

The Pittsburgh Gazette

FRIDAY, FEBRUARY 2, 1867.

THE DEMOCRATS ENCOURAGED.

The friends of the Republican majority in the Legislature of Pennsylvania, on several important matters, during the current session, have inspired the Democratic leaders with high expectations of carrying the state next fall.

The Democratic State Convention, to nominate a candidate for the Supreme Bench, has been called to meet at Harrisburg on the 11th of June.

The Democratic State Committee has advised the immediate appointment of two delegates from each Senatorial and Representative District, to meet in Mass Convention at Harrisburg at such time as the State Committee may see fit to designate.

The Democratic Convention has issued private circulars, earnestly urging immediate and thorough organization of the party in every county.

The organization of the Committee of both Houses so as to defeat the passage of General and Special Laws in which the Western and Central counties are deeply interested; the refusal or omission to enact a General Railroad Law, liberal in its provisions and not easy to be maintained; the 'which the Republican party stands pledged; the bill for the relief of the Pittsburgh and Connellsville Railroad Company; the unfairness and insolence with which the men of the West have been excluded from that recognition in time past; the arrangements which have been entered into for their exclusion in the future; the clear determination to resolve the party into a close coalition in which the northern and western counties are to be counted on for majorities, and the eastern and central counties take all the honors and emoluments of the Government.

If the Republican leaders, east of the mountains, will support the Democratic cause, we will support them in return. We will support them in return. We will support them in return.

A RIVAL ROUTE TO NEW YORK. The Armstrong Republican of the 20th contains the following article: "Some years ago a survey was made from Kittanning to New York, along the Gowanus and Erie Railroad, which was considered the best route for the extension of the Allegheny Valley Railroad, as it was cheaper than any other known, and could have been built for five hundred thousand dollars less than the route now proposed."

And while the new route of the Allegheny Valley Railroad is reaching its completion, the question of building a road on the old route from the Philadelphia and Erie Railroad, so as to form a complete new line to New York and Philadelphia from Pittsburgh and Kittanning, has been revived. It is now proposed to build the new line from the Philadelphia and Erie Railroad, beginning at Kittanning and ending at New York, and which will give a direct route to the Allegheny Valley Railroad, and which will give a direct route to the Allegheny Valley Railroad.

Our contemporary does not state by what route the Philadelphia and Erie, in its contemplation to reach New York. Some months ago our attention was called to this matter of a rival and independent route, by a gentleman thoroughly familiar with the middle regions of this Commonwealth, and who is in this railroad facilities through the northeastern counties. He was decidedly of the opinion that no proper arrangement could be made for the route of the Philadelphia and Erie Railroad, for reasons which are manifest to almost everybody, and that it would be essential to make a new road, some seventy or eighty miles in length, by which to reach Northumberland, at the forks of the Susquehanna river, from which point the latter road formerly had its eastern terminus at Elizabeth, on Newark Bay, but has within two or three years been extended to Jersey City, opposite New York. The Delaware, Lackawanna and Western is a broad gauge road. If it should be used as the part of a new route, a third rail would be necessary from Scranton down to Junction. The Central Railroad of New Jersey is of narrow gauge, but a third rail was laid upon it a number of years ago to facilitate the immense coal traffic coming out of Luzerne county.

Another route, by which we think not so feasible a one, is that projected by Mr. Monroe Ferry, who was casting about for new projects upon which to raise money enough to avoid bankruptcy. He proposed to diverge from the Philadelphia and Erie near Northumberland, by taking the Conowingo Railroad, which would lead him to the Susquehanna basin, opposite the Valley of the Lehigh. Proceeding by way of Mauch Chunk, his design was to strike what is commonly known as the Allentown route, at Bethlehem, some sixteen miles from the confluence of the Lehigh with the Delaware. From thence, his plan was to cross New Jersey by the Erie crossing route.

Of these various schemes, we apprehend the former offers the largest inducements. Since the suppression of the Southern rebellion this country has been flooded with light, trashy literature. Besides the weekly literary papers and serial numbers of the numerous family magazines, the press also is constantly throwing up this kind of reading matter by the thousands, in pamphlet form, the tawdry, fancy-covered "blood and thunder" stuff, to the higher and better class of novels. It is to be regretted that this low grade literature finds such an extensive sale.

As the sale of literature is elevated, so will the tastes of the people be raised to a higher standard of excellence. Publishers and writers had much to do in the present day. Even in the present day there is a demand for good literature, and we are to oppose its passage. Blank can attach to him only in default of this writer. On the first of March, Charles A. Dana's new paper, the New York Republic, will make its first appearance. It will be intensely radical in tone, advocating all the extreme measures of the party, favoring the immediate impeachment of the President, universal suffrage, and the utter disfranchisement of rebels. George Wilkes and Isaac H. England, well known journalists will be connected editorially with Mr. Dana in the management of the new journal.

It is refreshing to meet with politics which are not of the kind which tend to elevate and interest the mind and advance good thoughts. Such publications are calculated to counteract the pernicious influence of the miserable trash which circulates so largely. The Harpans have just brought out a work of this kind, and one, which will doubtless find a ready sale. It is entitled "Annals of a Quiet Neighborhood," a work of 381 pages, lately bound in cloth. It is a charming style in which the author carries the reader along with such ease and comfort, that it is often read in the car of a train. The Harpans have just brought out a work of this kind, and one, which will doubtless find a ready sale. It is entitled "Annals of a Quiet Neighborhood," a work of 381 pages, lately bound in cloth. It is a charming style in which the author carries the reader along with such ease and comfort, that it is often read in the car of a train.

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NEW ADVERTISEMENTS.

TRINITY CHORAL SERVICE. The annual service will be held on Friday, Feb. 2, 1867, at 8 o'clock, at Trinity Church, corner of 10th and Wood streets.

REV. A. J. ENDLIE, Pastor of Trinity Church, corner of 10th and Wood streets, will deliver a sermon on the occasion.

UNIVERSALIST CHURCH. The annual service will be held on Friday, Feb. 2, 1867, at 8 o'clock, at Universalist Church, corner of 10th and Wood streets.

RELIGIOUS. THE FIRST ANNUAL MEETING OF THE BOARD OF THE AMERICAN SOCIETY FOR THE IMPROVEMENT OF THE NEGRO RACE, will be held on Friday, Feb. 2, 1867, at 8 o'clock, at the City Hall.

UNIVERSALIST CHURCH. The annual service will be held on Friday, Feb. 2, 1867, at 8 o'clock, at Universalist Church, corner of 10th and Wood streets.

THE REGULAR ANNUAL MEETING OF THE STOCKHOLDERS OF THE ALLEGANY VALLEY RAILROAD COMPANY, will be held on Friday, Feb. 2, 1867, at 8 o'clock, at the City Hall.

AN ELECTION FOR PRESIDENT. The annual election will be held on Friday, Feb. 2, 1867, at 8 o'clock, at the City Hall.

NOTICE. THE SECOND ANNUAL MEETING OF THE STOCKHOLDERS OF THE ALLEGANY VALLEY RAILROAD COMPANY, will be held on Friday, Feb. 2, 1867, at 8 o'clock, at the City Hall.

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NEW ADVERTISEMENTS.

JAMES T. BRADY & CO., Corner Fourth & Wood Streets, Bankers & Brokers.

DEALERS IN ALL KINDS OF Government Securities, Foreign Exchange, Gold, Silver and Coupons.

INTEREST ALLOWED ON TIME DEPOSITS.

THE GENERAL ASSEMBLY OF THE COMMONWEALTH OF PENNSYLVANIA, will be held on Friday, Feb. 2, 1867, at 8 o'clock, at the City Hall.

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G. SCHLEITER, 92 Market Street, DRY GOODS, At Greatly Reduced Prices.

THE INTEREST IN GOLD.

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