Pittsburgh Gazette.

THURSDAY.....MARCH 17, 1864.

CITY AND SUBURBAN.

From Yesterday's Evening Gazette

The Pittsburgh, Fort Wayne and Chicago Railway—Meeting of the Stockholders.

The annual meeting of the stockholders of the Pittsburgh, Fort Wayne and Chicago Railway was held on Wednesday, March 16th. The stockholders met at the office of the company, on Fifth street, and organized by appointing Hon. Robert McKnight as Chairman, and W. H. Barnes, Esq., Secretary.

Immediately after organizing, the meeting adjourned to the Board of Trade Rooms, Fifth street.

Mr. Larwell offered the following resolutions:

Resolved, That the polls for the election of Directors be opened at the general office of the company, at one o'clock and kept open until four o'clock in the afternoon to-day, and that the voting shall be by ballot

Resolved, That the inspectors as soon as the votes are counted shall make a written return thereof, and file the same with the Secretary of the Company.

Resolved, That the Secretary of the Company shall, as soon as he receives the returns of the election, notify in writing the persons who have been elected Directors, to meet at the office of the company at ten o'clock in the forenoon, to an organize.

The resolutions were adopted.

Gen. Geo. W. Cass, President of the Company, then submitted his annual report, which was read by the Secretary. From the report, which is quite voluminous, we take the following extracts:

The gross earnings for the year were—

From Passengers	$1,562,409 63
" Freight	3,341,024 46
" U. S. Mail	43,840 00
" Express Companies	33,033 75
" Cleveland & Pittsburgh R. R. Co.	85,000 00
" Rents	2,835 33
" Miscellaneous sources	14,701 06
Total	$5,182,843 74

The transportation expenses for the year were:

Conducting transportation	$779,316 45
Motive Power	304,245 19
Maintenance of Cars	222,078 56
Maintenance of Way	363,311 56
General Expenses	217,356 99
Total	$2,086,310 74
Net earnings	$2,106,633 16

This result makes the operating expenses for the year 50 per cent. of the earnings. For the year 1863 the operating expenses 50 per cent. of the earnings, showing an increased per centage of the past year, over 1862, a fraction less than 20 per cent., while the increase in the cost of labor and supplies has been more than 30 per cent. Last year the amount paid for taxes was not charged as part of the operating expenses, while this year they are included in the "general expenses," and constitute more than one half of that item. Deducting taxes, the operating expenses were 56¾ per cent. of the earnings. The taxes for the year (exclusive of amount deducted from interest on bonds and paid to the U.S. Commissioner of revenue) is equal to a dividend of one and three quarters per cent. on the capital stock, or equal to *thirty per cent. of a six per cent. dividend to stockholders*. This large percentage is in consequence of the small capital stock of the company, but, at the same time, it is believed the taxes paid by the company are larger in proportion than are paid on any other property, by other corporations employing capital differently.

The total expenditures during the year, on construction and for additional equipments, were $1,317,152.25. This is a very large expenditure out of "income" for the permanent extension and improvement of the property, which should be paid for by fixed capital. It is a sum equal to 20½ per cent. of the earnings of the railway, and equal to a dividend of 23½ per cent. on the authorized stock capital of the company.

Gross earnings for year	$5,182,843 74
From C. & P. Railroad	97,962 33
Total income	$5,280,806 07
Expenditures for operating	$3,026,310 34
Construction and equipment	1,017,152 25
Interest paid	751,606 23
Total expenditures	$3,305,052 20
Deficit	$82,056 13

This deficit will be further increased by the amount of interest (about $97,000) to be paid April 1st, proximo, on the outstanding third mortgage bonds, out of surplus earnings of the year. The very great pressure of business upon the railway, demanding increased facilities and the extraordinary advance in prices of several leading articles of railway supply, have caused an excess of expenditures over income as here stated. This excess has been made good to the "Income Account" by the Purchasing Committee, out of assets in their hands, so that the whole of the income of 1864 is subject to future appropriation.

During the year there have been added to the equipment, 27 new locomotives, 604 burthen cars, and 12 new passenger coaches of the most approved pattern and style—all of which are iron. The side tracks for passing trains have been increased 13 miles in length; and new tracks at engine houses, shops, etc., have been laid down to the extent of 14 miles—making 27 miles more of track. A great many new buildings, stations, etc., have been erected along the line. Permanent bridges and culverts have been substituted for old and decaying trestle work. It has been decided by the Board to continue, during 1864, expenditures for construction and equipment, to the extent of an outlay of about $1,213,000, if practicable to do so with reasonable economy. Forty-three new locomotives at a cost of $634,000, and nine new passenger coaches, at a cost of $24,500, have already been contracted for. It is also designed to construct a double track between Leetsdale and Rochester (10 miles) at a cost of $122,000. Extension of side tracks, $230,000. Four hundred freight cars, to be built in company's shops, $240,000.

The money to pay for this work and equipment is to be derived from the earnings of the railway, and by a loan or advance from the "Purchasing Committee," to the extent of $500,000, if so much shall be necessary, out of a surplus of assets now in the hands of the Committee. If the recommendations made in a subsequent part of this report are adopted, the earnings will be devoted to a different object.

An income of $6,000,000 is estimated for this year, from the operations of the road, and which is expected to yield $2,500,000 applicable to interest, and the work appropriated for, as above indicated.

In reference to the contract with the Cleveland and Pittsburgh Railroad, the President says: "The operations of both roads have been carried on with entire harmony, under the agreement, to the great advantage of each, in increasing income and reducing expenses—and mitigating greatly, to the officers, the many vexations incident to railroad management. During the nine months of last year that the contract was in operation, this company was entitled to $90,042 33 of the earnings of the Cleveland and Pittsburgh Railroad Company—a sum equal to $120,056 44 per annum.

THE BEAVER VALLEY RAILROAD.

The report then speaks of the New Castle and Beaver Valley Railroad, and says: "Passenger trains are now run each way, morning and evening, between Pittsburgh and New Castle, a distance of fifty miles, of which thirty-five (Pittsburgh to Homewood) are over the railway of this company. In two, or at most three months, the short link of ten miles north of New Castle will be completed so as to form a continuous line by means of the Erie and Pittsburgh Railroad, from Pittsburgh to Erie, by way of Homewood and New Castle. This route opens to Pittsburgh by rail, all the border counties of Pennsylvania and Ohio, from the Ohio river to Lake Erie. These counties are as rich in agricultural products and mineral resources, as any county in the State. The traffic of the line must therefore eventually be very large, which will result in increasing materially the business of this company, east of Homewood."

NEW ROUTE TO OIL CREEK.

A project is now engaging the attention of those most interested, and who are able to consummate the undertaking, to build a road from New Castle to Franklin, a distance of over 40 miles, over a very easy route as to grades and cost, and through the best coal fields of Lawrence and Mercer counties. With this link of 40 miles completed, we shall have a railroad line from Pittsburgh to Oil City, only ninety-seven miles in length, being, as is believed, the shortest and best route, and quickest, built to this wonderful region, which is said to possess the magic of making a rich every person and every railroad corporation within its boundaries. It is certainly worth a great effort on the part of the citizens of Pittsburgh to aid, to an extent that shall insure the immediate completion of a road from New Castle to Franklin; and the enterprise is also worthy of such consideration, on the part of this company, as will promote the early building of the road.

OTHER CONNECTIONS.

Allusion is then made to the Atlantic and Great Western Railway, which crosses this line at Mansfield. The President says: "We have not had, as yet, any authentic information as to the policy that company proposes to adopt in regard to business with or over your company."

The contract with the Chicago and Cincinnati Railroad, under which the business of their road is carried on the Fort Wayne and Chicago Railway, between Valparaiso and Chicago, terminates on the 1st of July next, and will not be renewed, because parties controlling the two corporations that own the roads between Valparaiso and Richmond, Ind., have got up a scheme for a new corporation to build an independent line into Chicago.

In reference to the Pittsburgh and Connellsville Railroad, the report says: "So far as is known to your Board, the prospects of this road are not more promising, if as much so, as at your last meeting. The different stockholder interests do not seem to be in harmony; and until these differences are reconciled, no progress can be made in building that road."

INCREASE OF THE CAPITAL STOCK.

The report then discusses the importance of an increase of the capital stock of the company. The earnings have always been limited, and are even now limited, by reason of an insufficiency of capital to complete and equip the railway to the standard its commanding geographical position demands.

On comparing the annual increase of earnings with the increase of capital invested, it appears that, from 1857 to 1863, inclusive, the earnings have increased 209 per cent., while the capital has increased but 51.68 per cent. During three years of this period, there was a large amount of capital unproductive, as the railroad had not yet been opened for use to Chicago. Commencing with the period of the completion of the railroad to Chicago, (Jan. 1st, 1859,) we find that, from that date to the 31st of December last, a period of five years, the earnings have increased 166 per cent., and the increase of capital has been but 19 per cent.

The fact is thus presented, that the current income of the railway is not sufficient (although it has increased beyond the anticipation of the most sanguine) to complete the railway and equip it as fast as sound policy dictates, and therefore some new scheme must be devised. After much consideration of the question, the Board has decided to recommend, as the best plan of obtaining the requisite amount of money for the purpose, an increase of the capital stock to an extent necessary to the object, but within the assured ability of the railway to earn and pay full dividends on such increase of capital stock. With the assent of the parties in interest it is proposed at once to increase the capital $3,500,000, which, with present capital, will make $10,000,000, and to expend the same as soon as practicable on the road and equipments. The property, when properly improved, will be capable of earning, at the present rates of traffic, $8,000,000 per annum, and with such a business once upon the line the earnings would hardly fall below $4,000,000 per annum in periods of commercial revulsion and depression of business; but should they fall below $3,000,000, all the demands upon the treasury could be met, and a regular dividend still paid on the whole capital stock. There is no leading road in the country which has so solid a foundation for an increase of capital, with assurance of dividends.

The President then enters somewhat elaborately into a discussion of the facts here stated, to prove the importance and advantages of an increase of capital.

The report then says: "It being, then, the interest of both boards and stockholders to assent to an increase in the capital stock, we have every reason to expect your honorable action and assent."

The report then alludes to the appointment of John B. Jervis, Esq., a Chief Engineer, and J. N. McCullough, Esq., as General Superintendent, and compliments these officers highly upon their energy, judgment, and experience. The report concludes thus: "The Board with pleasure bear testimony to the capacity, zeal and fidelity evinced during the year, in the discharge of their respective duties, of the principal officers of the railway."

On motion of Mr. Larwell, the report was accepted and adopted.

The following resolutions, recommended to the favorable consideration of the stockholders, by the Board of Directors, were then offered by W. S. Hickok, Esq., of Mansfield, Ohio:

Resolved, That it is expedient that expenditures for construction, equipment, and objects pertinent thereto, in making new capital, should in the main be provided for by an increase of capital stock of the company.

Resolved, That the increase of capital stock should be made solely for the purpose of building and completing a double track, or such part thereof, as may be expedient, and for equipping the road, and providing such additional rolling stock, machinery, appurtenances and other facilities, as may be necessary to properly do all the business which may offer, and for no other purpose; and should only be issued from year to year in such amounts as the Stockholders, at their annual meetings, may decide upon. The decision shall be based upon detailed estimates, made by the Board of Directors, of the amount of money necessary for the work of the year, and that the new issue of stock shall only be sold after public notice.

Resolved, That the increase of capital for 1864 shall not exceed $3,500,000.

Resolved, That the Stockholders hereby recommend, and so far as may be necessary, authorize the Board of Directors to make such agreement or arrangement with the holders of the bonds under the trust deeds as will enable them to increase the capital stock, as indicated in the preceding resolutions.

Samuel J. Tilden, Esq., of New York, spoke at considerable length in support of the resolutions. He contrasted the present condition of the affairs of the company with its past history, and paid a high compliment to the ability and judgment of the President, Gen. Cass, whose efforts had contributed so largely to the success of the road.

Wm. B. Ogden, Esq., of Chicago, followed in an able and vigorous speech. He hoped that the resolutions, authorizing an increase of the capital stock, would meet with the unanimous approval of the stockholders.

Mr. Larwell also spoke in support of the resolutions, and moved their adoption, which was unanimously agreed to.

There being no other business the meeting adjourned.

The election is now being held under the resolutions above reported. The following is the only ticket being voted for:

For Directors: J. F. D. Lanier, Louis H. Meyer, Samuel J. Tilden, New York; J. Edgar Thomson, G. W. Cass, Springer Harbaugh, Pennsylvania; Kent Jarvis, Willis Merriman, Robert M'Kelly, Ohio; Samuel Hanna, Jesse L. Williams, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

Political Nominations.

The spring election will be held on Friday next, in the several districts throughout the county. The following Union nominations have been handed us for publication:

Birmingham—Burgess, W. C. Aughinbaugh. Council, First Precinct, J. P. Sears, James Raddick. Second Precinct, Frederick Taudle, James Beck. School Directors, Alex. N. McGonigle, John Gallagher. Assessor, George A. Powell. Assistant Assessors, Alex. McLean, August Krein. Constable, M. B. Hartsell. Judge of Elections, First Precinct, James McDonald: Second Precinct, Wm. Graham. Inspectors of Election, First Precinct, David Aughinbaugh, Second Precincts, Thomas Enough.

Scrubby Bough—Chief Burgess, Wm. Harbaugh. Assistant Burgess, Elias Stack. Council, Robert Winters, David S. Anderson, Ezekiel Merriman, Sol. Ague, James Prentice, D. R. McPherson, Charles Thornburg. Judge of Election, D. R. McPherson. Inspector, S. C. McFarlane; John C. Anderson. Justice of the Peace, Geo. F. Rudisill. Assessor, T. H. Nevin. Assistant Assessors, James A. Knox, William Harbaugh. School Directors, 3 years, Samuel Gaston, John Miller. Auditor, John Thompson. Constable, James Irwin.

Shaler Township—Supervisors, Geo. Whitmore, George Dillin. Assessor, John Miller Esq., Joseph Lee. Assistant Assessors, Peter Kenoss, Henry O'Hore. Judge of Election, Wm. Sample. Inspector, Geo. Kell. Auditors, Wm. Sample, Harmar De Haven. Constable, John Myers. School Directors, Wm. Sample, Geo. Kell, John Smith. Township Clerk, Ralph Bagaley.

Fox Township—Auditor, E. P. Jones. Treasurer and Collector, James M. Hunter. Supervisor, Joseph Crawford. Township Clerk, Jas. Cassidy. Assessor, Robt. Inder. Assistant Assessors, Jas. M. Hunter, Matthew Anderson. Justice of the Peace, John Petty. Judge of Elections, Isaac Jones. Inspectors of Election, Wm. Harrison, Robert Inder. School Directors, Samuel Martin, William M. Brown. Constable, Frederick Smith.

The General Conference of the Methodist Episcopal Church.

We understand that it has been determined that the next General Conference of the Methodist Episcopal Church in the United States shall be held at St. George's Church, in Philadelphia, commencing on the 1st of May next. This general session of the representatives of this large and influential body of Christians is likely to be the most important of any which has been held for years, and will, without doubt, attract a very unusual number of persons to the city, who will desire to attend daily and witness its deliberations. Although strictly a religious body, it cannot be otherwise than that many questions of public importance not wholly within the line of Church duty, under ordinary circumstances, will come before it. Among these will be that of loyalty to the Government; the status of slavery as it may bear on Church economy, and the "reconstruction" of Methodism in the rebellious States after they have been recovered to the Union.

ROWDYISM IN WHEELING.—In consequence of the rowdyism in Wheeling, the Mayor has ordered all the drinking saloons to be closed. Intemperance alone is responsible for the rowdyism, which has kept that city in a ferment during the past week, and the only way to put an end to the evil is to stop the sale of intoxicating liquors.

Our Book Table.

THACKERAY ON HUMOURISTS AND THE MAN OF LETTERS.—The Story of his Life and Literary Labours, including a selection from his characteristic Speeches, now for the first time gathered together. By Theodore Taylor, Esq., *Member de la Faculte des Gens de Lettres*. To which is added its HUMOUR, by Charles Dickens, and A Sketch, by Anthony Trollope. With Portrait and Illustrations. New York: D. Appleton & Co. Pittsburgh: for sale by Henry Miner, 71 and 73 Fifth street. 24pp. 12mo.

This most opportune volume will supply a want which has for some weeks past been making itself felt—only to be acknowledged and inadequately met in the multitudinous newspaper and magazine articles which have appeared in rapid succession, with the general pretence of giving some account of the life and writings of the author of "Vanity Fair," but for the most part, in sooth, only amusing—that is to say, tantalizing, not satisfying—public expectation. Mr. Taylor, the writer of this memoir, claims to have some peculiar means of acquiring information for the purpose of his sketch of Thackeray's life and literary labors, and we must say his book appears fully to justify his claim. It is deeply interesting, from the first page to the last, and has tempted us greatly to quotation:—which luxury, however, we cannot indulge in for the present, for want of space. Certainly it will serve the purpose its author intended, and be "acceptable as filling an intermediate place between the newspaper or review article and the more elaborate biography which may be expected in due course."

ANNIE WALLRUN'S FORTUNES. A Novel. By HELEN LEE.—In the 1?3 closely, but clearly, printed pages of this new number, (being the 259th,) of Messrs. Harpers' popular "Library of Select Novels," the most insatiable novel-reader will surely find at least the satisfaction of a story told without undue curtailment of the fair, full-rounded proportions that this most profile of the arts that minister to luxurious leisure so fragrantly makes a *condito sine qui non*, of success in the more ambitious enterprises. But the readers of "Holme Lee's other books will gladly consent that she shall have "ample scope and verge enough," whenever the demand is made—for they will confidently anticipate a *good result*, even up to the confines of those *prolonged enjoyments* which our great-grandmothers owed to the voluminous Richardson. It is a worthy addition to this favorite series of modern novels.

—For sale by Henry Miner, 71 and 73 Fifth street. Price, 50 cents.

THE WIFE'S SECRET. By MRS. ANN S. STEPHENS.—Mr. W. A. Gildenfenney, No. 43 Fifth street, has just received from the publishers, Messrs. T. B. Peterson and Brothers, Philadelphia, the above-named work in a duodecimo volume, paper covers, 480 pages, price $1.00. As the admirers of Mrs Stephens are very numerous, it can hardly be necessary to call attention to any new work of her in the usual common place terms, indicating its interest, its power to impress its readers, etc.—but we we may employ the words of one who has read it with pleasure and say, "that no lover of the exciting in romance can fail to be eager to unravel its intricacies after reading the first few pages."

"The Wife's Secret" is also for sale by Henry Miner, 71 and 73 Fifth street.

A Scoundrel Unmasked.

John D. Wilson, who was arrested yesterday by Mayor Lowry's police, charged with being a fugitive from justice, has been committed to jail, and a telegraphic dispatch sent to the authorities of Fairmont, West Virginia, announcing his capture. Officers Long and Herron this morning visited the house where Wilson had been boarding kept by a man named McCleary, on Lacock street, Allegheny, and succeeded in capturing his baggage, consisting of two trunks and three carpet bags, which were taken to the Mayor's office. Upon examining his trunks a full set of burglar's instruments were discovered, together with a quantity of counterfeiting tools, and a piece of metal for making counterfeit coin. A loaded revolver, a large knife, fuses, and a bottle labelled "strychnine," were also discovered. His wardrobe was very extensive, and he had in his possession a number of vest patterns, neck ties, etc., which were all of the best quality.

Wilson exhibited great interest in the affairs of John Brown, running in the county jail on charges of mail robbery and burglary, visiting him frequently, feeing lawyers to conduct the case, and furnishing him with money. It was through the interest manifested in the affairs of Smith that suspicion was attached to himself, and upon inquiry being made, sufficient information was obtained to warrant his arrest. Several threatening letters, purporting to have been written by Thomas Smith, a brother of John, from Crestline, Ohio, have been received by witnesses in the burglary case, threatening them with dire vengeance in case they appeared against John. These letters were in the possession of the Mayor, and upon comparing them with others found in Wilson's baggage, and written by him, the handwriting of the capital stock, would meet with the unanimous approval of the stockholders.

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REWARD FOR BURGLARS.—Yesterday morning Mr. C. Tetedoux's Sacred Concert is postponed until the 24th inst. This is done that some of his pieces may be further rehearsed and improved by the accompaniment of a quartett of string instruments.

APPOINTMENT.—George B. Payton, of Manchester, formerly engineer of the Pittsburgh and Cleveland Railroad, has been appointed Assistant Engineer in the United States Navy and has been ordered to report at Baltimore.

SPECIAL NOTICE.—Included in the sale of Furniture, &c., at McClelland's auction, 55 Fifth street, will be a Superior Extensive Table Wardrobe, Dressing Bureaus, Book Case, Wash Stand, Mirrors, &c.

THE SUPERB OIL PAINTINGS, by catalogue, will be sold this evening at half-past seven o'clock, by Davis & McIlwaine, on the second door of their auction rooms, 54 Fifth street.

AUCTION SALE OF Furniture, &c., at McClelland's Auction House, 55 Fifth st., Thursday morning at 10 o'clock.

COMMERCIAL RECORD.

PITTSBURGH MARKETS.

(Reported Expressly for the Pittsburgh Gazette.)

WEDNESDAY, March 16, 1864.

GRAIN—There is not much doing in the Grain market, and while the demand is limited, the receipts and supply are slight. Wheat is nominal at $1.20 for Red from wagon, and $1.25 for White. Corn may be quoted at $1.[illegible] for ear, and $1.11 @1.12 for old on track. Barley is steady at $1.25 for spring, and $1.[illegible] for Fall.

GROCERIES—Sugar is quiet but very firm, with sales of 50 hds Cuba, and 150 bbls for New Orleans at [illegible] cts, with sales at [illegible]—Molasses is firm with an upward tendency, sale of old at 65c, and new at 60c. Syrups range all the way from 75 to $1.50.

PROVISIONS—Bacon is firm with a good jobbing demand at full prices. We continue to quote at 10½ @10¾c for Shoulders, 12@12½c for Ribbed and Clear Sides, 14c for Plain Hams, and 14½@15c for Sugar Cured. Lard is dull and unchanged, and the same remarks will apply to Neat Pork.

FLOUR—There is a fair local demand for this article, while prices are unchanged. Small sales of Spring Wheat Family at $6.50@6.75, and $7.00 to $7.25 for Winter Wheat do.

APICES—The market is very firm and somewhat excited, owing to an advance in New York, and the advance there has, of course, produced a corresponding result here. We now quote at 65c for Pepper—in Grain—35c for Allspice, 55c for Cloves, 70c for Cassia, and $1.35@1.50 for Nutmegs, according to quality.

SEEDS—Clover Seed is very dull and drooping, last sale at $7.20. Timothy Seed is nominal at $3.20@3.25. Flax seed is firm and meets with ready sale at $2.30@2.35.

BUTTER & EGGS—Butter is scarce and in active demand; sales of 8 bbls strictly choice at 30c. Eggs steady, with sales of 20 bbls at 23c.

CHEESE—Is firm, and the supply of prime is light, sales of 30 box Western Reserve at 19c, and 40 do English Dairy at 15@15½c.

FIRE CLAY—Steady; with sales of Missouri at from $27 to $30 per ton.

PIG LEAD—Is quiet but unchanged, sales of "Galena" at 12c, some holders asking for 12½c.

FISH—Sales of Lake Herring, at $5.00 per half bbl, and White Fish at $7.50. Mackerel may be quoted at $9.75@10 per bbl for Medium 3's and $12@12.50 for No 3 Large.

HAY—Is quiet and nominally unchanged; small sales of loose at $22 to $26 per ton.

BEANS—Firm, with sales at $2.00@2.75 ? bush.

ASHES—Pots live active but unchanged at 6c. GREEN APPLES—Demand good and market firm with sales at from $3.00 to $4.00 per bbl.

Pittsburgh Petroleum Market.

MARCH 16.—There is a continued good demand for Crude, but the large receipts of the past two days has caused buyers to hold off in anticipation of lower prices. As yet, however, there is no change per refined, and we continue to quote at 31@31½c in bbls, and 28@29c in tins. Benzine is dull at 25c. Naphtha is dull at 25½c, $28 at 25c, and 60 do at 26½c. Refined is quiet but firm at former quotations—44c for good brands of bonded and 53c free; the only sale reported was 100 bbls free, at 53c. Naphtha is in fair demand and firm at 18@19c. Residuum is quotable at from $4.00 to $4.25.

The receipts as reported by Wharfmaster Allen, are as follows: Crude, James Williams, 125 bbls; Jos Ainworth, 112 bbls; Jos Dodds, 100 bbls; Lodge & Benny, 200; J. R. McCune, 432; Fisher & Bros, 200; Watts & King, 275; Fleming & Bros, 100; Hamilton, 200; A. P. Miller, 216; Reed & Hill, 214; A. Heasock, 45; Shannon, 87; Compagnie, 60; Co., 50; H. Shinn, 470; J. J. Long, 104; Brewer, Burke & Co., 50—total, 3424.

Receipts—Duncan, Dunlap & Co., 165; David Stowe, 8—total, 173.

New York Petroleum Market.

Special Dispatch to the Pittsburgh Gazette.

NEW YORK, March 16.—The market for Crude continues dull, and prices have again declined, sales on the spot at [illegible], and 32½c for April delivery. There is a moderate demand for Refined in bond, but at lower rates, quotations in the spot may be given as follows: Free oil continues to meet with a fair demand but prices have declined slightly. Sales in the spot at 50 to 51c for light straw to white, and 48½c for May delivery. There is a fair demand for Naphta and prices are firm, with sales of Western at 27.

Allegheny Cattle Market.

The receipts of beef cattle were very light, but the supply was equal to the demand, and the prices were at least 50c per cwt lower than last week, especially for the leaner kind. Various circumstances have combined to produce this reduction in prices. This is the lenten season, and butchers' meat is not in great demand. The people don't seem inclined to purchase beef at the price demanded, and are generally becoming more and more economical in their mode of living, too, are coming into more general consumption. And in addition, there was a large lot of still fed cattle in market which the butchers purchased at any price they pleased to offer.

The Eastern demand was very small. We do not think that any reputable drover will send for shipment eastward, except government stock, and one lot shipped to New York by Greenwald & Co., which was thought in Philadelphia to have been purchased by them at a loss to advantage.

The market offered a very slow sale, and many a lot of rejected government cattle being offered to avoid the payment of large feed bills. Another cause which tended to the depression of prices, was the unfavorable advices from New York and Philadelphia.

SALES OF CATTLE

Joe Myers & Bro, retailed 195 still fed Illinois cattle averaging about 800 lbs, at from $5.50 to $6.50. The above lot of cattle was bought for government, but being too light for that purpose, they had to be sold in order to avoid feed bills. Messrs. Myers & Bro bought 60 head of good heavy government cattle at prices ranging from 5½ to 6½c.

Hill & Crawford sold 100 head of extra Ohio steers and heifers, averaging 1,050 lbs, at $7.25.

Herrick & Dodd retailed 54 head of Illinois steers, at $5½ to $7.75, also, sold 17 head of Ohio steers at $5½ to $7.

Marks & Trautman report having retailed on hand at from $5 to $7.50.

Crum & Good retailed 3 head at $5 to $7.

Sydney report having sold a mixed lot of cattle at prices ranging at $5.50 to $6.25.

Hum sold to Frank Herbrick 16 head at $6.00, W M Rea, 12 at from $4.50 to $5.00, Wm Stinch, 47; J J Long, 104; Brewer, Burke & Co., 50—total, 369.

Receipts—Duncan, Dunlap & Co., 165; David Stowe, 8—total, 173.

BANKS.

SECOND NATIONAL BANK,

OF PITTSBURGH.

TREASURY DEPARTMENT
OFFICE OF COMPTROLLER OF THE CURRENCY,
Washington City, Feb. 1st, 1864.

WHEREAS, By satisfactory evidence presented to the undersigned, it has been made to appear that the SECOND NATIONAL BANK OF PITTSBURGH in the County of Allegheny, and State of Pennsylvania, has been duly organized under and in compliance with the requirements of the Act of Congress, entitled "An Act to provide a National Currency, secured by a pledge of United States Stocks, and to provide for the circulation and redemption thereof," approved February 25th, 1863, and has complied with all the provisions of said Act required to be complied with before commencing the business of Banking:

Now, therefore, I, Hugh McCulloch, Comptroller of the Currency, do hereby certify that the said THIRD NATIONAL BANK OF PITTSBURGH, County of Allegheny and State of Pennsylvania, is authorized to commence the business of Banking under the act aforesaid.

In testimony whereof, I witness my hand and seal of office, this 25th day of February, 1864.

(SEAL.) HUGH McCULLOUGH,
Comptroller of the Currency.

THE THIRD NATIONAL BANK

Having organized under the National Currency Act, is now prepared to do a

General Banking Business.

DEPOSITS RECEIVED, Exchange on the principal cities of the East and West bought and sold, and collections made in every accessible part of the country.

Office for the present, (until the completion of the New Banking House, corner of Wood street and Virgin alley,) in the Banking Room of the DIME SAVINGS INSTITUTION.

No. 110 Smithfield St.,

OPPOSITE THE CUSTOM HOUSE.

DIRECTORS:

Wm. F. Schmertz,	A. Harte,
A. S. Bell,	Alex. Holstein,
S. H. Hartman,	Henry Gerwig,
L. Morgenstern,	B. Gee.

ADAM SCHLEMAN, President.
B. S. SCHMERTZ, Cashier, pro tem. mh9:2m

DOLLAR SAVINGS BANK, NO. 65 FOURTH STREET.

ORGANIZED IN 1850.

Open daily from 9 to 3 o'clock, also on Wednesday and Saturday evenings, from May 1st to November 1st, from 7 to 9 o'clock, and from 1 November 1st to May 1st from 6 to 8 o'clock.

Deposits received of all sums not less than One Dollar, and a dividend of the profits declared twice a year, in June and December. Interest has been declared semi-annually, in June and December, since the Bank was organized, at the rate of six per cent. a year.

Interest, if not drawn out, is placed to the credit of the depositor as principal, and bears the same interest from the first days of June and December, compounding twice a year without doubling the deposit to call, or even to present his pass book. At this rate money will double in less than twelve years.

Books, containing the Charter, By-Laws, Rules and Regulations, furnished gratis, on application at the office.

PRESIDENT—GEORGE ALDREE.

VICE PRESIDENTS.

James McAuley, John H Shoenberger, James Herdman, Peter A. Madeira, William J. Antsweet, A. M. Pollock, M. D.

TRUSTEES:

Calvin Adams,	Henry J. Lynch,
John C. Bindley,	John Marshall,
George Black,	Walter P. Marshall,
Bill Burgwin,	John Orr,
Akenzo A. Carrier,	Robert Robb,
Charles A. Colton,	Henry L. Ringwald,
John Evans,	William E. Schmertz,
Benj. L. Fahnestock,	Alexander Speer,
John J. Gillespie,	Alexander Findlay,
William S. Haven,	William Vankirk,
Peter H. Hunter	Isaac Whittier,
Richard Hays,	Wm. P. Weyman,
James D. Kelly,	Christian Yeager.

SECRETARY & TREASURER—CHAS. A. COLTON.

Imports by Railroad.

PITTSBURGH PT. WAYNE AND CHICAGO RAILROAD, March 16.—2827 shoulders, J P Hanna, 30 bbls high wines, D Wallace, 50 bgs flax seed, McCluskey, Herron & co, 5 bbls spirits, J A Marvin, 27 pkgs leaf tobacco, D Pittsbrigs, 20 ext hams, F Pelletier, 5 bbls spirits, H. Boestler & Smith, 100 ar onions, S Harbaugh & co, 5 bbls apples, Fetter, Baker & Co, 5 bbls cranberries, 19 sides, A Burkhart, 3 bbls eggs, 1 do butter, Jas Floyd, 8 do apples, Jas Mc[illegible], 1 do hams, T Wainright, 1 do hams, E H Myers & co, 10 bbls flour, S B Floyd, 4 bbls high wines, Wm Carson, 60 bbls bank, S Harbaugh, 5 do [illegible], J Caldwell, 100 bbls flour, J Bell & Shepard.

ALLEGHENY STATION, March 16.—Jas Hunter, stock, Pettit & co, 272 sheep, 142 cattle, 142 sheep, Simpson & Ross, 212 sheep, Smith & Hopson, 14 cattle, butter and eggs, H Lentz, 2 coach, J C Blair, 1 coach, flour bbls, Kennedy & Bro, 10 hogs, J J Speer, 1 pkg eggs, Shuff, Sons & co, 2 pkgs eggs, 1 pkg poultry, 1 do butter, 1 do wool, J Caldwell.

CLEVELAND AND PITTSBURGH RAILROAD, March 16.—2 cars mill feed, Simpson & Ross, 10 pkgs butter, Logan & Greer, 200 pkgs cheese, Shumacker & Lake, 45 sks eggs, Marsh & co, 5 bbls eggs, 14 sks dried fruit, 2 bbls eggs, 5 pkgs seeds, L H Voigt & co, 14 sks corn, J s Dorrington, 12 bbls apples, John Herbert, 10 bbls potatoes, F Vangeisler, 1 bale wool, J H Childs & co, 11 bdls leather, A & W Richard, 2 do do, Flaccus and Kemp, 600 pr c s hark, 148 sks wheat, Forsyth & co, 10 bdls leather, Spencer & M Kay, 10 bdls flour, Jas M'Cully & co, 1 bdl do, McDowell & Arbuckle, 148 sks wheat, R T Kennedy & bro.

Boston Fish Market.

From the Commercial Bulletin 12th.

The market for Codfish is firm, with a good consumptive and shipping demand. The receipts from George's Bank at this date are very few for the season, and though not in shipping order, are held firmly at $7 per quintal. Sales of Grand Bank at $6@6.50, Bay Fundy, $6 net, small, $6.50 net and $6 net. Hake selling at $3 dozen, and $2.50 packed. Haddock at $4 per quintal, hoop. Mackerel are firm, but the demand has been moderate. Sales of No 1 at $14 net, No 2 large at $11.50@12, and medium $10 @10.50, No 3 large at $8.50@9, and medium $7 per barrel. Alewives are selling at $5.50@6 per barrel. Pickled Herring are firm at $4.50@5 per bbl. Salmon scarce and held for an advance.

STEAMBOATS.

FOR CINCINNATI, LOUISVILLE, EVANSVILLE & NASHVILLE.—The fine steamer TRIBUNE, Capt. Andrews, will leave as above THIS DAY, the 17th instant, at 10 o'clock a. m.

For freight or passage apply on board or to

JOHN FLACK,
J. D. COLLINGWOOD, } Agents.

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REGULA