From the New York Herald, Jan. 18.

Pacific Railroad—Speech and Plan of Mr. Gwin—Whitney's Plan—Benton's Plan—The New York Company's Plan.

The late speech of Mr. Gwin, of Californin, in the Senate of the United States, in the exposition and advocacy of his *project* for a railroad from the Mississippi valley to the Pacific ocean, brings up that vast and important subject for the practical consideration of Congress. That the road must be built, has become a fixed fact—that it can be built, nobody doubts—that it will be built, everybody believes; and that it should be built without delay, is the uuiversal judgment of the country.

It remains yet to be determined, however, by what plan and by what route this grand connecting iron ligament between the Atlantic and the Pacific slopes of this broad Union is to be constructed. Of the various plans proposed during the last ten years, the most prominent are those of Whitney and Benton, heretofore presented to the public: and during the present session, the plan of Mr. Senator Gwin, and the plan of the New York Company.

The plan of Asa Whitney, which he agitated in the legislatures of the various States, and in both houses of Congress, for several years, seems to have been dropped, at length, by general consent, as an obsolete idea. It proposed to build a railroad from the southern end of Lake Michigan, taking some pass north of the South Pass, through the Rocky Mountains, so as to about strike the Pacific ocean at Puget's Sound, or the mouth of the Columbia river in Oregon. To achieve this immense work, Mr. Whitney only asked of the Government the alternate sections of a grant of land sixty miles wide, along the entire route from Lake Michigan to the Pacific; the lands to be sold to reimburse the builders as the work progressed, and the road, on its completion, to be surrendered to the government. But a land monopoly like this, however guarded by saving clauses, was destined to fall, as it has fallen, from its own dead weight, to the ground. Besides, such an undertaking, by a solitary individual, is *prima facie* utterly impracticable.

The next prominent project was that of Col. Benton, on a far more imposing and tremendous scale than that of Whitney. Old Bullion is a man of large ideas, and the exploring expedition of Fremont through that vast *terra incognita* between the frontiers of Missouri and Arkansas and the Western ocean had made the venerable Senator an enthusiast in regard to a Pacific railroad, when he drew up and laid his plan before the Senate. He proposed to set out with a grand trunk from St. Louis westward, through the South Pass, or some other neighboring pass, over the back-bone of the continent; and, after crossing it, to strike off with one branch to Oregon, and another to California, providing, also, for still another branch, on the eastern side of the Rocky Mountains, down to Santa Fe, in New Mexico. All these roads were to have a margin of a mile reserved on each side, for stations, depots, &c. And furthermore, in the outset, along the two great lines to the Pacific, he provided first, for the construction of a broad common highway; and there was reserved a similar provision for the Santa Fe line. This great enterprise, throughout, he proposed to rest upon the broad shoulders of the government, and as a basis of capital for the work, to appropriate the proceeds of all public lands to carry it on.

The objections to this plan are apparent. It is too heavy and cumbersome. It will require too much legislation, too much machinery, and too much time to get it started; after which there would be but a shadowy prospect of even the partial completion of the plan, within any reasonable length of time.

Next, we have the plan of Mr. Gwin; and he proposes to take the following route:

The plan proposed requires that the main trunk of a great Pacific railway system shall commence at San Francisco in California, and passing around the southern arm of the bay of San Francisco, through Santa Clara, San Jose, and in a northeast direction across the coast range of mountains, through Stockton, to a point nearly south of the source of the Stanislaus river, thence along the "foot hills" of the Sierra Nevada range, and east of the San Joaquin river and the lake Tulares, to a point designated on the map as "Walker's Pass;" thence eastwardly on and near the parallel of 35 deg. of north latitude, to Zuni, in longitude 32 deg. west, across the Sierra Madre Mountains, by well known passes, through which there are wagon roads now in use, to Albuquerque, a town on the east fork of the Rio Grande, and continuing east on said parallel to a point about thirty-five miles south of Santa Fe, in the meridian of 27 deg. west longitude from Washington; thence southeasterly to the source of Red river, and along the left or north bank of said river to Fulton, near the southwest corner of the State of Arkansas. From this great trunk railway a St. Louis branch will begin, at a point nearly due south of Santa Fe, and taking a northeastly direction will fall in with the road from Santa Fe to Independence Missouri, at or near San Miguel, (a town on the Rio Pecos,) and keeping with said road as near as practicable, to the town of Independence, Missouri; thence by the located roads in that State to St. Louis, thus connecting at that point with the great eastern thoroughfares of the Northern and Middle States, already made, or in process of construction.

He proposes, also, various connecting branches with the main trunk to the Pacific, as follows:

	Miles.
From San Francisco, via Fulton, Arkansas, to Memphis, (main trunk,)	2,000
The Saint Louis branch, from a point on the main trunk, thirty-five miles south of Santa Fe, to St. Louis,	915
The Dubuque branch, from a point on the St. Louis branch, where it intersects the Arkansas river, to Dubuque,	610
The Texas branch, from the source of Red river, on the southern bend of the main trunk, to the source of the Colorado river, and thence to Matagorda, on the gulf,	535
The New Orleans route, from Fulton to New Orleans,	405
And the Oregon Branch, from San Francisco, in California, to Fort Nisqually, in Oregon,	650
Total length of railroad to be constructed,	5,115

But what are the means for this prodigious chain of tremendous railroads?

"The means proposed to construct this railway and branches, is a grant from Congress of public land to the States of Louisiana, Missouri, Arkansas, Iowa, California, and an an appropriation for the construction of the road through the territories, of an aggregate quantity of 152,400 square miles, or 97,536,000 acres; and this appropriation is to meet the expenses of a Pacific railway and branches of 4,400 miles, because from the aggregate length of 5,115 miles, is to be deducted the Texas branch, inasmuch as the government of the United States has no public lands to grant within the limits of that State."

By contracts with the States concerned, these roads are to be completed in five years, excepting the California branches, and the territorial, which, from their greater extent, and difficulties of construction, are allowed an extension of ten years—Congress to regulate freights and fares—roads to be delivered up to government in thirty years—all government officials and transportation to pass over the road in the meantime, free of charge, and to have the preference of transit, &c.

The objections to this plan are the same as those which apply to Col. Benton's, but in a more aggravated form. The plan is too stupendous—embraces too many objects and prospects at the same time, and we apprehend, if attempted, would be found to be utterly unmanageable. Under this impression, therefore, without further argument, we are constrained to drop the plan of Mr. Gwin.

We come now to the plan of the New York Atlantic and Pacific Railroad Company. A bill is now before our State Legislature for the incorporation of this company. After making the necessary provisions for the survey of the route, the bill provides that the company shall finish a single track to the Pacific in five years, and for a line, also, of magnetic telegraph. The capital stock is fixed at a hundred millions, in shares of a thousand dollars each.

The company proposes to build say fifty miles of road, upon which the government of the United States will issue bonds to the company, at so much per mile; and when fifty miles more are completed, another issue of bonds at a fixed amount per mile, to be issued, and so on until the entire work is completed to San Diego.—For this loan of credit, to whatever extent it may be, within thirty millions of dollars, the company propose to carry the mails, officials, naval and other stores; in fact, to transport from the Atlantic to the Pacific all government matter and material, of any kind, for a period of thirty years, free of all charge. This service [a saving in the mails alone of $800,000 a year] will be worth to the government at least three millions of dollars per annum, which in thirty years will amount with interest on expenditures as now made, to upwards of one hundred millions of dollars. This immense sum will be saved to the people of the United States for the mere loan of the government credit to this company for thirty millions of dollars. Every dollar of this credit will be protected by the railroad company, and every dollar liquidated, perhaps before maturity.

To give some idea of the resources of this company, and of the kind of men engaged in this great national enterprise, it is only necessary to state that Peter Cooper, of New Jersey, will furnish the iron, and the Messrs. Norris, of Pennsylvania, the motive power. Contractors of experience, capital, energy and perseverance, have already offered to put the whole line in the hands of engineers and laborers, and have agreed to complete the work within five years. There is no doubt this can be accomplished, as wonderful and extraordinary as it may appear. The route contemplated is the most feasible of any yet surveyed, and if ever a railroad to the Pacific is constructed, it will, most probably, be along the line proposed by this company.

The advantages, then, presented by this plan, are, first, that it combines the public credit, and a large organization of private capital, skill, means, materials, machinery and enterprise in this great work. This is the best and the only practicable sort of combination for the success of so vast a scheme. Undertaken by the Government alone, or by the Government in conjunction with the States, the work would languish from bad management, from excessive expenditures, needless delays, and from continual changes from one set of managers to another, through the intrigues and corruptions of our political elections. On the other hand, no private company upon its own resources, could either undertake or accomplish this work, requiring the basis of a capital of a hundred millions.—We have too many other investments of private capital. The work must necessarily depend upon a combination of private enterprise and capital, and the credit of the Government to begin with. Then, again, the great object of first accomplishing the main trunk, in a single track to the Pacific, is here properly made the leading idea. The object attained, the rest of the work, and all its tributary lines, will be comparatively easy.

It would be a work of supererogation to recapitulate the advanges which would accrue to the country and the government from a railroad across the breast of the continent to the Pacific. These advantages are manifest. It would bind the Atlantic and Pacific slopes of the Union firmly together—it would settle and develop the resources of those vast uninhabited wastes between the Mississippi and the Pacific—it would reduce the cost of the trip to San Francisco from five hundred dollars or less—it would indemnify the government for any outlay, and it would ultimately pay the cost of construction in the article of gold alone; it would bring, with steam lines to China and Australia, the illimitable riches of Asia, and its monstrous cordon of golden islands, via San Francisco to New York to thirty days. The European route to China would be by this port, and by the Pacific railroad and the Pacific Ocean. It would make New York and San Francisco [as they must ultimately be] the queen cities of the earth. Indeed, though we may annex all Mexico and Central America, and open all their lines of oceanic intercommunication, the necessities and advantages of the Pacific railroad will be scarcely diminished.

The subject is now before Congress, and a feasible plan is at length submitted for their consideration. Let them act upon it, or upon some such plan, and the great problem will soon be solved. We already begin to have a lively presentiment of hearing, before the next census, the snorting of the iron horse in the gorges of the Rocky Mountains, and the echoes of his shrill whistle from the hills of San Diego. Let Congress put the ball in motion, for the road must be built. It is the great idea of the country and of the age. It is 'manifest destiny.'

THE PLANK ROAD.—In passing over a portion of the plank road between this city and New London, we observe the work is going on finely. The plank is all laid down to Salt river, with the exception of one mile, which will be completed within a few days.

We also notice that the enterprising contractor, John Morris, Esq., is pushing forward the work on the Salt River Bridge with a good deal of energy. He informs us that he will have it completed by the last of March.—[Messenger.

SUPPOSED MURDERER ARRESTED.

Some two weeks since a young man near Henderson, in Knox county, whose name we have not learned, went out into the woods, with an axe to fell timber, since which time he has not been heard of. His axe is said to have been found in the grove covered with blood. Two young men—boys rather—said that they had given the missing man a good whipping, and were afraid they had killed him. Soon afterward the boys ran away from the neighborhood. When it was found that the young man did not return, considerable excitement was elicited, especially as no clue to to his whereabouts could be obtained, after a thorough search.

Last week an officer from Knox county arrested one of the boys, supposed to have participated in the murder of the missing man, and brought him into town. He contrived to give the officer the slip, but was followed and retaken near Bald Bluff. He was then securely tied on horseback, and conveyed to Knox Co., to undergo a legal examination. We have heard the name of the boy, but refrain giving it at present.

On Sunday evening, we saw a poor woman who, with a little boy, had footed it from Barlington in order to get "into the jail house to see her poor brother," who, as she had been informed was here. When she was informed that he had been only arrested here, and was then in Knox County, she seemed much disappointed, but expressed her determination to walk there to see him, as she had no money. How strong was the sisterly love which actuated this humble woman's heart to visit her brother in his adversity! We trust the poor boy, who was only about 17 years old, may not be found guilty of so atrocious a crime.—Oquawka Spectator.

ACCIDENT.—We regret to learn that our friend Mr. Davis Petty, Assessor of this county, recently had his wrist nearly severed by a circular saw. Two leaders were torn out from his hand by the accident. At last accounts he was doing pretty well.—[Columbia Statesman.

BAD ROADS.—The editor of the Hannibal Journal informs us that they have *one* bad road down there, but claims a plank road to New London as the best in the State. There you have us, friend Clemens. *Our* plank road is not done yet, but we sincerely trust that 'coming events' will place it beyond your power to taunt us in that way next fall.—[Oquawka [Ill.] Spectator.

Glad to hear it, Mr. Patterson, but we will still be ahead of you, for by that time we shall have two more plank roads leading into this city.

HANNIBAL AND NAPLES RAILROAD.

A Springfield correspondent of the Pike county Free Press says:

The Pike County Railroad bill was introduced into the Senate several days since, as you know. To-day it came up in regular order of business, and the vote being upon ordering the bill to a third reading, it failed—eight votes for it, thirteen against it. This defeat of a matter of so much importance to Pike county, as well as to this part of the State, has surprised and disappointed his friends, as it was generally understood that a more liberal policy would prevail at the present session of the legislature.—Much has, and will be said, in relation to the course pursued by Mr. Wood, who is the Senator from Pike and Adams. Previous to the election he gave the most solemn *written* pledges to the voters of Pike that this measure should receive his hearty support; and as he was known to be a reliable and true man, he received the entire whig vote of the county, and by it was elected.

At the June special session of the legislature his bill passed the senate; and I do not hesitate to say that had Senator Wood desired it, the bill would have passed again at this session—true he voted for it; but it was generally understood that he wished it beaten. I well know and much deplore the situation in which he was placed; but it was voluntary on his part; and now the question is, has he redeemed his pledge? To my mind he has not. And unless he calls up this bill again, and by the influence which I know he has, passes it through the Senate, I for one have done with him now and forever.—And just here Mr. Editor, I wish to say further, that I hope and trust the connection between Pike and Adams counties, whether as a Senatorial district—a part of the same Circuit, or in any other way, *whatever*, ought to be separated; and I hope the representatives from this district will attend to this matter.

City Daguerrean Gallery.

LADIES AND GENTLEMEN:—

I beg leave to inform you that I have an excellent room fitted up for taking miniatures, and would just say to you that if you want a gem of superior style, or a picture of excellence and taste, just give me a call, and I will prove it to your satisfaction. I work very cheap, almost for nothing, and find the stuff. Then bring your pins, rings and lockets, and have them filled with pictures that will never fade.

N. B. Room over Marienthal & Block's clothing depot, Main Street, Hannibal, Mo.

jan27-3m. WILLIAM R. GORHAM.

Alexander Buford, and others,
vs.
William Buford, Thomas Buford, Mary Hill, and her husband, Samuel H. Hill, and others, } In the Ralls County Court, State of Missouri.

NOTICE is hereby given to William Buford, Thomas Buford, Mary Hill and Samuel H. Hill, Her husband, heirs or distributees of the estate of Mary Buford, deceased, that application will be made to the County Court of said County, on the first day of the May term of Said Court, for an order to sell the slaves belonging to said estate, and for distribution of the proceeds according to law. ALEX. BUFORD,

Per J. P. Lancaster, agent for plamtiffs.

jan13 8w.

J. A. INSLEE & CO.,

Wholesale Dealers in

FOREIGN AND DOMESTIC LIQUORS,

HAVING again enlarged their establishment, which is now the most extensive in the State, (out of St. Louis,) are prepared to furnish their numerous customers with the choicest articles in their line.

They have now on hand and receiving:

Otard Brandy,	Peach Brandy,
A. Seignette Brandy,	Apple "
Alex. Seignette Brandy,	Holland Gin,
Castillon "	St. Croix Rum,
U. Proprietors "	Jamaica, "
Maglory "	Cherry Bounce

SHERRY,
PORT.
CLARET.
CHAMPAGNE.
RHEIN WINES.
MADEIRA, &c.

500 BBLS. DOUBLE RECTIFIED WHISKEY, of the "Black Horse" Brand.
200 BBLS. "DEXTER'S MAGNOLIA" WHISKEY.
100 BBLS. "OLD MONONGAHELA" WHISKEY.
100 BBLS. "OLD BOURBON" WHISKEY.
25 BBLS. SWEET MALAGA WINE.
100 BBLS. CLARIFIED CIDER VINEGAR, &c., &c.,

All of which are offered to dealers at the very lowest figures. jan26'53-y.

"DELMONICO" RESTAURANT,
Main Street, 3 doors from Bird.

OYSTERS, PIGS' FEET AND TRIPE, served up at all hours, in true Delmonico style.

jan13-5t A. LONG.

House and Lot for Sale.

THE undersigned wishes to sell his House and Lot, situated on Sixth, between Bird and Hill Streets. It is a one story frame house, fixed comfortably for a small family, with all the necessary out buildings, a good garden, all kinds of shrubbery, and a fine well of water.

Possession given immediely, and indisputable title. For terms, &c., apply at the Messenger office, or to

jan27-tf. A. B. McDONALD.

$1000

ONE THOUSAND DOLLARS.

TO any person who will furnish us, within three years, a Set of patterns for a Cooking Stove, Superior to the 'Prairie State' in its operation, durability, neatness of finish and design, we will pay the above named sum of one thousand dollars.

This new and beautiful stove presents itself externally, in a plain dress, accompanied with just and admirable proportions, giving it the appearance of a chaste and tastefully made piece of furniture.

PRAIRIE STATE, Nos. 1, 2, 3, 4.

This stove has been thoroughly tested—from eight een to twenty thousand have been sold in the last three years. It has no equal for draft, durability, and neatness of finish and design. In baking, broiling and boiling it is superior to any other stove. It is very easy to understand using it, and it will do more baking, in less time, and with less fuel and trouble, and will do it better, it is believed by those who are using it, than any other stove. It is well known to all who have used the Prize Premium Stoves, manufactured by G. F. Filley, St. Louis, that the fire drawing through under the oven, it consumes a large quantity of wood, and soon burns out, making it very unprofitable for the buyer. In the Prairie State Stove all these objections are done away. The plates are heavy, which makes the stove durable. This stove is made of the Gray Scotch Pig Iron,—not of the Missouri Mountain Iron; it is well known to all who are acquainted with iron, that the Missouri Mountain Iron is not fit to make Stoves of, as it is too hard and brittle. That accounts for the breaking of the stoves manufactured of that iron; we acknowledge that the Missouri Mountain Iron makes excellent bar iron. The flues, upon which the responsibility and reputation of a stove depend, differ from any ever before used, and are of such a construction and capacity as to insure the most perfect draft. We are satisfied that the Prairie State Stove will last twenty-five years, if properly used. It is nearly double the weight of any other stove of its size in market. Purchasers will bear in mind that it is always cheapest in the end to buy a heavy stove, as more iron is purchased for the same amount of money, than in a light one. This stove has taken the first premiums at all the fairs in the State of New York, and every other State where it has been present. This stove will take larger trimmings, and has a larger oven to its size than any other stove in the universe. This stove is not narrowly constructed on the top, as a stove called the Charter Oak. The Hannibal Mammoth Stove Store is the only place where the genuine Prairie State Stove is sold in Hannibal. I have also a large assortment of stoves of the latest patterns, from every important foundry in the United States, which I will sell at reduced prices; also a large lot of tin and copper ware, all of which I sell fifteen per cent. cheaper than they can be had in this city; for sale at the Hannibal Mammoth Stove Store, corner Main and Bird Streets, opposite the Wild Corner, Hannibal Mo. P. A. HICKMAN.

References:

J. Gore,	R. D. Honeyman,
Judge Cook,	S. McCoy,
Russel Moss,	Briscoe,
Dr. Norton,	H. Westfall,
D. Long,	Dr Rackliff,
A. Bird	J. Barcus, Plank Road Contractor.
Samuel Smith, N. London,	James Quarles,
Dr. I. T. Brittingham,	J. R. Shockley,
G. Caplinger,	Mrs. Francis Brown,
A. Dorson,	Dr. M. F. Brown.

I only give a few references—I could give you five hundred in this vicinity if it were necessary.—The Prairie State Stove is almost entirely used throughout Illinois and Iowa. I warrant every stove and will pay to any person who will produce a perfect Prairie State Stove that will not bake, cook, work and operate as stated, one hundred dollars.—Wholesale dealers will do well to call on me before purchasing, as I can furnish them stoves lower than they can be purchased elsewhere, and a far superior article, as the last year has tested. All of my stoves are manufactured of the best of iron, and I warrant all I sell. Another advantage in purchasing of us is, any plate burning out or breaking by accident, can at any time be replaced. I can assure my customers that my prices will be uniform, and all orders will be promptly attended to.

We are also agents for the Missourian Star Premium, Ohio Premium Stove, Pittsburgh and Cincinnati, and the Old Style Premium, which has been in use for the last ten years. I will attend to getting extra plates for all stoves of every pattern, charging no profit, and nothing for my trouble. I am permanently located in this city, and will accommodate any one who will call on me, if possible.

To the People.

I WOULD solicit the special attention of all persons who know themselves indebted to me, to the fact that with the commencement of this year I am DETERMINED to close up all of my old accounts, either by CASH or NOTE; and that an early call and prompt action on the part of every one of my debtors will oblige Your humble servant,

jan29-tf T. R. SELMES.

1853. 1853.

S. LEE & SON,

Grocers, and Dealers in Liquors,

BOTH FOREIGN AND DOMESTIC,

WILD CAT CORNER,

Sign of the Grand Oriental Black Rooster,

Main Street, Corner of Bird Street,

HANNIBAL, MO.

WE would call the attention of our patrons to the fact that the year 1852 has closed, and that the time-approved custom of commercial transactions is, *to close the accounts* of the Old Year, at as early a period in the New Year, as practicable. Will our patrons bear this in mind, and ACT PROMPTLY upon this suggestion?

We give below, for the benefit of our old customers, and also for that of as many new ones as feel disposed, to deal with us, a list of our BRANDIES and LIQUORS. Give us a hearing, and be your own judge:

200 BBLS. RECTIFIED WHISKY, Black Rooster Brand.
30 BBLS OLD BOURBON, imported from first hands in "Old Kaintuck."
50 BBLS. MAGNOLIA WHISKEY, A. No. 1.
200 BBLS. CIDER VINEGAR.

BRANDIES, WINE AND GIN.

Otard Brdy,	Jamaica Rum,
U. P. Vin'd da,	Santa Cruz do,
Ras'au do,	New England do,
Moreau do,	Peach Brandy,
A. Seignette do,	Madeira Wine,
Port Wine,	Sherry do,
Malaga do,	Holland Gin,

All of which we will sell at wholesale or retail, cheaper than St. Louis prices, for CASH!

jan20'53-tf.

☞ Paris Mercury copy.

MILLINERY AND DRESS MAKING.

MRS. M. J. KIDD

Respectfully informs the ladies of Hannibal and vicinity, that she has just received and opened a new and beautiful assortment of the very latest styles of Fashionable BONNETS, and other Millinery goods, which she is prepared to sell on the most reasonable terms. Her stock consists in part of

Satin and velvet bonnets, emb'd gimp, plain and fig'd ditto, plumes, feathers, fluted linings, bloomer hats, fig'd satin bastrings, ribbons, veils, emb'd under-sleeves and Chemisettes, laces, all kinds and colors, gloves, false curls, bugle head dresses, belts and buckles, band boxes.

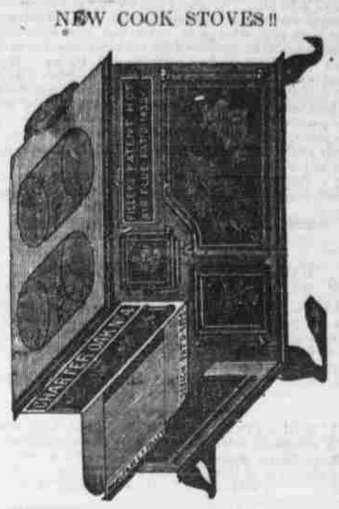
And a variety of flowers of the most fashionable kinds. Mrs. K. invites ladies to call and examine her stock; she is sure they will be pleased. Her goods may be seen for the present at her residence on Palmyra Avenue, near Main street. oc14

Wm. H. Hays, adm'r of the estate of Mary Cleaver, dec'd,
vs.
David Hays, and Robert C. Hays, } In the Ralls County Court, State of Missouri.

NOTICE is hereby given to David Hays and Robert C. Hays, heirs and distributees of the estate of Mary Cleaver, deceased, that application will be made to the County Court of said County, on the first day of the April Term of said Court, for an order to sell a negro girl belonging to said estate, and for a distribution of the proceeds according to law.

jan27-8w WM. H. HAYS.

NEW COOK STOVES!!



PERSONS wishing to buy Stoves, should give us a call, and examine our new Patterns of

"Charter Oak" Cook Stoves,

Having secured the Agency of them for this city. This Stove possesses advantage over common Stoves, in thickness of the Plate, and improvement in the Draft. It is given up by all Stove dealers, and manufacturers, to be the best Pattern for a descending flue, of any Stove Now made East or West.

This Stove was patented September, 1852, and wherever they have been used have given general satisfaction. This Stove weighs some 40 pounds more to the number than any other Stove ever brought to this city. The Plates in them are from ¼ to ⅜ of an inch in thickness. No. 4 weighs over 300 pounds. We warrant them all against fires. These Stoves have a Patent Hot Air Flue, which carries the heat that is generated under the fire plate down the front part of the Stove between two thick plates to the draft at the bottom of the Stove, thereby adding great heat to bake with on the bottom, and remedying that which has always been a fault with Stoves of a descending flue heretofore. The Charter Oak has one flue and one plate more than any Air Tight Stove yet invented.—They will cook with one-half the fuel which one of the ordinary Stoves will, and will last for twenty-five years.

"PRIZE PREMIUM" COOK STOVE.

Patented 1851.

This superior article has only been in use since January, 1851, and since that they have given such universal satisfaction that they are now the principal stove sold up the Illinois, Missouri and Mississippi rivers. The late improvement made by Filley, by putting a division in the draft below, divides the heat as it passes under the oven, and prevents it from all concentrating on the centre of the fire-plate, as it does in other stoves of similar form.

Another great improvement in the Premium Stove is the Patent Damper, which is so constructed as to insure it against breakage by fire; and if necessary, by turning the damper up a little, you can throw the heat under the oven without burning what is baking, as some do.

I have just made another great improvement in Filley's Patent Prize Premium stove, by adding to it a large, heavy Grate, for the wood to rest on, which not only aids the draft, by keeping it always clear, but also keeps the wood from breaking, and burning out the bottom of the stove.

This Grate is made so as to prevent the wood from falling against the doors, and burning them through, as is the case with stoves that have no grates; and as we have the only Premium Cook Stoves that have Grates in them, we hesitate not in saying that we can sell a cheaper and better stove than can be had elsewhere in the western country. Persons wishing to buy stoves would do well to call before purchasing.

The difference between Filley's Patent Premium and other stoves of the same form in use, are, in the first place, the improvements made in the Draft Damper; and secondly, a contraction of the smoke flues, by which the heat is more confined against the Oven, heating it more regular and quicker, and always insures the stove to draw well, in any situation. Thirdly, the boilers are nearer the fire than in most stoves, and having the flue contracted to the width of the boiler in front, it brings all the heat in use. Fourthly, the ovens are much larger than those of most stoves of the same kind in use, and particularly the Cincinnati stoves, as the ovens are very narrow and less useful. In all sizes of the Prize Premium Cook Stove the openings in front and back are the same size—so that you have two oval openings, the Wash Boiler fitting either, or you can make four round holes of a size; and any of the trimmings will fit either hole.

All of the above stoves may be procured at the

ST. LOUIS STOVE STORE,

Main street, 2 doors North of "Brady House."

dec16'52 1y CARTER W. BRYAN.

St. Louis Stove Store.

C. W. BRYAN,

Stove Dealer, Sheet Iron Worker, Coppersmith and Tinner,

Main street, two doors north of "Brady House,"

HANNIBAL, MO.,

Sells, at wholesale prices,

STOVES AND TINWARE.

I INVITE particular attention to the Prize Premium Cook stove, which has given universal satisfaction to all who have used it. I warrant all my stoves for twelve months, and if any of the plates break during that time, I furnish new ones free of charge.

As I design remaining permanently in this place, the public are safe in taking my guarantee for the good performance of the stoves kept by me.

All my stoves are manufactured of Missouri Mountain Iron, and for goodness of metal and beauty of casting, they excel any stoves made in the Western country.

☞ The man who moulds Hollow-Ware for G. F. Filley is considered the best workman in the United States, and this accounts for our Hollow-Ware and Stove Vessels being so much smoother and better than any others you will find in market, whether made East or West.

TIN AND COPPER WARE.

I have constantly on hand, a supply of TIN WARE, to which I particularly invite the attention of the country trade, as the quality of my ware, and the prices, shall be such as to induce them to call on me again.

I will wholesale to merchants living in the country at five per cent. less than St. Louis wholesale prices. I will sell, at retail, Cook Stoves from two to three dollars cheaper than you can buy the same for in St. Louis. All orders from a distance promptly attended to.

Give me a call, if you please, and I will do my best to render satisfaction.

dec16tf CARTER W. BRYAN.

READ THIS!

THE introduction of FILLEY'S STOVES into Northern Missouri, to any extent, has been in the last three years; since which time they have been gradually increasing the manufacture and sale of them; and although, owing to their being light and smooth, and something new, some little difficulty attended the sale and use at first, yet by always making stoves and castings of the best quality of Scotch Pig and Missouri Mountain Iron, they have proved to withstand fire better than any other Casting made in the Western country. The Furnace Castings and Hollow-Ware particularly, have been superseded by it, wherever it has been brought into use, and always given satisfaction.

Having lived here a number of years, and being permanently located here, purchasers can rely on our guarantee as to the quality of the articles sold by us; and as to the operation of our celebrated Prize Premium Cook Stove, just read the certificates of those who have used them, and are using them now. And another advantage a purchaser will have in buying a St. Louis stove of us, he would not only be getting a stove made of the best material in the world, but he can at any time get an odd piece or plate without any charge, by letting us know that such is wanted, as all our stoves are warranted, and, in case of imperfection, the articles will be promptly made good to the purchaser, which he will not find the case with *Cincinnati, Chicago, Pittsburgh, and Eastern made* STOVES, as you cannot get any odd Pieces. Even if they were warranted, it would be impossible to get odd plates from such a distance.

We, the undersigned, having used the St. Louis Stoves manufactured by G. F. Filley, of St. Louis, and sold by Carter W. Bryan, at Hannibal, Mo., take pleasure in recommending them to the public, as superior in point of draft, durability, economy, convenience and ease of regulation, to any stoves which we have ever used:

John I. Ellet,	T. R. Selmes,
George C. Foster,	John B. Chesley,
Dr. L. T. Brittingham,	Wm. Eddy,
Charles W. Mills,	Cyrus Walters,
Henry Utterback,	T. R. Spencer,
Wm. Hawkins,	Geo. A. Shortridge,
A. Ingraham,	[Bloomington, Mo.,
Thomas Coverdall,	J. C. Ogden,
R. Gunter,	D. W. White,
Jesse Wright,	John McGlaughlin,
W. F. Kerchival,	Hiram Blanchard,
Wm. Logan,	Dr. N. Nelson,
Israel Johnson,	B. K. Bryan,
John Fagan,	John L. Matthews,
Washington Moyers,	W. R. Davis,
B. Breeding,	J. Armstrong,
W. L. Lary,	Warren Finley,
J. B. Hayden,	J. C. Henderson,
H. P. Gregory,	Wm. Massey,
Oliver Terrill,	A. Greenlee,
James Emison,	John R. Lewis,
E. Truett,	Levi Barkley,
T. Ballard,	E. Leonard,
I. Tofts,	Hooper Mitchell,
L. Lyle,	John Short,
Daniel Ford,	J. Mosley,
A. M. Hawkins,	Wm. Kidd,
James Thompson,	F. Franklin.

☞ If I want it distinctly understood that the St. Louis Stove Store is the only place in Hannibal where FILLEY'S celebrated stoves are to be had. I have the exclusive privilege of selling the different patterns of stoves in this place, which Filey makes, including all his patent stoves, and no one else can get any of them; consequently, they have not got them to sell. If any one wishing to buy Cook Stoves will come in, I can soon show him the difference between Filley's Premium Cook Stove and other St. Louis Stoves, as I have some of them on hand which I intend to keep for that purpose. I can also soon show them the difference between a Prairie State and a Charter Oak Cook Stove. dec16'52-tf.

300

Of Filley's Celebrated Stoves!

FOR SALE AT THE ST. LOUIS STOVE STORE.

THE SUBSCRIBER takes this method of informing his friends and the public in general, that he has the largest stock and greatest variety of Stoves ever brought to Hannibal, which he is determined to sell low for cash. Persons wanting Stoves would do well to call and examine his stock, particularly his new patterns of Parlor Stoves, among which are the Grecian Parlor and Mound Parlor.

☞ His motto is "Quick Sales and Small Profits."

Main Street, Two Doors North of the Brady House, Hannibal, Mo.

dec16'52-tf CARTER W. BRYAN.

"Down Goes the Price!"

Quick Sales and Small Profits,

AT THE

Cheap Cash Store, on Bird, between Main and Third Streets,

☞ UP STAIRS. ☜

THE SUBSCRIBER returns his sincere thanks to the citizens of Hannibal and vicinity, for their liberal patronage, and hopes to merit a continuation of the same.

"The proprietor will conduct his business on the same plan and principles that like establishments in New York and Boston are now conducted. He will adhere strictly to the "ONE PRICE SYSTEM." Every article will be marked at the very **"Lowest Cash Price,"** and no variation will be made, unless for damage. No misrepresentations or undue urging will be allowed. It is my determination to do a straightforward and honorable business, and free from the tricks so common to the trade, and to make my establishment an attractive and desirable resort to purchasers, for anything under the name of Dry Goods.

My stock consists, in part, as follow:

Prints, every style and color, 8c to 11¼c, for the best Merimacs and Cocheco; Furniture do, 6¼c to 8¼c, madder colors; solid green, yellow, blue and buff, 12½c; fancy French Oil Chints, 27c; high colored, fashionable Mousline de Laines, 14c, 15c, 16c, 18c, 19c, 23c, and 25c; Cashmeres, 28c; fancy fashionable figured Dress Silks, $1, $1 10, and $1 20; black Gro de Rhine Silk, 25 inch, $1, ⅞ do $1 30; Florence Silks, all colors, 35c; Oil Silk 75c per yard. Jaconet Muslins 12c to 35c; Barred do, 12½c to 28c; superfine Bleached Muslin, 7c, 9c, 10c, 12c, and 15c; Bleached Sheeting, three yards wide, 40c; fine Brown Shirting, 10c, 11½c, 13½c, and 16c; heavy No. 1 Brown Sheeting, ⅞ 7c, 4-4 8c, 5-4 10½c; fine brown and bleached drill, 10c; brown Canton Flannel, good, 11c; Bleached do, 12c; Brown do for lining, 12½c; White Flannel, all wool, 28c, 33c, 35c, sup. 50c; Red 25, 30 and 35c; yellow, 33c, Plaid Linseys, 15c, 20c, 40c. Fine Kv. Jeans 33c, Tweed Cassimeres, 60c and 70c. Black Casimet 70c, Shirting and Apron Checks, 10 to 15c; sup. Ticking, ⅞, 15c and 16 2-3c. French Ginghams, 12½c to 25c. Pure Irish Linen, soft finish, 45c, 50c, 65c and 70c; dove colored do, 4-4, 30c; Linen Towel Diaper, 12½c; common brown Linen Table Cloths, $1 and $1 40 per pair. Fine Nankeen 10c; black, green, changeable and dove colored English Merinoes, 40c, 50c, and 5-4 65c. Plain black and figured changeable Mohair Lustres, 25c, 30c, 40c, 55c, and 65c. Fringes, all colors, shades and widths, from ½ inch to the most fashionable 6 inch; black at from 1 cent to $1 per yard—in all, 60 belts; white Curtain Fringe 8c to 12½c; Silk Lace 20c to 45c; Cotton Edgings and Lace 2c to 10c; Ladies' Swiss Embroidered Collars 12 1-2c to 40c; Mourning do 17 1-2 to 20c. Gents' fashionable Linen Shirt-Collars, 3 cents each; do Shirt-Bosoms, 12 1-2c each; Swiss Muslin and Linen Cambric Handkerchiefs, 10c to 35c; Silk do 35c to 85c; fancy Cravats 50c to $1; Fanty Plaid De Laine do, 25c per dozen, hemmed; cotton flag Handkerchiefs, 5 cents; plaid Madras do, 12 1-2c. Fancy Satin Striped Vests, 85c; do silk figure and worsted, heavy, for winter, $1 per vest; Velvet Roundabouts, $1 50; Blanket Overcoats, $1 50; 400 yards fancy fashionable Vestings, cheap; Vest, Coat and pant Buttons, Agate Shirt do, 3 dozen for 5 cents.

Zephyr Worsteds, 1 cent per skein. Infants', Misses' and Ladies' Cotton and Yarn Hose; do do Gloves, Men's Berlin Lined, 30c; grey and red clouded Knitting Yarns; Silk Arm Elastics; Misses' and Ladies' Cotton Elastics.

Bay State Shawls, $2, $2 25, $2 40, $2 50, $2 90; fine double do, $6 20; small yarn do 20c; Berage Scarfs, 50c.

Needles, the best brands assorted in papers, 5c; steel Knitting Pins, 5 cents per dozen; Pins, assorted, 3c; silk and cotton Corset Laces; Ladies' and Gentlemen's Port-Monaies; Mohair Coat Binding; 7 gross black Cotton Tape, at 3 cents per dozen. Gum Suspenders, from 10c to 60c. White Linen Braid, three bunches for 5 cents; Skein Silk, Patent and Cotton Threads, all colors; Coats; Spool Cotton; Letter, Foolscap and Perforated Paper; Steel Pens, Pen holders, Drawing Pencils, Slate do; Copy Books and Red Ink; Cloth and Plush Caps, 25c to 50c; M. H. Fur Caps, 62c to $1 25; Boys' Kip Boots, $1 40 and $1 50 per pair; Men's do $2 20; Infants' Misses' and Ladies' Laced Boots; Misses' Sewed and Pegged Slippers, Nos. 10, 11, 12, 13, 1 and 2, at 25 cents per pair; Boys' and Men's Bregans; Cotton Batting 10c, pound bunches; white and straw colored silk Bonnet Wire