Pittsburgh Gazette.

OFFICIAL PAPER OF THE CITY.

SATURDAY MORNING, SEPT. 29, 1860.

CITY AFFAIRS.

Republican Naturalization Committee,
ROBERT P. M'DOWELL, Chairman.

C. L. Magee,	S. Palmer,
E. S. Wright,	A. H. Brown,
Jacob Slagle,	Thos. P. Wilson,
J. G. Mackson,	W. Nash,
John A. Sergeant,	William Owens, jr.
J. Sutherland,	Kennedy Marshall.
W. J. Richardson,	

Office, 144 Fourth Street, at which one of the Committee will be in attendance every morning at ten o'clock.

Appointments

For preaching on Sabbath, by the First. United Presbyterian Synod, now in session in this city:

Pittsburgh.—First Church—10½ a m, Rev. J. T. McKeen; 3 p. m., Rev. D. R. Kerr, D. D., (communion); 7 p. m., Rev. Wm. Johnston.

Second Church (Dr. Prestley's)—10½ a. m., Rev. A. G. Wallace; 3 p. m., Rev. J. R. Andrews.

Third Church (Rev. J. G. Brown's)—10½ a. m., Rev. J. R. Andrews; 3 p. m., Rev. S. J. Kennedy.

Fourth Church (Dr. Gracey's)—10½ a. m., Rev. J. M. Henderson; 3 p. m., Rev. Wm. Johnston.

Fifth Church, Lafayette Hall, (Rev. S. B. Reed)—10½ a. m., Rev. J. S. Easton, D. D.; 3 p. m., Rev. J. E. Thompson; 7 p. m., Rev. T. J. Kennedy.

Birmingham (Rev. Wm. M. Chalmers')—10½ a. m., Rev. J. E. Thompson; 3½ p. m., Rev. James Magill, (communion); 7½ p. m., W. McCullough.

ALLEGHENY.—First Church, (Dr. Pressly's)—10½ a. m., Rev. J. H. Stan; 2½ p. m., Rev. J. S. Easton; 7 p. m., Rev. Wm. Findley.

Second Church (Rev. J. B. Clark's)—10½ a. m., Rev. J. W. McFarland; 2½ p. m., Rev. James Kelso; 7½ p. m., Rev. J. T. McLean.

Third Church, (Rev. D. G. Bradford's)—10½ a. m., Rev. J. G. Campbell; 3 p. m., communion; 7 p. m., Rev. Thos. Love.

Fourth Church, (Seminary Chapel)—10½ a. m., Rev. W. McElwee; 2½ p. m., Rev. J. G. Campbell; 7 p. m., Rev. W. J. Jackson.

Manchester—10½ a. m., Rev. Wm. Carlisle; 3 p. m., Rev. J. M. Jamison.

Lawrenceville—10½ a. m., Rev. S. Eggert; 3 p. m., Rev. H. Parks.

First Cumberland Pres. Church, Pittsburgh, (Dr. Bryant's)—10½ a. m., Rev. Thos. Love.

Second Reformed First Church, Pittsburgh, (Rev. Stewart's)—2½ p. m., Rev. G. E. Ormond.

Jack's Run—3 p. m., Pro. Wm. Wishart.

Temperanceville—7 p. m., Rev. J. T. Brownlee.

Allegheny Alms House—3 p. m., Rev. D. Blair.

Republican Voter—Are You Assessed?

This is the last day on which those wishing to vote at the October election can be assessed. See to it that your name is on the roll.

The following is a list of the assessors for the various districts in and around the city.

PITTSBURGH—First Ward—Jacob Glosser, at Commercial Bank, on Fourth street.

Second Ward—John M'Koe, 152 Third street.

Third Ward—John Magee; Alderman Lewis is his assistant.

Fourth Ward—Richard Hope; 10 Hand street.

Fifth Ward—Joseph Irwin, 84 Pike street.

Sixth Ward—John Phillips, 18 Federal street.

Seventh Ward—Robert Thompson, Shelby street, near Webster, (Kestingtown.)

Eighth Ward—Thomas Neely, 85 Marion street.

Ninth Ward—Hugh Hammond, 824 Penn street, next door to Independence Regular House.

ALLEGHENY—First Ward—Simeon Bulford, Rebecca, st., near Ferry.

Second Ward—John Ramsey, Federal street, above Jackson.

Third Ward—A. C. Alexander, Esplanade street, above Third street school house.

Fourth Ward—James Graham, corner of Robinson and Morgan streets.

BOROUGHS—Elizabeth—A. Kerlp.

West Pittsburgh—Allen J. Park.

Manchester—Robert M. Park.

Sewickley—Wm. Miller.

Birmingham—Daniel Weeks.

Temperanceville—Thomas Greighton.

East Birmingham—David M'Cready.

Duquesne—David Crowe.

Lawrenceville—Wm. Finney.

Sharpsburg—Samuel Coyle.

M'Keesport—Joseph Evans

South Pittsburgh—Thos. Claridday.

West Birmingham—C. L. Foster.

Stowstown—Leonard Wineman.

Monongahela—Thomas Gaughan.

ACCIDENT ON THE PENN'S RAILROAD.—*Thirty-three Persons Injured.*—A very serious accident occurred on the Penn's Railroad yesterday, by the express train being thrown off the track by running over a bull on this side of Stewart's station and about 16 miles from this city. We are not in possession of the facts as to where the fault lies, there being considerable difference of opinion among the passengers on this subject. Some attribute it to the carelessness of the engineer, while others say that it was not in his power to prevent it—that it was an accident which no human power could avert. There were 175 passengers on the train—some 35 of whom were injured—one named Jas. Stevens, a brakeman on the train, cannot possibly recover. It is alleged by some of the passengers that the train was 30 minutes behind time when it left Philadelphia, and two hours behind the regular time at the time of the accident. After the accident, a large number of the passengers held a meeting and drew up a statement, censuring the engineer, whom they allege could have averted the disaster had he attended to his duty properly. The following is a copy of the statement, with the names of those who signed it annexed:

We the undersigned, passengers on the train which left Philadelphia at 11½, and due at Pittsburgh at 12:45, state that the train left the depot at Philadelphia half an hour behind time. The conductor, contrary to common rule, took up passengers at way stations in such numbers that in one car there was 12 more than could be seated, and in consequence of the loss of time we got behind two hours; as a point 16 miles east of Pittsburgh, and coming down a heavy grade, the engineer could distinctly see a cow the distance of 300 yards off, in a cut of rocks which it was impossible for the cow to get out of the way without being carried by the engine some 150 yards, and there dropped under the wheels, causing to passenger cars, containing, we suppose, 300 people, to jump the track, whereby 300 lives were nearly sacrificed, and engineer and 30 persons wounded. Engineer attributes the accident to the carelessness of the brakesmen.

Samuel Lamberson, Coshocton, Ohio;
Adolph Myers, Plymouth, Indiana;
T. J. Wells, Louisiana;
S. Gugotz;
D. F. Field;
G. W. Lyon;
Henry Frank, Philadelphia, Penna;
T. F. Bevan, Tennessee;
Adolphus Franks;
Thomas D. Rutledge;
Meier Eisenberg;
Charles Trudeering;
S. W. Hawthorn, Coshocton, Ohio;
J. B. Dunlap, Trumbull county, Ohio;
Jacob Morrison, Jeffersonville, Indiana;
Warren Packard, Warren, Ohio;
George Keller, Youngstown, Ohio;
A. H. Cole Monroe, Monroe county, Wis.;
Hermann Reiser, Allegheny;
John Perdue, Lafayette, Indiana;
Chas. Sawyer;
R. H. Painter, Pittsburgh;
M. Field Freeman and F. J. Fowler, New York;
F. W. Torbert, Philadelphia;
Edward Stapleton, New York;
J. W. Lyon, Indiana;
John Park, New Orleans;
John G. Warner, Brookville Pa.;
E. W. Gray, Deerfield, Ohio;
E. W. Harper, Marion, Iowa;
M. L. Reed, St. Louis, Missouri;
T. B. Hedekin, Fort Wayne, Indiana;
L. H. Kerr, Peoria, Illinois;
R. H. Barnum, Warren, Ohio;
Thos. J. Atkins, New York city;
Wm. McClelland and wife, Pittsburgh.

The passengers on a train can know very little of the cause of such an accident, as they cannot see in advance of the train. The engineer is the only one who can see the track ahead, and he is necessarily the principal witness.

The engineer says that there were quite a number of cattle on the track: that he whistled the usual alarm; that they all got off the track before the engine reached them; but that one of them, keeping the side of the, track was struck by the engine in passing and staggering along a few steps fell under the baggage car and threw it and three passenger cars off the track. This seems the most rational and probable story, and is probably the true one. We give, however, the statements of the passengers, who are entitled to be heard, remarking that some allowance must be made for the excitement under which they were very naturally laboring.

Since writing the above, we have received a complete list of the injured, and find that there are but twenty-three, all told. None of them are injured seriously, except Stevens, and he, we were informed at a late hour last night, it was thought, would recover. The following are the names and residences of the

WOUNDED:

Miss Lizzie Bass, South Carolina; Geo. Bass, do.; Henry Bass, do.; Mr. Algeo, Pittsburgh; Ed. Johnston, do.; Capt. John Young, do.; A. C. Hays, do.; Mrs. Byron Pelster, do.; Mr. Speer, do.; D. R. Pettit, Ohio; A. B. Scott, Washington co., Pa.; W. A. Hill, North Carolina; Samuel Meanor, Clinton, Pa.; Lizzie Gilliford, Perrysville, Pa.; Miss M'Clelland, California; Jas. Stevens, brakeman on the train; Jas. Brownlee, Poland, Ohio; John Cuyler, New York; Mrs. Lothrop, Allegheny, Pa.; H. Johns, do.; Ed. Miller, Illinois; Major Chenney, Connellville, Pa.

PRINCE OF WALES.—The committee appointed to receive the Prince of Wales will receive him at the depot in Allegheny, on Monday evening. He will ride in an open carriage with Mayor Wilson, and the whole suite will be escorted to this city by the Duquesne Greys.

Gen. Robinson, Josiah King, Esq., Dr. O. H. Ormsby, Isaac M. Pennock, George W. Weyman, and the members of the Committee of Arrangements, will accompany the distinguished stranger to Latrobe. The public will be notified as to the streets through which he will pass, so that all feeling an interest will be afforded an opportunity of seeing him.

The Committee of Reception will deliver no sealed letters to the Prince unless they know their contents.

ACCIDENT.—Wm. C. Gallagher, of the Symposium, met with a very painful accident on Wednesday night, from which he is yet confined to bed. It seems that he had cooked a platter of oysters, and when removing it from the chafing dish, the latter upset, the alcohol running running over him and enveloping him in a sheet of flame. The fire was promptly extinguished, but not until his hands and thighs were severely injured.

We are glad to see that the agent of the Continental Corn Sheller, at No. 12 St. Clair street, is doing a good business selling territory. He deserves success, for he has produced a machine, perhaps, all its parts and doing its work in a perfect manner, unrivalled by any in the country. It is worth a visit.

THE LIBERTY STREET CATASTROPHE.—The Coroner's jury, who for the past few days have been investigating into the causes which led to the recent catastrophe at Wallace's Works, on Liberty street, held an adjourned meeting at the Mayor's office yesterday. After the jury had convened, Mr. Campbell made a statement that he was at first inclined to take the testimony of the committee examined on a previous occasion as conclusive that the boiler did not blow up for want of water, or through the carelessness of the engineer; he had heard so much on the streets relative to the opinions held by other gentlemen equally capable of giving an opinion in the matter as the committee, that he was not prepared to arrive at a verdict without having them before the jury, and he proposed that the Coroner be required to procure their attendance for examination. The proposition met the entire approbation of the jury, and Mr. Boatwick was directed to have the following gentlemen present at their next meeting: Messrs. Wm. Barnhill, J. Kaye, T. Snowden, boiler inspectors; R. J. Grace, local inspector; S S Fowler, B. Crawford, district inspectors; W. Robinson, N. K. Wade and Thomas Kennedy, steamboat engineers.

There was but one witness examined—Mr. Mead, agent for Ashcraft & Co.'s low water detector. The following is his statement:

My business is that of selling Ashcraft & Co.'s low water detector; put one of these indicators on the boiler in Wallace's establishment four or five weeks ago; the indicator is a machine of which we have five thousand in use; when attached to a boiler it tells whether the water is low or not; when the water gets down to the point at which it is attached it gives an alarm; made inquiries of the engineer—Pershaw—whether or not it answered the purpose for which it was put on; he told me on the two occasions on which I had called on him that it had given an alarm twice; I found it shut off the Saturday evening before the explosion; he said he had shut it off because it was constantly blowing on him; he said he had told Mr. John Wallace that he had shut it off, and for what reason; Mr. Wallace told him that was right—that he would soon fix the valve or get a new one; could not, with an ordinary effort, start any of the gauge cocks on the boiler; they were both tight and I did not open them; previous to this I had always found the gauge cocks free; had tried the cocks frequently before—some fourteen or fifteen times—always found water up to the middle cock until Saturday evening, did not move the cock then, and cannot say whether there was water in it or not; had a conversation with Mr. John Wallace in reference to the first alarm given by the indicator; he said it was on account of the check valve leaking through which the water was forced back from the boiler during the night; he said he should see to it and have it repaired immediately; had no further conversation with him; a week after that I was in, and found the detector cock closed; the engineer said that it had blown on him and he had shut it off; he told me he had asked Mr. J. Wallace for another packing, and that he had said he would give him one by-and-by; had previous to this supplied Mr. J. Wallace with packing to put the machine in order again; I had given the boy packing at the time and had shown him how to use it, he said he would put the machine in order again, and I left him; this was about a week previous to the explosion; when I called on Saturday evening, he told me that he had packed it over and put it in order; he said he had let the cock open part of the time, but that it was now closed because the water had got down so low that he could not keep the packing in, and it blowed on him; immediately after the explosion I asked Mr. J. Wallace how it was with the detector; he said it was shut off and couldn't operate; am not an expert with regard to boilers; my only experience with them is in putting on these detectors; am not prepared to give an opinion with regard to the cause of the explosion; our detector will always act when allowed; never know a boiler to explode with one of our detectors on it.

Here the testimony closed for the present, and the committee appointed to examine the building not being ready to report, the jury adjourned until to-day at 2 o'clock

NEW IRON PASSENGER CAR.—We paid a visit to the new iron passenger car which was laying yesterday at the Federal street depot of the Ft. Wayne railroad It was built by the firm of Merrick, Hanna & Co., of New Brighton, and patented by Merrick & Miner, of that place. The several advantages which it possesses render it decidedly preferable to the ordinary wooden car, and it will probably supersede them to a great extent, in this vicinity at least.

The whole car, except the flooring, (which is double,) and the inside finish, which is made of three-eighth stuff, is constructed of iron. The body of the car is supported upon trusses, consisting of two pieces of two and a half inch angle iron and a five inch piece of bound iron. The cross pieces, under the floor, are likewise of iron, a piece of wood being riveted between, to which the flooring is nailed. The stanchions, which are supported by the cross pieces, are of angle iron, and so are the curlines which sustain the roof. The roof is made of corrugated iron. The panels on the sides are of No. 18 sheet iron and are molded into handsome shape by a hydraulic press. The doors and window frames are of sheet iron, wood only being used when it answers better than the other, and in this has been ascertained to be in very few cases. There is a ventilator between each window, besides the ordinary number in the roof, so that the car can be rendered more comfortable in summer than those constructed of wood. Besides, the car having hollow walls, a current of air is constantly passing around it, which has the double effect of keeping the inside temperature cool in summer and warm in winter.

The improvement proposed by the makers of this conveyance are several. The sides of a first class car of this mode of construction being only 1½ inches thick, the inside width is seven inches greater than that of a wooded car of similar dimensions.

The iron car will be from *two to five tons* lighter than the wooden car. This is a very important matter. The economy of running such cars would alone pay a large proportion of their original cost. They are much more durable than the old style car, being made of metal which does not rot, and prevented from corrosion by the paint. They are safer, because in case of a collision there would be no wooden splinters of sufficient size to do passengers any mischief. The flexibility of the iron would also be a gradual check to the violence of the shock, while wood would give way at once. The iron is all firmly fastened together, there being no less than 12,000 rivets in a first class car.

There is no veneering in the inferior of the car. All the wood work is solid and firmly riveted to the iron. The finish is very handsome, resembling the best style wooden cars. The outside is extremely showy, showing the wood on cars far in the shade. The moulding of the panels contribute very much to this, producing an effect which, if done in wood, would be very costly. Several scenes one of the Beaver river, are painted on the panelling. The dimensions of the car are 41 feet by 9, and it is the first one built by the firm.

SERIOUS FIRE.—The "Belvidere" Hotel, located on the canal, some four miles from the city, was totally destroyed by fire yesterday morning. The fire was first discovered about 3 o'clock and had gained such headway that the entire roof was in flames. It caught from the chimney in the third story, but through what cause we have not yet heard explained. The light occasioned by the flames brought a large number of people to the ground, but beyond saving a portion of the furniture their efforts were of but little avail. The house was totally consumed, and nothing of it now remains but the foundation walls. The "Belvidere" was built some three years ago at an expense of $8,000. Furniture to the amount of $2,000 was afterwards put in, so that the loss, it will be seen, is quite a severe one. The building was owned by Mrs. Guzman, of the Diamond, and occupied by her son-in-law. Mrs. G. is insured in the Etna and Pennsylvania offices for some $6,000, $5,000 of which was on the building. She had two houses in the same neighborhood burned down but a few weeks ago, so that she is quite unfortunate. The barn near the house was on fire once or twice, but through the exertions of the neighbors, who carried water sufficient from the canal, the flames were extinguished and the building saved.

A BEAUTIFUL WORK OF ART.—We were shown, yesterday, a magnificent picture frame, made to order for the second portrait of George W. Bunton, deceased, (late of Deer Creek, Indiana township.) The painting is by Mr. Amos Hamlin, of this city, and is considered a masterpiece of art. The frame was manufactured by Mr. J. J. Gillespie at his extensive establishment on Wood street, between Diamond and Fourth streets, and is a perfect model. This portrait is life size, equal to the first (which we noticed some ago,) in point of merit, and the frame and picture together form a sight worth seeing. The frame is of the oval Belgian pattern, heavily gilt, and will compare with any work of similar character made in Philadelphia or New York, and would do credit to the very best makers in the country. Some work made at this establishment has taken premiums at our fairs for the best quality, and it is not strange if the specimen exhibited there were equal to this. We feel proud, as a Pittsburgher, in noticing these beautiful works of art, and we can cheerfully recommend Mr. Gillespie's as the place to be suited in fancy variety work.

FINE CLOTHING ESTABLISHMENT.—We dropped into the clothing establishment of Mr. Jno. Laughlin, yesterday, where we found one of the largest and most complete assortments of clothing we have witnessed for some time. His stock consists of everything usually found in an establishment of this kind. It comprises velvet, silk, plushes, and lambskin cassimere for vesting; broadcloths, doeskins, satin de laine finish, cassimeres, etc., for pants, and some of the most superb patterns for coats we ever beheld. He has the above as well as a large assortment of a more common style, of all qualities and descriptions, and which he is prepared to offer at great bargains. Any one desiring a "new rig" for the fall or winter campaign, cannot do better than give Mr. L. a call, as we feel satisfied that he can suit them, no matter how fastidious. See advertisement.

THE JACOBY MONEY.—It will be recollected that when Jacoby was executed here, for the murder of his wife, he left a considerable amount of money in the hands of persons chosen by the Court as guardians of his minor children. The account will be presented on Monday, October 1st, for confirmation, when it will be seen what disposal has been made of it.

THE LATEST NEWS.

BY TELEGRAPH.

RECEIVED AT THE DAILY GAZETTE OFFICE.

Gov. Seward's Speech at Lawrence.

LEAVENWORTH, Sept. 28.—Gov. Seward addressed a crowd of five or six thousand people at Lawrence yesterday. He expressed his gratification at the fulfillment of a long and cherished desire and duty he owed to the people of Kansas to visit them in their homes. I desire to speak to you here where I have received the memorials of the contest waged upon this soil; while I see around me border implements with which that contest was waged by aggressors under the plea of popular sovereignty, which left people perfectly free to do as they pleased, subject to the Constitution of the United States, which they were left perfectly free to interpret as they pleased, while the authorities at Washington had never been able to interpret it to their own satisfaction or that of the American people. While Kansas is the youngest and least favored with political power, she is the most inflexible and most constant. The two richest States are New York and Massachusetts, and they are so mainly because they are the freest, wisest and most liberty-loving. The cause of all the interest I have felt in you has been merely this, that you occupy a pivotal position in the United States with regard to freedom and slavery. There is no difference, no contest on this subject along the line of the northwestern States, for they are all for freedom; none on the line of the Southern States, for they are all for slavery. But there is an eternal strife for the establishment of freedom or slavery in all the rest, from the Missouri to the Pacific. If freedom was to triumph, there is no point where we could expect to meet the enemy except the place where she has met it here. If you had been false, Slavery would have swept through the Territory of New Mexico, and the whole country to the Pacific. California was imperfectly secured to freedom, and with a compromise. You opened a new campaign here, and crowned it with complete victory. Henceforth the battle is ended—henceforth the free laborer from every land on the earth can pursue his onward path to the Rocky Mountains. You not only occupy a pivotal position, but this great enterprise was attempted at a critical period. In 1856 all guarantees of freedom were abandoned, and Kansas, that had for forty years been free from the footsteps of slaves, was pronounced as much of a Slave State as South Carolina. At this crisis the people of Kansas appeared on the stage, revilled, despised and hated, lifted the banner of liberty on high and contracted peaceably all efforts made to subdue them. In three years they not only secured freedom in Kansas, but in all the territory of the United States. No other one hundred thousand people have contributed so much for freedom as Kansas. Before this people then, appearing for the first time, I bow myself as I have never done before to any other people in profound reverence. I salute you with gratitude and affection.

Alluding to the drought, he said there will be no famine in Kansas, because there is wealth and credit enough to carry her through; if these will not do it, he advises an appeal to friends in the East. Alluding to the irrepressible conflict, he says the people of Kansas entitled it in favor of freedom; in New Mexico they tried to settle it in favor of slavery, and now find it impossible. He then reviews the history of Slavery extension at length, and says the territories must be reserved for the free labor of over-populated Europe. Missouri barrier this emigration, and she been wise the population now in Kansas would have settled in her borders. She must look to Kansas for deliverance. She is made richer by millions by the settlement of Kansas by freemen.

He concluded as follows:—Henceforth if my confidence in the stability of the American Union wavers, I shall come here to learn that the Union is stronger than human ambition, because it is founded in the affection of the American people. If ever I shall waver in my devotion to liberty, I shall come up here to renew it under the inspiration of the sympathy of one hundred thousand freemen saved from slavery. Henceforth I shall not be my sentiments alone, but the sentiments of all men will come up to Kansas as they go up to Jerusalem. This shall be the sacred city.

The Governor and party leave for the East to-morrow.

INDIANAPOLIS, Sept. 28.—The Douglas State mass meeting to-day was the largest assembly of the Democracy since 1856. The procession was composed of wagons and footmen, bearing banners, etc., and was about one hour passing a given point. Douglas received the demonstration of the mass in an open carriage, drawn by four white horses. The most imposing feature of the procession was the young ladies who were seated in the centre of which stood a young lady attired as the Goddess of Liberty. This attraction elicited praises and applause from every person. A desire to see Douglas was manifested by all party men. His speech was of the same tenor that has characterized all his speeches during the present campaign. He spoke about an hour and a quarter. He refused to answer the question propounded by the Indianapolis Journal, saying they should submit the name to their own candidate before offering such to him. He alluded to Breckinridge in severe terms, charging him and his party of abandoning the principles of the Democracy and forsaking the same plank of the Cincinnati platform upon which he and Breckinridge stood shoulder and shoulder in 1856. The crowd is variously estimated at from 35,000 to 100,000, including a large delegation from Kentucky.

Among the prominent speakers present, besides Judges Douglas and Johnson, were Governor Tod, of Ohio, Governor Dixon, of Kentucky, Judge Clinton, of Tennessee, Mr. Sanford, of Ohio, Mr. Logan, of Kentucky, and Mr. Schnable, of Pennsylvania. The torchlight procession and the display of fireworks to-night is very fine. The Sentinel office and a number of other buildings are brilliantly illuminated. Douglas leaves to-morrow morning for Louisville.

[This is an instance of how the telegraph is used for Douglas's benefit. A meeting of a few thousands is magnified into a hundred thousand; but in the dispatch sent from here about our unprecedentedly large Convention, the telegraphic reporter refused to give any estimate. He merely said "the largest we ever estimated." The rule is, draw it mild for Republican meetings, but go it large for Douglas.—ED. GAZ.]

CHICAGO, Sept. 27.—Great preparations are being made by the Republicans and Democrats for the reception of Senators Seward and Douglas next week. Arrangements have been made with all the leading railroads for the issue of half-fare tickets. Mr. Seward will arrive on the evening of October 1st and address the Republicans the next day. Mr. Douglas is expected to arrive on the evening of October 4th and address the Democrats on the 5th.

It is now positively certain that the schooner St. Mary's was foundered on the night of the Lady Elgin disaster. One of her small boats drifted ashore on Sunday last, a short distance north of this city. One body, supposed to have been lost on the Lady Elgin, has been identified as one of the schooner's crew. There were eleven persons including the crew on board.—The vessel was valued at $6000.—No insurance.

GREENSBURG, Sept. 27.—One of the largest democratic meetings ever witnessed in this county, was held here to-day. It is estimated that from eight to ten thousand persons were present. Speeches were made in English by Gen. Stokes, of Westmoreland, and Judge Shannon, of Allegheny; and in German by Messrs. Peterson, Zeiner and Fellz, of Allegheny. Another meeting was held in the evening, which was addressed by Mr. Johnston. A grand torchlight procession took place at night.

[This is a specimen of telegraphic lying for Douglas, to which we have adverted elsewhere. The Republican meeting at Greensburg a week or two since was not noticed by telegraph at all.—ED. GAZ.]

DAYTON, Ohio, Sept. 28.—The total receipts of the State Fair for the four days foot up $11,475. The Fair, notwithstanding the decision of the Board to continue it until Saturday evening, is virtually closed. The weather turned out more favorable than was expected and the exhibitors insisted upon winding up to-day. To-morrow evening there will be some sports of the ring and other diversion for the benefit of the grounds.

LANCASTER, Ohio, Sept. 27.—The fall races over the Fashion Course, at Lancaster, Ohio, commence on Thursday, October 4th, and continue three days. The great match between Ala Mode and Blue Tail Fly, for $1000 a side, will be run on Friday, October 5th. Several Kentucky horses are already entered.

NEW ORLEANS, Sept. 27.—Advices received state that ten shots were fired on Walker, amid cheers.—He was decently buried by foreigners. The natives would not take part. Rudler was sentenced to four years' imprisonment.

ST. LOUIS, Sept. 28.—River falling slowly with 5 feet water to Cairo. A rise of 3 feet is reported at Quincy. Weather clear and mild.

LOUISVILLE, Sept. 28.—River rising slowly; 3 feet 4 inches in the canal. Weather clear and cool.

THEATRES.—We observe Manager Henderson announces for this evening the "Corsican Brothers" and the "Bear Hunters." Read what the Mobile *Register* says about little Mary M'Vicker, who makes her appearance at the Theatre on Monday evening: "We have no hesitancy in saying that the seemingly-extravagant notices which have appeared in the newspapers relative to little Mary M'Vicker, do not even do her justice. Though scarcely ten summers have gladdened the earth since her advent upon it, she possesses all the action and facial expression of an old stager."

RELIGIOUS.—There will be stated services every Lords' Day, in the First Disciples' Church, Hand street, opposite St. Andrew's Church, by Elder W. S. Gray, stated pastor. Monday service, 10½ o'clock. Sunday School, 2½ o'clock. Evening lecture at the usual hour. Prayer meeting every Wednesday evening. All are cordially invited to attend. Seats free.

SHINGLES.—The shingle market is very dull just now, and prices have a declining tendency. This decline is attributed by a great many to the supply being more than equal to the demand, but the real cause may be found in the fact that the demand is not so great as in former years, shingle roofs not being thought of when "Croggon's celebrated Asphalt Roofing Felt" can be obtained. The agent for this excellent material can be found at his office, Laughlin's building, Canal bank, near the city Water Works.

REPUBLICAN Song Books, Nos. 1 and 2; price 10c; Burleigh's Republican Song Books; price 10c; Young Men's Republican Vocalist; price 8c; Wide Awake Vocalist; price 10c; Lives of Lincoln and Hamlin, 12 mo. cloth, $1; paper, 25c; Greeley & Cleaveland's Political Text Book, $1; Debates of Lincoln and Douglas; cloth 50 cents; stitched 37 cents.

All kinds of portraits of Lincoln and Hamlin; Medals, various kinds, with portraits of Lincoln and Hamlin.

All campaign documents can be had at Hunt & Miner's, 71 and 73 Fifth street.

TO LET.—THE FOURTH STORY of the GAZETTE BUILDING, for a term of five years or less, on reasonable terms. Apply to ERLEBACH & CO.

COMMERCIAL RECORD.

COMMITTEE OF ARBITRATION FOR SEPTEMBER AND OCTOBER.

JAMES LASS, V. P.	
DAVID CAMPBELL,	WM. H. WILLIAMS,
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PITTSBURGH MARKETS.

[*Reported especially for the Pittsburgh Gazette.*]

PITTSBURGH, SATURDAY, Sept. 29, 1860.

FLOUR—Remains exceedingly quiet and dull. The transactions are limited, while prices are unchanged. The following are the sales:

	Super.	Extra.	Ex. Fam.	Fancy
60 bbls from store	——	5 50	5 75	6 00
100 do do	——	5 50	5 75	6 00
70 do do	——	——	5 50	6 00
150 do do	——	5 50	5 70	6 20
92 do do	——	5 50	5 75	6 00
83 do do	——	5 70	5 75	6 20
100 do do	——	5 50	6 00	——

BACON—not much doing but prices remain well maintained. Sales of 1,000 lbs shoulders at 9¼@9¾c; 5,000 do sides at 11¾c; 1000 do canvassed hams at 12½c; and 15 tierces sugar cured hams at 15@15½c.

GROCERIES—Sugar quiet but unchanged; sales of 5 hhds at 9—prime; 5 do do at 8¾@8¾c for fair to prime; and 4 do do at 8c. Molasses unchanged—sales of 20 bbls at 48c; 30 do do at 47@48c. Coffee firm—sales of 75 bags in lots at 16@16½c; 25 do do at 16.

GRAIN—Oats—Sales from store of 500 bush at 26½c; 800 do do at 27½. Corn—sales of 1 car prime yellow shelled at 63 cents. Barley; sales of 1900 bushels spring and fall at 75c.

FISH—Sales of 5 bbls No. 3 Large Mackerel at $11.50; 5 bbl; 8 do do No. 3 at $12; 12 half bbls white fish at $5; and 15 do Lake Herring at $3.

CHEESE—Sales of 15 boxes W R at 9½c; 40 do do at 9¾@10; 25 do Hamburg at 10c.

SALT—Sales of 100 bbls Extra at $1.10.

BUTTER—Sales 180 lbs packed at 10c.

LIME—Sales of 25 bbls Louisville at $1.25.

OIL—sales of 30 bbls No. 1 Lard at 95@97c.

WHISKY—Sales of 20 bbls old rye at 19c.

MONETARY AND COMMERCIAL.

CHICAGO PRODUCE TRADE.—The receipts and shipments of flour and grain during the past week were as follows:

	Receipts.
Flour	25,055 bbls.
Wheat	620,890 bush
Corn	207 206 do
Oats	56 226 do
Rye	13,991 do
Barley	2,495 do
	Shipments.
Flour	21,022 bbls.
Wheat	403,337 bush
Corn	446,489 do
Oats	83,430 do
Rye	19,944 do
Barley	13,357 do

There has been a falling off in the receipts from those of the week previous of 4,000 barrels flour, and about 220,000 bushels wheat. The shipments show an increase of 250,000 bushels in corn, and a decrease of 520,000 bushels wheat and 3,000 bbls flour.

The receipts and shipments of Flour and Grain, since Jan. 1, compared with 1859, are as follows:

	Receipts			
			1860.	1859.
Flour, bbls			920,493	937,912
Wheat, bush			8,285,170	4,419,291
Corn, bush			13,914,310	3,960,291
Oats, bush			1,049,229	806,487
Rye, bus			160,973	114,611
Barley, bush			279,907	165,844
	Shipments.			
	1860.	1859.		
Flour, bbls	291,893	317,353		
Wheat, bush	7,024,084	3,424,016		
Corn, bush	11,940,063	3,241,766		
Oats, bush	807,438	574,158		
Rye, bush	66,117	42,457		
Barley, bush	74,642	87,451		

Reducing flour to wheat, the total receipts of grain during the past week amount to 1,391,222 bushels against 614,159 bushels received during the corresponding week in 1859 Increase of 629,267 bushels.

The amount of Flour and Grain reported in store on Monday by Mr. Castle, Secretary of the Board of Trade, was as follows:

Flour, bbls	5,685
Wheat, bush	803,265
Corn, bush	1,000,090

THE WATER RECEIPTS.—The receipts at tide water of flour, wheat corn and barley, for the 52 week of September, 1860 and 1859, have been as follows:

	Flour, bbls	Wheat, bu.	Corn, bu.	Barly, bu.
1860	55,200	921,100	543,500	68,800
1859	34,140	229,000	112,600	31,500
Increase	41,100	692,100	370,100	184,700

The aggregate quantity of the above articles left at tide water from the commencement of navigation to the 21st of September, inclusive, for the years 1859 and 1860, is as follows:

	Flour, bbls.	Wheat, bu.	Corn bu.	Barl. bu.
1860	621,600	7,648,000	11,341,500	167,000
1859	243,500	1 291,200	2,099,600	211,500
Increase	227,900	6,442,400	9,245,600	Dec4,100

Reducing the wheat to flour, the quantity of the latter left at tide water this year compared with the corresponding period of last year, shows a gain of 1,506,230 bbls flour.

FOREIGN.—The receipts continue very light, and with a fair demand and a decreasing stock on the levee and in the trade prices have slightly improved during the past week. The sales have embraced some 300 hhds, a large proportion from second hands, mostly at the range of our quotations as follows:

Interior and refining	—@—
Common to Good Common	5¼@5¾
Fair to Fully Fair	6¼@6¾
Prime to choice	6¾@7
Centrifugal and Clarified	6¾@7
Low Clarified	—@—

The sales for the corresponding week last year embraced about 1000 hhds, and we quoted fair to fully fair at 6¼@6¾; ¾ lb.

Week's receipts 113 hhds, against 622 for the corresponding week last year.

Total receipts since 1st of September 675 hhds, against 2148 to the same date last year.

Molasses—The receipts of the week have been confined to a few small lots, which have been taken mostly for refining purposes, and the sales have reached nearly 150 bbls at a range of 18c@20 and 22c ¾ gallon for interior and ordinary descriptions. Lots from the city refineries are in limited request at 30@35c in bbls, and 34@35c ¾ gallon in hf bbls, according to quality.

Week's receipts 137 bbls, against 373 for the corresponding week last year.

Total receipts since 1st of September, 499 bbls, against 821 to same date last year.—N. O. Pic.

NEW YORK CATTLE MARKET, Sept. 26.—For Beeves, Milch Cows, Veal Calves, and sheep and lambs, at the Washington Drove Yards, corner of Fourth Avenue and Forty-fourth street; at Chamberlain's Hudson River, Bull's Head, foot of Robinson street; at Brannigan's in Bleecker street, near Third Avenue, and also at O'Brien's Central Bull's Head, Sixth street.

The current prices for the week, at all the markets, are as follows:

BEEF CATTLE.	
First quality	9 cwt. $9.00@9.50
Ordinary quality	8.00@8.50
Common quality	7.00@7.50
Inferior quality	5.50@6.50
SHEEP & LAMBS.	
Prime quality, ¾ head	$5.00@6 00
Ordinary	4.00@4.50
Common	3.00@3.75
Inferior	2.75@3.00
SWINE.	
First quality	5¼@5¾c
Other qualities	5 @5¼c

REMARKS.—

In the absence of a considerable number of the Jew butchers from the Washington drove yard to-day, the market was very active, and all grades were considerably lower and strongly hard of sale at the reduction. The bulk of the offerings were of a good quality, and the small stock of first of prime cattle offering were placed at 9@9½ cents, but chiefly at the lower rate, the latter price only being obtained for the first selections. There were more cattle than need on sale to-day, though for the week the supply was only an average one.

Sheep and Lambs were in fair request, and notwithstanding the receipts continue tolerably heavy, the market has recovered from the depression which characterized it last week, and the above quotations were readily realized.

Swine were steady.

The figures at the Washington yards were not made up when our reporter left, and we are therefore unable to give them in our recapitulation.

RECAPITULATION.

The total receipts of all stock, at all the yards for the week and last week, were as follows:

	Beeves.	Cows.	Veal Calves.	Sheep & L'mbs.	Swine
At Washington yard	142	19	85	6171	.....
At Brannigan's	46	25	84	2241	.....
At O'Brien's	46	43	172	2672	.....
Bergen Hill	965	.....	.....	..