The Pittsburgh Gazette.

PUBLISHED BY
THE GAZETTE PUBLISHING ASSOCIATION.

TUESDAY, FEBRUARY 21, 1865.

THE RIVER BED BILL.

By a dispatch from Harrisburg, received yesterday, we learn that the Allegheny deletion in the House will vote solid against the bill to give away the bed of the Allegheny river to oil speculators. We are rejoiced to hear it. From the votes of three of the members in favor of getting the bill out of the hands of the Committee of Ways and Means, we had been led to infer that they favored its passage. We are much pleased to hear that they intend to vote against it.

THE FALL OF CHARLESTON.

The public did not seem a whit surprised, yesterday, to learn that Charleston had fallen into our hands. It had come to be a matter of course, and results of great magnitude are happening so fast that this one excited no surprise.

And yet, it is the event we have all been longing for from the start. There has been, in the northern heart, an intense yearning to get hold of Charleston. That yearning is now gratified; but its gratification has been so long delayed that the victory creates much less joy than might have been expected.

Nevertheless, the result furnished the occasion for general congratulation. The Charleston papers, that "fired the Southern heart" have become peripatetic, like the Memphis *Appeal*. The fathers of secession are fugitives, and the birthplace of rebellion has fallen into the hands of the hated Yankees. The knowledge of its fate must strike home like a dagger to the hearts of the rebels. For not only Charleston, but South Carolina, has fallen; and with South Carolina the rebellion falls. The hour of its doom is fast approaching.

But where were the "chivalry" of South Carolina, that they allowed the State to fall into our hands without a blow? The State was to strip itself, and, baring its giant sinews, lay hold on Sherman and crush him; but it did not. And why not? Was all the boast of pluck, on the part of that State, mere bluster? It would seem so. There has not been enough grit in its sons to raise one hand against Sherman. Alas! for the boasting, braggart, fire-eating State! How is she humbled and brought low! She could incite the entire South to rebellion; but she could not lift an arm in her own defence!

THE WRONG DONE TO THE CONNELLSVILLE RAILROAD.

The act of Assembly passed at the session of 1864, chartering the "Southern Pennsylvania Railway Company," divested the Connellsville Railroad Company of a large part of its franchises, and transferred them to the former company. This extraordinary piece of legislation, by which a great wrong was done to an energetic and struggling company, which had made good progress in the great enterprise which it was created to accomplish, excited much surprise and some indignation at the time. But as it was done on the plea that the Connellsville Company had delayed the completion of the road too long, and had thus *misused and abused* the franchises with which it was invested; and as there seemed to be an implied promise to the public that the new company would prosecute the work vigorously in accordance with the original design, popular opinion was in some degree reconciled to the change of proprietorship, trusting to the courts to adjust any wrong which the original corporators might have suffered.

The prime object of the Connellsville road was to open a direct communication between this city—which has such numerous avenues of commerce and travel, both natural and artificial with the Great West—and the cities of Baltimore and Washington. The secondary object was to open an easy and direct avenue to a region exceedingly rich in soil, minerals and timber throughout all that portion of our State lying south of Pittsburgh. The first object is of national importance; the importance of the second is of itself such as to warrant the construction of the road were there no other. The two combined make this one of the most important enterprises ever undertaken in this commonwealth. This original programme ought under no circumstances to be relinquished by the people of this city, or by those of the section of our State through which the road is designed to pass.

The line of the Connellsville road begins at this city and terminates at Cumberland, in Maryland, where it intersects with the Baltimore and Ohio road a few miles south of the Pennsylvania line. From this city to Connellsville it is completed and is in full operation. From Connellsville to Cumberland the distance is about ninety miles. This is the mountain section; but on no other discovered route is the summit between the Atlantic and the Western slopes so low, or the grade so easy. Upon this section the Company has expended about half a million of dollars. The Sand Patch tunnel, the most formidable part of the work, is half finished, and can be completed as soon as the rest of the road.

Probably in no part of this State of equal extent are there such rich and extensive stores of mineral wealth as in the mountain section of this road. The line crosses several mountain ranges and intervening valleys. The coal veins are very extensive, and of unparalleled thickness and purity. One vein on the road is *twenty-six feet* in thickness, remarkably free from sulphur, and therefore better adapted to the manufacture of coke for smelting purposes than any other that is known. The great coal mines about Connellsville are but the northern border of this extensive field. Iron ore abounds all along the line. On Mount Savage, where the road crosses, there is any quantity of fire-clay of the same quality of which the celebrated Mount Savage fire-brick are manufactured. Timber of the finest quality grows all along the line of the road, the value of which to these cities, for boat-building and all other purposes, can hardly be over-estimated. Marble of almost every shade, from white to black, abounds in those mountains, in some places one hundred feet in thickness, and also extensive quarries of a beautiful brown stone, admirably adapted to building purposes.

Now unless the act divesting the Connellsville company of its franchises is repealed, and its full powers to go on with its work restored, all this undeveloped and inaccessible wealth must lie useless in its native condition; for we now know that it is not the purpose of the Southern Pennsylvania Railway Company to carry forward the work to Cumberland; but to turn at right angles at Connellsville, and run to Bedford, and thence to Huntingdon, where that road is to connect with and terminate, for the present at least, in the Pennsylvania Railroad. This is clear from the following, which we take from an editorial article in a late number of the Philadelphia *North American*:

"During the year 1864 the Bedford Railroad, with all its franchises, was purchased by and consolidated with the Huntingdon and Broad Top Railroad and Coal Company at a cost of $70,000, whereby the line was extended from the Pennsylvania Railroad at Huntingdon to the town of Bedford. This movement derives importance from the incorporation of the Southern Pennsylvania Railroad Company, and the certainty that the line of that work will forthwith be put under contract and built from Connellsville, and so the route from Huntingdon to Pittsburgh, via Broad Top, Bedford and Connellsville, may be run as a through line the moment that the new line shall have been completed."

This, of itself, might suffice to prove that the new company has no intention to carry out the grand original purpose for which the Connellsville Company was chartered. But there is stronger evidence yet. The following statement of the President of the Southern Pennsylvania Railway Company, made on oath, puts the matter beyond all dispute:

"And the said defendants for answer to so much and such part of complainant's bill as charges that the said respondents have accepted the rights, privileges and franchises alleged in said bill to have been taken from the Pittsburgh and Connellsville Railroad Company, and conferred upon these defendants by the said Acts of Assembly of the State of Pennsylvania, and that the said defendants design, and are about to enter upon, and take possession of the route and road of the said complainant between Connellsville and the dividing line between the States of Maryland and Pennsylvania, and to appropriate to themselves the property of the Pittsburgh and Connellsville Railroad Company on their line south and east of Connellsville, and to pretend to exercise and control the rights and privileges and franchises heretofore granted and confirmed to the Pittsburgh and Connellsville Railroad Company by their acts of incorporation and the supplements, answering say, they deny that they have accepted the rights, privileges and franchises aforesaid, or that they design or are about to enter upon and take possession of the route and road aforesaid of the said complainant, or that they pretend to exercise and control all or any of the rights, privileges and franchises as aforesaid, granted and confirmed to the said complainant as aforesaid.

"Wherefore said defendants pray the judgment of this Honorable Court to be dismissed hence with their reasonable costs, &c.

"The undersigned, counsel for defendants, certify that in their opinion the foregoing plea is well founded in law.

(Signed,) W. H. LOWRIE,
HAMILTON & ACHESON.

"WESTERN DISTRICT OF PENNSYLVANIA, *City of Pittsburgh*, ss.—Before me, an Alderman in and for said city, personally appeared John A. Wright, President of the Connellsville and Southern Pennsylvania Railway Company, being duly sworn, deposeth and saith—that the foregoing plea is not interposed for the purpose of delay; and he further saith, that the facts therein, and in the accompanying answer set forth, are true in point of fact, as he verily believes. JOHN A. WRIGHT.

"Sworn and subscribed before me, this second day of February, A. D. 1865.

JOHN P. STEARS, Alderman."

What does or what can all this mean but that the Connellsville Company was divested of its franchises—not that a more energetic company might enter upon and complete its work; not that the new company needed those franchises to enable it to carry out its proposed enterprise, (for this is expressly, solemnly and emphatically disclaimed)—*but in order to defeat the original purpose of the Connellsville Railroad, which was to give us a direct railroad communication with the Capital of the Nation and with the city of Baltimore?* The completed portion of the Connellsville road remains in the Connellsville company; the Southern Pennsylvania company says that it does not intend to enter upon or use that part of the line south of Connellsville. Why, then, is the Connellsville company divested of its franchise? Why not let it alone, leaving the new company free to make their road from Connellsville eastward wherever they please? What conflict was there between the two enterprises? The Connellsville company is prepared to "enter upon a binding contract with that company, upon as favorable terms as can be asked, for the interchange of all classes of railway business." But that company virtually say to the Connellsville company, "We'll not make your road, neither will we permit you to make it. We will tolerate no competition in our business." And they say to those cities and to all the region of which they are the commercial centre, "Your trade and travel must follow the line of our interest, not yours; and if you want that coal, and iron, and marble, and fire-clay, and timber lying south of Connellsville, we don't care; you cannot have them. And if you wish to have a more direct route to Baltimore and Washington than you have at present, we tell you that you shall not have it. It is our interest to shut up that southern avenue to the Atlantic coast, and we intend to do it." Has not that company, by its acts, its declarations, and by the legislation it has procured, said all this?

A bill is now pending in the Legislature to repeal so much of the act chartering the Southern Pennsylvania Railway Company as divests the Connellsville Company of its franchises, and restore to the latter its original powers. Its passage will do no wrong whatever to the new company of which any honorable, fair-dealing men could complain. We wish the new Company every success in the great work they have on hand; but we deny their right to divest another company, equally deserving, and which has struggled with opposing influences common to all railroad enterprises for a dozen or more years past, of franchises fairly and honorably obtained, and without which, their noble enterprise must be utterly defeated. We trust, therefore, that the Legislature will promptly pass the bill before them, and make reparation for a past wrong. Such an act of legislation cannot be permitted to remain upon the statute books, *under the light we now have*, without gross dishonor to the Commonwealth and a violation of every principle of right.

But apart from the simple justice of the thing, the restoration of the Connellsville Railroad Company to its original *status* will—while it can work no injustice whatever to the Southern Pennsylvania Railway Company—not only open an access to and develope one of the richest mineral sections of our State, but it will give to all Western Pennsylvania, and to the entire West, a direct avenue to the national capital, and also to Maryland, now free, and to Eastern Virginia, soon to be restored as a free State to the Union, and brought into close and intimate social and commercial relations with the North, such as were never known under the rule of the slave oligarchy. This road will constitute a strong bond of union, and be of immense benefit to the nation. The Company is now ready to push forward the work vigorously, having secured the necessary means. Moreover, the road from the Point of Rocks (some twelve miles below Harper's Ferry,) to Washington will be pushed on to completion simultaneously, so that as soon as the 90 miles of road between Connellsville and Cumberland can be completed, we shall have a direct railroad from Pittsburgh to Washington.

In view of all these plain facts, we cannot see how the Legislature can hesitate for one moment to restore to the Connellsville Railroad Company the franchises of which it was divested by hasty and ill-advised legislation, most of the members having probably voted under misapprehension of the real object of the new corporators; but which object is now as palpable as any thing can be.

We regret to learn that the President has commuted the sentence of Davis, the spy and rebel prison-keeper, and that Captain Beall, the Lake Erie pirate, who was to have been hanged at New York to-day, has also been respited. Such clemency, we cannot help but think, is mistaken, and causes loyal men to be sick at heart.

Hoon is in Richmond. It is reported that he will go abroad. His *fiancée*, Miss Preston, is at Paris. Gen. Joe Johnston is said to be quietly cultivating a little farm near the capital of Alabama.

BROKERS' INCOME.—The following statistics of blockade-running are given by the London *Times*: In 1862, 1863 and 1864, no fewer than 111 swift steamers were built on the Clyde for the purpose of running the blockade of the Confederate ports. Of the whole 111 steamers, 70 have been either captured or destroyed, leaving, at the close of 1864, 29 still running, while 11 were on their way out. The number running at the close of 1864 was larger than at any previous period in the annals of the blockade. The average number of trips made by a blockade-runner does not, however, exceed five, so that enormous profits must be realized per voyage to make this peculiar branch of adventure at all remunerative. Most of the blockade-runners captured by the Federals became blockade-watchers, in which capacity they prove very serviceable. It may be added that, notwithstanding the the large number of blockade-runners captured or destroyed, more new steamers were built on the Clyde in 1864, to supply their places, than in either 1863 or 1862, showing that speculators are not at all disheartened.

PUBLIC NOTICES.

U. S.

7-30 LOAN.

By authority of the Secretary of the Treasury, the undersigned has assumed the General Subscription Agency for the sale of United States Treasury Notes, bearing seven and three tenths per cent. interest, per annum, known as the

SEVEN-THIRTY LOAN.

These Notes are issued under date of August 15th, 1864, and are payable three years from that time, in currency, or are convertible at the option of the holder into

U. S. 5-20 Six Per Cent

GOLD BEARING BONDS,

These bonds are now worth a premium of nine per cent., including gold interest from November, which makes the actual profit on the 7-30 loan, at current rates, including interest, about ten per cent. per annum, besides its *exemption from State and municipal taxation, which adds from one to three per cent. more*, according to the rate levied on other property. The interest is payable semi-annually by coupons attached to each note, which may be cut off and sold to any bank or banker.

The interest amounts to

One cent per day on a		$50	note.
Two cents	" " "	$100	"
Ten	" " "	$500	"
20	" " "	$1000	"
$1		$5000	"

Notes of all the denominations named will be promptly furnished upon receipt of subscriptions. This is

THE ONLY LOAN IN MARKET

now offered offered by the Government, and it is confidently expected that its superior advantages will make it the

Great Popular Loan of the People.

Less than $208,000,000 remain unsold, which will probably be disposed of within the next 60 or 90 days, when the notes will undoubtedly command a premium, as has uniformly been the case on closing the subscriptions to other Loans.

In order that the citizens of every town and section of the country may be afforded facilities for taking the loan, the National Banks, State Banks, and Private Bankers throughout the country have generall agreed to receive subscriptions at par. Subscribers will select their own agents, in whom they have confidence, and who only are to be responsible for the delivery of the notes for which they receive orders.

JAY COOKE,

Subscription Agent, Philadelphia.

Subscriptions will be received by the

First National Bank, Pittsburgh, Pa.
Second " " "
Third " " "
Fourth " " "
Citizen's " " "
Fart's & Mann'rs National Bank, Pittsburgh, Pa
Pittsburgh National Bank of Commerce, "
Iron City " "
Tradesmens' " "
Farmer's Deposit " "
Mechanics " "
Union " "
Allegheny " "
Peoples' " "
German " "

fel3:2mdis wT

OFFICE OF THE ALLEGHENY VALLEY R. R. CO.,
Pittsburgh, February 1, 1865.

ANNUAL MEETING.—IN ACCORDANCE with the provisions of the Charter and the Supplements, the Annual General Meeting of the Stockholders of the Allegheny Valley Railroad Company, will be held at the office of the Company, corner of Washington and Pike streets, in the City of Pittsburgh,

ON TUESDAY, THE 28TH day of FEBRUARY, at eleven o'clock a. m., to receive the Report of the President and Managers, to elect Managers for the ensuing year, and transact such other business as may be presented. By order of the Board.

fel:3mood R. C. ORR, Sec. & Treas.

ALLEGHENY NATIONAL BANK,
PITTSBURGH, Jan. 13, 1865.

AN ELECTION FOR NINE DIRECTORS to serve until the next annual Election, will be held at the Banking House, on the TWENTY-FIRST DAY OF FEBRUARY next, between the hours of 12 and 2 o'clock p. m.

J. W. COOK, Cashier.
ja19:2tdis

NEW ADVERTISEMENTS.

FOR SALE.—TWO IRON KETTLES, a lot of Rolling, one Small Truck, One Desk, one Cleaning Barrel; a lot of Boxes, with handles. Will be sold low. Enquire of

JOHN DYER, Jr.,
At O. Coleman's Wagon Works, Allegheny.
fe21:2t

WANTED,

BOARD IN A PRIVATE FAMILY

for a gentleman and wife and one single gentleman. Address,

BOX 1122, POST OFFICE.

Will furnish their own rooms. fe21:2td

FOR SALE.—A BEAUTIFUL FARM, of thirty-two acres on the east bank of the Monongahela River, one mile below Elizabeth Town, with good house and barn. Abundance of fruit of best varieties. Over an acre of coal. A spring of excellent water in every field. Soil rich and in good state of cultivation.

Enquire of DR. STERRETT,
fe21:3t Penn street.

WANTED,

AN EXPERIENCED SALESMAN

in a Wholesale Ribbon, Silk, Millinery and Straw Goods House. One that can influence a good amount of Country Merchants and Milliners' trade. A liberal salary is offered. Address or apply to J. D. BERND,

Corner 5th and Market streets, (up stairs.)
fe21:3t

PARTNERSHIP NOTICE.—WILLIAM TITE and HENRY A. LAVELY, having purchased our stock in the "Orion Oil Refinery" will carry on the business under the firm of

TITE & LAVELY.

We solicit for them a continuance of the patronage of our customers.

SMITH & PATTERSON.

JANUARY 1, 1865. fe21:1w

WILLIAM TITE.....HENRY A. LAVELY.

ORION OIL REFINERY.

TITE & LAVELY,
(*Successors to Smith & Patterson.*)

Oil Refiners and dealers in Petroleum, Benzine, Lubricating and Paint Oils.

No. 7 HANCOCK STREET,
fe21:1m Pittsburgh, Pa.

SOUTH PITTSBURGH PROPERTY FOR SALE.—Five brick dwelling houses of three rooms each, yards, etc., and one vacant lot, forty feet (more or less) on Carson street near the corner of Oliver street, extending back to Mane street. These houses are well built and in good order, and will be sold at a bargain.

Manufacturers or others wishing to purchase houses for tenants are invited to examine this desirable property. Apply at the Real Estate office of

S. CUTHBERT & SONS,
fe21 51 Market street.

EXHIBITION OF THE GOOD INTENT LITERARY ASSOCIATION, at MASONIC HALL, on THURSDAY EVENING. For kindly permitted Miss Agnes Sylvester and Miss Jennie, of the Pittsburgh Theatre, in a favorite double dance. The plays for the evening will consist of "Dick Turpin," "Scenes from the Lady of the Lake," and "The Toodles." This play has been gotten up with the greatest care, and we trust they will meet the public approbation. Tickets 25 cents. To be had from the members and at the book and music stores. fe21:2t

NEW ADVERTISEMENTS.

FOR SALE.—TWO IRON KETTLES, a lot of Rolling, one Small Truck, One Desk, one Cleaning Barrel; a lot of Boxes, with handles. Will be sold low. Enquire of

JOHN DYER, Jr.,
At O. Coleman's Wagon Works, Allegheny.
fe21:2t

WANTED,

BOARD IN A PRIVATE FAMILY

for a gentleman and wife and one single gentleman. Address,

BOX 1122, POST OFFICE.

Will furnish their own rooms. fe21:2td

FOR SALE.—A BEAUTIFUL FARM, of thirty-two acres on the east bank of the Monongahela River, one mile below Elizabeth Town, with good house and barn. Abundance of fruit of best varieties. Over an acre of coal. A spring of excellent water in every field. Soil rich and in good state of cultivation.

Enquire of DR. STERRETT,
fe21:3t Penn street.

WANTED,

AN EXPERIENCED SALESMAN

in a Wholesale Ribbon, Silk, Millinery and Straw Goods House. One that can influence a good amount of Country Merchants' and Milliners' trade. A liberal salary is offered. Address or apply to J. D. BERND,

Corner 5th and Market streets, (up stairs.)
fe21:3t

PARTNERSHIP NOTICE.—WILLIAM TITE and HENRY A. LAVELY, having purchased our stock in the "Orion Oil Refinery" will carry on the business under the firm of

TITE & LAVELY.

We solicit for them a continuance of the patronage of our customers.

SMITH & PATTERSON.

JANUARY 1, 1865. fe21:1w

WILLIAM TITE.....HENRY A. LAVELY.

ORION OIL REFINERY.

TITE & LAVELY,
(*Successors to Smith & Patterson.*)

Oil Refiners and dealers in Petroleum, Benzine, Lubricating and Paint Oils.

No. 7 HANCOCK STREET,
fe21:1m Pittsburgh, Pa.

SOUTH PITTSBURGH PROPERTY FOR SALE.—Five brick dwelling houses of three rooms each, yards, etc., and one vacant lot, forty feet (more or less) on Carson street near the corner of Oliver street, extending back to Mane street. These houses are well built and in good order, and will be sold at a bargain.

Manufacturers or others wishing to purchase houses for tenants are invited to examine this desirable property. Apply at the Real Estate office of

S. CUTHBERT & SONS,
fe21 51 Market street.

EXHIBITION OF THE GOOD INTENT LITERARY ASSOCIATION, at MASONIC HALL, on THURSDAY EVENING. For kindly permitted Miss Agnes Sylvester and Miss Jennie, of the Pittsburgh Theatre, in a favorite double dance. The plays for the evening will consist of "Dick Turpin," "Scenes from the Lady of the Lake," and "The Toodles." This play has been gotten up with the greatest care, and we trust they will meet the public approbation. Tickets 25 cents. To be had from the members and at the book and music stores. fe21:2t

NEW ADVERTISEMENTS.

THE

GERMAN NATIONAL BANK,

Of Pittsburgh,

COR. SIXTH AND WOOD STREETS.

AUGUSTUS HOYELER, President.
SPRINGER HARBAUGH, Vice President.
GEORGE A. ENDLY, Cashier.

This Bank invites the accounts of Banks, Bankers and others.

Government Securities of all kinds bought and sold at current rates.

An SPECIAL AGENT of Jay Cooke, subscriptions will be received for the

Popular 7-30 Loan,

This loan is now being absorbed at the rate of

$5,000,000 Per Day.

and being convertible into five-twenty bonds which are now at a premium of over NINE PER CENT. It commends itself for its superior advantages to all who seek a safe and profitable investment.

Liberal commissions on this loan will be allowed to all dealers in Government securities.

GEO. A. ENDLY, Cashier.
fe11:tf

THE

UNION NATIONAL BANK,

(Late Union Banking Co.)

Corner of Fourth and Market Streets.

Paid up Capital, - - - $250,000.
Limited to - - - - - $500,000.

This bank has been fully organized in accordance with the Act of Congress, and will continue to transact a general banking business under the management of the following

DIRECTORS:

J. R. McCUNE, JARED M. BRUSH,
C. HANSON LOVE, JOSEPH HORNE,
A. G. CERBAGH, C. BERGHEFELD,
JOHN MARSHALL, JOHN WILSON,
JOS. KIRKPATRICK.

By authority of Jay Cooke, Esq., subscriptions will be received to the

7.3-10 TREASURY NOTES,

which are convertible at maturity into U. S. 5-20 Bonds, taking 6 per cent. interest, payable in gold. Notes kept on hand for immediate delivery.

J. R. McCUNE, President.
R. S. SMITH, Cashier. fe11:w

OIL LEASES,

COPYING PRESSES,
COPYING BOOKS,
BLANK BOOKS,
NOTE PAPER,
BILL PAPER,
CAP PAPER,
MANILLA PAPER,
for mailing and wrapping purposes.
LETTER FILES,
INVOICE BOOKS,
RECEIPT BOOKS,
INK,
PENS,

and STATIONERY OF ALL DESCRIPTIONS, for sale by

MYERS, SCHOYER & CO.,
fe11:tf No. 25 FIFTH STREET.

CONCERT HALL.

ONE WEEK ONLY.

Commencing Monday, Feb. 27.

The Carter Zouave Troupe,

BERGER FAMILY,

AND YOUNG FEMALE BRASS BAND.

The above widely known and successful band of performers will give a series of their popular and pleasing entertainments as above.

Their programme embraces a number of diffrents, and one round say, diverse attractions, including Ballad and Opera Music. The ballet Irish Comedy, Slack Wire Performance, Military Evolutions, &c., &c.

There will be a matinee on Saturday afternoon, March 4th, for the accommodation of Ladies and Children.

Tickets.....25 cents.
Reserved Seats.....50 cents.
Doors open at 7 o'clock; commencing at ½ to 8.
fe11:tf J. HENAGE CARTER, Proprietor.

WHITE, ORR & CO.,

25 Fifth Street,

have just opened a large stock of

WHITE GOODS,

LACE GOODS,

EMBROIDERIES,

CAMBRIC HANDKERCHIEFS,

which they are selling at low prices.

WHITE, ORR & CO.,
fe11:tf 25 FIFTH STREET.

WILL BE ADDED TO THE LIST OF Stocks and Bonds already advertised to be sold TUESDAY EVENING, February 21st, at ½ o'clock, at Commercial Sales Rooms, 51 Fifth street,

6 shares Merchants & Manufacturers Bank;
45 " Allegheny and Pittsburgh Oil Co;
200 " Horse Neck do;
200 " Cherry Run & Blood Farm do;
100 " Rose Oil Co;
500 " Skirk Farm Oil Co;
120 " Fayette do;
250 " Miners' Oil & Mining Co;
500 " McAboy Cherry Run Oil Co;
fe21 A. McILWAINE, Auct'r.

TENNYSON CLUB LECTURES.

DR. R. S. MACKENZIE,

Of Philadelphia, will lecture at

LAFAYETTE HALL,

ON

Tuesday Evening, Feb. 21st.

SUBJECT—*Lights and Shades of Irish Character.*

THURSDAY EVENING, February 23d,

SUBJECT—*Irish Law and Lawyers.*

TICKETS.....50 cents.

To be had at the Book, Music, and at the Door. Doors open at 7 o'clock; Lecture commences at 8.

HALL PATTERSON, JOHN McGLAREN,
J. R. BUTTERFIELD, H. RICHARD DAVIS,
N. C. McCANDLESS, A. W. CHISELET,
J. M. GAZZAM, STEPHEN WOODS,
fe18:3t Lecture Committee.

FOR SALE OR RENT.

A BRICK HOUSE WITH SIX ROOMS,

Stable, &c., with three acres of land, good orchard, and water, situated in Pitt township, on Francis street, about thirty rods from Passenger Railroad and Center Avenue. Apply to

WILLIS BOOTHE,
No 137 Liberty street.

OFFICE ERIE CANAL,
ERIE, February 17th, 1865.

ERIE CANAL COMPANY.—An election for

SEVEN DIRECTORS

of the Erie Canal Company will be held at their office in Erie, on the 6th day, being the FIRST MONDAY in MARCH NEXT, at 10 a. m.

fe20:2td A. H. CAUGHEY, Secretary.

J. G. LANER,

No. 101 Market Street,

PITTSBURGH,

Dealer in STAPLE VARIETY GOODS, FANCY GOODS, TOYS, CHILDREN'S COACHES, FANCY BASKETS, wholesale or retail at the most reasonable prices. fe18:3t

NOTICE.—JOURNEYMAN PLASTERERS ASSOCIATION OF PITTSBURGH AND ALLEGHENY.—I hereby notify all members of the Association to attend the next Regular Meeting, as business of importance will be before the meeting.

B. MCCRURY, Secretary.
FEBRUARY 14, 1865. fe20:1wd

POLICE JOHNSTON.—PAVEMENTS.—The occupants of houses on all the public streets of this city are hereby notified to clean the pavements and gutters in front of their respective houses, as the ordinances on the subject will be strictly enforced. SAMUEL LONG,
fe20:3t Chief of Police.

STRAYED.—TWO PIGS came to the premises of the undersigned, No. 157 Bank Lane, Allegheny, on or near about the 1st of January last. The owner is requested to come forward, prove property, pay charges and take them away, or else they will be sold according to law.

fe18:3t JOHN REOWN.

FISH.

100 half-bbls Lake Herring;
25 " " " New No. 3 Mackerel;
25 " " " " 2 do;
20 bbls " " " " 3 and 4 do;

Just received and for sale by

fe20 J. B. CANFIELD.

BROCKSIEPER'S GAS REGULATOR.—Brocksieper's Patent Gas Regulator and Burners for sale and put up on short notice, by

TATE & BEVILLE,
227 Liberty street, Pittsburgh, and 50 Federal st., Allegheny. fe18:3td

POTATOES AND APPLES.—Received this day, 1 car load Peach Blow Potatoes; 1 car load Green Apples.

L. H. VOIGT & CO.

NEW ADVERTISEMENTS.

NEW

Skirt for 1865,

A NEW AND GREAT INVENTION IN HOOP SKIRTS.

THE DUPLEX ELLIPTIC,

Or Double Steel Spring.

WEST, BRADLEY & CAREY,

(LATE J. L. & J. O. WEST.)

97 *Chambers Street, New York.*

Are the owners of the patent and exclusive manufacturers of this, J. W. BRADLEY'S PATENTED DUPLEX ELLIPTIC STEEL SPRING SKIRTS.

This invention consists of Duplex (or two) Elliptic Steel Springs, ingeniously braided tightly and firmly together, close to edge, making the toughest, most elastic, flexible and durable spring ever used, enabling the wearer in consequence of its great elasticity and flexibleness, to place and fold the skirt when in use as easily and with the same convenience as a silk or muslin dress. It entirely obviates and silences the only objections to hoop skirts, viz: the annoyance to the wearer as well as the public, especially in crowded assemblies, carriages, railroad cars, church pews, or in any crowded place, from the difficulty of contracting them to occupy a small space. This entirely removes the difficulty, while giving the skirt the usual full and symmetrical form, and is the lightest and most stylish and graceful appearance for the street, opera, promenade or house dress. A lady having enjoyed the pleasure, comfort and great convenience of wearing the Duplex Elliptic Spring Skirt for a single day, will never afterwards willingly dispense with the use of them. They are the best quality in every part, and by far the lightest, most durable, comfortable and economical skirt made. Merchants will be supplied as above, and by jobbers, and ladies in most first-class retail stores in this city and throughout the different States.

☞ Inquire for the
DUPLEX ELLIPTIC SPRING SKIRT.

Beadley's Duplex Elliptic Skirt, most popular and flexible in use, for sale by

EATON, MACRUM & CO.,
fe11:dim Nos. 17 and 19 FIFTH STREET.

OFFICE DEPOT COMMISSARY OF SUBSISTENCE,
Corner Penn street and Garrison Alley,
PITTSBURGH, PA., February 20, 1865.

SEALED PROPOSALS, IN DUPLICATE, will be received by the undersigned until 11 o'clock on MONDAY, the 27th inst., for supplying the following Subsistence Stores, to be delivered at this office:

140 barrels prime Mess Pork.
20,000 pounds thoroughly Smoked new Bacon Sides.
20,000 pounds first quality sugar cured Hams.
500 barrels Extra Family Flour.
12,000 pounds prime White Beans, well seasoned and dry.
2,000 pounds Hops.
7,500 pounds roasted and ground Coffee, in good tight sacks.
100 pounds best Oolong Black Tea, in half chests.
50 pounds Best Young Hyson Green Tea.
15,000 pounds clear dry Brown Sugar.
1,000 gallons best quality of pure Cider Vinegar.
1,250 pounds best quality of Adamantine Candles, 16 ounces to the pound, in sixes.
4,000 pounds good hard Soap, well dried, before packed.
3,000 pounds good clear, dry, fine Salt.
500 pounds pure Malabar Pepper, in ¼ pound packages, and in boxes of 25 pounds each.
200 gallons N. O. Molasses, in half barrels.

All the boxes, barrels, casks and sacks, enclosing said stores, must be in the best repair, and included in the bid for each.

The name of contents, with weight, gross and tare, must be plainly marked on every package—all old marks being obliterated.

The goods to be properly inspected by a Government officer, and furnished within ten days of acceptance of proposal. Bidders may propose for the whole or any article of the list.

Samples of all the articles must be delivered with the proposals and referred to therein.

A printed copy of this advertisement must be attached to each proposal, and the proposals must be specified in complying precisely with all the terms.

Each bid to have consideration must contain a written guaranty *of two responsible names.*

Proposals of firms must name all the parties to such firms, and if not in conformity to the above requirements, will not be considered.

Bidders must be present when the bids are opened. The right to reject all the bids is reserved.

Payments to be made in Government funds as soon as received for that purpose.

Blank forms of bids and guarantees may be procured on application at this office, personally, by letter or telegraph, which must be one cent in an envelope, addressed to the undersigned, and endorsed "Proposals for Subsistence Stores."

GEORGE W. MURPHY,
fe20:3tcodTTS Captain and C. S.

PROVOST MARSHAL'S OFFICE, 23D DIST., PA.
No. 28 FOURTH STREET,
PITTSBURGH, Pa., February 13, 1865.

EXEMPTED FROM DRAFT.—In accordance with orders, I publish the following list of persons exempted from draft, by the Board of Enrollment in this District to the completion of the draft, with the reasons of their exemption:

VERSAILLES TOWNSHIP.
Furnished Substitutes.
R. S. Falconstock, clerk, Turtle creek.
Hartman Guice, pilot.
John Longstaff, miner, Brown's coal works.
Peter Smith, miner, Brown's coal works.
John Smith, miner, Brown's coal works.
Non-Resident.
Robert Anderson, carpenter, Coulterville.
Over Forty-Five Years of Age.
George Hartz, laborer.
Barney McGinty, miner.
In Service.
John Carson, student.
William McCombs, miner.
James McKrig, miner.
David McAfee, laborer.
Abner Newlin, laborer.
Lewis Near, laborer, Port Perry.
Disability.
Robert Bridges, peddler, near McKeesport.
Thomas Finas, miner, Port Perry.
Christian Klein, miner.
Hugh Mackey, miner, Coulterville.
James Shields, miner, Coulterville.
Quota Filled.
William Davis, miner on Bayard's Farm.
Thomas Gray, miner.
Thomas Sarver, farmer, Carpenterville.
BIRMINGHAM.
Furnished Substitutes.
John Gasaff, cigar maker, Larson street.
Jacob Miller, laborer, Washington street.
Philip Pfael, teamster, Frederick street.
George Snyder, laborer, Franklin street.
Alien.
George Theis, laborer, Union alley.
Over Forty-five Years of Age.
William Blanery, racker, Manor street.
Double Enrollment.
Francis Heber, laborer, Franklin.

J. HERON FOSTER,
Captain and Pro. Marshal 23d Dist. Pa.
fe20:3tdaltw

NOTICE TO OWNERS OF

DRAYS, HACKS, &c.

Notice is hereby given to all owners of Drays, Carts, Carriages, Buggies, &c., whether resident or non-resident in the City of Pittsburgh, to apply their Licenses at the Treasurer's office of the city of Pittsburgh, forthwith, in accordance with an Act of Assembly, approved March 30, 1860, and an Ordinance, of the Councils of the City of Pittsburgh, passed April 16, 1860.

All Licenses not paid on or before May 15, 1865, will be placed in the hands of the Chief of Police, for collection, subject to his fee of fifty cents for the collection thereof, and all persons who neglect or refuse to take out License will be subject to a penalty, to be recovered before the Mayor, double the amount of the License.

The old metal plates of previous years must be returned at the time Licenses are taken out, or pay 25 cents therefor.

RATES OF LICENSE.

Each one horse vehicle	$ 7 50
Each two horse "	12 00
Each four horse "	15 00
Each two horse hack	15 00

Omnibuses and Timber Wheels drawn by two horses, eighteen dollars each. For each additional horse used in any of the above vehicles, one dollar.

W. KIRKHAM, City Treasurer.
PITTSBURGH, February 10th, 1865. fe17:tf

WHEELER & WILSON'S

HIGHEST PREMIUM IMPROVED

FAMILY SEWING MACHINES,

ARE

Simple, Reliable and Perfect.

There is no machine in the world that can do the variety of work or give such thorough going satisfaction. These machines will

Hem, Frill, Quilt, Bind, Tuck, Plait, Gather,

CORD AND BRAID, without previous basting. It will sew the heaviest and thickest cloth, with a tight, strong, elastic seam, as durable as the fabric itself. It will sew the finest cambric, Swiss muslin, lawn, &c., with equal facility.

Send for Circular, with samples of sewing, or call at the salesroom,

No. 27 FIFTH STREET,
fe10 PITTSBURGH, PA.

25 YEAR'S EXPERIENCE

Re-established the fact that

PROF. REED'S MAGNETIC OIL

Is the only reliable cure for

Rheumatism, Neuralgia, Old Sores, and Pains of all kinds.

Still sold at the old price of 25 cents per bottle.

SIMON JOHNSTON, Sole Agent,
fe6 cor. Smithfield and 4th sts.

TO OIL COMPANIES AND INDIVIDUALS OWNING WELLS.—The advertiser desires to call attention to a new and recently patented process for the purpose of reanimating Oil Wells that have ceased to yield, and also to induce the yielding of Wells (where boring has been unattended by success) in good oil bearing districts. For further particulars address J. H. P., box 1376, Pentoilice, Philadelphia, stating location, width, depth and proximity to yielding wells, and giving a general history of the property.

fe18:1wd

PRODUCE NOW RECEIVING.

2000 lbs prime Fresh Roll Butter;
300 dozen Fresh Eggs;
100 bush. large English Clover Seed;
300 bush. small Navy Beans;
100 bush Sifted Corn Meal, for sale by

fe20 H. RIDDLE.

FRENCH FLUTING,

FOR TRIMMING DRESSES, &c.,

done in a superior manner, without injury to the fabric or color, at

THE MISSES ELLIOTTS',
fe14:tim No. 43 St. Clair street.

ALCAHOL.—4 barrels for sale by

HENRY H. COLLINS,
fe13

NEW ADVERTISEMENTS.

THE

UNION CHERRY RUN BASIN

Oil and Mining Company.

Capital Stock - - - $250,000.

IN 250,000 SHARES

OF ONE DOLLAR EACH,

$50,000 of which is set aside for

WORKING CAPITAL.

Only a limited number of shares yet to be sold.

OFFICERS:

PRESIDENT,
WM. McCUTCHEON,
Liberty street, Pittsburgh.

TREASURER:
R. A. GEORGE,
Cashier Farmers' Deposit Nat. Bank, Pittsburgh.

SECRETARY:
JAMES McCUTCHEON,
Liberty street, Pittsburgh.

DIRECTORS:

JOHN P. KRAMER,
Cashier First National Bank, Allegheny.

S. B. McELROY,
of McElroy, Dickson & Co., Wood st., Pittsburgh.

WILLIAM McCUTCHEON,