CITY AND SUBURBAN.

LOCAL NEWS ON FIRST AND THIRD PAGES.

RIVER IMPROVEMENT.

The Meeting at the Board of Trade Rooms Last Night—The Address of Wm. Milner Roberts—Resolutions Adopted, &c.

In pursuance of a call issued by the Mayor, a large meeting of citizens representing the business community of the two cities was held last evening, at the Board of Trade Rooms, for the purpose of expression of sentiment in regard to the measure proposed by the late River Improvement Convention held at St. Louis.

The meeting was organized by calling Hon. W. C. McCarthy to the Chair, and electing F. R. Brunot and Levi Matthews, Esqs., Vice Presidents. The reporters of the Press acted as Secretaries.

The Chairman stated the object of the meeting, which was to adopt such action as would be most conducive to further the ends proposed by the late Convention held at St. Louis.

Captain Milnor Roberts addressed the meeting at some length on the subject of river improvements. He said that no human prescience can determine when low water spells may occur in the Ohio river, and every year their occurrence is becoming a more and more serious affair, on account of the annually augmenting commerce, and especially on account of the now large and still growing coal trade. There were over forty millions of bushels of coal shipped down the Ohio from Pittsburgh, in 186—nearly a million and a half of tons.

This coal interest, which, when the Government surveys and work on the Ohio were progressing, a quarter of a century ago, was comparatively trifling, has, notwithstanding the precarious and irregular navigation, become a most important one, not only to Pittsburgh, but to all the chief cities and working centres on the Ohio and Mississippi.

The coal of this region—of the Pittsburgh seam—is known and justly valued on account of its superior quality, in Cincinnati, Louisville, St. Louis, Memphis, New Orleans and other places, and its increasing consumption in those places is keeping pace with their rapid growth. And may we not anticipate that within a few years this growth will be still more rapid.

Not many years can elapse ere Pittsburgh, instead of shipping only forty millions, will be sending two hundred millions of bushels per annum, down the Ohio river, especially if its navigation be materially improved, as it undoubtedly ought to be, and I trust will be, by the government. Twenty-two years have passed since the government ceased its operations on the river, namely, in 1844, when Major Sanders was in charge, and engaged in removing obstructions, and adding to the low water depths in the channels by means of rip-rap wing dams, and guiding and concentrating the water into the proper confined courses, instead of allowing it to spread unnecessarily over larger and shallower surfaces. In many places these works benefitted the navigation materially. Some, which were left only partly finished, accomplished less; but the general system is the cheapest and readiest plan for the amelioration of the evils of low water, with a moderate expenditure.

Last year, in June, through the exertions of the member of Congress from this district, General Moorhead, Congress made an appropriation to resume the surveys and work of improving the Ohio. The bill included, also, the Arkansas, the Missouri, and the Mississippi rivers. The sum of five hundred and fifty thousand dollars was appropriated for works, and an additional sum of five hundred and fifty thousand dollars for snag boats, machinery, &c., the last chiefly applicable to the three last named rivers. And one hundred thousand dollars for surveys on the four rivers. Thus the government has resumed the charge of the Ohio river.

The speaker here gave an account of the various investigations of the channels of the river from Pittsburgh to Cairo. He had found many snags, wrecks of steamers, bars, &c., and logs, the removal of which will render navigation more safe. He had reported these to the government and the work would be soon commenced of cleansing the channel. He urged the importance and necessity of the speedy completion of the new enlarged locks and canal at Louisville, chiefly on the ground of the inadequate size of the old works, and their dilapidated condition. There is really danger of there being no navigation at all around the falls, as no one can say when the old locks may fall entirely. The people of Louisville, during the war, expended eighteen hundred thousand dollars in the erection of the magnificent new locks. High prices made the work of construction very costly. It is estimated that it will cost a million of dollars more to complete the new canal and lock gates. He did not know any spot in the United States where the Government could apply a million of dollars to a greater advantage than in the completion of that canal.

There is a very important fact in connection with this new canal improvement at Louisville. It is, that the capacity of the new works is so much greater than the present old canal and locks, which have been in use about forty years; and which were built to accommodate vessels of a smaller class than those now navigating the Ohio and the other Western rivers. The old locks are only 183 feet long by 49½ feet in the chamber; while the new locks are 350 feet long and 80 feet wide.

These new locks are of truly enormous dimensions. The largest lock on the Monongahela navigation is 251 feet by 56 feet in the chamber; the area of the new locks at Louisville are therefore a little more than double the size. The Louisville locks are of sufficient capacity to pass any boat that can profitably ply on the Ohio. They can pass boats 330 feet long and 80 feet wide. They could not pass the steamer "Great Republic" now about leaving this port, which is I believe 94 feet across the guards. But such magnificent floating palaces can only run profitably on the lower Mississippi, and it would be folly to build locks of sufficient dimensions to pass such exceptional vessels. We might almost as well build a lock 700 feet long and 85 feet wide, large enough to pass the Great Eastern, because there are times when the Ohio river has water enough to float her from Pittsburgh to Cairo. The "Great Republic" is ten feet wider than the Great Eastern, and she must be content, like many preceding steamers, to run the falls.

Although the natural navigation of the falls at Louisville may admit of some further improvement, it is probable that locks at Louisville will always be a necessity, during the greater portion of every year.

He had referred to the coal trade, a single item of the vast business originating at Pittsburgh, which passes on the Ohio river. It is scarcely necessary to say that the iron, steel, glass, copper, cotton, wagons, furniture, &c., &c., manufactures make an enormous aggregate of commerce, which it is not necessary to refer to in detail. The value of business passing along the Ohio river now may be estimated at or near five hundred millions of dollars, counting the trade of all the cities and towns, and the shipments to and from the Mississippi and Missouri rivers. Statistics of this business is certainly very great.

When it is considered that the Ohio and its tributaries furnish four thousand miles of navigation, and that with the Mississippi and the Missouri, and their tributaries, Pittsburgh is at the head of sixteen thousand miles of steamboat navigation, at the nearest point of the Atlantic cities, the importance of securing and maintaining the most perfect navigation attainable on the Ohio river cannot be easily overestimated.

The Speaker next spoke of the great changes which had taken place in the improvement of our city since his last visit in 182-, when we had only 20,000 inhabitants and no night watchmen, few paved streets and only a small number of work shops. But thirty-three years ago Pittsburgh had built two locomotives at the Fort Pitt Works for the Portage Railroad.

A number of the stationary engines for the inclined planes were also built here thirty-four years ago. The reason then assigned for not continuing to manufacture locomotives was, that the business was too trifling and not profitable enough. Great steamboat engines were the things.

It will be a thousand years before the city quits growing, when her coal is consumed and shipped away. Pittsburgh has not alone advanced with giant strides in population and wealth. In Cincinnati, Louisville, St. Louis, and all along the glorious valleys of the Ohio and Mississippi, are the same commanding evidences of never-ceasing growth in all the elements which make a country great.

Already the population whose territory is watered by these streams, comprises more than half the population of the entire United States. Already, and hereafter, forever, unanimity among the people of this territory must secure the control of all the grand movements of this Union.

The day has gone by, when the people of this learning region should be asking as a boon that which belongs to them as a right. If government is to expend the treasure in any public works whatever; in ocean harbors, or lake harbors, or any where for the general good, no where can government expend public money where it will be productive of more general public benefit than along the grand thoroughfares in the midst of this great majority of the people,—where this majority must continue, as long as the American Union shall endure.

Captain John F. Dravo thought that the only true mode of improving our western rivers was the one suggested by Captain Roberts—that of removing obstructions. If Pittsburgh would hold her supremacy as a manufacturing city, she must look well to her rivers. No railroads or other means of transportation could supply their place. As citizens of Pittsburgh we should give this matter our most earnest attention. The matter should not end with this meeting. Others should follow, and the newspapers should lend their aid to urge upon Congress the importance of early and favorable legislation upon the subject.

Mr. James O'Conner was next called upon and, in lieu of a speech, offered the following resolutions:

Resolved, That we unanimously and cordially endorse the action of the convention lately held at St. Louis, Missouri, at which it was "resolved, that the interests of the whole Mississippi Valley requires the immediate improvement by the National Government of the Mississippi river from the Balize to the Falls of St. Anthony—including especially the bar at the Balize, and the upper and lower rapids—and also the Ohio from Cairo to Pittsburgh, and especially the work at the falls of the Ohio; said improvement to secure the navigation of said rivers free from all tolls or tributes."

Resolved, That it is eminently a national work, and a national duty, for the United States Government to make large and immediate appropriations of money, and without unnecessary delay, secure to the people the safe, certain and unobstructed navigation of the great rivers of our country, thereby developing the resources, adding to the wealth, and securing the prosperity of the entire people.

Resolved, That the Legislature and Governor of our State be furnished with copies of these resolutions, and immediate action be taken to secure State Legislative action urging on the United States Government liberal appropriations for this great "National work."

Resolved, That copies of these resolutions be forwarded to Hon. J. K. Moorhead, and Hon. Thomas Williams, our members of Congress, also to our Senators, and the necessary steps be taken to have the necessary legislation effected at Washington.

Resolved, That an Executive and Finance Committee of seven be and are hereby appointed. And that it shall have full powers to take every necessary step to secure the great object of the immediate improvement of the Western rivers, especially from Cairo to Pittsburgh, and at the falls of the Ohio.

Resolved, That feeling the great pecuniary value to our city achieving success in the above, and looking at the direct interest of every iron, glass, cotton, and other manufacturer, every merchant, coal shipper, steamboat owner, builder, mechanic and citizen has, and how intimately each individual's interest and prosperity are connected with it, we do hereby agree to aid the Executive and Financial Committee, both by our means and our influence, in all steps they may find it necessary to take.

Resolved, The Finance and Executive Committee be requested and authorized, to call a meeting of the citizens (whenever they may deem it necessary) to report progress.

Resolved, That copies of the above resolutions be furnished the Governors and Legislatures of West Virginia, Ohio, Illinois, Indiana, Iowa, Missouri, Tennessee, Minnesota, Wisconsin and Kentucky, respectfully requesting their co-operation in the great object we aim to accomplish.

The resolutions were unanimously adopted.

Dr. S. R. McClintock, F. R. Brunot, A. M. Watson and Gen. J. B. Sweitzer made appropriate addresses and the meeting adjourned.

The Oil Refining Interests—Opposition to McKee's Bill.

After the adjournment of the River Improvement meeting at the Board of Trade Rooms, last evening, Mr. Burke, from a Committee of the Oil Refiners' Association, announced that that Committee was present, and desired an expression of the sense of the meeting on the bill recently introduced in the Legislature by Mr. McKee.

The following resolutions were offered by Mr. Burke, which, after a spirited discussion, and some opposition, were finally passed:

Resolved, That the bill introduced into the Legislature of this State by Mr. McKee, entitled "An act to prevent the depositing of unwholesome matter in the running streams in Allegheny county, and for the better preservation of the public health in the said county," is one which, if it should become a law, will prove most injurious, not only to the business interests of this city and county, but seriously affect numerous branches of trade and industry throughout the State, directly and indirectly connected and depending on the various branches of manufacturing affected by the provisions of this bill.

Resolved, That while we have at heart the general health and well being of our city and county, we emphatically protest against the passage of this bill, as one which is unnecessary and calculated to bring enormous pecuniary losses on many of our most energetic, industrious and liberal citizens, who should be protected and encouraged in their enterprises rather than injured by unwise legislation.

Resolved, That it is the sense of this meeting that while the Chief Engineer of the City Water Works asserts on the authority of a careful chemical analysis that the Allegheny river water is not injuriously affected in any way by chemicals coming from refineries, and the reports of the City Health Officer indicates that our city is among the most healthy in the Union; that in order to avoid the wash and draining of a large and increasing population, the city supply of water should be taken from some point in the river above the Sharpsburg bridge; that with this change in the point of water supply, and proper attention to the sanitary condition of streets and alleys, the objects pretended to be arrived at in the bill of Mr. McKee, will be attained in a much more economical and just manner, and the health of our city permanently ensured, second to none in the Union.

Common Pleas Court.

Before Judge Mellon.

G. Kann & Bro. vs. Adam Fahr, George Fisher and George Ketzel. Action to recover for damages to the tannery of plaintiffs in Reserve township, alleged to have been caused by the defendants. Before reported. The jury, by permission of the Court, visited the premises, in order to judge more intelligently of the matter in controversy. Major Brown represented the plaintiffs, and the interests of the defendants were carefully looked after by J. J. Siebeneck, Esq. On trial at adjournment.

Robert Wray, Jr. vs. John L. Miller. Action to recover on a promissory note for $2,000, given April 4th, 1865, payable thirty days after date. Defendant averred that the note was given by him for the amount of a subscription that he was induced by false representations to make to the Lincoln Oil and Mining Company, of which plaintiff was one of the active members, and, at the time the note was given, one of the officers, and knew at the time that was the supposed consideration thereof; that the consideration was paid, and that the defendant was entitled to no value for the note. The jury found a verdict for plaintiff for $2,000, being the amount of the note with interest. Davis Reed for plaintiff; C. [illegible] for defendant.

W. W. Newton & Co. vs. Pittsburgh and Connellsville Railroad Company. Action to recover $136.25 for loss of a lot of [illegible] shipped by the railroad from Pittsburgh to plaintiffs, to be delivered at Pittsburgh. [illegible] C. C. Taylor for plaintiff; George Shiras contra. The jury found a verdict for defendants. Motion for a new trial.

TRIAL LIST FOR FRIDAY.

29. John Heath vs. Steamer Decatur.
43. Hugh Wightman vs. S. F. Hunt.
44. Hugh Wightman vs. Jas. Brady, et al.
49. George Shedler vs. Patrick O'Hara.
50. George Blackstock vs. F. W. Gerdes.
57. G. W. Roberts for use vs. Adam Becker.
59. D. H. Lewis vs. S. B. Little, As. Bros.
61. H. Baldinger vs. Frederick Knox.
64. J. E. Williams vs. Adams Express Company.

Upset a Peanut Stand.

We understand that after leaving the city, the Ghioni Susini Opera Troupe disbanded. Whether the peanut stand established on Liberty street, near the Trench House, was put in operation by one of the Opera operators, turned loose by that disbandment or not we cannot say, but it is kept by an ostensible Italian. This Italian was yesterday arrested [illegible] on Wednesday evening, by a man named Kinney, who, being stimulated to unusual bravery by "good" whisky, made a valiant charge on the peanut stand, crying back the sole defender of the place, and partially upsetting the works. Before he had completed the sacking of the place, officers Gordon and Cochran interfered and marched the belligerent to the lock-up. After fretting behind the bars for the prisoner was sent to jail in default of money enough to pay his fine.

A Heavy Fine.

On Wednesday afternoon, officer Scott, of the Allegheny police, arrested, on Ohio street, in that city, a man named Frederick Ville, charged, on oath of his sister-in-law, Mrs. Matilda Hook, with drunkenness and disorderly conduct. She resides in Reserve township, and states that on Tuesday night Frederick came to her house drunk, and behaved in the most obstreperous manner, smashing up furniture to a considerable extent. The prisoner was somewhat drunk when arrested, but went in a docile manner to the lock-up. He was granted a hearing yesterday morning, when, his guilt fully appearing, he was fined $20 and costs. He paid the unusually heavy fine, and went away.

District Court.

Before Judge Williams.

Wooldridge Oil Refining Company vs. Equitable Insurance Company of Philadelphia. Action to recover on an insurance policy. Before reported. The case occupied all of Thursday's session and was not concluded at adjournment.

TRIAL LIST FOR FRIDAY.

145. D. Carson & Co. vs. W. B. Youkey.
147. A. Reno et al. vs. William Perkins.
148. A. Reno et al. vs. Thomas Perkins, et ux.
12. Wilcoxon, administrator, vs. George D. Moore.
17. Jacob Berrigh vs. John Becker, et al.
22. H. B. Comer vs. J. D. Williams.
32. Alex. McKee vs P. P. Demerest.

Oyer and Terminer, &c.

The March term of the Court of Oyer and Terminer, Quarter Sessions, General Jail Delivery, &c., will commence on Monday next, at ten o'clock A. M., and all parties interested should be prepared accordingly. Assistant District Attorney Riddell has established himself in the Grand Jury rooms, and has been engaged during this week in the transaction of business connected with his office.

Hearing Had.—Barbara Tagg, sued for selling liquor on Sunday, and for keeping a gambling house; John Rough, for aggravated assault and battery and Joseph Rough, for selling liquor without license—Thomas O. Hinton being the prosecutor in each case, had a hearing before Alderman Strain, yesterday afternoon, and were held to bail for trial in each case, except that of John Rough, for aggravated assault and battery. The defendant in this case was discharged.

Assault and Battery.—John Schnellbacherby yesterday made information before Alderman Lynch, charging Stewart Simpson and Aaron Culbert with assault and battery. He alleges that they attacked him, striking him repeatedly with their fists, hitting him on the head and breast. How they ever summoned sufficient courage to attack a man with such a name is not explained. The parties were held for a hearing.

Two Charges.—Maria Zigley and Francis Foster have evidently had a falling out. Yesterday, the former appeared before Alderman Strain and preferred two charges against the latter; one for selling liquor without a license, and the other for keeping a disorderly house. On both charges the defendant was held for a hearing to-day. The defendant keeps a house at No. 10 Roberts street, Seventh ward.

Struck Her Boy.—Catharine Moore, a colored woman, residing in the Sixth ward, made information before Alderman Donaldson, on Wednesday evening, charging Charles Palmer with committing assault and battery on her boy. Charles was arrested, and yesterday afternoon, at the hearing, the case was settled, the defendant paying the expenses of the suit.

False Pretenses.—Officer Barber yesterday arrested, at Monongahela City, on a warrant issued by Alderman Donaldson, December 21, 1866, George Grover, charged, on oath of Samuel Silvers, with false pretences. The accused kept out of the way until yesterday, when he was arrested as stated. He waived a hearing, and was committed for trial.

Slight Accident.—Yesterday a young man named Daniel Morrow, while jumping from one load of hay to another, at the Allegheny Weigh House, had the misfortune to run a pitchfork into his leg. Fortunately the fork penetrated but a little way and no serious harm was done.

PH. R. MERTZ,

Banker and Broker,

118 Wood St., near corner of Fifth.

All descriptions of Government Bonds bought and sold on liberal terms.

London and Continental Exchange sold at New York rates.

Gold, Silver and Coupons bought at highest rates, & Gold Drafts issued on New York.

FINANCE AND TRADE.

OFFICE OF THE PITTSBURGH GAZETTE, THURSDAY, February 28, 1867.

The following are the New York stock quotations for to-day: Gold, 140¼@140⅜; 1881 bonds, 110¼; Five Twenties, old, 111¼; Five Twenties, '65, 108½; do new, 106½; Seven Thirties, 105¾. Michigan Southern Railroad, 72¼; Cleveland and Pittsburgh, 80; Pittsburgh, Fort Wayne & Chicago, 94½; Erie, 56; Western Union Telegraph Company, —; Chicago and Northwestern, 35½; do preferred, 63½; New York Central, 102¾; Chicago and Rock Island, 96¼.

The project of a foreign loan was again revived in Congress by Senator Sherman on Monday, who gave notice that it was his intention not to call the matter up, however, until the next session. An ample time is thus given to discuss the subject, though there can be little brought forward either for or against the measure that has been already most thoroughly ventilated. The advocates of the scheme claim that sterling bonds, payable in London, would be so much preferred in England that, although they should bear no more than five per cent interest, European investors would be willing to pay as much for them as for bonds whose interest is payable in dollars in the United States. Secondly, they claim that, as these sterling bonds would be payable in London, there would be no market for them here, and, in case of panic or political trouble on either side the Atlantic, there would be no danger of our money market being disturbed from a heavy importation of them by foreign capitalists to get gold, such a movement as said to have been made by the Bank of England in January last to an extent which is variously estimated at from five million to thirty-five millions of dollars. To this importation, as is alleged, was due the rise in gold last summer from 125 to 152. The arguments on the other side are mainly the same as were so strongly and successfully urged last spring and on previous occasions when a foreign loan bill was discussed in Congress.

—It is reported from Washington that Senator Wilson intends urging an amendment to the pending interest certificate scheme so as to forbid National banks to allow or pay interest on deposits made in said National banks by any other National bank. The object of this is to break up the present system of receiving interest for money lent by one National bank to another to be put on call which, it is alleged, cause nearly all the financial trouble in Wall street.

PITTSBURGH MARKETS.

OFFICE OF THE PITTSBURGH GAZETTE, THURSDAY, February 28, 1867.

The produce markets are improving a little, there being a little more activity manifested, but generally speaking, the operations are principally of a jobbing character, round lot operations being the exception rather than the general rule. The advance in gold has caused a firmer feeling in some articles, but generally, there are no changes in values worthy of special notice.

GROCERIES—The Grocery market is more active and somewhat stiffer, owing to the advance in gold. [illegible]

STARCH—[illegible]

GRAIN—[illegible]

FLOUR—[illegible]

PROVISIONS—Bacon is selling in a jobbing way at [illegible]

SEEDS—[illegible]

BUTTER—Continues excessively dull the supply being considerably in excess of the demand, and prices are still tending downward. Good to prime Roll may be quoted at 25@28.

EGGS—[illegible] still further declined, and we now quote fresh packed at 17@18.

APPLES—Dull but unchanged; we can report regular sales in store at $2,50 to $3,50 per bbl., as to quality.

POTATOES—Continue very dull; we can report sales in store at $2,50 to $2,75 per bbl.

DRIED FRUIT—Dull with a drooping tendency, we can report a sale of 1 car Apples at [illegible] for quarters and [illegible] for halves.

LARD OIL—[illegible] by manufacturers at [illegible] do [illegible] charge a slight advance above these quotations.

HAY—Is very dull but unchanged; common to strictly prime Timothy may be quoted at $20 to $24, on track.

CENTRAL LIVE-STOCK MARKET.

OFFICE OF THE PITTSBURGH GAZETTE, THURSDAY, Feb. 28, 1867.

CATTLE.

The transactions in cattle have been remarkably light this week, which was owing to the fact that the supply was restricted to a very small number. The market, therefore, was stiff, under the influence of an improved demand and greatly diminished receipts, and compared with last week, prices have still further advanced. Fairish cattle sold at 7 to 7½; good at 7½ to 8; prime at 8¼ to 8½, and extra, had there have been any of this particular grade in market, would doubtless have brought 8¾ to 9. The attendance of buyers was unusually small, John Smith, Tom Duffey, and Hathaway being, we believe, the only representatives from Philadelphia, while so far as we could learn, there were no buyers here from either Baltimore or New York. The New York market was better this week, while in Philadelphia it seems there was a complete "break down" caused by an over-supply. On Saturday, there were only about eight hundred head in the Philadelphia yards, and with no prospect of the number being augmented, there was every appearance of a good market for drovers on Monday. To the great astonishment of everybody, however, Lancaster, Chester and some other adjoining counties increased the number on Monday to about two thousand, and hence, the break down referred to and this, perhaps, may be attributed the absence of quite a number of the Philadelphia buyers.

SHEEP.

The market for this class of stock has been somewhat excited this week and with an improved demand, very light arrivals, and improved advices from the east, prices have still further advanced, and we now quote at 6 to 7¼ to 8 gross, for fair to prime fat mutton sheep. Smith & Talmage sold 178 head to Ibbott at 6. Sherrick & Co. to Keys, 162 heads, averaging 91 lbs, at 7¼. Lafferty & Co. sold to Hines 116 head, inferior, at 6¼, and 95, fair, to Eirsman at 6½. Heavy shippers having bought and shipped to Philadelphia 10 car loads at prices ranging from 6¾ to 7¼. It should be borne in mind, however, that it takes a good drove of sheep to bring the outside quotations, 8.

HOGS.

The market for Hogs has undergone but little change since last week. The supply has about kept pace with the demand, and prices have undergone but little change, excepting that York hogs are a shade higher, and Baltimore buyers are paying nearly as much as Philadelphia shippers. Gilchriest & Co. report having bought 139 head for Baltimore at 8¼; 750 to Philadelphia, at 8½; and sold 569 light averages here at 7½. Hedges & Co. report having shipped 15 car loads to New York, at an average price of 7.50. Singer & Inhoff, bought 132 head for Baltimore at 7½; and 120 for Philadelphia at 8 to 8.60. Voter & Co. shipped 9 car loads to Philadelphia, sold 200 head at 7¼ to 8.40, and bought 200 head at 7.50 to 7.75. Robinson to Gilchriest & Co. 199 head averaging 180, at 7.75. Lafferty sold to Singer & Inhoff 58 head, averaging 391, at 8.60, and one car load to Kays at 8. The transactions in Hogs were larger than the operations in Sheep or Cattle.

REPORTED SALES OF CATTLE.

Smith & Talmage to Vanvoorhis, 90 head fair stock cattle, averaging 800, at 6. Same to Ault & Co., 15 head, averaging 700, at 5. Ault & Co. to Marks & Trauerman, 15 head, averaging 700, at 5.35. M. Johnston to Kirk 37 Ohio steers, averaging 1100, at 7¼; also, 1 car load of common cows to Shainberg & Frank at $46 per head. Emerick & Co. to Barney Grey 34 head, weighing 44,475, at 8; Huff to Duffey, 16 head, weighing 15,600, at 6; Marks & Trauerman, 17 head, weighing 17,820 at 6.62; Deads to Powers, 16, weighing, 18,250, at 6½; Blackstock & Hazlewood to Powers, 34, weighing 40,525, at 7½; Hoscraf to Wernz, 12, weighing 14,930, at 7; Moore to Duffey & Co., 17, weighing 21,075, at 8.25; M. Johnston to Smith, 54, weighing 60,310, at 7.87.

JAMES DALZELL & SON,

69 and 70 Water Street,

LARD OIL MANUFACTURERS,

And dealers in CRUDE, LUBRICATING and CARBON OILS.

We warrant our No. 1 Lard Oil equal to the best Cincinnati, or other brands, and propose to sell as low as Cincinnati or Chicago rates.

Our No. 2 Lard Oil as a Lubricator cannot be excelled.

Duck Creek Lubricating and standard brands of Carbon Oil constantly on hand.

Merchants and manufacturers will find it to their interest to give us a call before ordering Lard Oil from the West.

PITTSBURGH PETROLEUM MARKET

OFFICE OF THE PITTSBURGH GAZETTE, THURSDAY, February 28, 1867.

CRUDE—There was but a single sale reported to-day, four thousand barrels, for June and July delivery, at 9 cents, and this, by the way, was considered a good operation for the seller. Spot oil, is selling at 7 to 7½ and we are cognizant of an offer to sell for April at 8. The receipts of oil continue remarkably light, when we take into consideration the fact that the weather is fine, and the river in good navigable condition.

REFINED—There is a continued indisposition doing in bonded oil, and while the market is steady and moderately active, prices are not quotably higher. We can report sales of 1000 bbls prime light straw to white, for immediate delivery in Philadelphia at 27½; 1000 March delivery, at 27½; 3000 Standard white at 28 for March, at 28; 1000 for April, at 29; and 1000 for May, at 30; also, on Wednesday evening—2000 for August at 32¼; 500 for September, at 33; 500 for October at 33; and 1500 for same months, at an average of 33. Free oil is dull but unchanged; sale of 100 bbls at 40½.

ARRIVAL—We have but thirty-five hundred barrels to report, all for Fisher & Bro., —two days receipts.

Philadelphia Seed Market.

PHILADELPHIA, February 27.—In Cloverseed there is more doing, but prices have declined; 400 bushels of prime old crop sold at $7 to 7.25, and 150 bushels of fair to prime new in lots, at from $8 to 8.37½ per bushel. Timothy is rather dull; 400 bush sold at $3 to $3¼. Flaxseed sells on arrival at $3,20 to 3,25 per bushel.

MARKETS BY TELEGRAPH.

New York Financial Matters.

NEW YORK, February 28.—Gold strong to day, under the prospect of the military reconstruction bill becoming a law. The railway share market was very dull through the day and prices declined in view of a failure in the Senate to pass the one hundred million greenback bill, but more steadiness at the last open board and without activity; the market closed dull but steady. Wm. Heath & Co. report the following prices at 6 P. M.: Gold 140⅜; [illegible]

New York Dry Goods Market.

[illegible]

New York Produce Market.

[illegible]

Cincinnati Market.

CINCINNATI, Feb. 28.—Flour unchanged; [illegible]

Chicago Market.

CHICAGO, February 28.—Flour steady and quiet. Wheat quiet; No. 2 [illegible] for No. 1 and [illegible] for No. 2. Corn [illegible] Oats active and [illegible] higher; [illegible] Highwines more active; [illegible] Mess Pork held firmly at [illegible] Dressed Hogs steady and in fair demand for shipment; [illegible]

IMPORTS BY RAILROAD.

PITTSBURGH FORT WAYNE & CHICAGO R. R.—February 28—200 bbls flour, J S Dilworth & co; 2 cars barley, Carson, Darlington & co; 1 do do, D R Galway; 167 sks wheat, J S Liggett & co; 170 do rye, Culp & Shepard; 6 do seed, Blair & Woods; 1 car staves, Kalya & Robertson; 100 bbls whisky, J S Finch; 3 cars blooms, Park, Bro & co; 100 bbls flour, H Myers & co; 100 do do, J Gardiner; 100 do do, owner; 2 kgs lard, Keil & Ritchart; 2 cars shingles, S Schmidt; 1 bag seed, D C Phillips; 7 do do, Voigt & co; 1 car hay, H W McKann; 1 do do, Voigt & co; 22 sks seed, Kirkpatrick & Herron, 1 bbl eggs, Steel & Bro; 8 cars metal, Nimick & co; 2 do do, J Wood & Son.

ALLEGHENY STATION, February 28—3 doz brooms, Mercer & Robinson; 4 bbls cider, J Warder; 1 car barley, M Heckelman; 33 sks flaxseed, Ewer & Hamilton; 17 do do, M R Suydam; 1 car millfeed, J Dorrington; 2 dressed hogs, J D Duncan; 4 pkgs, Herbert & McCross.

ALLEGHENY VALLEY RAILROAD.—Feb. 27.—3 cars residuum, B W Morgan & co; 1 car hay Moreland & Mitchell; 1 car iron and rails, Martin, Brickell & co; 1 bx millfeed, McElroy, Dickson & co; 72 sks corn, J McCreery; 2 pkgs, Carter & co.

PITTSBURGH AND CONNELLSVILLE R. R.—February 27—25 sks flaxseed, Ewer & Hamilton; 2 rolls leather, W Milligan; 3 bbls eggs, 2 bbls butter, 6 pkg lard, J S Newmyer & co; 60 bbls paper, Markle & co; 2 cars sand, McCully & co; 1 do do, Larenz & Wrightman.

Louisville Market.

LOUISVILLE, February 28.—Tobacco active; sales of 123 hogsheads at $2,65 for trash and 15 for bright wrappers Whisky firm at $2,25.

PITTSBURGH ROPE WORKS,

MARSHALL, FULTON & BOLLMAN,

Only Manufacturers in the West of

HEAVY CORDAGE,

Suitable for Steam and Coal Boats.

HAWSER LAID OIL WELL ROPE.

Tarred Ropes for Coal Railroads,

HEMP OAKUM AND PACKING.

CAULKING COTTON, &c., &c.

Warehouse, 114 and 115 Water Street, Near Monongahela House.

RIVER NEWS.

The river continues to recede steadily at this point with nine feet in the channel by the marks last evening. The weather yesterday was cloudy and close with indications of rain. Business continues dull at the landing; freights for all points being scarce.

The Maggie Hays, from Cincinnati, with a big trip, is the only arrival we have to record. The Julia No. 2 from the same point and the Robert Moore from Portsmouth, are due here to-day.

The Belle got in from Oil City on Wednesday night, and cleared again last evening. The Ida Rees No. 2 is due from same point to-day.

Capt. J. Sharp McDonald received a telegram yesterday, announcing the safe arrival of the A. J. Baker at New Orleans. The Baker is the first towboat that has reached that point since the opening of navigation on the lower Ohio, and this makes the fourth trip she has made between Louisville and New Orleans since leaving here last fall.

The Ida Stockdale, Capt. Marsh, with Captain T. S. Calhoun in the office, is filling up steadily, and will leave for St. Louis and the Upper Missouri River on Saturday. The America, Capt. T. H. Golding, is announced for Nashville, and will be the first boat out for that point.

The Spray, Captain Smith, is filling up steadily for Cincinnati and Louisville, and will leave to-morrow without fail. The Minnie, Captain Shaw, is loading for St. Louis, and will take her departure early next week.

We regret to learn that A. C. McConnell, clerk of the Minnie, has been confined to his home for several days, with chills and fever. We hope to see him about again soon.

The Maggie Hays, Captain D. L. Hendrickson, as will be seen by reference to card, has entered into the packet trade between here and Cincinnati, in connection with the Argosy, No. 2, leaving Pittsburgh every Saturday and Cincinnati every Tuesday. The Maggie is a staunch and commodious steamer.

The Great Republic, Captain Donaldson, is now engaging freight for New Orleans, and will be the first boat out.

The new steamer Elisha Bennett, Captain M. A. Cox, will start on her first trip to Brownsville on Sunday morning at eight o'clock.

The Ezra Porter and R. C. Gray arrived at Cincinnati on Tuesday night, and the Waukita and Messenger were advertised to leave there for Pittsburgh on Wednesday.

The towboats Tom Rees, Dart, Warner and Hawk arrived at Louisville on Sunday, with tows of coal, and on Tuesday the Coal City, with fourteen barges in tow, descended the falls, destined for Memphis.

The Kate Robinson and Leonidas were advertised to leave New Orleans for Pittsburgh on the 23d inst. The Colombia left Cincinnati for Nashville on Tuesday.

The new Evansville and Cairo packet [illegible] made a trial trip on Tuesday [illegible]

[illegible]

MISCELLANEOUS.

PURE CALIFORNIA WINES.

GURNER & CO.,

No. 80 Cedar St., New York.

[illegible]

List of Prices.

	Per bottle.	Per Dozen.
Hock	$1 00	9 00
Wine Bitters	1 25	12 00
Claret	1 00	10 00
Port	1 25	12 00
Angelica	1 25	12 00
Muscatel	1 25	12 00
Brandy	2 00	20 00

GREAT WATCH SALE ON THE popular one price plan, giving every patron a handsome and reliable Watch for the low price of Ten Dollars, without regard to value, and not to be paid for unless perfectly satisfactory.

500 Solid Gold Hunting Watches	$250 to	$750
19 Magic Cased Gold Watches	200 to	500
50 Ladies' Watches, Enameled	100 to	300
200 Gold Hunting Chronometer	250 to	300
200 Gold Hunting English Levers	200 to	250
300 Gold Duplex Watches	150 to	200
300 Gold Hunt'g American Watches	100 to	250
500 Silver Hunting Levers	50 to	150
500 Silver Hunting Duplexes	75 to	250
500 Gold Ladies' Watches	50 to	250
1000 Gold Hunting Lepines	50 to	75
1000 Miscellaneous Silver Watches	25 to	50
2500 Hunting Silver Watches	25 to	70
5000 Assorted Watches, all kinds	10 to	75

Every patron obtains a Watch by this arrangement, costing but $10, while it may be worth $750. No partiality is shown.

[illegible]

No Lottery, but a straight forward legitimate Transaction, which may be participated in even by the most fastidious!

A single certificate will be sent by mail, post-paid, upon receipt of 25 cents, five for $1, eleven for $2, thirty-three and an elegant premium for $5, sixty-six and more valuable premium for $10, one hundred and more superb Watch for $15. To Agents or those wishing employment this is a rare opportunity. It is a legitimately conducted business duly authorized by the Government and open to the most careful scrutiny. Try us! Address,

J. RICKLING & CO., 10 Broadway, New York.

SHEPHARD'S CRACKERS

317 Liberty Street,

PITTSBURGH, PA.

10 BBLS. LINSEED OIL received and for sale by GEORGE A. KELLY & CO., Wholesale Druggists 57 Wood street.

STEAMBOATS.

FOR NEW ORLEANS.

The New, Magnificent and Mammoth

LOW PRESSURE Steamer, "GREAT REPUBLIC,"

W. B. DONALDSON, Commander,

WILL COMMENCE Receiving Freight for MEMPHIS, VICKSBURG, and NEW ORLEANS,

ON MONDAY, FEBRUARY 25th.

AND LEAVE AS ABOVE ON

Thursday, March 14th, 1867, POSITIVELY.

Passengers and Shippers will consult their interests to call on board before making engagements elsewhere. The public can rely implicitly on her leaving on above date.

FLACK & COLLINGWOOD, or BARNES & COLLINS, Agents.

1867. 1867. PITTSBURGH AND ST. LOUIS Packet Line,

composed of the following splendid steamers:

MESSENGER,	LORENA,
EZRA PORTER,	MAGGIE HAYS,
WAUKITA,	NEW YORK,
ARMENIA,	COLUMBIA,
SILVER LAKE No. 4,	IMPORTER,
KATE PUTNAM,	KATE ROBINSON,
YORKTOWN,	SILVER CLOUD No. 2,
BELLEVERNON,	GLASGOW,
MINNIE,	SHERMAN.

One of the above boats will leave for St. Louis and all intermediate ports on each WEDNESDAY and SATURDAY, at 4 o'clock P. M. Freight and passengers receipted through to all points on the Upper Mississippi, Illinois and Missouri rivers by the North Line Packet Co., Illinois River Packet Co. and Missouri [illegible]

Apply to FLACK, COLLINGWOOD, BARNES & CO. [illegible], Agents, or Capt. SAM'L SHUMAN, Superintendent, No. 20 Water street, (up stairs.)

REGULAR WEEKLY PACKET BETWEEN PITTSBURGH AND CINCINNATI.—The new and splendid light draught steamer, MAGGIE HAYS, Capt. D. L. HENDRICKSON, Will leave for above and intermediate ports on SATURDAY, March 2. For freight or passage apply on board or to JAMES COLLINS, CHAS. BARNES, Agents.

FOR CAIRO AND ST. LOUIS.—The fine steamer MINNIE, Capt. A. H. SHAW, Will leave for the above and all intermediate ports on SATURDAY, [illegible] For freight or passage apply on board.

FOR CINCINNATI AND LOUISVILLE WITHOUT RE-SHIPPING.—The steamer SPRAY, Capt. SMITH, will leave on SATURDAY, the [illegible] inst., at 4 o'clock, P. M. JNO. FLACK, or, J. D. COLLINGWOOD, Agents.

FOR NASHVILLE.—The fine passenger steamer AMERICA, Capt. T. H. GOLDING, Will leave for the above and all intermediate ports on SATURDAY, the 2d inst. FLACK & COLLINGWOOD, CHAS. BARNES, Agents.

FOR THE GOLD MINES OF MONTANA AND IDAHO.—The steamer IDA STOCKDALE, Capt. GRANT MARSH, will leave for Fort Benton, Montana, on THIS [illegible]

For freight or passage apply on board. FLACK, COLLINGWOOD & BARNES, Agents.

REGULAR WEEKLY CINCINNATI PACKET, LEAVING EVERY WEDNESDAY AT 12 M. [illegible] Capt. LEWIS VANDERGRIFT, [illegible], Clerk. For freight or passage apply on board or to JAMES COLLINS, CHAS. BARNES, Agents.

FOR GALENA AND DUBUQUE DIRECT.—The new passenger steamer SAVANNAH, Capt. A. McGOWAN, will leave for the above and all intermediate ports on the [illegible] of March. J. D. COLLINGWOOD, JOHN FLACK, R. C. GRAY, Agents.

FOR ST. PAUL, DIRECT.—The new side-wheel steamer DUBUQUE, Capt. J. W. PARKER, will leave for the above and all intermediate ports on SATURDAY, [illegible] of March. J. D. COLLINGWOOD, JOHN FLACK, R. C. GRAY, Agents.

AUCTION SALES.

BRICK DWELLING, 11th CENTRE AVENUE—THURSDAY EVENING, March 7th, at 7½ o'clock, will be sold on second floor of Commercial Sales Rooms, 103 Smithfield street, the handsomely situated and valuable Three Story Brick Dwelling, [illegible] Centre Avenue, opposite the residence of Hon. J. K. Moorhead, in seventh ward. [illegible] The lot is 20 feet front, extending back 80 feet to Clark street.

TERMS—Two thirds cash; balance in one year with interest. Possession given on 1st of April. Those wishing are invited to view the premises. A. McILWAINE, Auct'r.

VALUABLE LIBRARY BY CATALOGUE—FOUR NIGHTS SALES.—BELLES-LETTRES, THEOLOGY, &c. The Literary public, Theological students, and all classes of readers are invited to call at the Auction rooms for pamphlet catalogue of the very large and unusual sale of a valuable Private Library, to commence at 7½ o'clock each evening of Wednesday, Thursday, Friday and Saturday, February 27th and 28th, and March 1st and 2d, on second Floor of Commercial Sales Rooms, 103 Smithfield street. The Library comprises the careful collection of many years, embracing works of permanent interest and increasing value; works of rarity and interest to the student and every reader of literary or artistic taste. In the catalogue will be found a very extensive collection of Theology, as well as works in the various departments of general literature of Belles-Lettres; early English Poetry, &c. [illegible] Many of the works are in superb English edition [illegible] Catalogue now ready, and the books will be on view each day of sale. Orders from those unable to attend the sales, will be faithfully executed by A. McILWAINE, Auctioneer.

CITY OF ALLEGHENY, TREASURER'S OFFICE, February 18th, 1867.

SEWER ASSESSMENTS.—Notice is hereby given to the owners of PROPERTY within the limits assessed for the construction of the Sewer on the West Common, and the sewer on Belmont street, and all parties interested, that the assessments made on said sewers will now be received at the TREASURER'S OFFICE and if not paid within thirty days from this date they will be placed in the hands of the City Solicitor for collection, with five per cent. added thereon, as required by law. D. MACFERRON, City Treasurer.

PRIVATE DISEASES. DR. YOUNG, (late of Philadelphia,) No. 175 Third street, treats all descriptions of Private Diseases with unparalleled success. Particular attention paid to spermatorrhoea and diseases of the Urinary Organs. His treatment for the same being the most successful ever employed. He gives hopes of a speedy cure to the afflicted. Ladies will find his Emmenagogue superior to any other preparation for removing obstructions to the healthy menstrual flood. No. 1, One Dollar per bottle. No. 2, which is four degrees stronger, and designed for obstinate cases, Five Dollars per bottle. Office hours 9 A. M. to 8 P. M. Address, with stamp, DR. YOUNG, No. 175 Third street, Pittsburgh.

SUNDRIES.—

200 bushels Prime Clover Seed.
50 Barrels White Beans.
45 " Dried Apples.
31 Sacks " "
100 Barrels Peach Blow Potatoes.
150 " Green Apples.
75 " Sorghum Molasses.
35 " Crab Cider.
5 " Leaf Lard.
10 Kegs " "
8 Barrels Fresh Eggs.
5 " Pickles.

In Store and for sale. FETZER & ARMSTRONG, Corner Market and First streets.

PRIVATE DISEASES. OFFICE 132½ PENN STREET, near Hand. For the cure of all diseases of a private nature from two to four days, by an entirely new and safe treatment. Also, Seminal Weakness, and all other diseases of the genital organs and their prevention. Cure warranted or money refunded. Office hours—7 to 10 A. M., 1 to 5, and 6 to 8 P. M. Address letters, Dr. W., 132½ Penn street.

PRICES REDUCED—On India Rubber Belting, Hose and Steam Packing. The new card rates are from 10 to 15 per cent lower than our former rate. A full assortment on hand at the India Rubber Depot, 26 and 28 St. Clair street. J. & H. PHILLIPS.

ORDINANCES.

AN ORDINANCE TO PROVIDE for the regulation of street Grading and Paving, and prescribing the duties of the Recording Regulator and Street Commissioner.

SECTION 1. *Be it ordained and enacted by the Mayor, Aldermen and Citizens of Pittsburgh, in Select and Common Councils assembled, and it is hereby enacted by authority of the same,* That, whenever any street, lane or alley in the city of Pittsburgh, or any part thereof, shall be ordered to be graded, paved and set with curb stone, it shall be the duty of the Recording Regulator to make a survey thereof and a plot showing the distance of said street, square or alley; [illegible] be lowered or raised, the quantity of grading or filling, the square yards of paving and length of curbing required, and report the same to the Street Committee, and no contract shall be awarded until the said survey and plot has been approved by said Committee.

SEC. 2. Whenever any contract has been awarded for the grading, paving and setting with curb stone of any street, square or alley, in the city of Pittsburgh, or any part thereof, it shall be the duty of the Recording Regulator to furnish to each of the parties owning property on said street, square or alley to be graded, a written or printed notice of the fact, containing a specification of the amount of grading, number of square yards of paving and length of curbing, and the contract price thereof—which notice shall be served at least five days before the commencement of work under the contract, and shall be served upon all owners residing in the city of Pittsburgh, personally, or by copy left at his dwelling; and in case the owner shall not reside within the city, or is unknown, by copy posted upon the premises.

SEC. 3. The Recording Regulator, in connection with the Street Commissioner, shall jointly have supervision of all grading, paving and setting with curb stone, done under any contract with the city; and, in pursuance thereof, it shall be their duty, when the grading has been completed and before any gravel is placed on such street, square or alley, to take a measurement, under such regulation as may be prescribed by the Committee on Streets, to ascertain that the required depth remains for the reception of stone and gravel, and when any street, square or alley, or any part thereof, shall have been paved, and before the top dressing or gravel has been placed thereon, to inspect the stone to ascertain that the stone used are of the size and quality directed by the City Ordinance, and that the same have been laid in a proper and durable manner; and upon failure of any contractor to comply with any ordinance or regulation of Councils, or with any of the specifications of his contract, they shall direct the work to be suspended, and make immediate report to the Committee on Streets, and await their action.

SEC. 4. Immediately upon the completion of the grading, paving and setting with curb stone, as aforesaid, it shall be the duty of said Recording Regulator, and Street Commissioner, to make a written report to the Street Committee, setting forth their compliance with the duties above prescribed, and whether or not the work has been done in accordance with the ordinances of the city and the contract, at the same time, submit to the Regulator shall, at the same time, submit to the Committee, the assessment of the cost of said work made upon the property holders; and the same shall not be delivered to the City Treasurer for collection until the same has been approved by said Committee.

SEC. 5. It shall be the duty of the contractors to notify the aforesaid officers of the time when they are ready for the inspections herein prescribed, and they shall not proceed with any further portion of their work until such inspection has been made, and in compliance with that the work has been done in compliance with their contract, or until they shall receive instructions from the Committee on Streets, to whom they shall, at all times, have the right to appeal.

SEC. 6. Whenever any assessment for the grading, paving and setting with curb stone, of any street, square or alley in the City of Pittsburgh, or any part thereof, shall be delivered to the City Treasurer for collection, it shall be his duty, within ten days thereafter, to leave a notice of the amount assessed against each lot, upon the owner thereof, if said owner resides within the city of Pittsburgh, personally, or by copy left at his dwelling house; and in case he is unknown, by posting a copy on the premises; and said Treasurer is hereby authorized to employ some suitable person to serve said notice, at a price not exceeding 8 [illegible] per day, to be paid by the City Treasurer upon accounts approved by the Street Committee.

SEC. 7. All ordinances, or part of ordinances, inconsistent with this, be and they are hereby repealed.

Ordained and enacted into a law this 25th day of February, A. D. 1867.

JAMES McAULEY, President of Select Council.

Attest: E. S. MORROW, Clerk of Select Council.

THOMAS STEEL, President of Common Council.

Attest: HUGH McMASTER, Clerk of Common Council.

AN ORDINANCE,

SECTION 1. *Be it ordained and enacted by the Mayor, Aldermen and Citizens of Pittsburgh, in Select and Common Councils assembled, and it is hereby ordained and enacted by authority of the same,* That from and after the first day of February, one thousand eight hundred and sixty-seven, the salaries of the following city officers shall be as follows for the year:

Controller	$2,500 00
Superintendent of Water Works	1,800 00
Assessor of Water Rents	1,000 00
Superintendent of Markets	1,000 00
Clerk of Markets	1,000 00
Street Commissioner, First District	1,200 00
Street Commissioner, Second District	1,200 00
City Assessor	1,000 00
Clerk of Controller	[illegible]
Messenger to Councils	400 00
Clerks of Councils, each	700 00
Monongahela Wharfmaster	1,000 00
Allegheny Wharfmaster	1,000 00
Clerk of Mayor	[illegible]

SEC. 2. That any ordinance or part of ordinances conflicting with the passage of this ordinance at the present time, be, and the same is hereby repealed, so far as the same affects this ordinance.

Ordained and enacted into a law in Councils, this 25th day of February, A. D., 1867.

JAMES McAULEY, President of Select Council.

Attest: E. S. MORROW, Clerk of Select Council.

THOMAS STEEL, President of Common Council.

Attest: HUGH McMASTER, Clerk of Common Council.

AN ORDINANCE relating to the Fire Alarm Telegraph.

SECTION 1. *Be it ordained and enacted by the Mayor, Aldermen and Citizens of Pittsburgh, in Select and Common Councils assembled, and it is hereby ordained and enacted by authority of the same,* That if any person or persons shall wilfully interfere with any of the wires of the City of Pittsburgh, they shall [illegible] the wires of the Fire Alarm Telegraph, [illegible] shall be the duty of the May [illegible] and the person or persons so offending shall be liable to a fine of [illegible] dollars, to be collected as other fines [illegible]

SEC. 2. That all ordinances or parts of ordinances inconsistent herewith are hereby repealed.

Ordained and enacted into a law this 25th day of February, A. D., 1867.

JAMES McAULEY, President of Select Council.

Attest: E. S. MORROW, Clerk of Select Council.

THOMAS STEEL, President of Common Council.

Attest: HUGH McMASTER, Clerk of Common Council.

LEGAL.

IN THE COURT OF QUARTER SESSIONS OF ALLEGHENY COUNTY, Pennsylvania.—In the matter of the WIDENING OF WEBSTER STREET, Between High and Tunnel streets. No. [illegible] September Sessions, 1866.

The undersigned, Commissioner appointed by said Court to take the testimony offered by the parties interested in the above matter and report the same to the Court, will attend to the duties of his appointment at his office, No. 71 Grant street, Pittsburgh, on TUESDAY, March 5th, 1867, at 2 o'clock P. M., when and where all parties can attend if they see proper. ALFRED KERR, Commissioner.

IN THE COURT OF QUARTER SESSIONS OF ALLEGHENY COUNTY, Pennsylvania.—In the matter of the WIDENING OF GIBSON STREET, Between Vagre and Stevenson streets, in the Eighth Ward of the City of Pittsburgh. No. 11 September Sessions, 1866.

The undersigned, Commissioner appointed by said Court, to take the testimony offered by the parties interested in the above matter and report the same to the Court, will attend to the duties of his appointment at his office, No. 71 Grant street, Pittsburgh, Pa., on WEDNESDAY, February 27th, 1867, at 2 o'clock P. M., at which time and place all persons interested can attend if they see proper. ALFRED KERR, Commissioner.

IN THE MATTER OF "THE RESERVE TOWNSHIP BUILDING ASSOCIATION," for Charter of Incorporation, No. 620, March Term, 1867.

And now, to-wit, February 18th, 1867, the Constitution of the Association of "The Reserve Township Building Association," being examined, it is hereby ordered that notice of the petition be published in THE PITTSBURGH DAILY GAZETTE for three weeks, at the expiration of which, no reasons appearing to the contrary, said charter will be granted. BY THE COURT.

Attest: JACOB H. WALTER, Prothonotary.

EXECUTOR'S NOTICE.—Letters testamentary on the estate of Feckla Howe, late of the Borough of Tarentum, Allegheny County, Pa., deceased, having been granted to the undersigned, all persons indebted to said estate are requested to make immediate payment, and those having claims, to present them properly authenticated, for settlement, to JOHN WINKMAN, Dr. ELIZA HOWE, (his wife,) Exec

DRUGGISTS.

GEORGE A. KELLY .... E. M. SNODGRASS.

GEORGE A. KELLY & CO., Wholesale Druggists,

57 Wood Street,

OPIUM, MORPHIA, QUININE, IODINE RESUB., IODIDE POTASSIUM, CHLORATE POTASH, BROM POTASSIUM, NITRATE SILVER,

STANDARD CHEMICALS,

DRUGS! DRUGS!! DRUGS!!!

JAMES T. SAMPLE

HAVING BOUGHT THE WELL KNOWN DRUG HOUSE ON COR. FEDERAL AND ROBINSON STS., ALLEGHENY, Will keep on hand a full assortment of all kinds of **DRUGS,** and which will be sold cheaper than any other house in the two cities. Prescriptions carefully prepared by a first-class druggist. All kinds of PERFUMERY and FANCY SOAPS on hand.

J. SCHOONMAKER & SON,

Pittsburgh White Lead Works,

PURE WHITE LEAD,

BLUE LEAD GROUND IN OIL FOR PAINTING OIL BARRELS.

No. 57 Fourth Street, Up Stairs.

WHITE LEADS.

Pure "T. H. N. & Co." Brand White Lead, do "Paragon" do, do "Lilly" do, do "Colonnadier" do, do "Continental" do. Blue Leads, for Oil Refiners; Red Lead and Litharge; Colors dry and in oil. For sale at T. H. NEVIN & CO.'S, N. W. corner Third and Market Sts.

MANUFACTURERS.

NATIONAL FOUNDRY AND PIPE WORKS,

Corner Carroll and Smallman Streets, Ninth Ward,

PITTSBURGH, PA.

WM. SMITH,

MANUFACTURER OF

Cast Iron Bowl Pipe, FOR GAS AND WATER WORKS.

My Pipes are all cast vertically in Pits, in Dry Sand and 12 FEET LENGTHS. Also, a full assortment of GENERAL CASTINGS FOR GAS AND WATER WORKS.

I would also call the attention of Superintendents of Gas Works to my make of RETORTS.

THE FULTON BELL AND BRASS FOUNDRY,

ESTABLISHED IN 1832.

Nos. 91 First and 70 Second Streets, PITTSBURGH, PA.

MANUFACTURERS OF

ALL SIZES OF BELLS,

From 10 to 100,000 Pounds,

GLOBE, ANGLE, CHECK AND SAFETY VALVES, Of All sizes,

Stop Cocks of Brass or Iron, OF ALL SIZES.

GUAGE AND CYLINDER COCKS.

Agents for all the different **STEAM PUMPS.**

Sole Agents for the **Celebrated Steam Syphon.**

Dealers in GAS PIPE, STEAM and GAS FITTINGS, PLUMBERS' WORK, etc., etc. Particular attention paid to STEAM and GAS FITTING in all its branches. The only manufacturers of A. FULTON'S METALLIC PACKING FOR STEAM CYLINDERS, &c. BABBIT'S CELEBRATED ANTI-ATTRITION METAL constantly on hand. BRASS, GUN and BELL CASTINGS made to order and finished with neatness and dispatch. Particular attention paid to Brass Finishing in all its branches. Also keep constantly on hand all sizes of Sheet, Square and Round Gum, Hemp and Cotton Packing, Gum Hose of all sizes up to order.

A. FULTON'S SON & CO.

FORT PITT BOILER, STILL AND TANK WORKS.

CARROLL & SNYDER,

MANUFACTURERS OF

TUBULAR, DOUBLE-FLUED, TUBULAR FIRE-BOX & CYLINDER STEAM BOILERS, OIL STILLS AND OIL TANKS, CHIMNEYS, BREECHING AND ASH PANS, SETTLING PANS, SALT PANS AND CONDENSERS, STEAM PIPES, GASOMETERS, AND IRON BRIDGES, PRISON DOORS AND COAL SHUTES.

Office and Works corner Second, Third, Short and Liberty Streets.

Pittsburgh, Pennsylvania.

Orders sent to the above address will be promptly attended to.

SHEFFIELD STEEL WORKS.

SINGER, NIMICK & CO

MANUFACTURERS OF

BEST REFINED CAST STEEL

SQUARE, FLAT AND OCTAGON, OF ALL SIZES.

MILL, MULAY, CIRCULAR, GANG AND CROSS CUT

SAW PLATES.

ELLIPTIC AND SEMI-ELLIPTIC

RAILWAY SPRINGS,

Cast Spring Steel,

Cast and German Plow Steel,

PLOW WINGS AND MOWER BARS.

SPRINGS, AXLES AND STEEL TIRE,

SICKLE, SHOVEL, HOE, RAKE, FORK, TOE CALK AND MACHINERY CAST STEEL, CROW-BARS, &c., &c., &c.

Warehouse, 83 Water St., Pitts'gh,

THE FORT PITT FOUNDRY, CHARLES KNAP, NEPHEWS

MANUFACTURERS OF

HEAVY ORDNANCE.

AND ALL KINDS OF HEAVY CASTINGS. Special attention paid to ROLLING MILL WORK, BLAST MACHINERY and RETORTS. REPAIRS attended to promptly. As heretofore the best materials will always be used at this Foundry. Having disposed of our old stock, we are prepared, with NEW and IMPROVED patterns, constructed under the supervision of Mr. ERNEST, to furnish NAIL MACHINES at short notice.

WM. M'KEE ...... JOHN ALLEN ...... JAS. L. M'KEE.

VALLEY STOVE WORKS.

ALLEN, M'KEE & CO.,

Office and Warehouse 201 Liberty St. opposite Smithfield.

Manufactures a great variety of COOK, PARLOR and HEATING STOVES, among which are the celebrated Allegheny and Monitor Coal Cooking Stoves; also, the Autocrat and Sentinel for coal or wood, and the unrivalled Star of the Empire, for wood; also, Arches, Grates, Fenders, Sugar Kettles, Dog Irons and Hollow Ware generally.

UTILITY WORKS.

McLEAN & SLATOR,

No. 83 Liberty St., opposite Fourth,

MANUFACTURERS OF

CABINET MAKERS' HARDWARE.

They make a specialty of Iron Bedstead and Pivot Castors; Porcelain, Bedstead and Pivot Castors; Bedstead Fastenings; Stops for Extension Tables, &c. They also manufacture and have constantly on hand Thumb Latches, Spring Latches, McLean's Window Sash Supporter, McLean's Eccentric Sash Button, Utility Shut ter and Butt Hinges, Grind-stone Hangings, Sad Irons, Sash Weights, &c., &c.

A. BRADLEY ...... W. VANKIRK ...... J. A. BRADLEY

ÆTNA STOVE WORKS.

A. BRADLEY & CO.

Manufacture every variety of

Cook, Parlor and Heating Stoves,

Among which are the celebrated EUREKA, TROPIC and TALISMAN (Coal Stoves); POMANA, VETERAN and IRONSIDES (Wood Cook stoves.) Also manufacture GRATES, GRATE FRONTS, &c.

Office and Warehouse, corner of Second and Wood streets, Pittsburgh. Entrance on Second street.

PITTSBURGH IRON WORKS.

J. PAINTER & SONS.

MANUFACTURERS OF

Iron, Bucket, Tub and Trunk HOOPS AND SHEETS,

PITTSBURGH, PA.

IRON CITY MILLS.

ROGERS & BURCHFIELD,

Manufacturers of

Refined, Charcoal, Juniata & Polished SHEET IRON.

OFFICE AND WAREHOUSE, NO. 28 MARKET ST.

EVERSON, PRESTON & CO.,

PENNSYLVANIA IRON WORKS,

Warehouse, Nos. 105 and 107 First street, opposite [illegible]

JOS. F. HAIGH ...... WM. MILLER.

DUQUESNE AND WEST POINT IRON FORGES, PITTSBURGH, Pa., manufacture all classes of Forgings, Steamboat Shafts, Cranks, Piston Rods, Levers, Pitman Jaws and Wrists; also, Railroad Axles, Locomotive Frames, and all shape work. The undersigned having been for many years engaged in the business are prepared to furnish all orders entrusted to them with promptness and dispatch. JOS. F. HAIGH & CO.

CINCINNATI LEAD PIPE AND SHEET LEAD WORKS,

No. 19 East Ninth Street.

McCORMICK & GIBSON, Proprietors,

DEALERS IN

Pig Lead, Block Tin and PATENT SHOT.

Make to order PIPES and SHEETS of any required weight and size. Sheets per square foot, 2½ lbs. and upwards. Pipe—¼ inch to 5½ inches. Also, very light Pipe for Hydraulic [illegible] We would respectfully ask the attention of Plumbers and Proprietors of OIL WORKS AND OIL WELLS.

PITTSBURGH FOUNDRY.

H. GARRISON ...... JOHN H. RICKETSON

A. GARRISON & CO.,

(Successors to Bollman, Garrison & Co.)

FOUNDERS AND MACHINISTS.

Manufacturers of

CHILLED ROLLERS, OF ALL SIZES,

From Iron, Steel, Brass, Zinc, Copper, Silver, Gold, Straw Boards, Paper and Indian Rubber Work. Also, Rolling Mill Castings, of all descriptions; Rolling Mills, Patent Double Geared [illegible], with a variety of other patterns, always on hand and fitted to order, on short notice and favorable terms.

Office and Warehouse, **No. 119 Smithfield Street,** PITTSBURGH, PA.

VESUVIUS IRON AND NAIL WORKS.

LEWIS, BAILEY, DALZELL & CO.

MANUFACTURERS OF

BAR, BOILER, SHEET AND TANK IRON

NAILS AND NAIL RODS.

Warehouse, 73 Water & 90 Front

PITTSBURGH, PA.

KENSINGTON IRON WORKS.

LLOYD & BLACK,

MANUFACTURERS OF

Best Common, Refined Charcoal AND Juniata Bloom Iron.

MERCHANT BAR, ROUND & SQUARE IRON, HOOP, BAND, T and ANGLE IRON, BOILER PLATE and SHEET IRON, MOWER and REAPER BARS, CYLINDER and GUARD OR FINGER IRON, SMALL T RAILS, 2½ and 16 lbs. to the yard, WROUGHT CHAIRS and SPIKES for same, FLAT RAILS, Punched and Countersunk, COAL SCREEN IRON, NAILS and SPIKES.

Warehouse, No. 88 Water and No. 6 Market sts. Works, Second street, Eighth Ward adjoining City Gas Works, Pittsburgh.

ROBERT LEA,

MANUFACTURER OF

STEAM ENGINES AND BOILERS, Freight Hoisters AND DOCTOR ENGINES.

Castings of all descriptions made to order.

Corner of First and Ferry Streets, PITTSBURGH, PA.

RAILROADS.

WESTERN PENNSYLVANIA RAILROAD.—On and after WEDNESDAY, January 2d, 1867, the Passenger Trains on the Western Pennsylvania Railroad will arrive at and depart from the Federal Street Depot, Allegheny City, as follows:

ARRIVE.		DEPART.	
Sharpsb'g No 1	6.25 A.M.	Sharpsb'g No 1	5:50 A.M.
Freeport No. 1	8:50 A.M.	Mail	6:40 A.M.
Sharpsb'g No 2	9:20 A.M.	Sharpsb'g No 2	7:00 A.M.
Express	10:45 A.M.	Freeport No. 1	9:25 A.M.
Sharpsb'g No 3	12:15 P.M.	Sharpsb'g No 3	10:15 A.M.
Sharpsb'g No 4	1:50 P.M.	Sharpsb'g No 4	11:50 A.M.
Mail	4:20 P.M.	Express	2:05 P.M.
Freeport No. 2	5:00 P.M.	Sharpsb'g No 5	3:50 P.M.
Sharpsb'g No 5	6:50 P.M.	Freeport No. 2	5:50 P.M.
Sharpsb'g No 6	9:05 P.M.	Sharpsb'g No 6	7:50 P.M.

All trains run daily except Sunday.

Commutation Tickets—For sale in packages of Twenty, between Allegheny City, Chestnut street, Herr's, Bennett, Pine Creek, Etna and Sharpsburg, and good only on the trains stopping at Stations specified on tickets.

Through Tickets to Butler and Hannahstown may be purchased at Walker's Stage Office, 30 St. Clair street, near Suspension Bridge, Pittsburgh, and at the Depot, Allegheny City.

The Pennsylvania Railroad will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to ONE HUNDRED DOLLARS in value. All baggage exceeding this amount in value, will be at the risk of the owner, unless taken by special contract. For further information apply at Depot, to JAMES LEFFERTS, Agent. Federal Street Depot.

PENNSYLVANIA CENTRAL RAILROAD.

December 30th, 1866.

Trains arrive and leave the Union Depot, corner of Washington and Liberty sts, as follows:

ARRIVE.		DEPART.	
Mail Train	1:20 a m	Day Express	3:20 a m
Fast Line	1:50 a m	Wall's No. 1	6:10 a m
Wall's No. 1	6:20 a m	Mail Train	6:30 a m
Brinton No. 2	7:50 a m	Wall's No. 2	9:20 a m
Wall's No. 2	8:50 a m	*Cincin'ti Ex.	10:50 a m
Wall's No. 3	10:50 a m	Wall's No. 3	11:20 a m
Johnstown Ac.	10:20 a m	Braddock No. 1	3:40 p m
Baltimore Ex.	1:20 p m	Phila. Ex.	4:20 p m
Phila. Express	1:50 p m	Wall's No. 4	4:40 p m
Wall's No. 4	3:50 p m	Wall's No. 5	6:05 p m
Wall's No. 5	4:50 p m	Wall's No. 6	6:50 p m
Braddock No. 1	6:50 p m	Fast Line	9:00 p m
Wall's No. 6	7:00 p m	Johnstown Ac.	3:40
Altoona Accom and Emigrant train	10:25 p m		

*Daily, all others Sundays excepted.

The Church Trains leave Wall's Station every Sunday at 9:15 a. m., reaching Pittsburgh at 10:05 a. m. Returning leaves Pittsburgh at 12:30 p. m., and arrive at Wall's Station at 2:00 p. m.

The Baltimore Express will arrive with the Philadelphia Express at 1:50 p. m. on Sundays.

NOTICE.—In case of loss, the Pennsylvania R. R. Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

W. H. BECKWITH, Agent.

1867. 1867.

THE PITTSBURGH, FT. WAYNE & CHICAGO R. R., AND CLEVELAND & PITTSBURGH R. R.

Trains arrive and leave at the Union Depot, as follows:

LEAVE.		ARRIVE.	
Chicago Ex.	2:20 a m	Chicago Ex.	2:20 a m
Cleveland Ex.	2:01 a m	Cleveland Ex.	2:30 a m
Erie & Ygn. Ex	6:00 a m	Chicago Ex.	10:25 p m
Cl. & Whg. M.	6:15 a m	Wheeling Ex.	11:25 a m
Chicago Ex.	7:00 a m	Cl. & Whg. Ex	3:50 p m
Chicago Mail	1:20 p m	Chicago Ex.	3:40 p m
Cl. & Whg. Ex	2:15 a m	Erie & Ygn Ex	6:15 p m
Chicago Ex.	2:45 p m	Chic. Ex.	9:30 p m
Wheeling Ex.	4:35 p m	Cl. & Whg. Ex	9:40 p m
Depart from Allegheny.		Arrive in Allegheny.	
N. Br'tn Ac.	9:00 a m	Leetsdale Ac.	7:20 a m
Leetsdale "	10:00 a m	N. Br'tn "	8:25 a m
" "	11:50 a m	Wellsville "	8:55 a m
Rochester "	1:20 p m	New Castle "	9:45 a m
W'lle & N Cas'e	3:30 p m	Leetsdale "	11:15 a m
Leetsdale Ac'n	4:50 p m	" "	1:05 p m
N. Br'tn "	5:30 p m	N. Br'ton "	2:30 p m
N. Br'tn "	6:15 p m	Leetsdale "	4:10 a m
Leetsdale "	10:30 p m	" "	7:00 a m

No trains leave Pittsburgh on Sunday. 10:25 a. m. Chicago Ex. arrives daily.

F. R. MYERS, General Ticket Ag't.

PITTSBURGH, COLUMBUS & CINCINNATI RAILROAD—Pan-Handle Route.—On and after MONDAY, February 25th, 1867, trains will arrive and depart from Union Depot as follows:

LEAVE, PITTSBURGH TIME.		ARRIVE.
Fast Line	2:05 A. M.	10:15 A. M.
Mail	6:45 A. M.	6:35 P. M.
Mixed	9:20 A. M.	9:35 P. M.
Express	2:20 P. M.	10:15 P. M.
Steubenville Accommo'n	3:20 P. M.	9:40 A. M.
McDonald do	5:05 P. M.	6:35 A. M.

		Fast Line	Mail.	Express.
Leave	Pittsb'h	2:05 A. M.	7:20 A. M.	2:20 P. M.
Arrive	Colub's	10:50 A. M.	6:20 P. M.	11:30 P. M.
"	Cincin'ti	3:30 P. M.	5:00 A. M.	6:00 A. M.
"	Indi'olis	8:00 P. M.	7:50 A. M.	7:35 A. M.
"	T're H'te	11:00 P. M.	12:30 A. M.	12:30 P. M.
"	St. Louis	8:00 A. M.	1:30 P. M.	3:00 P. M.
"	L'isv'le	6:00 A. M.	1:00 P. M.	3:00 P. M.
"	Cairo	1:15 P. M.	1:30 A. M.	3:00 P. M.
"	Chicago	10:00 P. M.	5:00 A. M.	8:00 A. M.

M. D. MOTHERSPAUGH, Ticket Agent, Union Depot, Pittsburgh.

S. F. SCULL, Gen'l Ticket Agent, Pittsburgh.

PITTSBURGH AND CONNELLSVILLE R. R.

Spring Arrangement.

On and after THURSDAY, MARCH 15TH, 1866, The trains will leave the Depot, corner of Ross and Water streets, as follows:

	Leaves Pittsburgh.	Arrives Pitts'gh
Mail to and from Uniontown	7:00 A. M.	6:00 P. M.
Express, " "	3:00 P. M.	10:00 A. M.
West Newton Accommod'n	3:15 P. M.	8:30 A. M.
First M'Keesport Accom'n	11:00 A. M.	6:50 A. M.
Second " "	10:00 P. M.	2:05 P. M.
Braddock's " "	1:10 P. M.	6:45 P. M.
Sunday Church Train to and from West Newton	1:00 P. M.	10:00 A. M.

For Tickets apply to T. R. KING, Agent. W. S. STOUT, Supt.

ALLEGHENY VALLEY RAILROAD.

CHANGE OF TIME.

On and after FRIDAY, Feb. 1st, 1867, trains will leave and arrive at Pittsburgh Depot, corner Pike and Canal streets, as follows:

	Leaves	Arrives
First Kiskiminetas Accomo.	6:30 A. M.	1:37 P. M.
Mail, to and from Mahon'ng.	7:30 A. M.	6:13 P. M.
First Soda Works Accom.	9:33 A. M.	3:00 A. M.
Hulton Accommodation	8:30 A. M.	12:00 M.
Express to and from Malm'g.	3:15 P. M.	11:00 A. M.
Second Soda Works Accom.	6:30 P. M.	2:30 P. M.
Sunday Church Train from and to Soda Works	1:00 P. M.	10:00 A. M.

H. BLACKSTONE, Supt.