The Pittsburgh Gazette.

THURSDAY, FEBRUARY 8, 1866.

NOTICE TO ADVERTISERS.

Notice is hereby given that hereafter all transient advertisements received at this office must be paid for when handed in, except in the case of yearly advertisers, whose bills will be rendered quarterly, as usual. Advertisers will please make a note of this, as the rule of cash payments for advertisements of the character stated, will be inflexibly enforced.

The price of our Morning and Evening editions is THREE CENTS at the counter or from newsboys, delivered by carriers at FIFTEEN CENTS per week.

OURSELVES.

Our four cylinder Press is so out of repair that it works badly. There is no remedy for the evil but so thorough an overhauling as would deprive us of the use of the press for some weeks. Consequently we have ordered a new press, the building of which will be completed in sixty days or thereabouts. When it reaches us, and is put up, we mean our letter-press shall equal that of any journal in the United States.

Meantime, we have instituted such measures that after a few days our press-work will be decidedly improved over what it has been for some weeks past.

RAILROAD SYSTEM OF PENNSYLVANIA.

Pennsylvania is so located that all the great lines of commerce connecting the eastern with the western States must necessarily pass through some portion of its territory. The Baltimore and Ohio road, which passes near its southern border to its two terminii at Wheeling and Parkersburg, has not met with much a degree of success as to impair the soundness of this general proposition; and it, too, must make its western connections in Pennsylvania, not beyond it, before it can confer those benefits upon the great city at its eastern terminus which were so confidently and fondly hoped for at the time when it was pushed forward with great energy and at enormous expense through the Alpine region, which lies between that city and its chosen terminal on the south banks of the Ohio. It was a grave mistake on the part of that great corporation that it did not follow the route indicated by nature, which led directly to Pittsburgh—a mistake which now, after the lapse of twenty years, is in a fair way to be corrected by the completion of the Connellsville Railroad from Pittsburgh to Cumberland.

This being so—nature having compressed into the comparatively narrow isthmus, bounded by the southern shore of Lake Erie on the north and the Ohio river on the south, the only avenues of intercourse and commerce between the Atlantic border north of Charleston, with its great commercial cities and its teeming populations, and the rich and strengthening West, and this narrow isthmus or gateway being all within our own borders—it behooves us to meet the great responsibility in a large and generous spirit and avail ourselves of the immense advantages which we possess, to be located direct upon this compressed line of empire, this focus, with all the wisdom and sagacity which intelligent Americans are supposed to possess.

To accommodate the vast trade and travel between the two great divisions of the Union to which we have full diverted will require at least four great through lines, together with many liberal and connecting roads, so as to form one grand network or system, so far as the public are concerned, yet so diverse in their interests as corporations as to secure not only to us of Pennsylvania, but to the entire country, all the benefits which arise from wholesome competition.

Of the four great lines essential to the interests of this and all the Western States, we have so far only two—the Pennsylvania road and the Lake Shore road—the former connecting at this city with the several roads leading westward, the latter being the channel through which the two through lines of New York, the Central and the Erie, reach the great system of railroads west of the Genesee. This road is truly a Pennsylvania road, running, as it does, its entire course within our borders. That other has nothing Pennsylvania about it, except that it runs through one of our counties. While the latter is a formidable competitor of the Pennsylvania road, and compels it, or causes it to discriminate against Pennsylvania in the scramble for the trade and travel of the farther west, it confers little or no benefit upon the State, one way or another. It leaves the people of Western Pennsylvania at the mercy of one one great corporation. Its competition is of no benefit to them.

Friend and foe in suffering equally with Philadelphia and Western Pennsylvania from the same cause, for, in its competition with the great roads of New York, the Pennsylvania Central, in its eagerness to grab the trade of the farther East and the farther West, discriminates against the business men of this city, in their western shipments, just as it does against those of this city in their eastern shipments. We say, the fact from reliable merchants of this city, that they can ship goods from New York, by way of the Pennsylvania Central road, on better terms than they can from Philadelphia. This is the competition with which our road has to contend—and it operates detrimentally to every interest in our State.

Now what we want, and what we shall soon have—for we cannot doubt but that the Legislature will indignantly refuse to fetter the enterprise and giant energies of the State—is a through road to Baltimore and Washington by way of Connellsville and Cumberland, and another through the very heart of the State, and through its richest mineral regions, to both Philadelphia and New York—the New York branch crossing the Delaware at Easton, some fifty miles above Philadelphia.

The first of these will be achieved as soon as the unfinished section of ninety miles between Connellsville and Cumberland shall be completed, the other when the Atlantic and Great Western company shall have converted the several minor and local roads of which that great corporation has become the purchaser or lessee, into one grand, wide-gauge, trunk line, running from New York, across New Jersey, through the entire length of Pennsylvania, and then on to St. Louis, the entire line west of Pennsylvania being already completed.

When the franchises of the Connellsville Company shall have been restored, and a great wrong be thus rectified, we are assured that the unfinished link already spoken of will be vigorously prosecuted to completion. That done, this city and the entire West will have one more competing line to the seaboard. That road will practically be a continuation of the Pittsburgh, Fort Wayne and Chicago road, the Pittsburgh and Erie road, the Pittsburgh and Cleveland road, the Steubenville road, and the Cleveland and Mahoning road to Baltimore, Washington, and the entire valley of the Potomac. Moreover, it will develope and render available one of the richest mineral regions in our country; for almost every mile, from this city to Cumberland, is rich in coal, iron, lime or fire-clay; and very much of it is either excellent farm land, or covered with most valuable timber.

We have already spoken of the eastern connections of the Atlantic and Great Western road; let us now glance at its western bearings. The main line will cross the Allegheny river somewhere between Brady's Bend and Franklin and be thence carried westward to the present line of that road in Mercer county, whence it crosses the state line into Ohio, and so on to St. Louis. But at no great distance beyond the mouth of the Mahoning, in Armstrong county, it will cross the line of the Allegheny Valley Railroad, and thus put this city into direct and almost linear connection with it; and there is no reason why the track of the latter may not be made to conform to that of this great road, thus giving us an unbroken line of road to New York, as well as another great through line to Philadelphia.

Thus we shall have three distinct and competing lines of railroad from Pittsburgh to the seaboard, diverging widely as they proceed eastward, one terminating on the Hudson, two on the Delaware, and one on the Chesapeake Bay and the Potomac. All these are imperatively required to balance the avenues of commerce which now radiate from this city westward, northwestward and south-westward, including the Ohio river. It is absurd and ridiculous to talk of the Pennsylvania Railroad—admirable as it is in its construction and management—being adequate to the wants of such a centre of business and such a focus of trade *in transitu* as this.

In addition to the roads that will centre here in Pittsburgh, we shall have the main line of the Atlantic and Great Western road running through the centre of our State from east to west, and crossing the Ohio State line about midway between this city and Lake Erie, bearing past us a large portion of the immense commerce between the great north-western States and the Atlantic border—a commerce which it is vastly better for our merchants and manufacturers should pass by us at a distance than be crowded, as at present, upon our already overburdened thoroughfares.

But it is as they shall develope the untold mineral wealth of those portions of our State through which they will pass that the greatest utility and value of the Connellsville and the Atlantic & Great Western Roads consist. Of the former we have already spoken. Of the latter it is but the sober truth to say, that from the Delaware to the Ohio State line it traverses continuous mineral region. The great anthracite coal and iron fields lie mainly east of the Susquehanna, and hardly is it clear of them until it enters the bituminous and semi-bituminous coal fields which lie in close proximity to one another from the waters of the Susquehanna to the western border of the State. This, too, is a region rich in iron throughout its whole extent, while very much of it is covered with untouched white pine forests—untouched because too remote from navigable streams for the lumber to be *floated* to market, but which could be worked to great profit were a railroad constructed through them. This of itself, in view of the present scarcity and high prices of lumber, is a matter of no small importance.

In these local peculiarities the route of the Atlantic and Great Western road contrasts strongly with that of the Pennsylvania road. Both pass through fine agricultural regions; but that—except in limited districts on each side of the mountain, where the latter crosses through or near to iron or coal—is all they have in common. Throughout its entire length, with these exceptions, that road passes south of all the great coal deposits; but little iron ore is mined; the forests near it are of no appreciable commercial value. We have no disposition, however, to depreciate the great road now existing and in such active operation. All we contend for is, that it is not enough, nor half enough, to do the through business that is to be done; and as for developing the vast latent wealth of the State, it never has done, and never can do, one-tenth of what that magnificent road of which we are speaking will be able to accomplish—a road which will run, in the main, about midway between the line of the Pennsylvania road and the northern line of the State—the most central and the most valuable part of our Commonwealth. This last remark is true in reference to the three great sections through which it will pass—that from the Delaware to the Susquehanna, the anthracite section; that between the Susquehanna and the Allegheny rivers, rich in iron, coal and timber; and that west of the Allegheny, a region of surpassing beauty, and "underlaid with exhaustless mines of coal and iron.

Now all that is needed to secure both these great avenues of trade and agents of prosperity is a little legislation. No city or county is called upon to lay on itself a crushing load of debt, as was necessary twenty years ago. The capital is already, and the work will go forward vigorously, as soon as the fetters which now bind enterprise shall be broken. Let the people who desire to see our entire Commonwealth prosper, and particularly those whose local interests shall be advanced by these beneficent enterprises, combine in demanding the largest liberty in the construction of railroads, in every place where there is business enough to warrant the expense.

JOHN C. BRECKINRIDGE.

The Cincinnati *Commercial* says it has a rumor from Kentucky to the effect that the Conservatives in the Legislature were inclined to postponing the election of United States Senator by the hope that the efforts made to secure the pardon of John C. Breckinridge will be successful, in which case they intend to nominate and elect him—if they have the numerical strength to do it, in the next Legislature—to the United States Senate.

As a confirmation of this rumor we find in the Louisville *Courier* a strong article in favor of Breckinridge's election; so that it is plain such a purpose is entertained.

Would such a scheme have found friends if the "Conservatives" of Kentucky had not been able to count upon the support and aid of the "Conservatives" of the north? We think not. When the war was over, these Kentucky "conservatives," in common with their friends throughout the South, were mild and submissive, and looked forward only to the certainty that the Rebels would be punished as they deserved; but the formation of a "conservative party at the North, demanding the instant restoration of these Rebels to political power, has emboldened and encouraged them so that now the returned traitors rule Kentucky, and are laying their plans to send their chief traitor to the Senate. That is one of the legitimate fruits of northern conservatism.

THAD. STEVENS.—The "Conservative" papers, unable to appreciate the splendid talents of THAD. STEVENS, devote themselves to abusing him. The Washington correspondent of the Richmond (Va.) *Republic*, however, has more magnanimity. Describing the last scene in the House on the adoption of the Constitutional Amendment, he says:

"When he began this morning the House gathered around him as though an oracle were about to declare an irreversible edict. The Democrats came from their distant sidelinished, lacerated, tore them piecemeal. The Republicans, who had seats near him, kept them tenaciously, and those who were far off shared the standing room of the aisles with the Democrats. During all the time he spoke a perfect stillness pervaded the entire House—floor and galleries. The Speaker's post, was for a time, a sinecure, and genial Colfax leaned eagerly forward in his chair anxious as the rest to hear. Radical as he is, he is an intellectual prodigy, and the House "without distinction of race or color," paid him this homage."

In the vote in the House upon the admission of the Arkansas claimants, to the privilege of seats upon the floor, Messrs. Lawrence and Miller, alone of the Republican delegation from Pennsylvania, voted with the democrats and "conservatives" for their admission. If we understand the prevalent feeling among the Republicans of Mr. Lawrence's district, there are very few of them would have cast such a vote.

HON. THOMAS WILLIAMS.

This gentleman has recently made movements, in the House, of special importance.

The first was reported in our telegrams on Tuesday. It is a proposition to amend the Constitution in the last clause of the eighth section of the first article, so as to confer on Congress authority to make all laws that shall be necessary and proper for carrying into execution all powers vested by the Constitution in the government of the United States, or in any department thereof, and enforcing all obligations, prohibitions, or disabilities imposed thereby, on the several States composing the same.

The other movement was a resolution to raise a special committee to inquire what obstacles have been interposed by hostile State legislation to prevent the completion of the Connellsville Railroad.

Both these propositions were objected to by democrats, and as they required unanimous consent, went over, but they will come up again.

That Congress ought to have clear and indisputable authority to make all laws required for the execution of powers vested in the Government, is a proposition that no man will seriously argue against; and yet there are large interests that do not want Congress armed with such authority.

What Mr. WILLIAMS is driving at concerning the Connellsville Railroad is doubtless to obtain such action, under the right of Congress to regulate post-routes and post-roads, as will do substantial justice to the corporations and individuals who have invested money in that enterprise, and as will remove all legal impediments to its completion. By pressing this measure to a successful conclusion, he will lay the people of his own district, and of the whole region to be benefited by that railroad, under peculiar obligations.

INDUSTRY OF PENNSYLVANIA.

The Philadelphia Board of Trade states that the yield of anthracite coal last year was 14,063,723 tons, against 12,638,412 in 1864. Of Petroleum, it states, the yield was 1,943,564 bbls., or 87,450,880 gallons. The production of pig iron was 559,870 tons. Aggregating the value of the three articles, coal at 17 per ton, oil at 45cts per gallon, and metal at $50 per ton, we have for them in rudest forms—

Coal	$238,919,061
Petroleum	39,352,797
Pig Iron	27,993,500
Total	$306,267,358

Adding to this the value of blooms and rolled iron, made in the state, say 350,000 tons at $30 per ton, and the 12,192,622 gallons of oil refined in Pennsylvania, at an added value of 35cts a gallon, and the above total grows to $311,359,525.

Nothing is here said of the production of bituminous coal in this state, which is a rapidly growing business, nor of the manufactures of steel, leather, wool and other state products. These would doubtless add very considerably to the total value of Pennsylvania industry.

Cannot our Board of Trade give the statistics of the bituminous coal trade of Western Pennsylvania during the last year?

THE WEST.

The Iron manufacture is rapidly increasing throughout the Western States. Below are the statistics of production for the last year:

	Tons. Pig.	Tons. Ass'ts.	Tons. Bar, etc.	Ass'ts.
W. Virginia,	25,000	25,000	22,000	$1,331,000
Kentucky,	19,945	1,195,650	13,450	2,072,400
Ohio,	159,534	15,718,775	64,853	9,777,400
Indiana,			13,738	1,015,900
Michigan,	19,028	1,455,379	6,400	960,000
Illinois,			10,000	1,500,000
Missouri,	15,544	1,249,906	10,000	1,500,000
Wisconsin,	1,937	144,222		
Total,	239,879	19,788,932	135,328	$21,756,900

Total value of pig and wrought iron, $25,756,932.

A second Woolen Factory is about to go into operation at Minneapolis, Minnesota, at the great falls of the Mississippi. Arrangements have been made with Boston capitalists for the erection of a cotton mill at St. Paul.

In various other places new manufacturing enterprises have been started. This diversification of industry in the West is a movement in the right direction, and must be attended with beneficial results.

THE plea set up in certain quarters that amendments to the Constitution must be submitted to the President for his approval, after having passed both houses of Congress by two-thirds majority, was squelched by the Supreme Court, at the February term, 1798, in the case of Hollingsworth vs. Virginia. (3d Dallas, 378). In that case the objection was made, that the eleventh amendment to the Constitution had not been proposed in the form prescribed by the Constitution, and therefore was void. Upon an inspection of the original roll, it appeared that the amendment had never been submitted to the President for his approval. The same arguments now employed were used then; and the Court, the day after the argument, unanimously decided that the amendment had been constitutionally adopted, notwithstanding the joint resolution proposing it had never been submitted to the President for his approval.

A LEADING SECESSION ORGAN in Alabama says: "*It is prudent to win by diplomacy what we have lost by the sword.*" This is the key of the present Southern policy; and it is in promotion of that policy that the Northern conservatives manifest a strong disposition to lend their aid.

JUDGE APPOINTED.—Governor CURTIN has appointed B. B. CHAMBERLIN, Esq., of New Brighton, Judge for the new Judicial district composed of Washington and Beaver. Judge CHAMBERLIN's commission will run till the first Monday of December next. An election for the full term will be held in October.

GUBERNATORIAL.—The York *Tri-Democrat* and the Huntingdon *Journal of American* have declared in favor of General GEARY.

The Huntingdon *Globe* recommends General DAVID M. GREGG.

THE Philadelphia Board of Trade has appointed a Committee to proceed to Harrisburg and urge upon the Legislature the increase of the rate of interest to seven per cent.

THE Washington *Reporter* declares for Mr. MOORHEAD for Governor.

Injunction Granted to the Oil City and Pithole Railroad.

The case of the Oil City and Pithole Railroad Company, vs. the Warren and Franklin Railroad Company, was decided, by the Court of Common Pleas, in session at Franklin, in favor of the Plaintiffs, on Wednesday last. The suit was brought by the Pithole and Oil City Railroad Company, for the purpose of obtaining an injunction restraining the Warren and Franklin Railroad Company from hindering the building of the Oil City and Pithole Railroad. The subject of charter rights and privileges was thoroughly examined, and the case ably argued on both sides. The testimony and pleading occupied us entire day. On Wednesday morning the Honor Judge Campbell rendered his decision, granting to the Oil City and Pithole Railroad Company a preliminary injunction, thus restraining the Warren and Franklin Railroad Company from interfering in any way with the building of the Oil City and Pithole Railroad.—*Oil City Register.*

The *Register* adds that the Warren and Franklin Road was backed up by the Pennsylvania Road.

Mr. Edgar Cowan.

The Chicago *Journal* says of this gentleman: "We do not regard Mr. Cowan as a dangerous man at all. He has done his worst. His dangerous days are over. His power has departed. During the war he may have been mischevious, because it was then as it is not now. The motive of brains that was adequate then for the purposes of the factious are unequal to the purpose now. The present ends of the seditious are immeasurably beyond their capacity.

"The copperhead is, at this writing, the most inoffensive of political snakes, the Cowan copperhead especially, who adds to the crime of infidelity to his country, that of perfidy to his party. But Cowan's claws are drawn, so that whatever may be his choleric antics in the future, they shall be as harmless as those of his co-laborer from Kentucky, and as diverting as the wrigglings of a lobster on a huckster's stall."

The Richmond papers hint that the robbers and garroters in that city are "enterprising union men," forcerly of Philadelphia. This is a new way to bring the Southern heart.

POLITICAL.

THE New York *Daily News*, an undisguised organ of the rebellion during the war, and now in part conducted by pardoned rebels, indorses Hon. Henry J. Raymond's "emancipation" in refusing to vote for the representation amendment.

ERRATA.—Secretary of the Treasury Trenholm has testified before the Treasury agent of Charleston, that at the downfall of Richmond the confederate treasury there contained three hundred and twenty thousand dollars in specie; that neither Jeff. Davis nor any member of his Cabinet took any of this, but that it was paid out to the soldiers of Johnston's army.

WITH an immensity of impudence, probably never before equalled, the wife of the notorious bandit and rebel, Col. Mosby, has applied to the Treasury for indemnification for a certain amount of tobacco, the property of her husband, confiscated or appropriated by our army on its entry into Richmond. The claim has not yet been paid, owing to the existence of some little doubt as to its validity.

In 1860 the gross product of American manufactures was only $155,851,761, or, making allowance for omissions in returns, $200,000,000. In 1860 they reached the enormous aggregate of $1,885,861,676; or, as minor establishments were not reported, at least $2,500,000,000. Our population in the interval had multiplied four-and-a-half-fold, but our manufactures tenfold! At this rate of increase we will soon be in a position to supply all our domestic wants, and bid defiance to foreign competition. But as, in the meanwhile, we need large revenues to defray the interest of the national debt and our increased national expenditures, it is vitally important that taxes should be levied in such a manner as will render the most effective assistance in the development of our industrial interests, so that profitable employments for our citizens may be increased, and complete national independence achieved.—*Philadelphia Press.*

It is rather remarkable how some of the men who used to curse and defame Andrew Johnson have taken to praising and flattering him. One of the most curious illustrations of this change is furnished by the Memphis *Argus*, a journal of powerful rebel and Democratic sympathies. Here is one of its latest utterances:

"As we have said before, and repeat now for the assurance and consolation of our too despending friends, there is none in the firmness, the courage, the honest purpose of that cast-iron man, Andrew Johnson. True, 'tis but one man—a single life—that stands between us and the foe—the foes of their country, and their kind; but that man, let us be well assured, is 'all oak,' and with the rust powers and patronage which an unparalleled war has centered and left in his hands as President of the most powerful and warlike Republic of modern times, he may well stand as a rock-fast, immovable breakwater against the inrolling tides of destructive radicalism."

MEETINGS.

A MEETING OF THE STOCKHOLDERS OF THE LONG RUN OIL COMPANY will be held at the Office of the Company, on THURSDAY, the 8th inst. at 3 o'clock P. M. A full and prompt attendance is desired, as there will be business of importance to transact.

By order of the President.

SAMUEL C. SCHOFER, Clerk.

ELECTION NOTICE—An Election for President, Managers and Officers of the Company for erecting a Bridge over the Allegheny River, opposite Pittsburgh, in the county of Allegheny, will be held at the Toll House, at the south end of the Bridge, on MONDAY, the 4th day of March next, at 7 o'clock P. M.

SAMUEL M. JOSEBURG, Treasurer.

OFFICE OF THE ALLEGHENY VALLEY R. R. CO., PITTSBURGH, February 1st, 1866.

ANNUAL MEETING.—In accordance with the provisions of the Charter and Supplements, the Annual General Meeting of the Stockholders of the Allegheny Valley Railroad Company will be held at the Office of the Company in Pittsburgh, on TUESDAY, February 7th, 1866, at 10 o'clock A. M., to receive the Report of the President and Managers, to elect a Board of Managers for the ensuing year, and transact such other business as may be properly laid.

JOHN BALLANTINE, Secretary.

NOTICES.

NOTICE TO OWNERS OF DRAYS, HACKS, &c.—Notice is hereby given to all owners of Drays, Carts, Carriages, Hacks, &c., and an equal distance from the city, who reside within the Wards of Pittsburgh, to pay their licenses at the Treasurer's office of the city of Pittsburgh, FORTHWITH, in accordance with an Act of Assembly, approved March 30, 1864, and ordinances of the Councils of the city of Pittsburgh, passed April 18, 1864, and all taxes due and unpaid on or before 10th instant will be subject to a penalty, to be recovered before the Mayor, double the amount of the license.

Drays, Carts, Carriages and previous years must be returned at the time. Licenses are taken out of the Clerk's office.

RATES OF LICENSE:

Each One Horse Wagon	$ 5 00
Each Two Horse Vehicle	10 00
Each Four Horse Vehicle	20 00
Each Two Horse Hack	10 00

Omnibuses and Hacks with three horses, $15 to each. For each additional horse used in any of the above vehicles, $10.

R. RICHARDS, City Treasurer.

PITTSBURGH, February 5th, 1866.—fe6:td

STOCKHOLDERS OF THE LIVERPOOL OIL AND MINING COMPANY will take notice that a Meeting will be held at THEIR OFFICE, No. 1 Hand street, on FEBRUARY 8TH, at 3 o'clock, to elect officers for the ensuing year, and to take money to carry on the work of the Company. By order of the Board.

ROBT. WHAT, Jr., Secy.

NOTICE TO OWNERS OF OIL WELLS.—1,200 feet 2½ inch Arrestan Tubing, Iron Boxes, Pumps, Rods, &c., for sale cheap by (462) ISAIAH DICKEY & CO.

DIVIDENDS.

OFFICE OF THE NATIONAL REFINING AND STORING COMPANY,
PITTSBURGH, February 6d, 1866.

THE BOARD OF DIRECTORS OF the above Company have this day declared a dividend of FORTY PER CENT. out of the earnings of the last six months on the Capital Stock, payable in Cash and 20 per cent. in Certificates of Oil, on and after the 20th inst.

The Transfer Books will be closed from the 10th to the 20th inst.

C. BERINGER, Secretary.

OFFICE OF FRASS OIL COMPANY,
PITTSBURGH, January 15th, 1866.

THE BOARD OF DIRECTORS OF the Frass Oil Refining Company have declared a dividend of TWENTY PER CENT. out of the earnings of the last six months, payable on and after the 20th inst.

The Transfer Books will be closed from the 10th to the 20th inst.

C. BERINGER, Secretary.

AUCTION SALES.

EXTENSIVE AUCTION SALE OF IMPROVED CITY PROPERTY, MANUFACTURING AND BUILDING SITES ON THE PREMISES, ON MONDAY, TUESDAY & WEDNESDAY, Feb. 12th, 13th and 14th, as hereinafter described.

ON MONDAY, February 12th, at 10 o'clock, P. M., on Penn street, 9th ward, one LOT, having front of 30 feet, extending back 100 feet to Mulberry alley, on which is erected a two storied building, being stores Nos. 55 & 57, nearly opposite Market House. Also, on same day, at 4 P. M., three valuable LOTS, situated on corner of Smithfield street and Strawberry alley, having each a front of 20 feet on Smithfield street, extending back 80 feet, on which is erected a two story brick Building, containing each a good store room, with parlor, dining room and kitchen and seven chambers; with gas and water, at present occupied by James Moore, Esq., rent $300 per annum.

ON TUESDAY, Feb. 13th, at 10 A. M., adjoining the above Corner Lots, one LOT, having a front of 22 feet on Forbes street, extending back 80 feet, 8 inches to a 20 foot alley.

Also, on same day, at 11 A. M., situated on Penn street, beginning 40 feet from the north-east corner of Second street, having a front of 20 feet on Penn street, extending back 80 feet to a 20 foot alley, on which is erected a good Brick Stable.

Also, on same day, at 12 M., in Allegheny, situate on corner of Stevenson and Cedar streets, having a front on Cedar street of 60 feet, extending back 70 feet, which will be divided as follows: Lot on the corner having a front of 30 feet, extending back 70 feet; a lot next to a good alley, the adjoining one 15 feet, and the other 15 feet, extending back 70 feet; on which are erected two two story brick dwellings, containing each 6 rooms. These are valuable building lots, being in the most desirable location in the city, and contiguous to the manufacturing establishments and railroad facilities.

Also, MANY MANUFACTURING AND PRIVATE RESIDENCES, on the south side of Connellsville Railroad, 12 miles, containing about 1 acre, which will be sold in unit sub-lots. These sub-lots are in front of 100 feet, and to remain in that depth on the river. For manufacturing purposes they can be made a most desirable location. The railroad being on a level with the property, switches and sidings could be constructed with comparatively little expense and no inconvenience to the public highways. On one of the above valuable lots is erected a commodious and substantial brick dwelling house, containing 13 rooms. This particular attention of capitalists and others is invited to this large plot of valuable property, it being for the purpose of closing the estate of the late Robert Palmer, deceased. Terms at sale.

A. McCLELLAND, Auct'r.

JEW IN ST. PETER'S CHURCH TUESDAY EVENING, Feb. 13th, at 7½ o'clock will be sold on second floor of Commercial Sale Rooms, 106 Smithfield street, by order of Administrator of R. M. Davis, deceased, the elegantly situated Rev. No. 75, in St. Peters Church.

A. McCLELLAND, Auctioneer.

EDUCATIONAL.

NORMAL CLASS. There is a Class of Ladies meets EVERY SATURDAY MORNING in SHAFFER'S COMMERCIAL COLLEGE ROOMS, No. 4 St. Clair Street, Pittsburgh. All others wishing to join the class will please meet with us on NEXT SATURDAY, Feb. 3d. jan29:tf

THE WEST CHESTER ACADEMY AND MILITARY INSTITUTE.—The Second Term of the Scholastic Year, commences on the 1st of January, and closes on the 15th of June next.

Boys and Young Men thoroughly prepared for business or College. The Principal, who is also the head teacher, is assisted by TEN gentlemen of ability, tact and experience.

Having purchased the large and commodious School property near West Chester, lately occupied by the Pennsylvania Military Academy, he declines renewing his school for the ensuing term. After the removal the Military department, though at present very efficient and flourishing, will be abandoned.

For Catalogues, address the Principal,

WILLIAM F. WYERS, A. M.,
West Chester, Penna.

REFRESHMENTS.

UNION SKATING PARK.—The RESTAURANT DEPARTMENT is now replete for furnishing ladies visiting the park with Meals and Refreshments in the Ladies' Reception Room. The saloon is reserved exclusively for gentlemen requiring refreshments. The charges the same as at any other first-class Restaurant.

A still larger supply of Skates will be found at the Skate Room.

UPHOLSTERY.

RICHARD W. ROBERTS, T. ROBERTS.

FOURTH STREET UPHOLSTERY No. 85 FOURTH STREET, NEAR WOOD.—The subscribers manufacture and keep constantly on hand every article in their line, viz: Cornices, Ornaments, Curtain Goods, Comforts, Feather Beds, Mattresses, of all kinds; also, the celebrated Patent Spring Bed. All kinds of Shades, Blinds and Fixtures. Prompt attention is given to all orders for cutting and laying down Carpets, Oil Cloths, etc.

ROBERTS & ROBERTS.

DENTISTRY.

JOSEPH ADAMS, Dentist, Connelly's Buildings, corner of DIAMOND and Market streets, Pittsburgh. Dr. A. is a graduate of the Philadelphia Dental College, and has had the benefit of the practice of Drs. Parmly, Harris, Hayes, Bond, Bogue, Bogue, Jr., and other eminent dentists. Office hours from 8 A. M. to 5 P. M.

WANTS.

WANTED—At the House of Refuge, a FEMALE TEACHER, who can also Tailoress. Salary $50 per annum, with boarding. Also, a YOUNG OFFICER. Salary $50 per annum, with boarding. Application to be made at the House of Refuge before 10 ONE SATURDAY NEXT, and the best qualified will be selected. Good references will be required.

WANTED—DRUG STORE.—The advertiser would purchase a RETAIL DRUG STORE in the City or County Town. Address B. F. COX, Pittsburgh Post-Office.

WANTED—AGENTS—For something new. A NOVEL SEWING MACHINE! the most wonderful invention of the age. Suitable for all kinds of work. A simple machine mailed on receipt of $5. Agents can clear $50 per month easily. Address J. BOWER, Box 1256, Cincinnati, Ohio.

WANTED—EMPLOYMENT—By a young man, in a wholesale Watchmaker or Manufactory. He was brought up on a farm, has a fair education, and will try to make himself useful. Address Box 1, Gazette Office.

WANTED.—AGENTS—To sell a new work of absorbing interest and permanent value—"Grant and his Campaigns," by Hon. Coffin. Also, "Sherman and his Campaigns," by Col. Bowman. For particulars, apply or address A. WELLS, 87 Fourth street.

WANTED.—$1,500 PER YEAR! We want AGENTS everywhere to sell our IMPROVED TWO THREAD LOCK SEWING MACHINES, three new kinds—under and upper feed; warranted five years. Above salary or large commission paid. The ONLY Machine sold in Ohio for less than $40, which we fully warrant by Home, Wheeler & Wilson, or Singer & Co. Address Home Shuttle Machine Co., Pittsburgh, Pa., or Fairfield, Ill.

WANTED—AGENTS.—EMPLOYMENT FOR RETURNED SOLDIERS AND ALL OTHERS.—Great sale of Jewelry, Silverware, &c. &c. The Hamilton Watch, GOLD GIFT DISTRIBUTION. Our agents are making from Five to Thirty Dollars per day, and we need 10,000 more. Large profits from Europe have swelled our stock beyond the Million Dollars. A splendid assortment of Watches, Rings, Ladies' and Gentlemen's Jewelry of all kinds, of the most fashionable patterns, selling at 50 each. Send 10 cents for certificate, and you will see what you are entitled to, or send $1 for five certificates, or $5 for thirty, or send a 3-cent stamp for our Circular to agents, which gives a full list and the plan. Now is your time. Write plainly your name, city, county and state. Address HAMILTON & CO., Box 5670, P. O., New York. Salesroom, 36 Liberty street, New York.

FOR SALE.

CHEAPEST COAL LANDS IN ALLEGHENY COUNTY.—Will be sold cheaper than any other land of like quality, similar circumstances, and an equal distance from the city, provided with the best coal. There are about 100 acres more than suitable for a farm in the lower portion, the other building purposes. A. The rest consists of new farms, 35 acres each, with dwelling houses, barns, stables, fruit orchards, &c. The soil is of the very best quality, and is now in the plowing operation the place. The coal will be transported by the Pittsburgh and Steubenville Railroad, the farms lying close to the town of Mansfield, and by the Washington Five Miles from Coal Farm.

JOHN G. HAYS,
Stock and Real Estate Broker,
Wilkins Hall, Fourth street.

FOR SALE—RARE CHANCE—The Good Will and Stock of a HAT, CAP AND LADIES' FUR HOUSE, in a good location, and doing a good business. Lease two years to run from April 1st, 1866. Store handsomely fitted and fixtures given any time between this and 1st March. Amount of capital required from $7,000 to $8,000. Address A. E., DISPATCH OFFICE.

FOR SALE—VALUABLE PROPERTY AT HAYSVILLE STATION, on the line of the P. F. W. & C. R. R. A large and commodious Dwelling, of modern style, containing 12 rooms, bath-room and water-closet, with furnace; a splendid never-failing spring, supplying sufficient water for horses and stable; also, a large yard of various fruit trees, &c. The above property is finely situated for a country residence, and contains the most desirable building lots in the neighborhood, being very near and in full view of the extensive car shops of the railway to be built.

Also, MANY MANUFACTURING AND PRIVATE RESIDENCES, on the south side of Connellsville Railroad, 12 miles, containing about 1 acre, which will be sold in unit sub-lots. These sub-lots are in front of 100 feet, and to remain in that depth on the river. For manufacturing purposes they can be made a most desirable location. The railroad being on a level with the property, switches and sidings could be constructed with comparatively little expense and no inconvenience to the public highways. On one of the above valuable lots is erected a commodious and substantial brick dwelling house, containing 13 rooms. This particular attention of capitalists and others is invited to this large plot of valuable property, it being for the purpose of closing the estate of the late Robert Palmer, deceased. Terms at sale.

A. McCLELLAND, Auct'r.

FOR RENT.

TO LET—The Store Room situated on Liberty street, adjoining the Post Office, now occupied by Messrs. Reed, Dugan & Hunter, and formerly occupied by E. H. Ritchie and Philadelphia and Erie Express Office.

FOR RENT No. 33 Diamond Alley, THREE STORY BRICK STORE, Enquire of NEW HAND NATIONAL BANK.

TO LET.—Proposals will be received for the Stationery, Printing, Binding, Blank Books, Gas Fixtures, Coal, Oil, Janitor's Supplies, Furniture, Carpets, Repairs, Rent of Rooms, Water Rent, and Incidentals for the City Comptroller's Office, for the year 1866, by the undersigned, Committee on Ways and Means, at their meeting on the 15th day of March next, when and where the bids will be opened and publicly read.

By order of the Committee.

JAMES McKEE, Clerk.

REAL ESTATE.

DESIRABLE DWELLING AND LOT.—I have at private sale a 2 story Brick Dwelling House and lot, situate at No. 2 Wright street, near Penn street, with Double Parlors, Dining Room and Kitchen on first floor; 4 Chambers on Second, and 3 on third floor, with gas in every room, New Plumbing and Slate Roofs, and in good condition throughout. Lot 25 ft by 80 deep.

Also, will be sold with the House, if desired, the Furniture, which is comparatively new. Possession given April 1st, 1866, or earlier if necessary. For further particulars inquire at 55 and 57 Fifth street.

T. A. McCLELLAND, Auct'r.

FOUR TWO STORY HOUSES FOR SALE, with possession April 1st, with lot of ground 30 feet front on Bank Lane, by 80 feet deep on Cory street.

Also, a Brick Dwelling House and large lot of ground on Locust street, Allegheny City.

For price, etc., apply to

S. CUTHBERT & SONS,
81 Market street.

CLAIM AGENTS.

BOUNTIES.—All Discharged Soldiers, or the Heirs of Deceased Soldiers, who enlisted in the first

3 Years Service,

And soldiers who were discharged from any other service without receiving their Government or Legal Bounties, are requested to call or send their address to

T. WALTER DAY,
No. 168 FIFTH STREET, third door below the Theatre.

W. J. PATTERSON, Notary Public.
HALL PATTERSON, Attorney at Law.

W. J. & HALL PATTERSON, 144 FOURTH STREET, PITTSBURGH, PA., Attorneys for Collecting Claims against the State and United States Governments, for BOUNTY, BACK AND EXTRA DAY PENSIONS, &c. OFFICERS' ACCOUNTS SETTLED AND CERTIFICATES OF NON-INDEBTEDNESS PROCURED.

FARM IMPLEMENTS.

DRUM & SLACK,

Have on hand a Large Assortment of

MOWING MACHINES,
HORSE RAKES,
STRAW CUTTERS,
SCYTHES AND
HAY RAKES.

At No. 28 and 30 Ohio St., Allegheny.

DISSOLUTIONS.

DISSOLUTION OF PARTNERSHIP.—The partnership heretofore existing between D. GILMORE and W. J. McMASTER, under the name of D. GILMORE & CO., is this day dissolved by mutual consent. The business of the firm will be settled by their successors, at the old stand, No 5 Hill, on Smith's land, Second ward, Pittsburgh.

The undersigned will continue the business at the same place, under the name and style of W. J. McMASTER & CO., where with their increased facilities they are determined to continue to deal in article of Flour second to none in the market, and therefore most respectfully request a share of the patronage of their friends and the public, feeling confident that articles of prime accessibility, cheap for cash, will secure a share of public patronage.

D. GILMORE,
J. W. SIMPSON,
W. J. McMASTER.

FEBRUARY 6th, 1866.

The undersigned would respectfully inform the public that, having associated himself with Mr. WOLF and W. J. McMASTER, under the firm of D. GILMORE, SIMPSON & CO., the business formerly conducted by SIMPSON & RYAN, at the Federal street, Allegheny, will be continued at the new firm, dated February 6th, 1866.

J. W. SIMPSON.

DISSOLUTION OF PARTNERSHIP.—The partnership heretofore existing between the undersigned has been dissolved by mutual consent, the latter retiring from the firm. The business will be continued by the undersigned at the late firm under the name and style of EVERSON, FRASER & CO.

W. H. EVERSON,
BARCLAY FRASER,
THOS. J. HO