FELLOW-CITIZENS.

... friends from the Country, who ... rendered aid.

... to take the best Legal Advice as to ... ence of July, I submitted the questions ... of unquestioned ability, who ... the following opinion. This opinion ... printed and laid before you, that ... Authorities are acting cautiously ... site ...

... ing the Ordinance, I shall see ... on requires. This can be done ... ers it not resisted, and I hope ... but we must be ready to enforce ... ordinance.

... to catch our citizens generally, ... not calculated to bring about ... pence.

... executed and peace and ... and, I shall not fail to call on ...

... and times for your readiness and ... ing the honor and rights of the ...

... obedient servant,

A. KING, Mayor.

Mayor and Councils of the City

... ed to the right of the corporate ... of Erie to pass and enforce ... ity of the 19th of July, 1853, ... in said city, having been by ... said City presented to the ... gal opinion thereon, they ... about the same as follows:

... question it is enacted "that ... and benefit of the citizens, ... of the streets require that ... of the gauges of the railways, therefore the Erie and ... company is prohibited from ... any other gauge or width of ... locomotive engine of any ... wheels than six feet, and ... company is prohibited from ... any other width or gauge of ... locomotive engine of any ... wheels than four feet ten ... in case any railroad track ... across any of the streets ... of the provisions of this ... Constable is authorised and ... to be forthwith removed ... Streets; and he is authorised ... a sufficient force for that ...

... of April, 1795, 3d Smith's ... 231. Commissioners were ... the "Town of Erie," with ... alleys as they should direct. ... alleys, it is declared, "shall ... highways for ever." The ... ordinance of this act, and ... directions thereof, (covering ... on the bay of Presque Isle,) ... act and supplements, sold ... Town Lots, and convey ... purchasers, calling for these ... At those sales the benefits ... and established as public ... undoubtedly a large part of ... purchasers.

... of March, 1803, re-moddled ... April, 1823, Pamphlet Laws, ... of In-Lots of said Town, (a- ... was incorporated into a Borough of Erie;" and it is ... enacted that the Burgess of said Borough shall have ... legal opinion thereon, they ... about the same as follows: ... question it is enacted "that ... and benefit of the citizens, ... of the streets require that ... of the gauges of the railways, therefore the Erie and ... company is prohibited from ... any other gauge or width of ... locomotive engine of any ... wheels than six feet, and ... company is prohibited from ... any other width or gauge of ... locomotive engine of any ... wheels than four feet ten ... in case any railroad track ... across any of the streets ... of the provisions of this ... Constable is authorised and ... to be forthwith removed ... Streets; and he is authorised ... a sufficient force for that ...

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... of March, 1803, re-moddled ... April, 1823, Pamphlet Laws, ... of In-Lots of said Town, (a- ... was incorporated into a Borough of Erie;" and it is ... enacted that the Burgess of said Borough shall have ... and amend all such Ordinances ... shall be by them deemed ... passed, good order and benefit ... Borough; to improve, regulate ... the streets, alleys and ... and to prohibit and ... nuisances. By act of ... Pamphlet Laws 631, the ... additional portions of ... is incorporated into ... power therein vested in ... Common Councils, to be ... and all the powers thereof ... Burgess and Council of the Borough ... powers are vested in said ... that the streets of the City ... by special Legislative ... in regard to their government ... management is vested in the ... chosen by the citizens, to be ... they shall deem most ex- ... benefit of said citizens.— ... for the time being, are therefore ... the exclusive judges as ... expedient in the premises. ... conduct of the citizens.— ... in question, have deter- ... and benefit of the citizens ... of the streets, require ... in the gauges of the ... entering said city; and ... be removed; and require ... use of such change, to ... such tracks cross the ... being vested with delib- ... powers, it matters not whether ... stated, as to its expediency, ... legal power to act upon the ... that the entire management ... streets are committed to ... have a right to cause to be ... or prevent the placing ... their judgement, and by their ... determined to be an ... determine what regulations in ... other subjects will promote ... Every rail road track on ... crossing of lo- ... cars is manifestly an ob- ... tent. There can, therefore, ... of the Corporate authori- ... tracks, unless they are there ... superior law. Does such super- ... there is it to be found? If it ... in the act or acts incorporating ... the rail road companies, which ... such tracks across the ... be found in either? We may ... it is not in the act incorporating ... Canal Company or its supplements ... the power to construct a rail ... south end of the Franklin ... elsewhere. But the track ... streets of Erie is part of a ... the east end of the Cleveland ... road to the west end ... East road; not touching, ... towards either terminus, ... being in fact, a connecting ... two roads, and not between ... Lake Erie; and declared ... the Supreme Court of Penn- ... constructed by said Compa- ... incorporation, and without ... superior law does not. ... How is it in regard to ... Erie & North East Rail- ... authorises the construc- ... (then) Borough of Erie ... boundary line of the ... and provides "that said ... as not to impede or ... public road, street, lane ... 12th of April, 1842, when ... Borough was Parade ... 12th street, of the 1st sec- ... Does this act confer ... to construct its Road ... not then the Borough, ... The Borough of Erie, ... the western and permi- ... which is to extend from ... of the east line of North ... preposition from, always in- ... off—departing—not en- ... the place or thing from ... to be made. Suppose an ... Legislature of Pennsylva- ... construct a Railroad from ... to the present Railroad do- ... confer the power to con- ... the Bay? or even to the ... it clear that it would do ... to construct a sewer, canal, ... French to State Street would ... to extend such construc- ... A grant of a private or ... owner of a particular field or ... enclosure over his land to a ... the enclosure, would surely ... confer upon the grantee a right ... through or into such enclosure. ... of Pennsylvania, New Jersey ... a Company to construct a ... Philadelphia to the city of New York. ... lawyer seriously contend these ... of driving a Railroad thro' ... their city? Nor is this a mere ... in opposition to the spirit of ... much reason, independent of ... to presume that the Le- ... the construction of this ... question of its exten- ... if desired, to be the subject ... between the Company and the Bor- ... and this from the fact that the ... and moderated rate of speed to ... Cars and their trains should be re- ... running across the streets and through the dense population of a corporate town differs essentially from that which would be perfectly safe and proper elsewhere. It is therefore reasonable and necessary for the protection of the business, the property, and lives of the citizens, that Town authorities should hold a controling power in the premises; and equally reasonable and proper that such municipal authorities should, for the same purposes, control the *location* of all railroads within their Towns. It seems, therefore, clear from the the literal meaning of the words of the enactment, and altogether reasonable from the nature of the case, to assume that our Legislature did not grant, and did not intend to grant, to the Company any right to pass into or through the Borough, independent of the Borough authorities.

Another consideration adding much strength, if any be needed, to the foregoing construction of the act, is that the Legislature, in order to empower the Company to extend their road *through* North East township, thought it necessary specifically to insert the power so to extend. "From Erie to *the east line of* North East;" they, it would seem, well understanding that a power to construct a road *to* North East would not carry the right to *go through* it, otherwise the words "*to the east line of*" would be entirely superfluous. But if after all this, the meaning of the act be by any, considered doubtful or ambiguous, then the construction above given must still prevail. For by a settled rule of law all such doubts and ambiguities must be taken most *strongly against* the Company, which is a private corporation, and in favor of the city, which is a public one. In 12 Penna. State Reports, 320, Commissioners vs N. L. Gas Company, our Supreme Court rule "that where by an act in favor of a private corporation it is sought to control the general powers granted to a public corporation, the intention of the Legislature ought *distinctly* to appear: any ambiguity in the grant must be construed against them and in favor of the public.—The rule of construction in all such cases is that ambignity in the charter of a company must operate against them and in favor of the public." And this accords with an unbroken chain of authorities on the same subject unnecessary to quote, but among which are 11 Pet. 545. 6 Pet. 738 and numerous authorities there collated. Again, a prominent provision in the charter of the Company, not to be overlooked in this investigation, is that its road "shall not *impede* or *obstruct* the free use of any public road or street." Now though a railroad track across a public road in the country may, if properly constructed, be little or no impediment to its free use as a public highway, the case is very different in regard to the crossing of the leading streets of a city. Such crossing with locomotives and trains of cars many times a day, cannot be, without impeding and *obstructing* in a large degree the free use of such streets as public highways. But when the charter of the Company prohibits such obstruction, how can it be claimed that by it they have a right so to obstruct, superior to and overriding the ordinance in question?

There is still another important matter to be considered relative to this subject, which, without the foregoing, appears of itself to be decisive of the question. It is the fact that the Company have not constructed their road to its western terminus at all. That terminus was and is the Borough of Erie, *as it existed at the passage of the act of incorporation*; whether its eastern boundary or centre matters not in this connection.—But the road which the Company have constructed and are using through the city of Erie, no where approaches within fifty rods of even the outer boundary of that Borough, which was and is still its terminus; but on the contrary entering the city 60 rods south of the southeastern corner of the Borough, passes through the city, across its leading streets, and ends at a depot some 50 rods more distant from the centre of said Borough than it is from said centre to its eastern boundary. For the construction of this road through the city we can see no authority whatever in the charter of the Company. And so far as this deviation from its western terminus and eastern extension, as prescribed in the charter of the Company, exist, the said road, for aught we can perceive, has been constructed without the authority of any law whatever. And it will be hard to find a reason by the decision of the Supreme Court in the case of the Franklin Canal Company's road, does not apply to every part of this road within the city, with as much force and effect as it applies to any portion of the road aforesaid. We are aware of the act enlarging the boundaries of the Borough of Erie so as to include the territory over which the road passes, and have no hesitation in saying that it does not affect the position we have here taken. The Borough with its boundaries as they existed at the passage of the act can alone be taken into consideration in giving a construction to it.

In conclusion, we say that in view of the whole premises, and of the fact that the ordinance in question seems reasonable and prudent in not proposing to remove any useful existing structure, though on the streets without authority of law, nor in any manner to prevent or impede the Railroad Company from maintaining their tracks and running their cars across the streets on the same gauges respectively which each voluntarily adopted and put down, and have always heretofore successfully used; and considering it settled that corporate cities through which Railroads pass, (even by superior legal authority,) have a general power to regulate the speed and manner of the running of the cars; and considering that the maintenance of the gauges as they now are may benefit the citizens, and protect their property and lives from danger, by compelling, as it does, the respective trains to slacken their speed in the city, with a certainty which no other ordinance or device could as effectually secure, we, without hesitation, give it as our opinion that the ordinance in question is a legal one, and that the corporate authorities have a right to enforce it in the manner therein pointed out.

In arriving at this conclusion we have not found it necessary to investigate a question of magnitude and importance which might be raised, involving the constitutional power of the Legislature to grant to a private corporation the right (without consent of the lot owners,) to obstruct the free use as public high-ways of those streets which the Commonwealth by its contract with the purchasers guaranteed to them and their heirs and assigns as public highways forever.

All of which is respectfully submitted.

E. BABBITT,
JAS. C. MARSHALL,
MATTHEW TAYLOR.

Erie, Nov. 21, 1853.

TO THE PUBLIC.

The President and Directors of the Erie and North East Railroad Co., have, after full consideration, concluded to change the gauge of their road from a six to a four foot ten inch track. The Mayor, Select and Common Councils of the City of Erie and many of our citizens object to this and denounce in no very measured terms, both the act and the actors.

This, we deeply regret. It would be pleasant to us, if our course in the management of the Erie & North East Road, should, in every particular, meet with and receive the approbation of the public.—Pleasant as this unquestionably would be, yet to discharge our duty to the road of which we are directors, to the city in which we have for many years resided, and to give increased facilities to trade, and commerce, is still more pleasant and imperative.

Under a conviction that our action has been for the best interests of the Erie & North East Road, of the City and County of Erie, of general trade, commerce and travel, and that the prudent and the thoughtful, when the moment of excitement and frenzy has passed by and they are informed of what has been done—what threatened evils have been avoided and benefits secured to our city by our action, that they will approve instead of condemn us, we now address you.

That the Erie and North East Road and the city of Erie have been wronged by the Buffalo & State Line and other New York roads we freely admit.—Long since there should have been a continuation of the six foot track to Dunkirk. Such was the wish of the Directors of the Erie and North East Road from the beginning. For that the six foot gauge was adopted by them—for that they contended as long, and much longer, than there was any prospect or hope of success—for the security of the final accomplishment of that the gauge law of 1851 was passed—and for that they would now as vigorously combat as the prudent among those who denounce our action, if there was the most distant hope of success and if we did not accomplish by the agreement we made, if not all, almost all that our citizens ever contended for. We think, and will in due time show, that we have accomplished more for Erie than the most enthusiastic among her present excited friends ever anticipated by the change of gauge.

All our citizens admit that there should not be the break at Erie, at the State Line, at Dunkirk and at Buffalo. Those breaks are wrong—positively wrong. That those at the line, at Dunkirk and at Buffalo were made by the citizens of New York importing the gauge of Ohio and interposing it between Erie and her Eastern market, we all admit. None have condemned the act more than the directors of the Erie and North East Road. They felt the wrong. To remedy it they laid down the six foot track. Its friends, and the friends of the present arrangement, procured the passage of the gauge law of 1851 to protect the North East Road in the position it had taken, and the firm stand it maintained.

The interests of the Erie and North East Road and the city of Erie, though deserving of every consideration from the board, and though we firmly believe that we have consulted and acted for the very best interests of our city, yet there were other interests presented, to which we were compelled to look, and for which we must care, or acknowledge that we were unworthy of the position we held.—The whole county of Erie, the counties of the State south of us, the whole East and West, the trade, commerce and travel of this wide extended country had a right to appeal and did appeal, to the judgment, the intelligence, the heads and the hearts of the Directors of the North East Road. These interests the Directors were obliged to consider. It was their duty, as we thought, and as we believe every right minded man must think, to harmonize in case of conflict, the interests of the road, of our City, of our County, of that portion of Pennsylvania South of us that travel or transport upon this road, of the West and East and of general trade, travel and commerce.

Our first duty was so to construct the road that its interests would not suffer, and the resources of the City and County of Erie be developed—its business encouraged, and its population and wealth increased. If these ends could be accomplished, and at the same time the intresets of the great public be subserved, we thought and think it was our duty to do so. Whether we have done this or not, let the facts decide. To them, from an excited people we appeal. You know it is an easy thing for even a careful, thoughtful and considerate man but one up on whom there is no official responsibility, to say, as many of our citizens do say, without a full examination, that they would never yield the gauge question, or dishonor themselves by making their town a way station. This may suit such, but it will not satisfy the demand the public have upon the Directors of a road whose duty it is to make full and thorough examinations and then act for the best.

To determine whether the Erie and North East Co. did right or wrong in the agreement they have entered into, it is important that the public should know the terms and conditions upon which it was made—what threatened evils to Erie have been averted—and what benefits secured thereby. When these are known and considered, we think that no sound minded man will doubt the propriety of our course.

The great body of our people, in Town and Country, agree that the gauge might be changed, if an adequate consideration was received. They disagree as to what is an adequate consideration. Some exact one thing and some another. One says, if the road up town is taken up and abandoned, and all the roads run to the Harbor, and the freight and passenger depots erected there, then there should be no objection to the change of gauge. This project has friends, and if we are not mistaken, is the cause of much of the violent action that is now evidencing itself in our city. This project is opposed by those who reside up town and who have purchased and invested largely in real estate on the line of the road and in the vicinity of the present Depots.

It is also opposed by those who cannot see the propriety of running the road over a hundred feet down hill to the harbor for the sake of overcoming the same again in ascending, particularly when the Lake is closed nearly five months in the year and when one day will haul from the present Depot to the Lake during the entire summer, all the trade that passes along *this road designed to be shipped at Erie.*

Another says he would be satisfied to change the gauge if thereby the building of the Eric City Railroad is secured; whilst another would not unless it secured also the building of the Pittsburgh and Erie Road. The great body of our citizens agree that the building of these roads to the Dock if secured, would justify the change of gauge. So we thought. We believe most firmly that by the agreement we have entered into we have secured the building of both the Erie City and the Pittsburgh roads. Some say they have no faith in the guaranty—that they do not believe it is the intention to build the Erie City road. We not only believe but *know* that such is the intention, and that belief and knowledge justified us, even upon the standard of the most excited among our citizens, in entering into the agreement we have.

But let us see what is secured to Erie; to Erie County; to trade and travel by our agreement. The material provisions are these:

The cost of making the change, and all the expenses consequent thereon are to be paid by the two Companies in the ratio of the cost of each road.

An Engine house and such Repair shops and Station Buildings as shall be deemed necessary for the convenient use of the two roads shall be erected, at Erie, with all convenient expedition.

In case satisfactory legislation shall be obtained from the Pennsylvania Legislature authorizing the Franklin Canal Company or its assigns to extend its road Southwardly from Springfield or Girard to the Coal fields in Mercer County, then the Buffalo and State Line Company, or the stockholders thereof shall subscribe or procure reliable subscriptions to such Southern extension to the amount of $100,000, or they may at their option subscribe that amount to the Pittsburgh and Erie Railroad Company.

The Cleveland, Painsville and Ashtabula Railroad Company shall purchase or cause to be purchased $50,000 of the stock of the Erie City Railroad Co.

The Franklin Canal Company shall be at equal expense with the Erie City Railroad Company in purchasing the right of way and in constructing so much of the Erie City Railroad as lies between the present lines of the Roads and the Harbor of Erie as the said Franklin Canal and the Erie City Railroad Companies may use in common—each road having its own track and furnish its own termini at the Harbor.

The above are the advantages positively secured to Erie. Are they not enough? Some say they are not—that more should have been obtained. Ardent, faithfully and zealously did we labor to obtain better terms. One year since better terms were offered. We then rejected them because we had not the charter for the Erie City Railroad—because we had upon our Statute Book the Gauge Law protecting us against competition at the South as well as at home—because then, if we did not own in this State, a majority of the stock of our road, we could command at least an amount that would justify us in contending for the mastery. The facts are different now. We have a charter for a road that gives us a direct communication with the City of New York, by a continuous six foot track from our Harbor, from twelve to fifteen miles nearer than by Dunkirk. The agreement we entered into, if carried out, secures without a doubt the building of that road. That Gauge Law has been repealed and no longer affords us any protection. Of the $600,000 stock of our road, at least three quarters is owned out of this State by men whose interest and determination it is to change the gauge. These facts we knew—we weighed and considered—we gave to them all the thought we could and came to the conclusion contained in the agreement. We think that every prudent and discreet citizen will come to the same conclusion when the present excitement has passed by and a calm consideration has been given to all the facts. It will not do to say because last year we were in favor of preserving the present gauge of the Erie and North East road that we must be so now and forever under any supposable state of facts. Wise and prudent men, at least attempt to accommodate themselves to the state of facts that Trade, Commerce, Travel and Legislation have forced upon them.

We knew that the gauge law, enacted for our protection, was repealed—repealed unfairly by corruption and fraud if you please—still it was repealed by a large majority in the House and by a very decided vote in the Senate. This gave to the Pittsburgh and Erie Road, to the charter of last session secured by citizens of Venango county, and to the North Western road leading from the mouth of Mahoning through the County of Butler, the legal right to construct their roads with a continuous gauge through our State and from the New York to the Ohio line. This we saw and for the interest of Erie were compelled to examine, and on the examination we found that this privilege was not only secured to these roads, but that they were already engaged in carrying them out. The North Western road was surveyed. The citizens of Venango have spent large sums in surveys upon their charter. The citizens of Crawford, with a zeal and unanimity worthy of our imitation, had the contemplated road from the New York to the Ohio line not only surveyed, but the line located in part, put under contract and a large force already engaged in constructing the same.—These facts were known to us. We saw that much of the trade and travel of the East and West, that legitimately belongs to the Lake shore road, must be diverted from us unless something was done promptly to prevent it. The only remedy was to build, or take certain the building of the Erie City Road.—In this way we could induce, and did induce the Little Valley road to abandon the idea of passing through the State south of us by a continuous track.

There is no one but will admit the imminent danger we were in and the importance of providing a sure and certain remedy. Unless the Erie City road was built and the Little Valley induced to meet it at the line, a road with an unbroken gauge would pass south of us and we might never obtain a direct one to the city of New York. That, we thought, would have been to Erie a severe and fatal blow.—We saw that by the change of gauge, this threatened evil could be averted, and with certainty in no other way. As long as it was in the power of the New York Central, the Buffalo and State Line and New York and Erie Roads, by extending, even temporarily, the six foot track from Dunkirk west to the line, no prudent man would invest a large amount in the Erie City road. A few shares might be taken, but stock sufficient to build the road would not be taken until it was made the interest of those roads not to run the six foot track from Dunkirk west. That was accomplished by the agreement we made. Were we right? From the people excited, without these facts, to the people cool, with them, we appeal.

It is said that there is no security in our assertion that the Erie City road will be built. That we do not intend to move any further in it, but will abandon it as soon as the gauge is changed. If it will give any greater or better assurance of our sincerity and our honest intention, we will agree to give any security that can reasonably be asked that the road shall be built and ready for the running stock in eighteen months. The public have then the opportunity to test our sincerity. Is the ability doubted? If the public will ascertain by whom the stock is taken, we hazard nothing in asserting that no sensible man will question the ability. Is our wish to advance the prosperity of Erie called in question? With one exception all that we have is in the City and County of Erie, and who of your citizens is more to be injured or benefited by the proper management of our rail roads, than those who have entered into the agreement about which there is so much excitement? Can any one suppose that it is our wish to deteriorate the real or personal estate of Erie—retard the growth of the City, or injure the business thereof? Erie is our home, in and about it lies our property, and with its prosperity or adversity we are inseparably connected.

CHAS. M. REED,
M. COURTRIGHT,
JNO. A. TRACY,
S. JACKSON,
P. METCALF,
Erie, Nov. 21, 1853. JNO. H. WALKER.

COMFORT & RELIEF FOR THE AFFLICTED

NO ONE MEDICINE FOR ALL DISEASES

The Unequaled Medicine.

W. C. SWEET'S BLACK OILS!!

FOR HORSES and CATTLE.—The best External Remedy now in use for Removing and Curing the following Diseases.

Poll Evil, Colds, Scratches, Sand Cracks, Fistula, Galls, Old Sores, (with or without pipes formed) Proud Flesh, Sweeney, Saddle Boils, Bruises, Fresh Wounds, Sprains, Burns, Rheumatism, Cuts, Contraction of the Muscles, Cracked Heels, Lameness Weakness of Joints, External Poisons, Horn Distemper in Cattle, Hoof Ail, Black Hoof, &c., &c.

WARRANTED IN ALL REASONABLE CASES.

Hivato China Kean, or Hivato Chinese Balsam.

A great remedy for sore Throat and Stomach, Cholera Morbus, Bilious Cholic, Colds, Coughs, Croup or Rattles, Palpitation of the Heart, Hooping Cough, Asthma or Phthisic, Hoarseness, Weak Lungs, Worms, &c.

This preparation has fairly won its truly enviable fame, by many a hard contest. But the remarkable and character of the Medicine, are best illustrated by the words of Famous Roman General "I came! I saw! I Conquered!"

Infallible and no Mistake, Sweet's King of Oils.

This is a regular cure-all medicine in every instance in which it has been applied. *It has proved itself to be the best and most efficacious specific ever offered, for it is found to be the remedy for which mankind is subject. It has been found an Infallible Cure for Piles, Old Sores with or without pipes formed, Sprains, Chapped Hands, Fresh Wounds, Salt Rheum, Hard Tumors, Chilblains, Burns, Scald Head, Cramps, Rheumatism, Crick or Pains in the Back, and Roughness of the skin.* It has been found to be a perfect killer of Bed-Bugs! A good Horse is offered for a Live bed-bug, after having the King of Oils applied to him.

Warranted—Price only 25 Cents.

W. C. Sweet's Family Curative Liniment.

An immediate cure or relief for Cramps, Numbness, Bruises, Sprains, Frost Bites, Acne in the Face, Nervous Head and Tooth Ache, Fresh Wounds, Chapped Hands, Chilblains, Quinsy, &c.

VALUE OF SIGHT!!

W. C. Sweet's Celebrated Infallible Eye Water.

A certain and immediate cure for sore, inflamed or weak Eyes—Warranted

APPROVED BY ALL!

Dr. J. Vanderburg's celebrated Mother Tincture

This is a preparation, that needs no puffing. It has been known for years by an eminent physician to be of great value, and a sure preventive or cure for CHOLERA, and by its timely use many lives were saved during the prevalence of that disease in this country in 1850. Since then it has been found very efficacious in curing Diarrhea, Dysentery or Bowel Complaint, Chills, Fever Ague, Cholic Pains, Cankered Mouth, Drooping Spirits, Pain in the Bowels, Tooth-Ache, &c.

We do not deem it necessary to publish a thousand certificates as the Medicines are all warranted to perform what they claim to give them a fair trial. For sale by J. H. Burton & Co., and Seward & Saxton, Erie, and at Country Stores generally. For further particulars see Pamphlets in hands of Agents. All orders promptly executed by addressing W. C. SWEET,
Nov. 19, 1852—6m97 Rochester, N. Y.

Baltimore Oysters.

WE are daily receiving by express direct from Baltimore, Oysters of the best quality, which we offer for sale by the can and half can. All orders from the country will be promptly attended to Nov. 19, 1853 CLARK & MCCARTER.

CARD.

MRS. N. M. BARRETT would inform her customers and the public in general, that she has returned from New York with the latest style of Winter Millinery, consisting of Velvet, Silk, Plush, and Beaver Hats, Head Dresses, Flowers, Artificial Flowers, French Needle work, Cloak and Dress Trimmings, Cloak Velvet, Hosiery, and Gloves, with a general assortment of Millinery, which she offers at reduced prices, November 19th, 1853, at the Cheap Cash Store, No. 1 Perry Block, Fifth and State sts.

IRON—Round and Square, Flat, Iron Bar, Hoop and Scroll, the cheapest and neatest thing, for sale at CHAPIN & BENNETT.

RICH JEWELRY AND FANCY GOODS!!

STATE-ST., OPPOSITE BROWN'S HOTEL

THE subscriber has received within a few days a large assortment of Fine Gold Watches, Pat. Lever and Guard Chains, Bracelets, Breast Pins, Gut Rings, Gold Pens, Pocket Pencils, Jewel Cases, Fine Silver and Plated Spectacles, Gold Spectacles, Pens together with a great variety of beautiful articles suitable for the holiday. Erie, Nov. 19, 1853—27 T. M. AUSTIN

CLOCKS, Mirrors, Fancy Chairs, Tea Trays, Ware, Pictures and Portrait Frames, worth looking at, nothing more. Nov. 19, 1853—27 T. M. AUSTIN.

SILVER SPOONS, of the best quality, also, Jewelry much so factured by the subscriber, at the sign of the State street. Erie, Nov. 19, 1853—27 T. M. AUSTIN

NOTICE.

D. VANDERWERT, Hollander, from Buffalo, has left his pure Tea store on Cf. or Medicaments, at the store of H. BALDWIN, State street, between 6th and 7th, where it can be had by all who call. Price 25 cents per bottle.

Erie, Nov. 19, 1853. 3w97

PROCLAMATION!

From Citizens of Erie and surrounding country.

KNOW all by these presents, that A. C. STEVENS, *Proprietor of the Boston store, No 3, Wright's Block*, is selling and will continue to sell goods at as low nothing low prices as usual. Purchasing for *cash direct* from the Importers enables him to sell from 10 to 15 per cent cheaper than any other establishment west of the Atlantic cities, his great success so far goes to confirm this statement, concerted with the fact that he always being ready and willing to show his goods and give his prices. Buy your goods at the *Boston Store* and you will save a large percentage which every cash paying customer is justly entitled to. The superior advantage of the cash paying system over the old fogy plan of long credit and never pay has given rise to the rumor that he is selling goods *less than cost*. But be this as it may we are determined to buy our goods where we can buy the cheapest and best, therefore after having run ourselves as we of the leading staple and fancy goods for sale, we will submit the rest to the discrimination and advantage of our numerous friends.

Plain silk dress silks 68 cts per yard; Figured do 75 cts per yard; Fancy plaid and changeable silks from 50 to 75 cts per yard; Black Silk Velvet, Black Prints 4 cts per yard; Bleached sheetings 6½ cts per yard; Cambrick Muslins 4 cts per yard, and a great variety of goods at prices equally low for cash.

Erie, Nov. 12, 1853. 25

Erie & New York City Railroad under contract.

THE Subscriber in anticipation of a good winters trade has fully replenished his stock of Groceries, Wines, Liquors, Woolen and Willow Ware, together with a good assortment of Yankee Notions, to be found in the rear of No. 7, Poor Peoples Row, opposite Brown's Hotel. T. W. MOORE.

Erie, Nov. 12, 1853. 26

DRINK none but pure Wines and Liquors and purchase them at Nov 12-26. MOORE'S, opposite Brown's Hotel.

FRESH Lemons selling at MOORE'S
Erie, Nov. 12, '53-26 Opposite Brown's Hotel, State-st.

WOODEN and Willow ware a good variety at MOORE'S
Nov 12, '53-26 state street

ROCKINGHAM and Stone Ware, any quantity selling at
Erie, Nov. 12, 1853—26 T. W. MOORE'S.

BIRD Cages all sizes and patterns, also bird seed at MOORE'S.
Erie, Nov. 12, 1853—25

THOMPSON'S Washing Compound, a fine article at
Erie, Nov. 12, 1853—26 MOORE'S.

FLAVORINGS all kinds at MOORE'S,
Nov. 12, '53—26 state street.

HUNTER'S can find a supply of good ammunition at
Nov. 12—26 MOORE'S.

The Old Block House Burned.

THAT relic of our last struggle with despotism in the honored city of Erie is no more. It departed from the face of this terrestial globe this morning at 3 o'clock.—Peace go with its ashes. Some grandfather scamp, not having any fear of the Law or common decency, set fire to it and burnt it to the ground. By this act he showed his lack of Patriotism and respect for the citizens of Erie, but he was not entirely devoid of respect for the firm of Goff & Sanford. He left their *New Stock of Fresh Groceries* to gladden the hearts and gratify the tastes of our community with a good selection, and of as good a quality, and at as good bargains as can be had in the city of Erie, (no exception.) Their stock consists of.

Sugars.—Crushed, Granulated, Powdered, Coffee and Brown Sugars by the barrel or pound.

Coffees.—Rio, Laguaria, Maracaibo and Java.

Teas.—Old and Young Hyson, Hyson Skin, Imperial.

Tobacco.—Honey Dew and Cavendish, large and small papers of Chewing, do. in boxes and loose, loose Smoking, Snuff in half bottles, bladders and jars.

Syrups.—Harnes's, Stewart's and N. Y. Syrups by the barrel or gallon, also, P. R. Molasses.

Spices.—Pepper, Alspice, Ginger, Cloves, Nutmegs, Mace, and Cinnamon.

Fruits.—Lemons, Raisins, figs, Citrons, and Prunes.

Candles and Soaps.—Tallow, Adamantine, and Sperm Candles, Brown and White Soaps, Tompson's compound for washing, the best article made, also Toilet and Shaving Soaps.

Nuts.—Pecans, Brazil and Pea Nuts, Filberts, Almonds, English Walnuts and Chesnuts.

Fish.—Cod, Whitefish, Trout and Herrings by the box, barrel and bag.

Drugs.—Epsom and Glauber Salts, Sulphur, Sal Soda for washing, sup. carb. soda, cream tartar, brimstone, castor and sweet oils by the quart or pint, camphor gum, gum arabec, liquorice, Bath brick, salt petre, &c., &c.

Saleratus furnished the trade by the box at all times 25 per cent lower than can be bought elsewhere, as we have been appointed agents for a superior article.

Candies by the box.

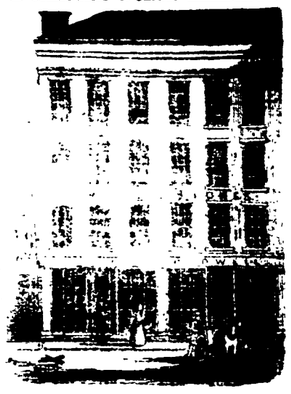
Miscellaneous.—Lamp oil, cracking, wrapping yarn, sardines, pickels, rose water, catsup, sweet oil, pepper sauce, maccaroni, vermacilla, sugar candy, extracts, Hayit's matches by the box, spiral spring, clothes pins, tubs, Pails, brooms: seaweed mats, stone ware, mops and mop handles, bed cords, clothes lines, Liverpool ware, baking powder, British lustre, Mason's blacking, mouse traps, mincing knives, horse cards and brushes, curry combs, faucets, rolling pins, cocoa dippers, ball buckets, whips, &c.

Erie, Nov. 5—25 GOFF & SANFORD.

Stray Steer.

CAME to the premises of the subscriber on or about the 25th of Sept. last, a dark red Steer, will be two years old in the spring, the ear cropped. The owner is requested to call, prove property, pay charges and take it away. OTIS WOLF,
Millcreek, Nov. 19, 1853. 3w

A CHAPTER WORTH READING!!



Great Arrival of Fall and Winter Goods at the Empires.—Greater inducements than ever to those purchasing

DRY GOODS.

WE are now opening our second assortment of Fall and Winter Dry Goods, consisting in part of French and English Merinoes, Chashmeres, Satin De Chinese, Coburg Cloths, all wool plain, plaid and figured De Laines, Persian Twills, Cochmer, Raw Silk and Saxony Plaid, Bombazines, Alapacas, De Bego for Traveling Dresses, &c., &c.

Silks! Silks!!

Another lot of those beautiful plaid, plain brocade and changable Silks, and Canton Crapes; also, a large assortment of the best Gro de Rhine, Lute String and Bischoff's Black Silks from 26 to 36 inches wide.

A very large assortment of plaid, plain, figured and tinseled Bonnet Ribbons; pointed and plain Velvet Ribbons, and Dress Trimmings in great variety; black lace Veils, Gloves, Winter Hosiery, &c., &c.

CLOAKS.

Ladies Cloth Cloaks, and Cloths, nearly all colors; rich Lyon's black and colored Velvets for Mantillas, and a large lot of Cloak Trimmings and Linings.

SHAWLS.

A large assortment, comprising Brocha Long and Square Silk, Thibet, Bay State, long and square, Mixes and all other styles of Woolen Shawls.

French Embroideries.

500 Muslin, Cambric and Lace Collars; Honiton Pointed Collars.

Embroidered Muslin and Cambric Collars from 6 cts. $5.

200 Embroidered Handkerchiefs from 50 cents to $9.

Muslin, Lace, Cambric and Linen Under Handkerchiefs from 3s to $5.

25 set Muslin, Linen and Lace Chimazetts and Sleeves from $2 to $12 per set; beautiful embroidered Bands for Flouncing, rich needle work Edgings and Insertings, from 12½ cents to $2 per yard, together with every thing in the French Embroidery and Lace Goods line.

Staple Goods.

Prints, Ginghams, Bleached and brown Sheetings and Shirtings, 8-4 Linen Sheetings, all grades of Irish Linen, Bleached and brown, Snow Drop and Damask Table Spreads, of superior qualities, Napkins, Diapers, &c., Towels, Ticks, striped Jeanins, plain figured Flannels of all colors, bleached and brown Canton Flannel; very heavy Marseilles and Lancaster Quilts, Damasks, ladies and gentlemen's Silk and Merino Vests and Drawers; Cloths, Cassimeres, Vestings, Seamless Bags, &c., &c.

N. B.—Our stock of House Keeping Goods, including every variety Curtain Materials, Carpets, Oil Cloths, Rugs, Matts, Draggets and Mattings, are complete, and must command the attention of all who are desirous of buying any thing in this line. All of the above Goods have just been purchased whilst the pressure of the money market was at zero, many of them at one-half the cost of manufacturers prices, and will be sold at such bargains as the world never witnessed before.

Erie, Nov. 5, 1853—25 CADWELL & BENNETT.

LADIES CLOAKING. A few pieces of cloaking and trimmings just received at the Cheap Cash Store.
Oct. 15—22. JNO. B. COOK.

OUTLERS.—Pen Pen and Pocket Knives, Razors and Sheers of American and English manufacture, can be found at
Aug. 6, 1853—12. AUSTIN'S, opposite Brown's Hotel.

PERFUMERY.—Genuine German Cologne, Lubin's Extract Sweet Briar, Geranium and other Extracts, just received at
August 6, 1853—12. T. M. AUSTIN'S.

BRIDGES AND TRIMMINGS. Now opening a splendid lot of Fall Ribbon, also Gimps, Braids and Velvet trimmings, all of the latest fashions.
Oct. 15—22. JNO B. COOK.

WROUGHT Linen, Thread, Edgings and Insertings, Cambrick and Muslin to match, a quantity of lace do at
Oct. 22. JACKSON & SON'S

LACE, Lovegand Gauze Veils, Silk Ruches, Pic Nic Mitts and gloves, Kid, Silk and Cloth gloves of all colors and qualities, a good assortment of Ladies' Rubber and any quantity of the latest style of Dress Trimmings, also the best assortment of Bonnet trimmings in the city, viz: Tuffts, and Satin Ribbons for sale by. Oct. 22. JACKSON & SON

BROAD Cloths, Cassimeres, Satinetts, Tweeds and Kentucky Jeans of every style and quantity for sale cheap by
Oct. 22 JACKSON & SON.

ADMINISTRATORS NOTICE!

LETTERS of Administration de bonis non cum testamento annexo have been granted to the subscriber on the estate of Christine Hoover, late of Waterford, Erie County, Pennsylvania, deceased. All persons indebted to the said estate are requested to make immediate payment, and those having claims against the estate will please present them for settlement.

Nov. 2—6t7 BENJAMIN GRANT, Administrator.

FALL and Winter Ribbons, plain, black and colored Velvet Ribbons, plain and pointed, colored do. Embroidered Dress Trimmings, &c., &c., a new and large stock just received; also, Dress Buttons, in great variety, at
Oct. 15.—22. TIBBALS & HAYES.

WE are now receiving a large stock of Fall and Winter Goods. Call and examine them. Our motto cheap as the cheapest. Oct. 15—22. SELDEN & ELY.

WINTER IS COMING,

AND *WARREN has replenished his entire stock of Hats, Caps, Furs, Buffalo