports on the North-western Lakes; making the most DIRECT, CHEAPEST and RELIABLE ROUTE by which FREIGHT can be forwarded to and from the GREAT WEST.

Rates between Philadelphia & Pittsburgh.

FIRST CLASS.—Boots, Shoes, Dry Goods, (in boxes,) Furs, Feathers, &c.	75c. ₩ 100 lbs.
SECOND CLASS.—Books and Stationery, Dry Goods, (in bales,) Hardware, Leather, Wool, &c.	60c. ₩ 100 lbs.
THIRD CLASS.—Anvils, Bagging, Bacon and Pork, (in bulk,) Hemp, &c.	50c. ₩ 100 lbs.
FOURTH CLASS.—Coffee, Fish, Bacon and Pork, (packed,) Lard and Lard Oil	40c. ₩ 100 lbs.

☞ In shipping Goods from any point East of Philadelphia, be particular to mark package, "*via Pennsylvania Railroad.*" All Goods consigned to the Agents of this Road at Philadelphia or Pittsburgh, will be forwarded without detention.

FREIGHT AGENTS—Moses Potter, Boston; J. L. Elliott, New York; E. J. Sneeder, Philadelphia; Magraw & Koons, Baltimore; Geo. C. Franciscus, Pittsburgh; Shringman & Brown, Cincinnati, Ohio; J. S. Moorhead, Louisville, Ky.; R. C. Meldrum, Madison, Ind.; Ratcliff & Co., St. Louis, Mo.; J. Mitchell & Son, Evansville, Indiana.

H. H. HOUSTON,
General Freight Agent, Philadelphia.
H. J. LOMBAERT,
nov5 Superintendent, Altoona, Pa.

OHIO AND MISSISSIPPI RAILROAD.

BROAD GAUGE.

THE SHORTEST, QUICKEST, CHEAPEST, AND ONLY Route by which Passengers can have all Railroad direct to St. Louis. Time to St. Louis, 27 hours, from Pittsburgh.

THE SIX FEET GAUGE of this Road accommodates wide cars—eleven feet inside—with roomy seats, unattainable on narrow gauge roads.

By the Ohio and Pennsylvania Railroad from Pittsburgh to Crestline, passengers connect with Railroads for Indianapolis—connecting there with Terre Haute and Richmond Railroad for Vincennes. No change of cars at Terre Haute. Baggage checked to Indianapolis, thence to St. Louis.

Trains leave Pittsburgh as follows:

FAST TRAIN leaves at 2 A. M.
MAIL TRAIN leaves at 8 A. M.
EXPRESS TRAIN leaves at 3 P. M.

Passengers make close connections at Crestline for Indianapolis, and there make close connections with Railroad for Vincennes, without a change of cars; and at Vincennes take the Ohio and Mississippi Railroad direct for St. Louis—through in 27 hours; connecting at Sandoval with the Illinois Central Railroad for Cairo, where first-class Steamers can at all times be had for Memphis, Vicksburg, New Orleans, and all points on the lower Mississippi river. Passengers can always find at St. Louis, steamers for the Upper Mississippi, Illinois and Missouri rivers.

This is one hundred miles the shortest route to St. Louis.

FARE—FIRST CLASS.

To St. Louis via Bellefontaine and Union	$18 30
To " " Columbus, Xenia and Dayton	18 30
To " " Columbus, Cincinnati and Lawrenceburg	19 30
SECOND CLASS FARE	12 00

Passengers and Baggage transferred from Depot to Depot free of charge.

For Through Tickets, or further information, please apply to J. G. CURRY, Ticket Agent, O. & P. Railroad Company, corner office, Monongahela House, Pittsburgh, or to GEO. PARKIN, Ticket Agent, Federal Street Station, Allegheny City.

JAMES M. WARD,
Superintendent O. & M. Railroad.
F. KNOWLAND, Agent, Pittsburgh, Pa. [oct19

ALLEGHENY VALLEY RAILROAD.

NOTICE.

Pittsburgh to Crooked Creek,

WITHIN FOUR MILES OF KITTANNING.

ON AND AFTER TUESDAY, December 11, Freight and Passenger Trains will leave Pittsburgh daily, (Sundays excepted,) at 3 o'clock P. M., and stop at the following stations: Sharpsburg, Ireland's, Sandy Creek, Verner, Hultons, Logan's Eddy, Logan's Ferry, Parnassus, Arnold's, Tarentum, Chartier's, McKain's, Freeport, Kiskiminitis, White Rock Eddy, Kelly's, T. Logan's, and Crooked Creek.

Returning, will leave Crooked Creek at 8 o'clock A. M., and stop at all the above intermediate stations.

☞ The Company are prepared to receive and deliver Freight for any of the above stations, at their Freight Depot, corner of Penn and Wayne streets, Pittsburgh.

☞ Tickets can be had at the Company's Office, corner of Penn and Wayne streets, or from the Conductor.

NEW CONNECTIONS.

Stages will leave Crooked Creek on the arrival of the Trains, for Kittanning, Catfish, Curlsville, Middlesex, Redbank, Clarion, Brady's Bend, Rymersburg, Brookville, Smicksburg and Punxatawney.

Fare to Kittanning, $1,25.

☞ The Excelsior Omnibus Line will leave the corner of Fifth and Market streets, in connection with the cars, at 2 o'clock P. M. [dec13] A. J. HOPPER, Sup't.

RAILROADS.

CENTRAL ROUTE.

NEW AND DIRECT ROUTE OPEN! THROUGH Northern Illinois to Mississippi River,

IOWA, MISSOURI, KANSAS AND NEBRASKA.

ALL RAILROAD TO THE MISSISSIPPI.

Chicago, Burlington and Quincy RAILROAD.

FORMERLY THE CHICAGO AND AURORA, AND CENTRAL MILITARY TRACT RAILROAD,

IS NOW COMPLETED, and Trains run the entire distance from CHICAGO TO BURLINGTON, Iowa, without change of Cars.

The Only Direct Route to Burlington, Quincy, Keokuk, Muscatine, Oquawka, Wapello, Fort Des Moines, Council Bluff, &c., and the ONLY ALL RAILROAD ROUTE from Chicago to St. Louis, Bloomington, Clinton, Decatur, Cairo, Springfield, Jacksonville, Naples, and intermediate Stations on the Illinois Central, Great Western, and Ohio and Mississippi Railroads.

Trains on the above Line leave Chicago on the arrival of Trains from the East—avoiding all laying over at any of the points.

Stages leave Burlington daily for Southern and Central Iowa and Northern Missouri—making the quickest and most reliable route to reach all the important points west of the Mississippi as far as Council Bluff, with from forty to fifty miles less staging than by any other route. The Road, for a large portion of the way, is laid with the CONTINUOUS RAIL, the smoothest riding and best Railroad in the West—well stocked with the most modern Locomotives and elegant new Cars.

☞ By this route, passengers are sure of making connections, and arriving at St. Louis on advertised time, avoiding the vexatious delay of fogs and ice, and dangers of navigation, as on the route by Alton.

Baggage checked direct through from Chicago, and no charge for handling at any point.

THROUGH TICKETS by this route can be purchased at all the Railroad Offices in the East; at the Office of the Company, corner of Clark and Lake streets, in the Granite Building; at the Depot of the Galena Railroad, and at the Michigan Central Railroad Office, corner of Lake and Dearborn streets, opposite Tremont House, Chicago.

FREIGHT consigned by this route will receive immediate despatch.

C. G. HAMMOND, Sup't.
C. K. FOLLETT,
General Ticket Agent, Chicago.

☞ TICKETS can be procured at the principal Railroad Offices of the country. mh19

NEW AND DIRECT ROUTE,

FROM PITTSBURGH TO

Columbus, Indianapolis, Chicago,
Cincinnati, Terre Haute, Rock Island,
Louisville, Vincennes, Iowa City,
St. Louis, Evansville, Dubuque,
Dayton, Cairo, Galena,
Xenia, Memphis, Peoria,
Zanesville, Vicksburg, Peru,
Newark, New Orleans,

AND THE PRINCIPAL CITIES IN THE WEST AND SOUTH, *Via the*

Steubenville & Indiana Railroad!

Which is now completed and in successful operation between Steubenville and Newark, Ohio.

Combining Railroad and Steamboat facilities, this route offers to the traveler a degree of comfort unrivalled by any Road running West from Pittsburgh.

Fall Arrangement.

On and after MONDAY, November 5th, 1855, a DAILY LINE of elegant and swift running Steamers, commanded by experienced and accommodating officers, will leave Pittsburgh every day at 5 P. M.

VENTURE............................Captain GORDON.
FAIRY QUEEN........................ " J. C RENO.

☞ Passengers sleep on board, and reach Steubenville at 7 o'clock the following morning—connecting with the Fast Train at 7:15 A. M., making direct connection with Trains for all the above cities—thus obtaining a comfortable night's rest, and *avoiding the fatigue of night travel by railroad.*

☞ Fare as cheap as by any other Railroad route.

For Through and Local Tickets, and further information, inquire of JOHN J. HOUSTON,
No. 115 Water street, Pittsburgh.
GEO. W. FULTON, Superintendent.
L. DEVENNY, General Agent. nov13

PITTSBURGH & CONNELLSVILLE RAILROAD.

OPEN FROM WEST NEWTON TO CONNELLSVILLE, fifty-eight miles from Pittsburgh, on the Youghiogheny River.

This new first-class Road is now open for the transportation of passengers and freight, in connection with the fine steamer EOLIAN, from Pittsburgh to Connellsville, daily, as follows:

The steamer EOLIAN will leave her wharf, above the Monongahela Bridge, every afternoon, at half-past three o'clock, for West Newton, connecting there with the Morning Train leaving at 8:50 for Connellsville, and reaching there at 9:50 A. M., in time for the Stage for Uniontown.

Fare to Connellsville........................$1 75
Fare to Uniontown............................ 2 25

A Train will leave Connellsville in the morning, at 6:15 o'clock, for West Newton, and connect there with the steamer Eolian at 7:30, in time to reach Pittsburgh at 1 P. M.

Fare from Connellsville to Pittsburgh............$1 75
Fare from Uniontown to Pittsburgh................ 2 25

The Local Freight and Passenger Train will leave Connellsville at 10:30 A. M., and returning will leave West Newton at 3:30 P. M., stopping at all way stations for freight and passengers.

On Saturday the usual afternoon train will lie over until the following morning at 8:30 o'clock.

Passengers by the Saturday afternoon boat from Pittsburgh can by this arrangement go forward without delay.

For further information, apply to the Officers on board the steamboat EOLIAN, or to the Agents at West Newton and Connellsville.

D. W. CALDWELL,
oc30 Assistant Superintendent.

ILLINOIS CENTRAL RAILROAD,

CARRYING THE

Great United States Mail and Express.

TWO PASSENGER TRAINS RUN DAILY on its entire length from DUBUQUE TO CAIRO, AND CHICAGO TO CAIRO.

This Road, in connection with Trains of the Ohio and Mississippi R. R. and Chicago and Galena Railroad, forms the most direct and only continuous R. R. route from CHICAGO TO ST. LOUIS, CHICAGO TO CAIRO, CHICAGO TO DUBUQUE.

Trains leave Chicago as follows:

10 A. M. and 10:20 P. M.—ST. LOUIS AND CAIRO EXPRESS. Passengers for St. Louis by this train take the cars of the Ohio and Miss. R. R. at Sandoral, and are carried direct to St. Louis.

9:35 A. M. and 4:10 P. M.—DUBUQUE AND GALENA EXPRESS, connecting at Dunleith (opposite Dubuque) with a Daily Line of Steam Packets for St. Paul and the Upper Mississippi river cities.

Trains leave Cairo for Chicago and Dubuque at 7:30 A. M. and 7:00 P. M.

Passengers from the East and places on the Ohio river, destined for St. Louis, will save 190 miles of tedious and uncertain river navigation from Cairo to St. Louis, and arrive fifteen hours in advance of the river route, by taking the cars at Cairo.

Tickets to St. Louis, Cairo, Dubuque, St. Paul, and all important places by this route, can be had at the office of the O. & P. and C. & P. Railroads in Pittsburgh, and Michigan Central Railroad in Chicago.

R. B. MASON,
je6 Superintend't.

PENNSYLVANIA RAILROAD.

THREE DAILY TRAINS

Between Pittsburgh and Philadelphia.

THE MORNING MAIL TRAIN leaves Pittsburgh for Philadelphia at 7 A. M., and Philadelphia for Pittsburgh at 7½ A. M.

THE FAST LINE leaves Pittsburgh for Philadelphia at 2:35 P. M., and Philadelphia for Pittsburgh at 12:30 P. M.

THE NIGHT EXPRESS TRAIN leaves Pittsburgh for Philadelphia at 9:10 P. M., and Philadelphia for Pittsburgh at 11 P. M.

BLAIRSVILLE ACCOMMODATION TRAIN leaves Pittsburgh daily, except Sunday, at 4:30 o'clock P. M.

BRINTON'S ACCOMMODATION TRAIN leaves Pittsburgh daily at 11 o'clock A. M., 3:30 P. M., and 6:20 P. M.

The above Lines connect at Pittsburgh with the Railroads to and from St. Louis, Mo.; Alton, Galena and Chicago, Ill.; Frankfort, Lexington and Louisville, Ky.; Terre Haute, Madison, Lafayette and Indianapolis, Ind.; Cincinnati, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massillon and Wooster, Ohio; also, with the Steam Packet Boats from and to NEW ORLEANS, ST. LOUIS, LOUISVILLE and CINCINNATI.

THROUGH TICKETS can be had to or from either of the above places.

For further particulars, see handbills at the different starting points. Passengers from the West will find this the shortest and most expeditious route to Philadelphia, Baltimore, New York, or Boston.

THOS. MOORE,
Agent, Passenger Lines, Philadelphia.
J. MESKIMEN,
dec13 Agent, Passenger Lines, Pittsburgh.

Great American and U. S. Express and Mail Route.

72 MILES OF DISTANCE SAVED, AND TWO CHANGES OF CARS AND BAGGAGE AVOIDED.

AIR LINE ROUTE BETWEEN

CHICAGO AND ST. LOUIS,

VIA CHICAGO, ALTON AND ST. LOUIS

RAILROAD,

Formerly Chicago and Mississippi.

CHICAGO TO ST. LOUIS in 15¼ hours. Trains leave the Illinois Central Depot, foot of Water street—

St. Louis Day Express daily, Sundays excepted, 7:15 A. M.
St. Louis Night Express daily, Saturdays excepted, 9:30 P. M.
St. Louis Freight and Emigrant daily, Sundays excepted, 5:30 A. M.

Baggage checked through to St. Louis.

Trains run direct through to Alton, (259 miles,) without change of cars or baggage, and connect with the Company's splendid steamers WINCHESTER and REINDEER, running in exclusive connection with Passenger Trains from Alton to St. Louis, (23 miles,) without landing. These boats, for speed, convenience and elegance, are unsurpassed on the Western waters, being fitted up with Baths and spacious Wash-rooms, affording to passengers the opportunity of removing the dust unavoidable in summer railroad traveling, and reaching St. Louis refreshed from the effects of a long ride.

To KANSAS and NEBRASKA this is the most direct route, and passengers destined for Bloomington, Springfield, Jacksonville, Naples, and all points on the Mississippi, Missouri, Kansas, Cumberland and Tennessee rivers, will note the important saving in distance, being seventy-two miles less to St. Louis, thirty-seven miles less to Bloomington, and fifty-eight miles less to Springfield, than by any other route.

Through Tickets over this route can be procured at the various Railroad Ticket Offices in New York, Boston, Philadelphia, Baltimore, Albany, Buffalo, &c., and at all Through Ticket Offices throughout the States, and in Chicago at the Company's Office, No. 48 Dearborn street, opposite the Tremont House—and at the Depot of the Illinois Central Railroad, foot of Water street.

Responsible Baggage Men will always be at the Depots of the various Roads going into Chicago, to Check Baggage through to any point desired on the line.

R. P. MORGAN, Jr., Superintendent.
H. J. D. SCHERMERHORN,
sep7 General Passenger Agent.

GARTLEY & FOX'S PATENT FAN BLOWERS, for Foundries, Rolling Mills, Smith Fires, &c., patented July 17, 1855.

These FANS are made on an entirely new principle, and will run with less power than any other Fan now in use.

The blowing wheel is much lighter and stronger than that of any other, and from its peculiar construction is less liable to get out of order. The shafts are made of cast steel, and the journals are parallel, running in gun metal boxes.

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