The Pittsburgh Gazette,

PUBLISHED BY

THE GAZETTE PUBLISHING ASSOCIATION

FRIDAY, NOVEMBER 3, 1865.

FRANCE IN MEXICO.

The report of the *London Times* that Mr. SEWARD had addressed a menacing note to the French Government, warning it against sending any further troops to Mexico, is generally discredited in England, the wish probably being father to the thought. The report is likely to be an exaggeration, if not absolutely untrue; and yet we should be glad to chronicle it as true.

A war with France or any other European power is not, of course, desirable; but the mere possibility that it may follow the utterance on our part of a firm declaration against further interference by France in Mexican affairs, should not deter us from uttering it. No fact is plainer than that this nation cannot safely tolerate the further dominion of France in Mexico; and it is therefore our duty to make NAPOLEON acquainted with that fact. Even while the rebellion was at its height, the lower house of Congress *unanimously* passed a resolution denouncing the French occupation in Mexico; and now that we have the rebellion off our hands we cannot doubt that Congress will repeat that denunciation, with the same unanimity and with even more emphasis. In this the House of Representatives has spoken and will speak the undivided sentiment of the country. Upon that subject, if upon no other, the people are a unit.

LOUIS NAPOLEON *may* regard such a course upon the part of our government, as a cause of war, but we do not believe he will. He is much more likely to take us at our word and abandon his Mexican adventure. It was undertaken when he thought the rebellion would succeed, and the failure of Southern leaders to build up an empire contiguous to his has spoiled the scheme entirely. He will doubtless be glad of a good opportunity to get out of it; and a firm missive from Mr. SEWARD will serve to sharpen his office in discovering one.

But whether this is likely to happen or not, it is still the duty of the government to come to a plain understanding with France, and assume her of the perfect unanimity of the people of this nation in the determination to enforce the Monroe doctrine in all its length and breadth.

THE INTERNATIONAL COMMISSION.

The "Commission" proposed by Earl RUSSELL in his correspondence with Mr. ADAMS was *not*, it seems, for the purpose of settling the claims growing out of the piracies of the Alabama and Shenandoah, but such *other* claims as may be mutually agreed upon, if the London *Times* is an authority in the matter. It says:

"In order to guard against any misunderstanding, we are requested to restate that the proposal of Earl Russell to the American Government was conveyed in the following words: 'Her Majesty's Government are ready to consent to the appointment of a commission to which shall be referred all claims arising during the late civil war *which the two Powers shall agree to refer to the Commissioners.*' These concluding words limit the subject of reference, since it would be inconsistent with the position taken up by Her Majesty's Government, and with the arguments which induced it to decline arbitration, to permit the claims for losses by the Alabama and other vessels of the same character to be brought before a commission for decision. It must be understood, therefore, that if any such commission were agreed on, these cases would be excluded from its jurisdiction."

It is plain that Mr. ADAMS did not take this view of it; and if the *Times* is correct, the offer of Earl RUSSELL amounts to little short of an insult. It is tantamount to saying that England will not recognize these claims in any possible way; but that if we have any *other* claims, she will willingly agree to refer them to a commission. Thank her for nothing.

IMPORTS AND EXPORTS.

The monthly statement of the foreign commerce of New York for September, 1865, shows that while our imports were valued at $22,000,000 in gold, our exports reached only $11,000,000, gold value. Thus we are importing two dollars for one we are exporting, and are running in debt to Europe at that fearful rate.

True, the telegraph tells us that this vast difference was made up by the export of our 5-20 bonds; but, while that saves us from the present necessity of shipping gold in their stead, it does not extinguish our debt to Europe, unless we take the consolatory view held by an old friend of ours, who, when he gave his promissory note for any bill presented him, thanked God that *that* debt was paid.

No country can long stand up under such a drain as this. A few months' continuance of it will bankrupt us—and the longer it continues the more eager every prudent man should grow for such a contraction of the currency as will bring us back to specie payments, and put an end to the evil spirit of speculation and commercial venture begotten of our redundant paper currency.

EXACTING TERMS.

We have the authority of the official dispatches of Secretary SEWARD to the Provisional Governors of the South, that the President regards the ratification of the Constitutional Amendment abolishing slavery and the repudiation of the rebel debt, "as *indispensable* to a successful restoration" of those States to the Union.

That the President has the power to exact these terms, and that he is fully justified in exacting them, we cheerfully admit, and we believe he will be faithfully sustained in enforcing them. But why stop here? If he has the power to exact *these* terms, he has equally the power to exact other terms, to the full as justifiable. He has the same power to say that these States shall provide in their organic laws for the protection of the freedmen in all their rights of life, liberty and property, and to say to them that they cannot be restored to the Union until they have secured to the loyal people of the South the quiet enjoyment of all their rights as citizens. Whatever plea of expediency may be urged against enforcing these additional terms, the want of power to exact them cannot be pleaded in the face of the plain dispatches of the Secretary of State to which we have referred.

THE CHICAGO REPUBLICAN comes out in the quarto form—similar to the Leading New York dailies. The improvement in its appearance is very striking. It promises an improvement in matter, and says: "we shall now attempt to redeem the promise with which this journal first introduced itself to the public. We shall endeavor to make it in all respects a worthy representative of Chicago and of this great northwestern region, whose fertile soil, boundless resources, intelligent population, growing power and equal, uncompromising devotion to liberty and justice, will ever title it to be called the Heart of America."

THE release of JOHN MITCHEL is very gratifying to the Fenians. So was the release of Barabbas to the Jews.

---

railroad.

The last number of the Lancaster *Express* contains a lengthy article on the subject of the late terrible accident on the Pennsylvania Railroad, near Landisville, which contains some important statements, the publication of which is due alike to the Railroad Company and the public. The article was written in reply to certain assertions made in the Reading Daily *Record*, characterizing the accident as a "wholesale slaughter," and charging the editor of the *Express* with having, in a former article, attempted to "whitewash" this great calamity. The editor of the *Express* then made a second investigation, and gives the facts arrived at as follows:

1. It is not true that the accident was caused by "the use of miserable old cars." No. "126," the broken car, was a new and substantial one, built in modern style, *with iron trucks, each having the boiler-iron safety guards* over the axles, so that if a journal should break it would be impossible for the end of the axle to strike up and pierce the bottom of the car. This fact disposes of the assertion from another quarter, that the wood in the broken truck was "rotten." There was no wood in it whatever to rot! Both the car and truck are lying at West Philadelphia, and if any competent judge will examine them and say that the *Record's* assertion is true, we will agree to condemn every car on the road, for this was *certainly* one of the best we have seen on this or any other road.

2. The train was not "running at a rate of more than ordinary speed," so far as we can judge by the only facts which are pertinent to such an enquiry. Yesterday we solicited the privilege of examining the telegraphic record of the progress of the train, as reported from station to station. It left Harrisburg "on time," and kept on the schedule until after it passed Mount Joy, the operator there reporting it as having left "on time." That record was made in the Lancaster office long before anything was heard here of the accident. This record shows that between Mount Joy and the time of starting from Landisville, there was a loss of *twenty minutes*—in other words the train left Landisville "twenty minutes late." The schedule speed of this train (the Day Express) from Lancaster to Philadelphia, including the one stoppage, is thirty miles an hour. To make up this time under the rules of this or any other road, it would be necessary to increase the speed only *two miles* an hour, or to make the run to Philadelphia at the rate of *thirty two* miles an hour. This, on a good road, with a clear double track, would not be considered "more than an ordinary rate of speed." The conductors or engineers could have no temptation, that we can see, to run faster, after leaving Landisville, for they had the whole distance of 76 miles to make up the lost twenty minutes. Besides, the short distance in which this heavy train of nine cars and two locomotives was stopped, does not indicate that it was running at "a fearful speed." An accurate measurement by tape-line, showed that the train was stopped within a distance of *seven hundred and seventy-four feet* from the point where the wheel of the broken car first struck the ground—not three-quarters of a mile as asserted by some who did not measure the distance!

3. The fact that two locomotives were attached to the train seems to be taken as *prima facie* evidence of recklessness, in connection with the assertion that it "contained *thousands* of human beings." Now, the circumstances of both trains (the Erie Express and the Day Express) being consolidated, and running on the schedule of the latter, is as we have said before, an evidence of the precaution of good management. The Erie Express having reached Harrisburg so far behind time as to render it unsafe to run it so close on the Day Express schedule, the Erie schedule was annulled. Look at the probable consequence had this precaution not been taken. The general rule is to run trains under such circumstances ten minutes apart. In this case, the Erie train would have left Landisville ten minutes after the Day Express. In the confusion of such an accident happening the front train, it is highly improbable that the one following could have been signalled in time to hold up, but would have plunged into the disabled train, killing and maiming more than were injured by the original "slaughter." Those passengers, therefore, in the four rear cars, have cause to thank God that Mr. Franciscus' policy and not Capt. Rauch's was adopted in running these trains.

4. As to the train being crowded with "*thousands* of human beings," we will allow a simple arithmetical calculation to answer. There were nine cars in the train—two baggage and seven passenger. They were just unduly crowded. None, fortunately, were standing on the platforms, of the five rear cars, at least, else they would have been crushed to death. The car which contained the killed was certainly not crowded, for the "ladies' cars" never are. It is conceded that all had seats. The largest cars on the road will seat only *sixty* passengers—so, if every seat was taken there could have been only four hundred and twenty "human beings" on the train. We are assured, however, that the conductor's record will show that there were less than three hundred instead of the Captain's thousands!

5. That the broken car was, above all others, immediately removed *from* the place where the accident happened, and that neither editor, coroner or other person, had any chance to see or know whether it was or was not fit for use." This is substantially untrue. The accident happened about three O'clock P. M. Saturday afternoon. Mr. Lockhart, who has supervision of both branches of the road between Lancaster and Harrisburg, commenced clearing away the wreck that evening, as was necessary; but he did not remove the broken car beyond the reach of coroner or editor. The car and truck were brought to Dillerville, one mile from Lancaster, where they lay all day on Sunday, open to the inspection of all. On Sunday night they were removed to the West Philadelphia shops, where they may still be seen; and we presume no one will be more grateful for a solution of the cause of the accident than the railroad and with the Pennsylvania Railroad." And if the editor of the *Record* has *facts* calculated to justify all he has said on this terrible wholesale slaughter," we hope he will at once lay them before the Coroner's Jury, who meet again tomorrow to hear additional testimony.

6. It is very easy to perceive the *animus* of the *Record's* onslaught upon the *Express* and the newspapers along the line," for it looms up boldly in the assertion that the rolling stock of the P. R. R. "is not of the quality of the best Pennsylvania, of the Lehigh Valley, the Philadelphia and Reading, or the New Jersey Central roads." These roads constitute a rival line, and this comparison is simply a bid for travel in their behalf, at the expense of the Pennsylvania Central. Perhaps there is no "whitewashing" in all that!

Having, we think, fully justified the report originally given by the *Express*, and fully answered our contemporary, a remark or two further on the nature of this accident may not be out of place. The cause of it is as much a mystery to-day as it was when it occurred. Neither wheel nor axle of the car in which the passengers were killed was broken. Not a rail or cross-tie was displaced at the point where the truck left the track. The ties and rails there are to-day just as they were found when the wreck was removed. The wheel with the broken flange, which was at first supposed to have caused the accident, was found to belong to a rear car in which no one was injured. This fact is known by the register—each wheel being marked and registered when it is put on. Thus the wheels of the car "126" were registered "C61865," showing that they were put in the truck in June, 1865, which would not indicate that they were "unfit for use" by long wear. It could not have been caused by an obstruction upon the track, for both locomotives and four cars passed over in safety, the accident occurring to the fifth or middle car.

There remain, then, but two theories of which to account for this sad casualty. One is that one of the brake blocks had become detached and dropped down, causing the wheel to "jump" the track. The other is that the wheels became rail and weld on. This theory is disputed by practical men who have examined the axle, would seem that the first wheel of the truck jumped the track, and thrown off transversely, swinging the truck around. A farmer who witnessed the accident from the roadside, says it seems as if the end of the car rose slight or ten feet and came down with a crash. No doubt the truck was upset by the surge, throwing the car up, and as it came down the truck forced out that portion of the bottom struck by it, which carried away three seats on each side with those who sat upon them.

We have the following incident from one of our leading Philadelphia merchants, whose name is a sufficient guarantee of its truthfulness. A Southern dealer, who owed seventy-one thousand dollars in this city, called on his creditors one day last week, and asked for credit to enable him to resume business. As an evidence of the manner in which the rebellion was sustained, and the people forced to contribute to it, he exhibited to his creditors the receipts of the rebel agent for $71,000, the amount of his Philadelphia debt, which he was compelled to pay into the rebel treasury. This sequestration plan was adopted against all Southern merchants owing money in the North. The fact may now be mentioned as a comment upon the attempt to "have the rebel war debt recognized in the recent Southern conventions." The merchant in question, after showing the receipts then exhibited, the evidences of the property he had left, and was willing to turn over to his creditors if they would give him another start. He need not say that he was immediately taken back into their confidence, and ample credits accorded to him.—*Philad. Press.*

Reports of late war's storm represent a hasty fall of snow in Wisconsin and Minnesota, to the depth of six inches, at La Crosse, but that the snow was disappearing rapidly.

A bill has been read a first time in the Tennessee Senate, and referred to the committee on the Judiciary, providing that the following named persons shall be forever prohibited from voting or holding any office of honor, trust or profit in the State, viz:

All who held positions as Senators and Representatives in the so-called Confederate Government, all civil and diplomatic agents for said Government, all who left seats in the Congress of the United States and publicly advocated the principle of secession, and all who resigned judicial positions, from the Supreme Bench down to Probate and County Judge inclusive, and afterward gave aid and comfort to the rebellion. All who held an office in the so-called Confederate armies from Lieutenant General down to Colonel, inclusive. All who acted as brigands, robbers, guerrillas, and all who were members of the Legislature of this State in 1861, and voted for the ordinance of secession.

It is further provided that no man shall be eligible to the office of Governor, Secretary of State, Comptroller, Treasurer, member of the Legislature, Supreme, Circuit, Chancellor or County Judge, or Circuit Court Clerk, County Court Clerk, Sheriff, County Treasurer, Trustee or State's Attorney, who is not publicly known to have been an unconditional Union man from the beginning to the end of the recent rebellion.

All persons hereafter to be elected to any office in the State are required to swear that they have ever been undeviating in their attachment to the Government of the United States, have never voluntarily borne arms or given aid and comfort against it, and will hereafter faithfully defend and support it.

VARIOUS ITEMS.

QUEEN EMMA, of the Sandwich Islands, has not only been ingratiating herself with the religious, but also with the literary circles of London, and has paid a visit to Tennyson, the poet laureate, the first honor of the kind conferred upon that poet. A good example is thus given to European sovereigns by her Hawaiian majesty.

THE English publishers, Routledge & Sons, have just issued a volume entitled "Men of the Time," which informs us, in a long sketch of General Sheridan, that this hero defeated Lee, who "surrendered to him," and not to General Grant. We are also told that Sherman was compelled to abandon Atlanta, and, fleeing eastward, escaped to the sea.

INTERNAL machines rarely effect the object for which they are designed. One in Chicago, however, that Wednesday morning, was thrown into a house and exploded, doing considerable damage to the building and furniture; the inmates, however, escaped.

A YOUNG Scotch nobleman, still a minor, has been lately playing at a London theatre, playing, losing on an average £1 500 a day! An English paper hopes that he at least respects the stripling, and thereby saves something by his good bringing up.

A BAPTIST clergyman in Brooklyn recently declined to solemnize the rite of marriage between one of his fold and an "unbeliever."

THE monster telescope for the Chicago Observatory is now finished and ready for transportation.

GEN. FRANK P. BLAIR has presented to Maj. Gen. Sherman a fine saddle, holsters, pistols and shabrack, the whole valued at $500.

A MAN in Fort Plain, N. Y., shot his child last week, mistaking it for some wild game.

MAYORALTY.

☞ FOR MAYOR.

CAPTAIN WM. MAYS, of the Seventh Ward, will be a candidate for MAYOR, subject to the nomination of the Union party of the city of Pittsburgh, to be held prior to the next city election. nov4ctd

☞ THE MAYORALTY.—JAMES DONALDSON, ALDERMAN of the Fourth Ward, at the solicitation of friends, has consented to allow his name to be used in connection with the next Mayoralty, and will be a candidate subject to the direct vote of the people, in accordance with the recommendation of the last Republican Municipal Convention. oct30ctd

MEETINGS.

STOCKHOLDERS MEETING.

OFFICE JONES FERRY COMPANY, PITTSBURGH, October 31st, 1865.

A meeting of the Stockholders of the Jones' Ferry Company will take place on MONDAY, November 6th, at 10 o'clock, A. M., at the OFFICE OF A. D. & D. M. SMITH, Water street, Pittsburgh, at which time and place an ELECTION FOR DIRECTORS, to serve for the ensuing year, will be held.

oct30ctd WM. M HERSH, Secretary.

TARR STORY & CHERRY RUN OIL COMPANY, PITTSBURGH, November 1, 1865.

THE ANNUAL MEETING OF THE Stockholders of the Tarr Story & Cherry Run Oil Company will be held at the Board of Trade Rooms, Wood street, on Tuesday, November 14th, 1865, at 3 o'clock, P. M., for the purpose of electing officers for the ensuing year, and transacting such other business as may come before them.

nov1-td J. L. MARSHALL, Sec'y.

OFFICE EUREKA INSURANCE COMPANY, PITTSBURGH, Nov. 1st, 1865.

AN ELECTION FOR THIRTEEN DIRECTORS OF THIS CO., To serve for the ensuing year, will be held at the Office, on Bagley's Building, Water street, on Tuesday, November 14th, 1865, between the hours of 11 a. m. and 1 p. m.

novtdaw ROBT. FINNEY, Secretary.

OFFICE WESTERN INSURANCE CO., PITTSBURGH, Oct. 31, 1865.

AN ELECTION FOR THIRTEEN Directors of this Company, to serve for the ensuing year, will be held at the office, No. 92 Water street, on Tuesday, the 14th day of November next, between the hours of 10 and 2 p. m.

novi-dtd. WM. P. HERBERT, Sec'y.

DIVIDENDS.

SECOND NATIONAL BANK OF PITTSBURGH, PITTSBURGH, Nov. 1st, 1865.

THE DIRECTORS OF THIS BANK have this day declared a dividend of FIVE PER CENT., Free of Government tax, out of the profits of the last six months, payable to the stockholders, or their legal representatives, on and after the 17th inst. (nov2wd) C. A. HIGGS, Cashier.

IRON CITY NATIONAL BANK OF PITTSBURGH, PITTSBURGH, Nov. 1st, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a Dividend of FIVE PER CENT. On the Capital Stock, out of the profits, since 1st of February last, payable on and after the 17th inst. to stockholders or their legal representatives, free of U. S. tax.

nov2dtd JOHN MAGOFFIN, Cash'r.

NEW ADVERTISEMENTS.

CEDAR BOARDS—2000 feet in store for sale by ISAIAH DICKEY & CO.

CIDER—40 bbls. in store, one year old, suitable for Vinegar, for sale by ISAIAH DICKEY & CO

PATENT FLOUR SIFTER.—Every family should have one. Call and see them at Nos. 19 and 23 St. Clair street.

novtd J. & H. PHILLIPS.

UNIVERSAL CLOTHES WRINGERS. The best in use. Another large lot just received and for sale at Nos. 24 and 26 St. Clair street, by

novtd J. & H. PHILLIPS, Sole Agents for this County.

EXTRA GOLDEN SYRUP.—Just rec'd a new supply of Boston Extra Syrup, for sale by the barrel or gallon, at the Family Grocery Store of

JOHN A. HENSHAW, nov2 corner Liberty and Hand streets.

NEW BUCKWHEAT FLOUR—2,000 pounds Double Extra New Buckwheat Flour, just ground, put up in small sacks for family use just received and for sale at the Family Grocery Store of

JOHN A. HENSHAW, nov2 corner Liberty and Hand streets.

STRAY COW.—Strayed on 30th October, a SMALL COW, 5 or 6 years old, chiefly white, with spots; each horn branded "J. KING." A suitable reward will be paid for information of, or the return of the Cow to me, at No. 4 Stockton Avenue, Allegheny City.

nov2ctd JOSIAH KING.

$5000 WILL PURCHASE THE ANDERSON HOUSE, situated in Saltsburg. The lot is 64 by 150 feet, and the building is brick, 3 stories, built expressly for a hotel; it being the principle hotel in the town. A large custom can be had at once. Terms easy. Apply to

S. McJAIN & CO., nov 102 Fourth street.

NOTICE TO HOLDERS OF THE BORING WARD, ALLEGHENY, BOUNTY SCHOOL DIRECTORS of the Fourth Ward, Allegheny, dated May 1st, 1864, are hereby notified that Rev. D. HENDRIE has resigned as president of the Second National Treasurer of the Board, at the sitting before the 15th inst., interest will cease thereon.

nov2td S. P. FRANCIS, Pres't.

DRUG STORE FOR SALE. WILL BE SOLD AT A BARGAIN. Inquire at the Office of this paper.

OFFICE OF THE SUPERVISOR OF ASSESSORS, COUNTY, CITY OF PITTSBURGH, Nov. 1st, 1865.

TO CONTRACTORS.—Sealed Proposals will be received at this office until 12 o'clock, M., on Friday, Nov. 10th, for REBUILDING A WOODEN BRIDGE at the Spring Garden Bridge, on the road leading from the Washington Turnpike to Collins' Mill, in Spring Garden Township. Particulars furnished on application. By direction of County Commissioners.

HENRY LAMBERT, Contractor. novtdaw

CHEESE.—200 boxes Goshen Cheese, 100 do Hamburg do. For sale by

J. M. OANFIELD.

DESIRABLE ROOM TO LET, IN A WELL LIGHTED, PLEASANT FRONT ROOM ON FIFTH STREET. Address Box 1825 P. O. nov3ctd

FOR SALE LOW, 2 Iron Kettles, with Grate Bars, &c., 1 lot second-hand Belting, 1 lot small Boxes, with handles, 1 Cleaning Barrel, 1 Desk, 1 lot old Sash, 1 set Harness (single.) Enquire of JOHN DYER, Jr., nov3-2td Marshall street, Allegheny.

OIL COMPANIES.

A gentleman of much business experience, and long familiar with all the details of

OIL COMPANY ACCOUNTS,

DESIRES TO ACT AS

SECRETARY OR BOOK-KEEPER

For one or more Companies. Best city reference given.

☞ Address Box 1825 P. O. nov3ctd

CLOAKS AND SHAWLS.

WHITE, ORR & CO.,

25 FIFTH STREET,

Invite attention to some new styles of

CLOTH, SILK AND VELVET SACQUES.

Also, to their large assortment of

SHAWLS,

Which they are selling at low prices.

nov3ctd

PITTSBURGH STOCK EXCHANGE,

NOS. 72 AND 74 FIFTH STREET,

WILL RE-OPEN ON

SATURDAY EVENING, NOV 4, 1865.

PUBLIC SALES DAY AND EVENING.

Rooms Open from 8 a. m. till 9 p. m.

nov3ctd J. M. FOSTER.

NOTICE.—The undersigned is in possession of

LETTERS PATENT,

Granted to him for an improved

"Fixing for Puddling or Boiling Furnaces,"

Said improvement being the use of GROUND OR PULVERIZED IRON ORE mixed into a thick paste or dough with water. The same to be applied with a proper tool to the Furnace as required.

NOW, THIS IS TO CAUTION

All persons against INFRINGING ON MY PATENT, by the VENDING OR USING of same WITHOUT MY CONSENT, as I shall claim the protection of the law against all such infringements.

HUGH McDONALD, Manager Wayne Iron and Steel Works.

nov2-1wd

THE

FORT PITT FOUNDRY.

CHARLES KNAP NEPHEWS,

MANUFACTURERS OF

HEAVY ORDNANCE

AND ALL KINDS OF

HEAVY CASTINGS.

Special attention paid to ROLLING MILL WORK, BLAST MACHINERY AND REPORTS. REPAIRS attended to promptly.

As heretofore, the best materials will always be used at this Foundry. nov2-1yd

THE GRINDER

POISONING CASE,

THE ONLY COMPLETE EDITION IN PAMPHLET FORM.

PRICE.....25 CENTS.

A Very Large Editi n Published and Nearly all Sold.

JOHN P. HUNT & CO., Publishers,

59 FIFTH STREET, Masonic Hall.

☞ Sent, post-paid, on receipt of price.

1 02

HOTEL IN ROCHESTER, BEAVER COUNTY,

FOR SALE.

Situate on Front street, on the Ohio River bank, well and favorably known to the traveling public as

THE PAVILLION HOTEL.

The house is a large Frame Three Story, containing Thirty-two Rooms. There is stabling for twenty-six horses, carriage house, granary, and other outbuildings. There is also a large GARDEN attached, in splendid order, and every convenience.

S. S. BRYAN,

nov2 57 Fourth st. (Burke's Building.)

FURS! FURS! FURS!

LADIES, MISSES AND CHILDRENS'

FURS,

The Largest and Most Complete Assortment

EVER OFFERED IN THIS MARKET,

AT

McCORD & CO'S,

nov 131 Wood Street, Pittsburgh.

ADJOURNED

Administra'or's Sale.

Pursuant to an order of the Orphan's Court of Allegheny County, the undersigned administrator *de bonis non*, of ELIJAH SMITH, dec'd, will sell at public sale, to the highest bidder, on the premises, on THURSDAY, Nov. 9th, 1865, at 11 A. M., all the right, title, interest or claim which was of said Elijah Smith, is and to the TWO STORY FRAME HOUSE of five rooms, and LOT OF GROUND, situated on the south corner of Fulton Street and Charles Alley, Pittsburgh, fronting 20 feet 8½ inches on Fulton street, and 18 feet 2 inches on Charles alley, and extending back by a line parallel with Colwell street 60 feet 4 inches, and by a line at right angles to Colwell street 19 feet 8 inches. Terms, CASH.

JOHN G. BRYANT, Administrator, nov1-7td 105 Fourth street.

LOOK HERE.

A great variety and well selected stock of

PICKLES, PEACHES,

And all kinds of CANED FRUITS, for sale by

JOHN H. SCOTT,

At his New Grocery, 96 Liberty st., corner Ferry.

GREAT CHANCE FOR AGENTS. WHAT THE PEOPLE WANT. THE STANDARD HISTORY OF THE WAR, complete in one large volume of over 1000 pages, splendidly illustrated with over 150 fine portraits of Generals, Battle Scenes, Maps and Diagrams. This work has no rival as a candid, lucid, complete, authentic and reliable history of the war. It contains reading matter equal to three large octavo volumes. Send for circulars and see our terms. Address JONES BROS. & CO.,

oct30ctd Philadelphia, Pa.

BELLOWS MANUFACTORY.—The attention of the public is directed to a new firm just commenced the work of

MANUFACTURING BELLOWS,

At No. 70 Diamond, Allegheny City, where the best articles can be had on the most reasonable terms. All orders promptly attended to at No. 70 Diamond, Allegheny City, Pa., or address H. MINER & CO., Box 46, Allegheny City, Pa.

$3,500 WILL PURCHASE A NEAT FRAME HOUSE, with SIX ROOMS, and about TWO ACRES OF LAND, situated in the village of Mount Washington. For further particulars enquire of

C. H. TOWER, oct31ctd 164 Fourth Street.

LAWRENCE County Bonds.

Persons holding the BONDS OF THE COUNTY OF LAWRENCE, Pennsylvania, issued for Railroad purposes, are requested to send the under signed a statement of the amount and numbers of the Bonds they hold, and the railroad to which they were issued, the object being to have some one the holders and the County of Lawrence to

WM. M. WILLIAMS & CO., oct31-2td Wood street, corner of Third.

WALL PAPERS.—Just received and for sale at No. 107 Market street near Fifth street. JOS. H. HUGHES & BRO.

LECTURE BY

BISHOP SIMPSON,

AT

LAFAYETTE HALL,

Friday Evening, Nov. 3d, 1865.

Subject—THE FUTURE OF OUR COUNTRY.

Doors open at 7 o'clock. Lecture to commence at 7½ P. M. nov3ctd

IMPORTANT TO RAILROAD COMPANIES.

OFFICE OF ASSISTANT QUARTERMASTER, WASHINGTON, D. C., October 31, 1865.

Will be sold at Public Auction, at Alexandria, Va., on MONDAY, the 4th day of December, 1865:

2,100,000 feet assorted Lumber,
88 new Platform Cars, 4 feet 8½ inches gauge,
20 box Freight Cars, 4 feet 8½ inches gauge,
4 Passenger Cars,
600 Car Wheels, (good),
128 pairs Car Wheels, on axles,
400 new Car Axles,
4,000 pounds Rubber Springs,
54 Elliptic Car Springs,
100 Davis' patent Car Springs,
500 tons good scrap hand T Rail,
400 tons old T Rail,
600 tons old Strap Rail,
50 tons Axles iron, old,
7 tons Tire Iron, old,
8 tons Scrap Steel, Old,
215 tons Car Wheels, old,
250 tons Wrought Scrap Iron,
225 tons Cast Scrap Iron,
3 tons Lead Pipe, old,
10 tons Scrap Brass,
7 coils, 1½ inches diameter, Wire Cable,
21 Vises,
750 tons assorted Bar Iron,
34 tons assorted Sheet Iron,
58 tons assorted Steel,
250 tons Iron Castings,
5 tons Brass Castings,
2 tons Sheet Copper,
1 ton Sheet Brass,
70,000 pounds Root Spikes,
200,000 pounds Railroad Spikes,
180,000 pounds cut Spikes and Nails,
29,000 pounds Rose,
11,000 feet assorted Glass,
6,000 feet Leather Belting,
4,000 pounds Rubber and Hemp Packing,
10 Hand-hose Pumps,
2,000 feet assorted Gas Pipe,
50 Grind Stones,
28,000 pounds Track Bars,
7,000 pounds Spike Mauls, Odd Chisels, &c.
2,000 Picks and Shovels,
500 Valves,
4,500 Axes, Hatchets and Adzes,
3,000 Handles,
50 steel-plated Frogs,
99 steel Frog Plates,
10 set Switch Fixtures,
3 portable Forges,
5 Pumping Engines,
8 Wood-working Machines,
2 portable Saw-mills,
2 Steam Pile Drivers, complete,
2 Caloric Engines,
95 sets Planes,
800 Hand, Cross cut and Circular Saws,
50 steel Squares,
50 Screw Jacks,
900 feet Spark Netting,
300 pounds assorted wire,
750 pounds Block Tin,
3,000 pounds Sheet Lead,
18 boxes assorted Tin,
100 pounds Oakum,
4,000 Files,
3,000 pounds Boiler and Tank Rivets and Plate Washers,
60 Globe Valves,
160 Monkey Wrenches,
12 Emery Wheels,
40 reams Emery Cloth and Paper,
6 Oil Tubes,
12 Water Tanks and Hoops,
3,000 Sashes.

Contents of Job Printing Office, consisting of Presses, Type, Cases, &c.

A number of Hand and Truck Carts.

Contents of the Supply Store, which contains a very large assortment of valuable Railroad Material, new and of the best quality.

Contents of Machine and Blacksmiths' Shops, consisting of Planers, Lathes, Wheels, Presses, Forges, Stationary Engines, Shafting, Belting, &c., &c. Also, a large lot of second-hand Stores, Tools, Machinery, and other material.

Sale to commence at 10 o'clock, to be adjourned from day to day, until all is sold.

Terms—Cash, in Government funds.

H. R. ROBINSON, nov3ctd Brevet Colonel, A. Q. M.

FINAL SALES OF GOVERNMENT HORSES AND MULES.

QUARTERMASTER GENERAL'S OFFICE, WASHINGTON, D. C., Oct. 24th, 1865.

Will be sold at public auction during the month of November, to the highest bidder, at the time and places named below, viz:

NEW YORK.

New York City—TUESDAY of each week, 100 MULES each day.

PENNSYLVANIA.

Philadelphia, Pa.—THURSDAY, November 2, 9, 16, and 23, 100 HORSES each day.

Pennsylvania, Pa.—TUESDAY of each week, 100 HORSES.

Harrisburg, Pa.—TUESDAY of each week, 100 MULES each day.

Harrisburgh, Pa.—THURSDAY, November 2, 9, 16, and 23, 100 HORSES each day.

Mechanisburg, Pa.—TUESDAY, November 1, 100 HORSES.

Allentown, Pa.—WEDNESDAY, November 10, 100 HORSES.

Pottsville, Pa.—FRIDAY, November 12, 100 HORSES.

Chester, Delaware county, Pa.—WEDNESDAY, November 22, 100 HORSES.

Titusville, Pa.—THURSDAY, November 10, 100 HORSES.

Titusville, Pa.—THURSDAY, November 16, 100 HORSES.

Titusville, Pa.—THURSDAY and FRIDAY November 23 and 24, 100 MULES each day.

DELAWARE.

Wilmington, Del.—TUESDAY of each week 100 HORSES each day.

Wilmington, Del.—FRIDAY of each week, 100 MULES each day.

MARYLAND.

Baltimore, Md.—WEDNESDAY, November 15, 100 HORSES.

Baltimore, Md.—WEDNESDAY, November 22, 100 HORSES.

GIENBORO, D. C.

TUESDAYS and THURSDAYS of each week, 100 HORSES each day.

NO SALES OF MULES WILL TAKE PLACE AT WASHINGTON, D. C.

At this series of sales all the Government animals will be disposed of. Buyers should therefore avail themselves of this last opportunity to purchase.

For sales of public animals in the West, see official Western newspapers.

Animals will be sold singly.

Sales to commence at 10 a. m. each day.

Terms—CASH, in United States Currency.

JAMES A. BRY, Brev. Brig. Gen. in charge First Div. Q. M. G. O.

oct26ctd

PITTSBURGH STEEL WORKS,

ANDERSON, COOK & CO.,

(SUCCESSORS TO JONES, BOYD & CO.,)

Manufacturers of the best refined Cast Steel, Square, Flat and Octagon of all sizes, Saw Plates, Hoe, Fork and Sheet Cast Steel, Cast Steel for

Reaping and Mowing Machines,

Steel Plow Wires, Springs, Axles, Circulars, &c.

Cast and Common Plough and Spring Steel.

Office—Corner of First and Ross streets, two blocks above the Monongahela House.

oct27ly

SALE OF GOVERNMENT BOATS AND BARGES AT AUCTION.

QUARTERMASTER GENERAL'S OFFICE, WASHINGTON, October 18th, 1865.

The following named Ships and Barges will be sold at Public Auction, as follows:

At SAINT LOUIS, MO., SATURDAY, November 4th, at 10 o'clock, A. M., the steamboats

AUTOCRAT,	IZETTA,
D. A. JANUARY,	NEBRASKA,
METROPOLITAN,	B. G. WOODS,
A. D. HINES,	FAIRCHILD,

One Wrecking Barge—D. M. Ryland—complete.

Wharfboat Bearbone.

(60) Fifty Model Barges, and

(20) Twenty Gunwale and other Barges,

Lying at Saint Louis.

The boats will be sold with all the furniture, rigging, and appurtenances thereunto belonging. Duly certified and examined vouchers for transportation services will be received as cash at their full face value, in payment for all property sold; otherwise, terms cash.

JAMES A. BRY, By order of the Quartermaster General.

LEWIS H. PARSONS, Brigadier General and Quartermaster.

oct17-2td

WHEREAS, I, ROBERT H. LECKY, of the City and County of Allegheny, and State of Pennsylvania, do obtain

LETTERS PATENT

of the United States, dated May 30th, 1865, for Improvement in Jars for Oil Tools,

Said JARS Jaring, DOUBLE, guides, that is, "GUIDES" ON EACH LINK OF THE JAR, and also, did obtain TWO other Patents for improvements in "SQUARE JOINTS" for OIL TOOLS, both dated May 30, 1865.

NOW TAKE NOTICE,

That any PERSON or PERSONS INFRINGING on said Patents by EITHER MAKING, VENDING or USING EITHER of them WITHOUT MY CONSENT, will be prosecuted to the FULL EXTENT OF THE LAW.

oct14tmwk ROBERT H. LECKY.

THE GREAT PURIFIER!

HEMAPANAKA

(BLOOD CURE.)

A MOST REMARKABLE ARTICLE AND POSITIVE CURE FOR

Scrofula, Rheumatism, Neuralgia, Itch, Dyspepsia and Pimples,

AND ALL DISEASES OF THE SKIN.

As a Tonic it gives the appetite, relieved digestion and wholly restores the system to health and it costs but a trial to prove its virtue.

For sale by SIMON JOSEPHINE, Druggist, corner Sandfield and Fourth streets.

O. PELQUEST,

MODEL MAKER,

NO. 21 WYLIE STREET,

MAKES TO ORDER GEAR CUTTING AND MODELS FOR NEW INVENTIONS.

oct30ly

WALL PAPERS, for Parlors Dining Rooms, Halls and Chambers, in plain and decorative styles, at No. 107 Market street, near Fifth. oct31 JOS. H. HUGHES & BRO.

JAMES BOWN,

MANUFACTURER OF

IMPROVED BORING TOOLS,

FOR

Sinking Oil, Salt and Other Wells,

No. 136 WOOD STREET,

PITTSBURGH, PA.

Tools warranted made of the very best SLIGO AND LOW MOOR IRON.

WELL BORERS

Furnished at

Lowest Cash Prices

with such articles as are necessary to conduct operations, viz:

ANVILS,	HATCHETS,
BELLOWS,	SAWS,
VISES,	SQUARES,
SLEDGES,	CHISELS,
HAMMERS,	WRENCHES,
SHOVELS,	PLANES,
PICKS,	LEVELS,
AXES,	NAILS, &c.

Rope, Leather and Gum Belting,

All of which I have constantly in store.

oct31-3md

SKATES!

SKATES!!

SKATES!!!

2,500 PAIR

Ladies,

Gents and

Childrens'

SKATES

IN EVERY VARIETY,

FOR SALE LOW BY

JAMES BOWN,

No. 136 Wood Street.

nov1tmd

AN ORDINANCE to prevent the defacing of Telegraph Poles.

Sec. 1. Be it ordained and enacted by the Mayor, Aldermen and citizens of Pittsburgh, in Select and Common Councils assembled, and it is hereby enacted and ordained by authority of the same, That from and after the passage of this Ordinance, it shall be deemed unlawful for any person to paste or in any way fasten on Telegraph Poles any hand-bills, placards, not