Pittsburgh Gazette.

FRIDAY MORNING.....JULY 1, 1864.

CITY AND SUBURBAN.

Important Order—Negroes as Substitutes for White Men.

Provost Marshal Foster yesterday received an order from Provost Marshal Gen. Fry, authorizing him to receive colored substitutes for drafted white men, under the same restrictions as are imposed in accepting white substitutes. Heretofore negroes could only be received as substitutes for colored drafted men. This order may have the effect of reducing the price now charged for substitutes.

The Murder at the Pennsylvania Railroad Depot—Coroner's Inquest.

At one o'clock yesterday afternoon Coroner McClung empannelled a jury at the Mayor's office, to ascertain the fact connected with the murder of James Thomas Gallen, who was shot at the Pennsylvania Railroad Passenger Depot, on Liberty street, between one and two o'clock on Thursday morning. John W. Riddell, Esq., Deputy District Attorney, assisted the Coroner in the examination. The following is a summary of the evidence elicited:

William Johnston, a member of Company I, 55th Pennsylvania volunteers, had been wounded in a late battle, and has since visited his home in Mercer county on a pass from the Ninth Ward Military Hospital. Went to the depot about twelve o'clock Wednesday night in company with some friends to get something to eat, and met a man on the platform with his head cut. He asked him what was the matter, when he said some one had hit him with a slung shot. Witness remarked that it was too hard to see a man struck that way and abused, when a man standing near told him that he would shoot him if would not leave; put his hand into his pocket and pulled something out. He then got upon the platform of the car when witness started to follow him. The man then said that if he (the witness) would take another step he would shoot. Witness remarked that he was bullet proof, and was not afraid of them. At this time the man now arrested (Young) told him twice to shoot, which he did, the bullet passing under his (the witness') arm. Am certain the man who told him to shoot was Young.

Frank Toner testified that he resided at No. 35 Basin alley, and belonged to Co. D, 83d Penna. Volunteers. The deceased, John McCoy and witness went to the depot about twelve o'clock on Wednesday night. They went into Savage's saloon and took a drink, after which they sat down on the steps at the depot platform. They had been sitting there about fifteen or twenty minutes when three men passed them. McCoy said to Gallen, "I wonder who that fellow is, he appears to know you." The man who did the shooting overhearing him turned around and made an insulting remark. They then passed on towards the ticket office. Witness and his friends shortly afterwards started down the platform, and met the other party, when a difficulty sprang up between them and Gallen and McCoy. Witness stepped up to interfere, when the man who shot asked him if he wanted to fight; said he did not, as he did not come there with the purpose of raising a disturbance. The man who shot then struck Gallen on the head with a slung shot, followed him up and threw him down. Witness ran up and asked to give fair play, when the man in custody (Jackson Young) ran towards him and put his hand in his pocket as if to draw a weapon. Witness at last managed to separate the combatants. Gallen was badly cut on the head, and his clothes were bloody. Young then went into the gate at the depot, stopped and turned around. Witness then struck at him. Johnston interfered, and said he would not see a wounded soldier imposed upon. Young got upon the platform of a car, and upon witness starting after him he drew a revolver, but did not fire. This was about ten minutes before Gallen was shot. Gallen died in a few moments after being shot.

Thomas Cavanier and James McAuliff, were at the depot on the night of the outrage and their evidence was substantially the same as that given above.

Jackson Young was identified by all the witnesses as being the man who told the murderer to shoot.

At this stage of the proceedings the jury adjourned until this morning at ten o'clock, when a number of other witnesses will be examined.

The Greene County Oil Region.

The Waynesburg *Messenger* says: We spent several days recently in the Dunkard oil region, making ourselves familiar with the operations of petroleum in that locality and with the topography of the country. In general physical appearance and characteristics, that portion of the county bears very close resemblance to the Venango region, and we are confident will ultimately prove as productive of oil. The rough and rugged hills, the coal deposits, and indeed every surface indication fortifies us in this impression. But four wells have as yet been sunk any considerable distance, and all of them have yielded oil. One of them is now pumping from 50 to 70 barrels per day, and it is the opinion of persons familiar with oil operations that with proper energy and management, and constant pumping, it would yield 100 barrels per day.

An Eastern Company, we understand, has lately purchased the Kuzzart farm, above and nearly adjoining the Maple tract, and will soon commence boring.

A little time, we opine, will demonstrate the fact that Greene county is as rich in oil as Venango, while we are much nearer Pittsburgh and the other great markets for petroleum.

Fatal Accident on the Pittsburgh, Fort Wayne & Chicago Railroad.

Yesterday afternoon an accident occurred on the Pittsburgh end of the railroad bridge, which resulted in the death of a brakeman named Peter Stork. It appears that the deceased was engaged upon the shifting train, which had taken some empty cars from the outer depot, in Allegheny, to this side of the river. As a train was due, the engine and tender were run upon a siding, and Stork got off the engine and stood upon the track. The engineer backed the engine and tender, which by some means knocked the deceased down, and two wheels of the tender passed over his neck, nearly severing the head from the body. He was conveyed to his residence upon Bidwell street, in the Second Ward, Allegheny, and the Coroner summoned, who held an inquest upon the body. The jury returned a verdict of accidental death.

The deceased was about twenty-six years of age, and leaves a wife and two children. He was a son of Mr. Valentine Stork, a well-known resident of Allegheny.

Suit for Damages.

John Guffey, of Guffey's Station, Westmoreland county, was arrested on Wednesday, in this city, by Deputy Sheriff Stubbs, on a *capias*, issued at the instance of Benj. W. Morgan, and held to bail in $1,000. During the last State election a difficulty occurred at Guffey's Station, on the Connellsville Railroad, while a party were proceeding from this city to a convention in Fayette county, and charges were made against Mr. Morgan and several others for riot. They stood their trials upon the charge and were acquitted, and the present action is for the purpose of recovering damages sustained by the parties. We understand that Mr. Guffey boasted that the entire constabulary force of the county would be insufficient to place him in custody, but Mr. Stubbs did not experience any difficulty in making the arrest.

Bounty Jumper Killed.

On Wednesday, as the Northern Central accommodation train was going southward from Harrisburg, and when near Parkton, it passed through what is known as "Long Siding," in order to get around an obstruction that was on the main track. While the train was running slowly, two deserters or bounty jumpers, in charge of a guard of U. S. soldiers, leaped through the windows of the car and made off. They were challenged to halt, and paid no attention to the order. The guard fired, killing one man instantly—the other escaped, taking to the woods. The man killed was from Canada—a British subject—and had over $200 on his person. He was put in a rough box and sent to Baltimore.

ACCIDENT.—On Tuesday, an accident occurred to Captain Grace and family, while riding in a carriage out on the Perrysville road. When about six miles out, the horses frightened and ran away, upsetting the carriage and slightly injuring the occupants.

THE 79TH PENNA. VOLS.—By a letter dated June 16th, we learn that the 79th Regiment joined the army in the front on the 8th inst., and has been in line of battle ever since. The regiment is at Ackworth, Georgia. Col. Hambright is still sick in the hospital.

Opening of the Pittsburgh & Erie Railroad.

Your reporter, in company with the party of guests invited by the Pittsburgh, Fort Wayne and Chicago Railroad, left Pittsburgh yesterday morning by special train for New Castle, where they met the representatives of Erie and Buffalo, constituting a party of some forty or fifty gentlemen. The party from Pittsburgh consisted of Messrs. G. W. Cass, President of the Fort Wayne Road, Mr. Wm. P. Shinn, Superintendent, Springer Harbaugh, Geo. A. Bunny, R. H. Hartley, Wm. S. Bissell, E. H. Irish, Thos. Carnagie, and several ladies, who were joined by others on the road, sufficient to fill the special car provided for the occasion.

The party from Erie and Buffalo came likewise provided by a special train beautifully decorated with appropriate flags, streamers and banners. We noticed one car with a banner representing two person shaking hands—with the words "Buffalo, Pittsburgh"—"How are you Pittsburgh"—and other devices indicative of the objects and purposes of the excursion.

On arriving at New Castle, the party were provided with a dinner at the Cochrane House, which, if our judgment is worth anything in the premises, does great credit alike to the proprietor of the house and to Mr. Blanchard, the gentlemanly and hospitable superintendent of the New Castle and Beaver Valley Road, who welcomed the party and discharged the duties of host with good old fashioned hospitality.

After exchanging congratulations with Erie and Buffalo over the completion of this important road, connecting Pittsburgh by a new and direct route with Erie, Buffalo and the entire East, a few hours were profitably and pleasantly spent in reconnoitering the town of New Castle with its busy whirl of factories and rolling mills, reminding one almost of Pittsburgh itself.

The excursionists, on their return trip, were accompanied by the delegations from Erie and Buffalo, and stopped to examine several points of interest on the route, among others Wampum Furnace and Buttermilk Falls, one of the most picturesque and romantic places within a hundred miles of the city.

The excursion party arrived in the city at 7 o'clock last evening, and took rooms at the Monongahela House. It is understood they will spend to-day in visiting the manufacturing establishments and other objects of interest in our city.

The excursion was pleasant and agreeable, and we doubt not will be productive of the best results in bringing together the representatives of Buffalo, Erie and Pittsburgh, cities now linked together with iron bands, and which will hereafter greet each other with the iron horse.

The thanks of the entire party are due to Mr. Wm. P. Shinn, the gentlemanly and accomplished superintendent on the Fort Wayne Road, who spared no pains or expense to render the excursion a most pleasant and agreeable one to all concerned.

RAILROAD EXCURSION.

The Newcastle and Beaver Valley railroad, sometime since, extended an invitation to the New York Central Directory, to a trip over the Buffalo and Erie, of the Erie and Cleveland and of the Erie and Pittsburgh, to pass over their road from Newcastle to Homewood station, on the Pittsburgh, Fort Wayne and Chicago; thence to Pittsburgh.

Yesterday the party arrived at New Castle. Prominent among them, numerous as they were, are Dean Richmond, President of the New York Central Railroad; George Palmer, of the Buffalo and Erie, and John A. Tracy, of the Erie and Cleveland, and of the Pittsburgh and Erie Railroads. The manager of the Erie, P. Metcalf was with them, as was Mr. Courtright, Charles Lee and Mr. Lansing, directors of the Buffalo and Erie; James Miles, and W. Wetmore, Cleveland and Erie—all those being directors in the various companies named. J. Lewis Grant, Superintendent of the Buffalo and Erie and of the Pittsburgh and Erie. Wm. W. Reed, Superintendent of the Erie Extension Canal, Wm. L. Scott, constructor of the Pittsburgh and Erie, and Engineers Lathrop and Seymour, of the same road were also on the train. They had two cars completely fitted up for personal accommodation. One of them was a magnificent sleeping car—the other a dining car with all the modern appliances for cooking, and other enjoyments that can be imagined. All honor, then, to New York enterprise and invention. It should not only stimulate Pennsylvania into similar competition.

The party arrived at New Castle at six o'clock yesterday afternoon. They were met and heartily welcomed in a quiet way by a number of the business men of the place. Upon invitation they went into the body of the town and looked about. They took tea at the Leslie House upon the invitation of Major Sanchey, the proprietor. Thirty-six guests sat down, and expressed themselves highly gratified with the repast. From thence they returned to their sleeping car, refusing to separate for the night.

Yesterday morning nothing of interest transpired. They wandered one by one or in groups about New Castle, looking at the town or its environs with real Yankee curiosity. But it had been discovered in the meantime that the bird of greatest consequence had flown. Dean Richmond, the President of the New York Central, had proclaimed his inability to remain, and with one or two other gentlemen had left early in the morning for the North and East.

His sudden departure seemed to have somewhat dampened the ardor of the New York excursionists. Many of them were Dean's personal friends. The Dean seems to have peculiar friends. The man who has not lost nothing of his rotundity of form, nothing of the blaze of quick defiance out of the eye which hurled back lightning for lightning into Southern eyes when the Democracy of the North was taunted, defied, flaunted, scorned, scoffed, hissed and spat upon by the Breckinridger's at Charleston and Baltimore, in 1860.

Some of his followers say that he will be the Democratic nominee at Chicago to whom we miss candidate. But if conventions here were that no office could be conferred upon him that he would accept. Like his great rival, Thurlow Weed, when he ceases to be a power behind the throne he ceases to be Dean Richmond—the controller of New York politics and the delegate at large in every Democratic National Convention. He is, in person as well as in mental culture, a plain, strong, rough man, quick in perception, calm, in judgment, and in financial matters exceedingly shrewd. He subordinates politics to stocks, and is therefore a delegate to Chicago to see how much the action of that convention will make the New York Central advance in the market. And yet, withal, he is and has been a most hearty contributor to the war, so far as money is concerned. His friends say that he utterly hates and repudiates any attempt at placing a Democrat in nomination for the Presidency who is not an unmitigated war Democrat.

Ex-Lieutenant Governor Patterson, of New York, is also on the excursion. He was elected on the ticket with Hamilton Fish, in the old Whig times, ere rebellion had overspread the land with treason and crime. He is genial and affable to the last degree—a gentleman of the olden school. But enough of the *personnel* of the trip.

The party arrived at one p. m. at the Cochran House, and after a very neatly served run House, and after a very neatly served ran House, and after a very neatly served ran House, and after a very neatly served ran