DAILY GAZETTE—CITY DEPARTMENT.
PITTSBURGH:
FRIDAY MORNING, SEPTEMBER 14, 1866.

STATE TICKET.

For Governor,
JOHN W. GEARY, of Philadelphia.

For Lieutenant Governor,
WILLIAM WILKINSON, of Philadelphia.

For Secretary of Internal Affairs,
FREDERICK CARL, of Berks.

For Congressional Delegate at Large,
WILLIAM H. KEMBLE, of Huntingdon.

For Congressional Delegate at Large,
ALEXANDER K. M'CLURE, of Philadelphia.

For Congressional Delegate at Large,
HENRY M. FISHER, of Lancaster.

For Congressional Delegate at Large,
WILLIAM H. ASHMAN, of Dauphin.

For Congressional Delegate at Large,
THOMAS M. MARSHALL, of Allegheny.

For Congressional Delegate at Large,
GODFREY J. RHEIN, of Philadelphia.

For Congressional Delegate at Large,
WM. A. WALLACE, of Clearfield.

For Congressional Delegate at Large,
HENRY S. MYLER, of Northumberland.

For Congressional Delegate at Large,
WILLIAM H. KEMBLE, of Huntingdon.

For Congressional Delegate at Large,
ROBERT J. HASTE, of Philadelphia.

OPENING OF THE PITTSBURGH AND CONNELLSVILLE RAILROAD.

"Half an hour to Connellsville" was the word on Wednesday night, or rather Thursday morning, when the Pittsburgh and Connellsville Railroad, with its new and splendid equipments, was opened to the public. The new line has been in process of construction for a long time, and the completion of the Monongahela division has been looked forward to with much interest. Everybody, not engaged in making a journey, was there to see the train start, and the crowd was large enough to fill a train of cars. The train was made up of the new passenger cars, and the locomotive was handsomely decorated with flags and evergreens. The train left the depot at the foot of Smithfield street, at 11 o'clock, and in a few minutes was speeding over the bridge and along the Monongahela river. The road is a single track, but the heavy grading and bridging has been done for a double track, and the line is laid with the heaviest T rail. The road bed is in excellent condition, and the train ran over the line at the rate of forty miles an hour. The first station is at Elizabeth, fifteen miles from the city, and the train reached there in twenty minutes. Here a number of persons got on board, and the train moved on to Monongahela City, where it arrived in forty minutes from the time of leaving the city. Here a large crowd had assembled, and the train was received with cheers. Among the passengers were Mayor Wilson, Controller Lambert, Chief Engineer Hay, and other city officials, and a number of the directors of the road. Mr. Hay, the chief engineer, has had charge of the construction of the road, and to his skill and energy the success of the enterprise is largely due. The road is now completed to Connellsville, and will be opened for business on the 1st of October. The distance from Pittsburgh to Connellsville is fifty-six miles, and the time will be two hours and a half. The road will be a great convenience to the people of the Monongahela valley, and will be largely patronized by them. The new line will also be a great benefit to the city, as it will open up a rich country, and bring a large trade to Pittsburgh. The road is owned by the Pittsburgh and Connellsville Railroad Company, and is leased to the Pittsburgh, Virginia and Charleston Railroad Company, which will run the trains. The officers of the latter company are: President, Thomas M. Howe; Secretary and Treasurer, Wm. Thaw, Jr.; Superintendent, Wm. P. Shinn; Engineer, Thomas Hay; Auditor, Wm. Thaw, Sr.; Solicitor, Wm. Thaw, Jr.

OPENING OF THE PITTSBURGH AND CONNELLSVILLE RAILROAD.

The opening of the Pittsburgh and Connellsville Railroad, which took place on Wednesday night, was a very successful affair. The train left the depot at the foot of Smithfield street, at 11 o'clock, and in a few minutes was speeding over the bridge and along the Monongahela river. The road is a single track, but the heavy grading and bridging has been done for a double track, and the line is laid with the heaviest T rail. The road bed is in excellent condition, and the train ran over the line at the rate of forty miles an hour. The first station is at Elizabeth, fifteen miles from the city, and the train reached there in twenty minutes. Here a number of persons got on board, and the train moved on to Monongahela City, where it arrived in forty minutes from the time of leaving the city. Here a large crowd had assembled, and the train was received with cheers. Among the passengers were Mayor Wilson, Controller Lambert, Chief Engineer Hay, and other city officials, and a number of the directors of the road. Mr. Hay, the chief engineer, has had charge of the construction of the road, and to his skill and energy the success of the enterprise is largely due. The road is now completed to Connellsville, and will be opened for business on the 1st of October. The distance from Pittsburgh to Connellsville is fifty-six miles, and the time will be two hours and a half. The road will be a great convenience to the people of the Monongahela valley, and will be largely patronized by them. The new line will also be a great benefit to the city, as it will open up a rich country, and bring a large trade to Pittsburgh. The road is owned by the Pittsburgh and Connellsville Railroad Company, and is leased to the Pittsburgh, Virginia and Charleston Railroad Company, which will run the trains. The officers of the latter company are: President, Thomas M. Howe; Secretary and Treasurer, Wm. Thaw, Jr.; Superintendent, Wm. P. Shinn; Engineer, Thomas Hay; Auditor, Wm. Thaw, Sr.; Solicitor, Wm. Thaw, Jr.

TELEGRAPHIC.

New York, September 13.—The weather has become cooler, and there are no longer any apprehensions of a fatal character. The cases reported are few, and the deaths are confined principally to those who have been sick for some days. The Board of Health have recommended a stringent observance of the Sabbath. Cars running forward more frequently on Sunday. Omnibuses between Brooklyn and Jersey City to be run. Oyster saloons and lager beer gardens to be closed. Cars to run at $1.20 for 24 hrs; 100 bush. potatoes sold at $1.20@$1.25; 100 bags rye sold at $1.50@$1.75; 100 bags buckwheat sold at $2.25@$2.50; 100 bags red top sold at $3.50@$4.75; 100 bags timothy seed sold at $5.25@$5.50; 100 bags clover seed sold at $8.50@$9.50; 100 bbls. apples sold at $2.50 for 24 hrs; 100 bbls. onions sold at $2.50@$3.50; 100 bbls. cranberries sold at $5.50@$6.50; 100 bbls. pears sold at $3.50@$4.75; 100 bags red top sold at $2.50@$3.50