THE DAILY PITTSBURGH GAZETTE.

VOLUME LXXVII---NO. 79.

ESTABLISHED IN 1786.

PITTSBURGH, WEDNESDAY MORNING, FEBRUARY 17, 1864.

GROCERIES, PRODUCE, &c.

THOS. L. McCLELLAND,
(Successor to McClelland & Davis,)
GENERAL COMMISSION MERCHANT IN
Flour, Grain and Provisions.
Special attention given to the purchase and sale of CRUDE AND REFINED PETROLEUM.
No. 87 WOOD STREET, Pittsburgh, Pa. feb1:y

CHARLES C. BAILSEY,
Produce and Commission Merchant.
MERCHANDISE BROKER,
And dealer in all kinds of COUNTRY PRODUCE,
NO. 170 LIBERTY STREET, PITTSBURGH, PA. mh81y

DUNCAN M'DONALD, CHAS. & JNO. ARBUCKLE, (of the late firm of D. & D. M'Donald & Co., Wellsville, Ohio.) } Pittsburgh.
M'DONALD & ARBUCKLES, Wholesale Grocers, Produce and Commission Merchants, jobbers in COFFEE, N. O. SUGAR and MOLASSES, REFINED SUGARS & STEUPS, FLOUR, BACON, TOBACCO, TEAS, RICE, CHEESE, SEEDS, &c., Nos. 242 and 244 Liberty street, Pittsburgh. no16:y

SHRIVER & LAZEAR,
Wholesale
GROCERS AND COMMISSION MERCHANTS,
Nos. 27 and 29 Smithfield St., cor. Second, jan21y PITTSBURGH.

ANDREW MACKEOWN, WILKINS LINHART.
MACKEOWN & LINHART, FLOUR AND GRAIN FACTORS, PRODUCE AND COMMISSION MERCHANTS, for the sale of Flour, Grain, Pork, Bacon, Lard, Butter, Eggs, Cheese, Beans, Tallow, Grease, Feathers, Potatoes, Pot and Pearl Ashes, Seleratus, Linseed and Lard Oils, Dried and Green Fruits, Timothy, Clover, Flax and Grass Seeds. Cash advancements made on Consignments. Apply No. 257 Liberty street, Pittsburgh.

W. M. GORMLY,
WHOLESALE GROCER,
No. 271 LIBERTY STREET, Pittsburgh,
Having purchased the interest of his late partners, will continue the business at the old stand, and will be pleased to receive the patronage of his old friends and customers. my13:tf

WEBB & WILKINSON, COMMISSION MERCHANTS, Wholesale Dealers in WESTERN RESERVE CHEESE, DRIED FRUITS, BUTTER, EGGS, GRAINS, and produce generally. Also, SEATHES, HIDES, OILS, &c., No. 127 Liberty street, Pittsburgh.
Cash advancements made. Consignments respectfully solicited. Jel2-2md

WM. F. BECK & CO., No. 185 LIBERTY street, Pittsburgh, Pa., Wholesale Grocers, Commission Merchants, and dealers in COUNTRY PRODUCE, PROVISIONS, BACON, LARD, BUTTER, EGGS, CHEESE, FISH, &c., PRODUCE, FLOUR, GRAIN, SEEDS, GREEN AND DRIED FRUITS, &c., SALT and LIME. ap26

JOHN R. CANFIELD, COMMISSION AND FORWARDING MERCHANT and wholesale dealer in WESTERN RESERVE CHEESE, BUTTER, LARD, PORK, BACON, FLOUR, FISH, POT AND PEARL ASHES, SALERATUS, LINSEED AND LARD OILS, DRIED FRUIT, and Produce generally, Nos. 141 and 143 Front street, Pittsburgh. oct

THOS. LITTLE, JR. JAMES TRIMBLE.
LITTLE & TRIMBLE, Wholesale Grocers and Commission Merchants, dealers in PRODUCE, FLOUR, BACON, CHEESE, FISH CARBON AND LARD OILS, IRON, NAILS, GLASS COTTON YARNS, and Pittsburgh manufactures generally, 112 and 114 Second street, Pittsburgh.

F. SEYMOUR. J. S. SEYMOUR. WM. S. SEYMOUR.
F. SEYMOUR & BROTHERS, (successors to Seymour & Anderson,) Wholesale Dealers in FOREIGN FRUITS, NUTS AND SPICES, CONFECTIONERY, SEGARS, FIRE WORKS, &c., Nos. 126 and 128 Wood street, above Fifth, Pittsburgh. jy22:y

W. CULP. OTIS SHEPHARD.
CULP & SHEPHARD, COMMISSION MERCHANTS and dealers in FLOUR, GRAIN, AND PRODUCE, No. 243 Liberty street, Pittsburgh. Choice brands of Flour for Bakers and Family use constantly on hand. Particular attention paid to filling orders for Merchandize generally. apl6:y

CHARLES H. LEECH, FLOUR AND GRAIN FACTOR AND COMMISSION MERCHANT for the sale of GRAIN, SEEDS, CHEESE, PRODUCE, &c., and agent for the celebrated Uniontown CEMENT, Nos. 116 Second and 145 First streets, between Wood and Smithfield, Pittsburgh. ap1

GEORGE A. HEAD. GEORGE METZGER.
HEAD & METZGAR, Grocers and Commission Merchants, and dealers in all kinds of Country Produce and Pittsburgh Manufactures, No. 85 Liberty street, opposite head of Wood street, Pittsburgh. apl6:y

G. S. JONES. S. S. JONES.
GEO. K. JONES & SON, Wholesale Grocers and Boat Furnishers, dealers in MAILS SOPS, OAKUM, OILS, PITCHES, and Pittsburgh manufactured articles, No. 141 Water street, above the Monongahela Bridge, Pittsburgh.

ROBERT DALZELL. F. DALZELL.
ROBERT DALZELL & CO., Wholesale Grocers, Commission and Forwarding Merchants, and dealers in Produce and Pittsburgh manufactures, Liberty street, Pittsburgh.

D. WALLACE, Commission Merchant, and Wholesale Dealer in FLOUR and GRAIN, No. 353 Liberty street, opposite Pennsylvania R. R. Passenger Depot, Pittsburgh, Pa.—Storage Warehouse, corner Wayne and Penn streets. ap17:y

TERRY LAMBERT. JOHN SHIPTON. A. WALLACE.
LAMBERT, SHIPTON & CO., Wholesale Grocers and Produce Dealers, No. 6 Strip street, Pittsburgh. jal5

JOHN WATT. JOHN WILSON.
WATT & WILSON, Wholesale Grocery, Commission Merchants, and Jobbers in Produce and Pittsburgh manufactures, No. 152 Liberty street, Pittsburgh. jy22

SAMUEL CUNEAN, JR. JOHN TELFORD.
CUNEAN & CO., TELFORD, Wholesale and Retail GROCERS, FLOUR AND PRODUCE DEALERS, 137 Liberty street, Pittsburgh. apl6

WM. P. LANG.
SCHOMAKER & LANG, COMMISSION MERCHANTS and wholesale dealers in GROCERIES, FLOUR, GRAIN, PRODUCE, &c., No. 329 Liberty street, Pittsburgh. ap16:y

JAS. LIGGETT & CO., CITY FLOUR MILL, No. 1 Mill, corner Liberty and Adams streets, Pittsburgh.
Capacity, 400 barrels per day. apl6

JAMES DALZELL & SON, Manufacturers of LARD OIL, and Commission Merchants, for the purchase and sale of CRUDE AND REFINED PETROLEUM, Nos. 89 and 90 Water street, Pittsburgh. Advances made on consignments.

WM. KIRKPATRICK. JOS. KIRKPATRICK.
J. KIRKPATRICK & BROTHERS, successors to Brown & Kirkpatrick, WHOLESALE GROCERS, Nos. 191 and 193 Liberty street. apl6:y

WILLIAM MEANS. [late W. & A. Means.] JOHN G. COFFIN. [late J. G. Coffin.]
MEANS & COFFIN, successors to McCandless, Means & Co., WHOLESALE GROCERS, corner of Wood and Water streets, Pittsburgh. jy21:y

CHEESE WAREHOUSE—HENRY H. COLLINS, Forwarding and Commission Merchant, and dealer in CHEESE, BUTTER, LARD, FISH, and Produce generally, No. 28 Wood street, above Water, Pittsburgh. my2

HOLLAND BIDDLE, successor to Jno. McGill & Son, No. 183 Liberty street, Pittsburgh, Wholesale PRODUCE, CROCKERY AND COMMISSION MERCHANT. Consignments respectfully solicited. apl6:y

ISAIAH DICKEY & CO., Wholesale Grocers, Commission Merchants, and dealers in Produce, Nos. 59 Water street and 65 Front street, Pittsburgh.

JOHN FLOYD. WILLIAM FLOYD.
JOHN FLOYD & CO., Wholesale Grocery and Commission Merchants, Nos. 172 Wood and 169 Liberty street, Pittsburgh. jel6

CHARLES H. CALDWELL, (successor to James Holmes & Co.,) PORK PACKER and dealer in PROVISIONS, corner of Market and Front streets, Pittsburgh. jan

G. J. TOWNSEND, (successor to Jackson & Townsend,) PORK PACKER and dealer in PROVISIONS, No. 12 Fourth street, near Liberty, Pittsburgh. apl6

MARK HARVEY. H. VOIGT & CO., successors to H. D. G. CRAIG, PRODUCE AND COMMISSION MERCHANTS, 347 Liberty street, Pittsburgh.

JOHN I. HOUSE. EDWARD HOUSE.
JOHN I. HOUSE & CO., Wholesale and Retail GROCERS AND COMMISSION MERCHANTS, Market st. Smithfield and Water streets, Pittsburgh.

COOK, PETTIT & CO., Commission Merchants, and dealers in PRODUCE, FLOUR, BACON, WOOL, GRAIN, &c., No. 13 Smithfield street, Pittsburgh. my21y

EDWARD HAZELTON, WHOLESALE GROCER AND COMMISSION MERCHANT, Wood corner of the Diamond, No. 15, Pittsburgh. mh16:y

WILLIAM BAGALEY, Wholesale Grocery, Nos. 13 and 20 Wood street, Pittsburgh. jel6:y

ALEXANDER KING, Wholesale Grocer, Importer of SODA ASH, No. 273 Liberty street, Pittsburgh. apl6

EDGERTON & STEWART, Wholesale GROCERS AND COMMISSION MERCHANTS, No. 107 Wood street, Pittsburgh. jel6:y

ATTORNEYS.

A. H. SNOWDEN. JAMES N. PATTEN. ALEX. S. WILSON.
SNOWDEN & PATTEN, Attorneys-at-Law, Office, No. 116 Fourth street, Pittsburgh.

S. A. R. G. SCHOYER, Attorney-at-Law, Office, No. 116 Fourth street, Pittsburgh.

J. M. STONER, Attorney-at-Law, Office, No. 150 FOURTH ST., PITTSBURGH, Morrow's Old Stand. Collections made and other legal business attended to with fidelity. my2:y

MANUFACTURERS, &c.

DUQUESNE BRASS WORKS,
CADMAN & CRAWFORD,
Manufacturers of every variety of finished
BRASS WORK FOR PLUMBERS, STEAM OR GAS FITTERS, MACHINISTS, AND COPPERSMITHS.
BRASS CASTINGS, of all descriptions, made to order. STEAMBOAT WORK, STEAM AND GAS-FITTING, and REPAIRING, promptly attended to. Particular attention paid to fitting up REFINERIES FOR COAL AND CARBON OILS.
Also, Sole Agents for the Western District of Pennsylvania for the sale of MARSH, LAURDELL & CO.'S PATENT SYPHON PUMP, the best ever invented. Having no valves it is not liable to get out of order, and will throw more water than any pump of equal size. apl9

W. S. MACKINTOSH, Jr., HEMPHILL. N. F. HART.
IRON CITY WORKS.
MACKINTOSH, HEMPHILL & CO.,
FOUNDERS AND MACHINISTS,
Corner of Pike and O'Hara, and Pike and Walnut Streets,
(Near City Water Works.)
Manufacturers of stationary and other ENGINES, ROLLING MILL CASTINGS and MACHINERY, of all kinds, and general jobbers.
Prompt attention given to repairing ROLLING MILL MACHINERY. de30:y

JOHN HALL & CO.,
VALLEY FORGE PLOW WORKS,
PITTSBURGH, PA.,
Manufacturers and dealers in all the different kinds of PLOWS, PLOW CASTINGS, SCOOPS, CUTTING BOXES, &c. With greatly increased facilities for doing business, we earnestly invite dealers to give us a call. Manufactory, Temperanceville. Warehouse, Cecile alley and Liberty St., Pittsb'gh.
JOHN HALL,
T. J. HALL,
STEPHEN WOODS,
JAS. J. BROWN.

BLACK DIAMOND STEEL WORKS,
PITTSBURGH, PA.
PARK, BROTHER & CO.,
Manufacturers of
BEST QUALITY REFINED CAST STEEL,
Square, Flat and Octagon, of all sizes, Warranted equal to any imported or manufactured in this country.
Office and warehouse, Nos. 149 and 151 FIRST and 120 and 122 SECOND STREETS, Pittsburgh. fel1:1yd

WILLIAM BARNHILL & CO., BOILER Makers and Sheet Iron Workers, PENN STREET, bet. 9th and 10th sts. Having secured a large yard and furnished it with the most improved machinery, we are now prepared to manufacture any description of BOILERS, in the best manner, and warranted equal to any made in the country. CHIMNEYS, CUPOLAS, FIRE BIRDS, STEAM PIPES, LOCOMOTIVE BOILERS, CONDENSERS, SALT PANS, TANKS, OIL STILLS, AGITATORS, SETTING PANS, WATER IRON BRIDGES, SUGAR PANS, and sole manufacturers of BARNHILL'S PATENT BOILERS. Repairing done on the shortest notice. de18:tf

BRITANNIA AND BRASS WORKS.
COLLINS & WRIGHT,
(Successors to Orin Newton.)
Manufacturers of CASTOR FRAMES, MUGS, CUPS, LADLES, and a great variety of BRITANNIA WARE. Also, CARBON OIL LAMP BURNERS and LAMP BRASSES generally, No. 139 Second street, Pittsburgh.

ALLEN M'CORMICK & CO., VALLEY FOUNDRY, Pittsburgh.
Warehouse, 231 LIBERTY STREET.
Manufacturers of COOK, PARLOR AND HEATING STOVES, PARLOR AND KITCHEN GRATES, HOLLOW WARE, etc., Steel and Glass Models, Building Mill Castings, Mill Gearing, Gas, Water and Arrastra Pipe, Sad Irons, Dog Irons, Wagon Boxes, Sugar Kettles, Pulleys, Hangers, Car Wheels, Doupings, and Castings generally. Also, Jobbing and Machine Castings made to order. Patented Portable Mill with Steam or Horse Power.

S. SEVERANCE, No. 53 WATER ST., Pittsburgh, manufacturer of BOILER RIVETS, WROUGHT SPIKES, common and railroad, of every description.
Particular steel or shaped SPIKES and RIVETS, large or small, made to order at short notice. A good assortment constantly on hand. my30:m

WELLS, RIDDLE & CO., No. 215 Liberty street, opposite Sixth, Pittsburgh, manufacturers of WHITE, COLORED AND SWITCH TIES, and every description of LEATHER BRAIDED WORK.
Orders solicited from the trade, and goods promptly shipped as per instructions. feb7:y

D. & W. BENNETT, Manufacturers of WHITE STONE CHINA and CREAM COLORED WARE.
Office and Warehouse at No. 73 FIFTH STREET, mh15:y

DRY GOODS.

JOHN WILSON. JAMES N. CARR. DAVID N. CARR.
WILSON, CARR & CO.,
(Late Wilson, Pogue & Co.,)
Wholesale dealers in FOREIGN AND DOMESTIC DRY GOODS, No. 84 Wood street, third house above Diamond alley, Pittsburgh. ap10:tf

SAM'L M. LAPE. J. LYON KAY. ELI SLOAN.
LANE, McABOY & CO., Dealers in FOREIGN AND DOMESTIC DRY GOODS, No. 140 Federal street, (second door below new Market House,) Allegheny City.

EATON, MACRUM & CO., Wholesale and Retail Dealers in TRIMMINGS, EMBROIDERIES and DRY GOODS, of every description, Nos. 17 and 19 Fifth street, Pittsburgh.

MACRUM & GLYDE, Wholesale and Retail Dealers in FANCY AND STAPLE DRY GOODS, TRIMMINGS, &c., No. 75, Market street, between Diamond and Fourth, Pittsburgh.

J. M. BURCHFIELD, (successor to J. Burchfield & Son,) Wholesale and Retail Dealer in STAPLE AND FANCY DRY GOODS, Northeast corner of Fourth and Market streets, Pittsburgh.

JOSEPH HORNE, Wholesale and Retail Dealer in DRY GOODS, TRIMMINGS, DRY GOODS, &c., Nos. 77 and 79 Market street.

J. W. PARKER & CO., Dealers in all kinds of DRY GOODS, No. 85 Market street, between Third and Fourth streets, Pittsburgh.

H. PALMER, No. 84 Wood Street, Dealer in BONNETS, HATS, STRAW TRIMMINGS, and STRAW GOODS generally.

DRUGGISTS.

SIMON JOHNSTON, Dealer in PURE DRUGS AND CHEMICALS, PERFUMERY, FANCY GOODS, BURNING FLUID, OILS, FAMILY MEDICINES, &c., of strictly prime quality, which he offers at the lowest prices. Corner Smithfield and Fourth streets, Pittsburgh. Prescriptions carefully compounded at all hours.

A. FAHNESTOCK & CO., Wholesale Druggists and manufacturers of WHITE LEAD AND LITHARGE, corner of Wood and Front streets, Pittsburgh.

DR. GEORGE H. KEYSER, Druggist, No. 140 Wood street, corner of Virgin alley, Pittsburgh.

INSURANCE AGENTS.

J. GARDINER COFFIN, Agent for Pennsylvania, Philadelphia and Mutual Insurance Companies, Northeast corner Wood and Third sts.

W. P. JONES, Agent North America, State of Pennsylvania, and Hartford Insurance Companies, 57 Water street.

SAMUEL REA, Secretary Citizens' Insurance Company, corner Market and Water sts.

F. M. GORDON, Secretary Western Insurance Company, 92 Water street.

D. K. BOOK, Secretary Allegheny Insurance Company, 87 Fifth street.

MUSIC, &c.

CHARLOTTE BLUME, Dealer in MUSIC AND MUSICAL INSTRUMENTS. Sole agent for KRAKE & CO.'S PIANOS, HAINES BROS. PIANOS, and FRENCH & CO.'S MELODEONS. No. 65 Fifth street, second door above Wood, Pittsburgh. Pianos to let, and taken in exchange for new. apl9

H. KLEBER & BRO., Dealers in MUSIC AND MUSICAL INSTRUMENTS, and sole agents for STEINWAY'S CELEBRATED PIANOS, No. 85 Fifth street, Pittsburgh. my23

CHARLES C. MELLOR, Dealer in PIANOS, MELODEONS, &c., No. 91 Wood st., between Fourth street and Diamond alley, Pittsb'g.

BOOKSELLERS, &c.

WM. G. JOHNSTON & CO., Stationers, Blank Book Manufacturers and Job Printers, No. 67 Wood street, Pittsburgh. ap30

KAY & CO., Booksellers and Stationers, No. 95 Wood street, next door to the corner of Third, Pittsburgh. SCHOOL and LAW BOOKS constantly on hand.

J. L. READ, Bookseller and Stationer, No. 73 Fourth street, Apollo Buildings.

REAL ESTATE AGENTS.

WILLIAM WARD, Dealer in PROMISSORY NOTES, BONDS, MORTGAGES, and all securities for money.
Persons can procure LOANS, through my agency, on reasonable terms.
Those desiring to invest their money to good advantage, can always find first and second class paper at a large rate of interest.
Notes and Mortgages bought and sold on Commission. Office, No. 84 Fourth street.

Pittsburgh Gazette.

S. RIDDLE & CO.,
EDITORS AND PROPRIETORS.

TERMS OF THE GAZETTE.

MORNING EDITION, by mail, per year.....$8 00.
" " month..... 70.
" " week..... 18.
" " single copies..... 3.
EVENING EDITION, by mail, per year..... 4 50.
" " month..... 38.
" " week..... 10.
" " single copies..... 2.
WEEKLY EDITION, single copies, per year... 2 00.
" " clubs of 5 to 10, " ... 1 50.
" " clubs of 10 or more " ... 1 25.

—and one extra to the party sending club. For a club of fifteen, we will send the EVENING GAZETTE daily. For a club of twenty, we will send the MORNING GAZETTE daily. Single copies, 5 cents.

☞ All subscriptions strictly in advance, and papers always stopped when the time expires.

WEDNESDAY MORNING:::FEB. 17, 1864.

Darling Raid by Guerrillas on the Baltimore & Ohio Railroad.

The Baltimore *Sun* gives the following account of the recent daring predatory raid on the Baltimore and Ohio Railroad:

"The express passenger train, which left Camden street depot on Thursday night, for Wheeling and intermediate points, was captured by a company of Confederates when near Kearneysville depot, about eight miles west of Harper's Ferry. It appears that a switch had been turned, and the usual signal, the waving of a lighted lamp, made by the raiders as the train approached. The signal caused the engineer to stop the engine. The train was then surrounded by the raiders, and a number of armed men entered the cars. The passengers, among whom, of course, there was great consternation, were more or less mulcted in the shape of ransom. Some produced greenbacks, other watches, while several reluctantly gave diamonds, breastpins or rings, as equivalents for their personal liberty.

"No one was injured, nor was there the least disposition on the part of the raiders to take any prisoners.

"Several members of the Maryland State Legislature, delegates from the western counties, were among the passengers, but on the occasion are represented to have been quite taciturn as to their official positions. Their greenbacks and watches are said to have formed a part of their booty. It was also stated that several Federal officers and soldiers were on the train, but fared no worse than their fellow passengers. After the raiders accomplished their purpose, they ran the locomotive and tender off the track, causing some injury to the engine. They then left the train, going through the fields in the direction of Smithfield, a small village in Jefferson county, Virginia.

"Although a company of Union troops were stationed within a short distance of where the train was stopped, none of the passengers or employees of the road were enabled to get any information to them until all hope of capturing the raiders had vanished. The scene inside of the train after the affair, as described by an eye-witness, was mournfully ridiculous. A certain of the passengers would bring forth from a hiding place various amounts of greenbacks, or other valuables, which they had saved from confiscation, congratulation and merriment would ensue, which, however, was from time to time well balanced by imprecations and mournful announcements of loss on the part of others. The whole affair, indeed, was a strange and novel one. The first time since the war, it is alleged, that a passenger train has been captured and destroyed.

"As regards the injured engine and tender, the railroad employees, with their usual energy, repaired all damages in about three hours, and the detained train, with all its mulcted passengers, arrived in Cumberland yesterday morning without more delay. Freight trains were running as usual yesterday afternoon, and it was announced that a large Union cavalry force had been placed along the line of the road, while a similar force had been sent out in search of the raiders."

The robbery of the affrighted passengers was very general; not one of them escaped being plundered. One man is said to have lost over $4,000 in greenbacks. The passengers made no resistance, supposing they were surrounded by an overwhelming force of rebels. A good many of them threw their watches, jewels and money away, some of which have since been found. No insult was offered to the ladies, and no attempt to make any one a prisoner. Neither was there any effort to burn or destroy the train.

A dispatch from the Headquarters of the Department of Western Virginia, dated Feb. 14th, says:

A portion of the guerrilla party that stopped the train on the Baltimore and Ohio Railroad and robbed the passengers, were overtaken and captured a few hours after the robbery had been committed; General Sullivan was ordered to, and did, despatch a force of about three thousand mounted men to overtake the highwaymen.

This pursuing force divided and sub-divided, traveling on almost every regular, by and mountain road in the neighborhood where the robbery took place. Besides these movements, we formed a continuous line, stretching for several miles, and somewhat in the form of a circle, to hem the robbers in.

The thieves, on finding themselves thus situated, resorted to many stratagems to avoid capture. Some donned citizens' clothes, hid their military equipments, and, with their horses hitched to ploughs, set up the appearance of farmers and husbandmen. One portion of the thieves, finding it was impossible for them to escape, undertook to play off the flag of truce dodge, hoisting white flags, and pretending they had business to get to the body of a soldier who was killed at the battle of Antietam. It is reported that others of the party are hiding in trees and bushes in woody districts and secreted among the rocks. To catch them all will require a regular ferret-like hunt.

From the best information on the subject it does not seem that they numbered over twenty-eight. We have got ten of them prisoners. On one of the routes taken by our troops our cavalry bands are still on the hunt.

The feeling among the citizens against the acts of these robbers is very strong, and exceedingly vindictive. The Unionists and rebel sympathizers alike agree in this respect. Strong requests are being made for the hanging of every one of the robbers caught. In no some of the term were their operations of a military character. They did no injury to the road, mails, express or wires, but merely robbed the passengers.

The parties who committed this robbery are sons of the chivalry and rebel sympathizing Baltimoreans. They constitute a portion of Gillmor's band. Beside Baltimore's born robbers there were engaged some of the sons of the wealthy and hereditofore respectable residents of Jefferson and Berkley counties, Va. It is said there were in the party the sons of Marylanders and distinguished gentlemen living in and in the neighborhood of Cumberland.

A New Female Orator.

Lady Emily Pigot called a meeting at Cowline, (England,) on the 22d ult., to discuss the formation of a school, library and reading room. The chair was taken by the curate, Mr. Banks, when lady Pigot made a speech of considerable length, in which she fully explained her plans. In the course of her remarks she said:

I want to give to the poor man an education suited to his wants, and thereby to give him also an interest in his daily occupation. I want to tighten the bonds of fellowship and friendship between the rich and the poor, the laborer and his master. We can do nothing without each other; one labors with his hands, and others should labor with their hands for him. We must strive to better his state, to make him feel that he is not a mere beast of burden, worth so many shillings a week to his employer, but a fellow creature with ourselves, with a soul to be saved, with feelings to be considered, and with an intellect given to him by God to be turned to account.

The thanks of the parish were voted to Lady Pigot, and three cheers were given her by the meeting.

THE authorities at Washington have just undertaken a measure for the suppression of gambling houses in that city. An order just issued from Gen. Martindale, through Capt. Todd, requires all houses of this class to be frequently visited, and the keepers required to report for trial at the Central Guard-house, next morning. On conviction the house is to be closed and the apparatus removed. All officers found in gambling houses are to report the fact, the room or whose premises for other offenses, the patrol officer to state whether the arrested officer was detected in the act of gambling, or was a spectator.

PERSONAL.

FROM the press of Benton & Andrews, Rochester, we have the report of the "Christmas Bazaar," in Rochester, held by the Ladies' Hospital Relief Association. The profits of this fair reached the handsome sum of $10,228.99. The pamphlet contains a full history of the Fair, its antecedents, and its results, and is a spicy and interesting narrative. We find in it a letter from Gen. Grant, to the wife of Gen. L. F. Quinby, which we quote:

CHATTANOOGA, TENN., Dec. 5, 1863.

MY DEAR MADAM: The letter of my old friend and classmate, your husband, requesting a lock of my hair, if the article is not growing scarce, from accidents beyond his means, to be put in an ornament (by this most delicate of hands, no doubt,) and sold at the Bazaar for the benefit of disabled soldiers and their families—is just received.

I am glad to say that the stock is not abundant as ever, though time or other cause is beginning to intersperse here and there a reminder that Winters have passed.

The object for which this little request is made is so praiseworthy that I cannot refuse it, even though I do, by granting it, expose the fact to the ladies of Rochester, that I am no longer a boy.

Hoping that the citizens of your city may spend a happy week, commencing to-morrow, and that this fair may remunerate most abundantly,

I remain, very truly your friend,
U. S. GRANT,
Major-General U. S. A.

IT is reported that Dr. Livingstone, the African explorer, has been murdered by the natives on Lake Nyassa. The London *Athenæum*, however, doubts the correctness of this report. It says, upon the authority of Sir Roderick Murchison, that Dr. Livingstone was about to embark for England, having fulfilled his African mission, and earned his share of rest. But, urged by his zeal for geographical discovery, he resolved to pay a visit to Lake Nyassa, and try to discover the source of the Shiras; for which purpose he started with a party of five Makololo men. Their landing on the coast appears to have been opposed by the natives, who are known to have an unfriendly feeling towards the Makololo. In the attempt to land Dr. Livingstone is said to have been wounded in the foot, and his companions to have been killed. A subsequent despatch spoke of a massacre of the whole party; but this is probably an exaggerated version of the first report.

THE *Home Journal* has lately had an addition to its editorial staff. To the names of its well known editors, Morris and Willis, it has recently taken that of E. P. Hollister. George P. Morris, as is generally known in literary circles, has been an invalid for the past year and is incapacitated for general editorial duties. Mr. Hollister has purchased the Morris interest in the concern, and "Willis and Hollister" is now the firm name. General Morris will continue to contribute to the paper, however, as his convalescence may admit.

GREEN, the Malden murderer, is suffering great mental distress. Remorse and sorrow are doing their sad work upon him. Rev. Gilbert S. Haven had an interview with him on Thursday evening, which afforded the young man some comfort. He was heard to say that it would afford him some comfort if he knew there was any sympathy for him in the community. The grand jury has found an indictment against him, and his trial will probably take place in April.

MRS. GREEN, the wife of Postmaster Green, the Malden murderer, we learn, is much better and hopes are now entertained of her complete recovery. Upon first learning of the arrest of her husband she became insensible and remained so twenty-four hours. She visited Green at the jail in East Cambridge, on Thursday morning. The interview is described as very affecting. The prisoner was completely unmanned, and gave free course to his tears.

In a speech the other day, Fernando Wood had the assurance to say, "We of New York sent fourteen regiment into Pennsylvania when she was invaded!" To which a Pennsylvania member rejoined, *ecto coc*, "You sent you dirty regiments—the muskets that you sent to Georgia when the war broke out came back to Pennsylvania at Gettysburg. Fourteen regiments of your friends, and more, brought them!"

GEN. FRANK P. BLAIR has been passing some days with his son, who is at the U. S. Naval School, Newport, R. I.

JONES, the Cincinnati sculptor, has just published a fine bust, draped, of Secretary Chase.

Frightful Accident—Two Cars Run off a Bridge One Hundred and Twenty-Five Feet High.

One of the most frightful railway accidents it has been our duty to record for a length of time, occurred yesterday morning on the Grand Trunk Railway, resulting in the instant death of three persons, employees on the road. The following are the particulars of the affair: The Grand Trunk Railway, a short distance west of the Georgetown station, crosses over the river Credit by one of the largest bridges on the road. It is one of the highest—if not the very highest—bridges on the road, it being no less than one hundred and twenty-five feet from the surface of the river to the floor of the bridge. The river at this point is very shallow, being at this season not more than two or three feet in depth, and almost completely frozen over. About eight o'clock yesterday morning, as No. 15 freight train, from Sarnia, was approaching this bridge, it was noticed by those on the train that a splinter of one of the rear cars was broken. The engine driver, on being notified of the fact, at once whistled "brakes down," but owing to the ice on the track, and the train being on the down grade, the train could not be stopped as quickly as under ordinary circumstances. At the time the defect in the splinter was discovered, the train was within about two hundred yards of the bridge, and going at the ordinary rate of speed. The persons on the train did all in their power to stop it. All their efforts, however, were unavailing, as the train still kept moving, and in a few moments entered on the bridge. The engine and the tender and a number of the cars passed safely over, but just as the last two cars came upon the bridge, the coupling of the forward one broke. In these cars were the conductor of the train and two brakemen. Immediately on the parting of the train the last two cars left off the track, dashed through the side rail of the bridge, took an awful leap into the air, and fell, with a fearful crash, into the river beneath, a distance of one hundred and twenty-five feet. They were, of course, smashed to atoms, and the three unfortunate men were mangled in such a horrible manner as to be scarcely distinguishable as human beings. Their arms, bodies, heads, and legs were cut, smashed, and crushed into one sickening, awful mass of creeping, jellied flesh and bone. The head of the unfortunate conductor could, at first, nowhere be found, but after searching awhile among the ruins, pieces of skull, face, and brain, all that now remained of it, were picked up and gathered together. There can be no doubt that the accident resulted from the splinter, as all that portion of the train before the broken car passed safely over the bridge. The bridge was not very much injured by the affair, only a few of the rails and the portion of the side rail through which the cars ran having been damaged.—*Toronto Globe, Feb. 10th.*

Our Prospects of an Ocean Iron-Clad Navy.

The magnitude of the sum necessary for constructing sea-going fleet may be estimated from the fact that six millions of dollars is the amount required by one contractor, and three or four others are very little below his estimate. Four ships—the number proposed to be built—would, therefore, cost twice as much as our naval expenses in peaceful times. Numerous inventions are proposed which will cheapen the enterprise, but none of them seem to come up to the mark of rigid criticism. It is probable, therefore, that we shall have four estimated iron-clad ships, probably of from 5,000 to 7,500 tuns burden. These estimates are borne out by the offers of contractors. The draught of water in vessels of such size would be so great as to preclude the possibility of their being able to enter the Harbor of New York, except under the most favorable circumstances, and the time required to build them would be at least three years.—*Washington Cor.*

PROGRESS IN KENTUCKY.—There was an emancipation meeting at Covington on Saturday night, which passed unconditional Union resolutions; indorsed negro enlistments; the President's proclamation; and appointed delegates to the Louisville Convention. A few days before the Covington meeting there was one held in Louisville which appointed delegates to the Convention of the 22d, and made arrangements for the assembling of that body. It also passed resolutions indorsing Gray, Anderson, Smith and Randall, in voting for Colfax; and condemned the action of their representative, Robert Mallory.

THE new State of West Virginia has been divided by her Legislature into townships, like other Free States and unlike the Slave States, which have no civil division below counties. She has also adopted a free school system. They say West Virginia is unconstitutional; but she don't act like it.

EVENING GAZETTE TELEGRAMS.

FROM HARRISBURG.

Special Dispatch to the Pittsburgh Gazette.

HARRISBURG, Feb. 16, 1864.

The House passed finally the bills to compel the Erie Canal Company to build and repair bridges; to attach Erie county to the Western Judicial District of the Supreme Court; bill for the relief of Dan'l Shanor, of Butler county; bill supplementary to the charter of South Pittsburgh borough.

A bill incorporating the Johnstown Hall and Market Company.

One dividing Titusville, Crawford county, into two wards.

One to enable the city of Erie to sell her stock in the Sunbury and Erie Railroad.

SENATE.—The Senate was only in session about five minutes. J.

The Escape of Union Prisoners from Richmond.

LIST OF THE PRINCIPAL OFFICERS.

Names of Officers Recaptured.

&c., &c., &c.

FORTRESS MONROE, Feb. 15.—The following is from the Richmond *Examiner* of the 11th: The following is a list of the principal officers who escaped, and their rank. Among them we regret to have to class the notorious Streight. Cols. J. F. Boyd, 20th Army Corps, W. G. Ely, 18th Conn., H. C. Hubart, 21st Wis., W. P. Kendrick, 3d West Tenn. cavalry, W. B. M'Clelany, 4th Mich., Thos. E. Rose, 77th Pa., J. F. Speffer, 97th N. Y., O. W. Tilden, 16th Maine, T. S. West, 24th Wis., A. D. Streight, 75th Ind., D. Miles, 79th Pa. Majors J. B. Collins, 29th Ind., G. W. Pittsinan, 13th Ind., J. H. Hooper, 15th Mass., B. B. McDonald, 100th Ohio; Aaron Wiltzel, 7th Pennsylvania; J. N. Walker, 73d Indiana; J. Henry, 5th Ohio. There were besides 32 captains and 59 lieutenants, making 109 in all who gained their liberty, without the preliminaries of parole or exchange. Of this number four only had been returned to the prison up to last evening, recaptured. These were two captains and two lieutenants. Two more were overtaken near Hanover C-urt House, and the other three got within 25 miles below Richmond on the Williamsburg route. Brig. Gen. Neal Dow did not attempt the passage of the tunnel for the reason that he was afraid his strength would fail him in his flight to the embrace of "Under the Bear."

The *Examiner* of the 12th has the following:

The following are the names of those retaken up to last night: Col. J. P. Sparrow, 97th New York; Capt. J. Yates, 2d Ohio; Capt. G. Stair, 104th New York; Capt. T. Irah, 45th New York; Lt. H. Hinks, 57th Pennsylvania; Lt. W. N. Daily, 8th Pennsylvania cavalry; Lt. A. B. White, 4th Pennsylvania cavalry; Lt. E. Schroeder, 74th Pennsylvania; Lt. W. L. Watson; 21st Wisconsin; Lt. T. Moran, 73d New York; Lt. G. H. Morgan; Lt. C. H. Schnester, 84 Illinois; Lt. Moore, 4th Kentucky; P. S. Edmonds, 87th Pennsylvania; 2d Lt. P. H. White, 83d Pennsylvania; 2d Lt. J. M. Wasson, 46th Ohio; 2d Lt. S. P. Gamble, 63d Pennsylvania; 2d Lt. G. S. Gord, 79th Pennsylvania; 2d Lt. S. Brown, 15th United States cavalry; Adjutant W. B. Small, 6th Maryland; Isaac Johnson, engineer steamer Satellite.

The following list of officers are reported to have arrived at Williamsburg: Col. Streight, Col. McCreary, 21st Michigan, Lieut. Col. Hobart, 21st Wisconsin, Capt. Wallack, 51st Indiana, Lieut. Harris, 9th Ohio, and sixteen other officers have arrived at Williamsburg, whose names have not reached here yet.

Cavalry are scouring the country to the Chickahominy river, to give protection to such as can be found.

(Signed) B. F. BUTLER,
Major General Commanding.

Interesting from North Carolina.

NEW YORK, Feb. 16.—Newbern, N. C., advices have been received.

Maj. Gen. Peck has returned and assumed the command. He had issued an order for the troops to hold themselves in readiness for offensive or defensive action at a moment's notice, night or day.

The Henderson, N. C., *Times*, a fearless opposition paper, desires to know of President Lincoln how he can expect North Carolina to return to the Union, robbed as she is of her men, and in the absence of a sufficient Federal force in the Eastern part of the State to render the necessary assistance in case of an emergency.

The Raleigh *State Journal*, a rebel print, has been suspended for want of support.

The Wilmington *Journal* thinks that an attempt will be made to take North Carolina out of the Confederacy.

The Raleigh *Standard* opposes the taking of the principals of substitut