## PITTSBURGH GAZETTE: TUESDAY, MAY 12, 1868.

## CITY AND SUBURBAN. threaten to fall in and obstruct subject, but there was one or two points to the 🗥

NAVIGATION ON THE OHIO RIVER.

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The Cincinuati Bridge-Meeting at Wil-kins Hall-Ad dress of W. Milnor Roberts. &c.

Pursuant to a call by the Mayor, previously published, a meeting was held in Wilkins Hall at two o'clock yesterday, relative to the construction of a bridge across the Ohio River at Cincinnati, in such a manner as to obstruct the free navigation of that stream. commerce.

The meeting was called to order by Capt. B. C. Gray, and on motion his Honor Mayor James Blackmore was called to the chair. On motion of John F. Dravo Messrs. Joseph Walton and N. J. Bigley were chosen Vice-Presidents, and this reporters of the press appointed Secretaries. Mr. Blackmore then stated that the ob-

ject of the meeting was to take steps to pre-yent the construction of a bridge on the Ohio River, in such a manner as to hinder inavigation, but his time being so much ocattempt an address on the subject, there attempt an address the were more com-being others present who were more com-petent to address the meeting. On motion of Mr. J. F. Dravo a Commit-

On motion of air. J. E. Dravo a Commit-tee of three was appointed to draft resolu-tions, expressing the views of the meeting on the subject. Mesars. J. F. Dravo, R. C. Gray and W. Milnor Roberts were appointed said committee. Mr. W. Milnor Roberts then delivered

the following address: FELLOW-CITIZENS-I have attended this. meeting at the suggestion of gentlemen of Pittsburgh who are familiar with the great

value of the Ohio River as an avenue of commerce, and, allow me to say, I also have come in accordance with my own per-sonal inclination, to aid, so far as it may be in my power, in presenting the subject of bridge pier obstructions fairly, for the pub-lic consideration. I do not meet with you

lic consideration. I do not meet with you in any official capacity, but merely as a dit-zen of Pittsburgh and of the United States, desirous of promoting the general good. Those of you who know my present con-nection with the Ohio river improvements, as an engineer in the service of the Govern-ment, will hardly look for an apology for my presence at this meeting. But besides being thus engaged at thus time, it is well known, to some of you at least, that I have for many years, at intervals, been employed for many years, at intervals, been employed in engineering works on rivers, and that among the early efforts in this region in this line of engineering, was the improvement of the Monongahela river, thirty years ago. That successful slack water navigation

has been speaking for itself for more than a quarter of a century, and it was, as many of you know, the primary means of inducing the already large coal trade that now constitutes such an extensive share of its business. At one time, many years ago, and even later, I had thought that a similar navigation might answer for the improve-ment of the Ohio river. I wrote in defense of a somewhat similar clock extended of a somewhat similar slack water navigaof a somewhat similar slack water naviga-tion on such of our large rivers as are sub-ject to excessive draughts; though of late, and especially since I have been called upon by the United States Engineer Deupon by the United States Engineer De-partment to thoroughly investigate and re-port upon the best practicable mode of per-manently improving the Ohio, I am not ashamed to say that my views in regard to the precise proper mode of permanently improving this particular river, have un-dergone same change. This change has been largely or chiefly induced in conse-quence of the changed mode of using the river by the extensive introduction of tow-ing steamers with large fleets of boats, the convenient accommodation of which I re-gard as allogether too important to be overconvenient accommodation of which I re-gard as allogether too important to be over-looked in planning any permanent system of navigation on this magnificent stream. But I will not now enter upon any discus-sion of the various plans. I say it is a magnificent stream, notwith-tanding that almost every season the nori-

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surely Congress has to remove larger obchannel, the power to remove larger ob-structions in the shape of immense stone piers from being put in at unnecessary close intervals. It is conceded that the general intervals. It is conceded that the general welfare demands the construction of rail-road bridges over our greatest rivers, but it is not yet conceded that they shall be allowed to be put in at random, or hap-hazard, and without proper regard to the navigation interests. It is to be presumed that competent judgment would be exer-cised by the railroad interests in securing the erection of structures which, whilst benefitting their railroad traffic, should not unceessarily interfere with the river commerce.

commerce. Twelve years ago I examined the Niag-ara Suspension Rairoad Bridge, creeted across the Niagra River, below the Falls, by my friend John A. Reching, Bed. I watched the passage of heavy trains of cars with locomotives, while numbers of carsinges, wagons and foot passengers were passing on the same bridge immediately under these heavy trains, all in perfect safety. I have not been at that bridge since, but I know that it has continued to this day in perfectorder, doing an annually increasing business. That bridge has a single span over two hundred feet above-the water of more than cight hundred feet.

the water of more than cight hundred feet. In the face of such experience as this, is

In the face of such experience as this, is it not childish for any one to argue that there is any engineering difficulty in con-structing bridge spans of five hundred feet —only five-eighths the length of that per-fectly successful structure. But we have a later and still more magnificent bridge erected by Mr. Roebling at Cincin-nati, which is one thousand and fifty-sayen feet show, incom which the city cars run and

had, which is one thousand and fity-seven feet span, upon which the city cars run, and over which an immense traffic by wagons, omnibusses, drays, fc., is hourly passing." Furthermore the same eminent bridge builder is now engaged to erect a bridge over the East river at New York more than sizteen hundred feet span. sixteen hundred feet span. There is, therefore, nothing unreasonable

There is, therefore, nothing unreasonable in asking Congress to require that bridges across the Ohio river should place at least two of their piers four hundred feet apart. But besides the reasonableness of this re-quirement it is of great importance to the safety of the river commerce, while it is really no injury to the railroad business. If the river interests were asking something that would hurt railroad traffic Congress might properly names but it is and so

night properly pause; but it is not so. nlight properly pause; but it is not so. Many of you know that most of my pro-fessional life has been spent in the prepa-ration and construction. of railroads, and that it would be far from my life-long views to undervalue or injure railroad interests. I feel the same warm interest in the suc-cessful prosecution of railroads, that I have ever felt and believe, that they are among the greatest of modern pational

have ever felt and believe, that they are among the greatest of modern national blessings in our country. But I have never been inattentive to the water communica-tions which pervade our land, and now as heretofore I regard them as the great articles of our nanow as heretofore I regard them as the great articles of our ma-tional commerce. Especially the great rivers such as the Mississippi, the Missouri and the Ohio. And I regard it as a solenn duty to prosperity on the part of the peo-ple's representatives that they should be preserved and improved as much as possi-ble. Congress has undertaken their pres-ervation, and their improvement; and it will probably need only to call their atten-tion fairly to the facts bearing upon the present question to induce such wise action as will without injuring the great Railroad interest, protect the equally important river interests of our people.

The Chairman announced that Mr. Robrts had just received a communication rom the Pittsburgh Board of Underwriters relative to the subject. Mr. Roberts then read the following com-

munication and annexed resolutions: OFFICE BOARD OF MARINE UNDERWRITERS { Pittsburgh, May 11, 1888. } At a meeting of this Board it was unani

Subject; but there was one or two points to which he wished to direct the attention of the citizens of Pittsburgh. The coal and iron men were not the only ones interested in the watter. He had a faw formes to the citizens of Pittsburgh. The coal and iron men were not the only ones interested in the matter. He had a few figures to present. There was now about one hun-dred steam tugs on the river. These tugs were built, manned and furnished in Pitts-burgh. Hence any obstruction to the trade would affect the city fully as much as it would the coal or lumber men. The pro-ceeds of the vasi coal trade all came back to Pittsburgh and was distributed among its citizens. Strike from the river our steamboats and tugs and you affect the city directly. The Steubenville bridge of three hundred feet span is an obstruction, and no judicious or careful boatman will attempt to pass it after night. He did not wish to detain the meeting, but he felt ithat it was a matter of great importance. He believed that if the erection of three hundred feet span could not be stopped it would prove fatal to the coal trade. Mr. Roberts then read the following memorial which had been prepared for the business men of the eity, and then to be measured to Congress:

presented to Congress:

MEMORIAL. To the Senate and House of Representatives of the Congress of the United States. Your memoralists have leavned that s

Your memoralists have learned that a number of bridges are proposed to be built over the Ohio river at different points. We do not object to the building of bridges over this important mavigable thoroughfare, though no bridge can possibly improve the navigation. Congress having assured this stream to be what it is, a National High-way, and having undertaken with public funds (to which all our citizens contri-bute) to improve it, and to remove its obstructions, we merely ask that your honorable body will exercise your power in preventing the putting in of unnecessary in preventing the putting in of unnecessary obstructions. We claim that the erection of piers in the river with spaces of not more than three hundred feet between

more than three hundred leet detween them is an unnecessary obstruction, and pray that it may be made imperative upon in parties building bridges across the all parties building bridges across the Ohio river to construct them so that there shall be not less than five hundred feet

And your petitioners ever pray; etc. The memorial was adopted and a com-mittee of three appointed to present the same to the business men of the city to ob-It was as follows : ain signatures.

Hon. Thomas Howard was then called upon and addressed the meeting at length. He said that the productive interests of this

He said that the productive interests of this city and vicinity must be protected. In-stead of obstructing any means of transpor-tation, it should be increased. A slack water movement was talked of from Beaver, and the construction of a canal thence to Cleveland. This would stimulate the productive interests of this community, and our vast coal fields would become a mine of wealth. He said that Congrass mine of wealth. He said that Congress had the right to interfere; that it was a settled matter in the courts that Congress had the right to regulate and arrange dif-ficulties of this kind. He referred to the advantages to be derived from the tion of a canal, &c., and said it was the duty of the government to construct it at once.

Transportation is a matter of so great importance that it is the duty of the General Government to take hold of it. Mr. Gray offered the following resolu-

tion : Resolved, That members from the 22d and 23d districts, Hon. J. K. Moorhead and Hon. Thos. Williams, be réquested to use their best endeavors to obtain such legisla-

their best endeavors to obtain such legisla-tion in Congress as will secure proper pro-tection to the navigation of the Ohio river by preventing the erection of narrow-span bridges. Adopted. On motion of Mr. Dravo, a vote of thanks was returned to Mr. Roberts for his able address, and for the deep interest mani-fested by him in the protection of naviga-tion on the Ohio river.

admitted within a few days. Many applications for children, both from parents and others we are obliged to refuse if we would be faithful guardians. In all cases

paratus renders the house comfortable in-the coldest weather and adds greatly to the cleanliness and safety of the building, but has not met the expectations of the mana-gers as regards the consumption of fuel. To meet the expenses of the year sub-scriptions have been made in nearly all the scriptions have been made in nearly all the parishes, collections held in some of the churches, and a strawberry festival held in June, and an oyster supper in February. Besides which we have had handsome donations of money, coal and oil from gener-ous men and women. To the watchful care of our kind physi-

cian, and the faithful oversight of our chap-lain, we owe much freedom from causes of anxiety which are commonly incident to public institutions.

To them, and to all who have aided us with donations of money or clothing, food or fuel, and to all who have helped us by or fuel, and to all who have helpen us by their sympathy and prayers, we tender our hearty thanks, reminding them of the prom-ise "because thou hast done this and hast not withheld thy hand the Lord shall bless thee in all that thou puttest thy hand

TREASURER'S REPORT.

## The Treasurer's report was next read.

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\$7,782 51 531 82 Balance. These reports were accepted and ordered to be filed, when the election of Trustees and Managers washeld, with the following

result: result: Trustees—John H. Shoenberger\*, Thos. M. Howe\*, Felix R. Brunot\*, Chas. Knap\*, Thomas J. Brueton, Josiah King, Hill Burgwin, Nathaniel B. Hogg, Malcolm Hay, Henry J. Lynch, George Colhoun, Joseph M. Knap. \* Life Trustees.

List of Managers .- President, Mrs. John

H. Shoenberger; Vice President, Mrs. J. P. Tanner; Secretary, Mrs. E. W. Critten-den; Treasurer, Miss Indiana Traner; Mrs. Judge McCandless; Mrs. Gorman, Mrs. Volz, Mrs. Wm. Bell, Mrs. R. H. Hartley; Mrs. Contain Bearton, Mrs. J. Obsider Mrs. Captain Brenton, Mis. J. M. Christy, Mrs. Wm. McCandless, Mrs. Belzhover, Miss E. Chizlett, Miss A. Bissell, Mrs. Jas.

Serious Accident-Leg Broken-Probable "Gase of Damages-linhuman Treatment of the Unfortunate Man. A serious accident occurred Sunday even-

ing near the Clinton Iron Works, West Pittsburgh. by which Mr. Henry Sheridan, a soldier of the late war, had his left leg broken below the knee, / Mr. Sherldan, at

the time the accident occurred, was walking along the plank walk at that point

reading and catechetical instruction are the means upon which we rely to render the liftle ones familiar with their highest duties. Also during the summer months cordingly placed in a wagon and taken to the office of the County Home, and was from there sent to the office of the City. For Directors, who sent him back to the former office. He was then sent to a hos-pital, but was refused admission unless

pital, but was refused admission unless some reliable man would be responsible for his board at the rate of \$5.00 per week. After having been transported in an open express wagon from one office to another for three or four hours, he was finally taken to the Mayor's office. The Mayor was about to send him to hos-pital, and become personally responsible, when it was suggested to try the "Soldiers" Home." A statement of the case was made to Mr. George Albree, who very readily gave him a certificate of admission to the Soldiers' Home, whence he was removed. It is probable that an action for damages

It is probable that an action for damages will be instituted against the borough au-thorities by the injured man; but they are not as much liable to censure as those "ser-vants of the public" who are paid large salaries to attend to a certain business of which they seem to have as little concep-tion as a Hottentot has of the laws of England. This man was certainly an object of charity, and had a claim on the county. If the proper course was not adopted to get him into the County Home, (if that was the proper place for him,) the officer should have directed those who had him in charge what was necessary to be done, and not have him hauled through the city in an open wagon, as was done. The same cen-sure applies in the case of the other officer to whom he was sent. This matter should

be investigated. We clip the following extract from a

7.967 09 well written article from the editorial col-(8,314 33 | umns of our spicy contemporary, the Evening Advocate:

The editorial profession, from its relations to the public, occupies a position side by side with the pulpit, and in some re-spects, a strata higher than the bench. While the clergyman reaches only the few comprised within the boundaries of sect, and the judge is only asked to pass his opinion on a written law, the editor talks daily to an audience embracing all creeds and nationalities—manufacturing public opinion; giving birth to ideas, which, opinion; giving birth to ideas, which, through legislative enactments, become laws. In view of the responsibilities en-tailed upon him, we hold that the editor should be guarded in all his acts—social as well as political. When we see a newspaper writer cringe and fawn before a clown or the manager of a petry show, we can only pity him, for his self-debasement puts him beneath our contempt. The press does not depend for a livelihood upon the few dollars of patronger gradeingly bestored dollars of patronage grudgingly bestowed by a penurious manager: while dead-head tickets are often as great an infliction as at other times they are a means of affording a few hours pleasure. Pittsburgh has lately been cursed by the presence of a few men who hang upon the editorial pro-

fession like a fungus, sapping its respecta-bility, and causing worthier members of the craft to blush with indignation at their A Leap Year Party.

The Last Days of ex-President Martin Van Buren were made comfortable by the Van Buren were made connormatice oy tue-use of Jonas Whitcomb's Asthma Remedy. Lette-s in our possession from his physician, and from Mr. Van Buren himself, express much gratification with the results of its

use. Extract from the "Life of Washington Irving, by his nephow, Pierre M. Irving, Vol. IV. page 272 "The doctor prescribed, as an experiment,

"The doctor prescribed, as an experiment, --what had been suggested by Dr. (O. W.) Holmes on his late visit, --Jonas' Whit-comb's Remedy for Asthuma's a teaspoonful in a wineglass of water, to be taken every four hours. A good night was the result." In no case of purely "Asthumatic character has it failed to give prompt relief, and in many cases a permanent cure has been ef-fected. No danger need be apprehended from its use. Art infant may take it with perfect safety. (See Circular.) JOBEPH BURNETT & Co. Boston, Sole Proprietor.

Boston, Sole Proprie

At Wm. Semple's, 180 and 182 Federal Street, Allegheny.

At 16c. beautiful Armure Delaines. At 121/c. yard wide Bleached Muslin. At 121/c. good Light Prints. At 75c. colored Kid Gloves. At 50c. white and colored Corsets. At 50c, white and colored Corsets. At 62½c, good Sundowns. At 11c. White Ribbed Hose. At 12½c. Plain White Hose.

Summer Shawls.

Dress Goods, Hats, Ribbons, Flowers, &c. A very large and fresh stock at William Semple's, 180 and 182 Federal street, Alle-gheny.

Scavengers at Work .- Our enterprising neighbors of South Fittsburgh are having the streets properly cleaned, and it is mak-ing a decided improvement in the appearance of the place.

Gas Fitting of all kinds attended to promptly at reasonable prices by T. T. Ewens, No. 165 Wood street.

Patent Force Pumps put down anywhere ordered, at reasonable prices by T. T. Ewens, No. 165 Wood street.

Plumbing work of all description attend-ed to promptly by T. T. Ewens, No. 165 Wood street.

Enlarged.—Mr. Severt, of Carson street, Birmingham, has built an addition to his green house.

Steam Fitting properly and promptly at-tended to by T. T. Ewens, No. 165 Wood

Patent Beer and Ale Pumps on hand at T. T. Ewens, No. 165 Wood street.

MARRIED:

HANEY-GORMAN.-At St. Paul's Cathedral, on Monday, May 11th, 1668, by Ber. J. Holland, Mr. THOMAS HANEY and Miss ELLEN GORMAN, both of this city. COLLINS-ALLISON.-On the 7th inst., by Rev.

R. G. Rankin, assisted by Rev. M. Spangler, Mr. MARK COLLINS and Miss SUSEY ALLISON, both of Hampton tp., Allegheny county, Pa.

DIED:

JARDON.-On Moniday morning, May 11th. at 5-o'clock, EDWARD HAMILTON, only son of J. N. and Maria Jardon, aged 1 year, 7 months and 8 days.

Funeral from the residence of the parents, corner of Webster and Mercer streets, THIS AFTERNOON, at 2 o'clock. The friends of the family are respectfully invited to attend.

McGARITY.-On Sunday, May 10th, JAMES, McGARITY, in the 68th year of his age. Funeral from his late residence, on Strawberry alley, THIS MORNING, at & o'clock.

UNDERTAKERS.

A LEX. AIKEN, UNDERTAKER, No. 166 FOURTH STREET, 'Pittsburgh, PA. COFFINS of all kinds, CRAPES, GLOVES, and er-ery description of Funeral Furtilshing Goods fur-

ery description of Funeral Furnishing Goods fur-nished. Rooms open day and night. Hearse and Carriages furnished. REFERENCES-Rev David Kerr, D. D., Rev. M. W. Jacobus, D. D., Thomas Ewing, Esq., Jacob H. Miller, Esq. HABLES & PEEBLES, UNDER

Childs. The Right Rev. Bishop Kerfoot then

acts. A "leap year party," was given recently,

briefly addressed the audience on the value and importance of this charity-the great to which each lady was privileged to invite

commodating lating upon its placid waters much of the year, an immense general commerce, a vast coal trade, and a very heavy lumber business; the aggregate of which we know to be several hundred millions of dollars annually. It hundred minions of dollars annually. It is no part of my intention here to enter upon the details in regard to these matters. I merely desire that we should refresh our-selves with a few facts, which happen to be in harmony with the immediate object of this meeting.

. In maniony with the infinetiate object of this meeting. As I understand, the main, if not the sole object of this gathering of our citizens is to give expression to our views in regard to the erection of unnecessary obstructions in this important river, and to urge Congress to adont immediate and stringent, and final As I understand, the main, if not the sole object of this gathering of our citizens is to give expression to our views in regard to the erection of unnecessary obstructions in this important river, and to urge Congress to adopt immediate and to urge Congress into it. dot the meeting. *Resolved*, That we approve of the general views expressed by the citizens of Cincin-nati in protesting against the erection at that place of a bridge across the Ohio river with niers only three hundred feet apart,

You are aware that one of my principal duties in the service of the government, at this very time, is removal of obstructions this very time, is removal of obstructions which must constitute a permanent injury to the navigation of the Ohio river, in which millions of capital belonging to the from the river; this certainly cannot be done which millions of capital belonging to the without the expendature of public money, from the river; this certainly cannot be done without the expendature of public money, At this very time, by order of the Chief of Engineers of the government, we are advertising for steamers, &c., to be engaged in removing river obstructions, You. will find among such obstructions, snags, trees, sunken boats, wrecks, &c., but not *bridge-piers*. We have not felt author-ized to undertake their removal, however much they might really obstruct navigation. terested. Resolved, That there is no necessity for the construction of bridges at this day across the Ohio river with a main span be-tween piers of less than five hundred feet. A railroad bridge has been in successful

operation for a number of years on the Niagara river, having a clear span of over eight hundred feet. Resolved, That the construction of rail-road bridges over one of the most impor-tant net for the the the the the the the ized to undertake their removal, however much they might really obstruct navigation. All that I am authorized to do in connection with bridge plers is to clear away the wrecks of sunken boats that settle in the way of navigation after striking such artificial ob structions. Yet the Steubenville bridge is a magnificent structure, built at great cost, navigation.

structions. Yet the Steubenville bridge is a magnificent structure, built at great cost, and it was without doubt designed by its builders to give all the clear water way that such a span (300 feet) will afford. And it is a fine water way compared with the steamboat trap at Rock Island, on the Miss-issippi River, as every steamboatiman knows who has run the gauntlet of that structure. But modern engineering experience has settled the question that spans of five hun-dred feet can be readily built and safely used for all the purposes of a bridge, in-cluding the passage of the heaviest loco-in first construction, but little or nothing more afterwards. Why, then, should not Congress be asked to prevent additional obstructions from going into the river, as motives and trains. It costs somewhat more in first construction, but little or nothing more afterwards. Why, then, should not Congress be asked to prevent additional obstructions from going into the river, as well as to order the removal of obstructions that are already in? Every additional bridge with spans limited to only three hundred feet, will certainly be curtailing the natural water way from one thousand

removing. Resolved, That we respectfully, but ear-nestly, ask the immediate attention of Congress to this important subject, requesting them to interpose the power of the General Government to prevent the Ohio river from being unnecessarily obstructed, by requir-ing all bridges hereafter to be built over it to have not fess than five hundred feet clear water way. the natural water way from one thousand or more feet as it is naturally, to three hun-dred feet or less than one third, and in many cates less than one fourth. With five hundred feet clear between piers, which

The matter seems so plain that which in less than half the natural ways, the larg-ext fleets with ordinary care could always pass safely. They will then have some chance to maneuvre in security. The matter seems so plain that which in the presented it ought to command gen-rate seems to wall out of and the size in.

to have not less than five hundred feet clear water way. Resolved, That the additional cost of con-structing bridges of five hundred feet in-stead of three hundred feet main span, bears no reasonable proportion to the im-mense protection which such wider span affords to the river interests, and to the general interests of the country. Resolved, That not merely the citizens of Pittsburgh, but those of every city and shipping place on the Ohio, the Mississippi, the Missouri, and their numerous great tributaries, are deeply interested in protect-ing the navigation of each and every one of these rivers against unnecessary obstruc-tion. . The railroad and the river interesis are not really antagonistical; they ought never to be; both are merely different

ought sever to be; both are merely different means of accommodating the vast increas-ing business of millions of our people, whe are interested in the successful maintenance of both is their integrity, and if individual States under ake arbitrarily to interfere with what has been made national, the only secure is for the people is to apply to the National Government That Congress do the thing that is right and neither rail-red nor inter are some hattorn! mat-ters that sate about not be allowed to m-certainly, there are some hattorn! mat-ters that sate about not be allowed to m-certers with; and if the general governite it is that at all in connection with the great national water courses, and if they have the right to exceed public immed in removing obstructions, surely they have an adouted right to prevent obstructions. for being placed there in 'Ab, ounce of proventing the there is may have any four being placed there in 'Ab, ounce of proventing the there is may have any dot contain the there is a merely they have a magnetic right to expend public immed in removing obstructions, surely they have a magnetic right to prevent obstructions. for being placed there in. 'Ab, ounce, at proventing the bound of the appret of a bound is a surely they have Resolved. That we recommend that a committee of be appointed to repre-sent the cliizens of Pittsburgh, to meet with their fellow cliizens of other cliics and and interferences that have any just with the Convention called to be held of material of the second point.
Certainty, there are some hattonal material of the general governine in the Convention called to be held of the second point.
Certainty, there are some hattonal material of the general governine in the convention called to be held to be h

sowing to low water. It is nevertheless ac-knowledged to be one of the great national commercial highways of our country, ac-tice to their stockholders will be compelled Church, on Sunday evening, Bishop Kertice to their stockholders will be compelled to charge increased rates for the insurance foot presiding. The Rectors of St. Peters, of property passing such piers. Resolved, That it is the judgment of the members of this Board that where bridges are built over the Ohio river, that in order St. James, St. Andrews and Trinity Church, Pittsburgh, and of Christ's Church, Allegheny, were present in surplices. Mr. Jo-

to have navigation reasonably safe there should be a main span over the channel not siah King was appointed Secretary. Rev. Mr. Scarborough, Rector of the less than five hundred foet between piers. W. R. JONES, President. ROBERT FINNEY, Vice President. Church, preached a sermon appropriate to On motion of Mr. Walton, the communi-

Church, preached a sermon appropriate to the occasion, enforcing the great sin and danger of neglecting "these little ones," the "lambs of the flock." The sermon was listened to with wrapt attention by the large audience. The offerings of the con-gregation were them collected, and the children, inmates of the Home, withdrawn, when the annual month were read by the when the annual reports were read by the Rector of St. James's, as follows:

TO THE TRUSTEES AND COBPORATORS OF THE CHURCH HOME.

The last public meeting of this institu-tion having been held in February of 1867, the present report embraces a period of about fifteen months.

Into the history and objects of this insti-tution we need not enter. They have been well set forth in a pamphlet published by the Board of Trustees last winter, entitled, The Charter and By-Laws of the Churca The Charter and By-Laws of the Church Home, with reports of managers and gen-eral rules for the government of the same. To which is prefixed a history of the Home by the Secretary of the Board of Trustees. As managers we have just cause for thankfulness to Almighty God for the health and prosperity enjoyed during this interval. We can see and feel that His.

interval. goodness has been upon us through all the years of our history, enabling us to sur-mount difficulties and to be strong and

dark but for the consciousness that this thing being of God, he will not let it fail. Very little that is remarkable has oc-curred during this interval; little that can be reported and yet enough to keep all our faculties awake. More than a year ago our matron, for a reason connected with her own matron, for a reason connected with her own family, resigned her post. The filling her place was fraught with much anxiety, yet this want has been well supplied. Then at the beginning of the summer vacation we deemed it expedient to change teachers, and here again a kind: Providence sent to us one who is faithful and devoted to the little flock whom death and want have rem-dered orphans in a two-fold sense. And now we are moving on smothly under har-monious and efficient rule, and may render

is and efficient rule, and may render thanks to Him who causeth men to be of one mind in a house. The number of adult beneficiaries has

and battery. The parties were employed one mind in a house. The number of adult beneficiaries has never been large. It is now but four, one having died in February. Mrs. Barker, a member of Calvary Church, widew of a soldier who pined away this life in Libby prison. Her three children, having been adopted by the State, are inmates of the Home. Knowing that her sought this retuge that she might to the sought this retuge that she wight on the sary death occurred among the children. This, where there have hen sixty one, call for per annum. constitute a part of our i annum. constitute a part of our family. All the others are wholl a provided for by the size to be of distagers, and are phans, for each of whom we receive \$105 per annum. constitute a part of our i family. All the other sare wholl a provided for by the size for book are for the there homes. Three of the girls were re-t twenty-eight boys and twenty-five girls. The present indices upon their showing the them, Two of the older children were the went cored for. One was transform to a school directive were believe they in the well cared for. One was transform to a school directive were believe they in the well cared for. Che will show here there they were able to provide suitably for them. The allows the believe they in the well cared for. Che was been allowed to spond the children were there they were able to provide suitably for the they well cared for. Che was been allowed to spond the children to the been allowed to spond the chi

oughness and efficiency of the management -the necessity of a more general and active interest in the good work with such libera interest in the good work with such liberal contributions as will enable the Trustees to enlarge the buildings and extend tho bles-sings of a sheltering home to the many who constantly seek the advantages of its protection and training. After prayers and a benediction, the meeting adjourned.

W. J. Gilmore's Trunk House.

The attention of our readers is directed to the card which appears in another column of the favorably known trunk house of W. J. Gilmore, No. 106 Wood street. Mr. Gilmore has long and prominently been engaged in this line of business, and his nanufactures have ever been regarded as superior. He uses nothing but the very best of materials and employs none but the best of materials and employs none but the most competent mechanics in every depart-ment of his business. These facts will have due weight with those who know how hard it is in these days to obtain trunks of a durable and serviceable character, such as stand all manner of rough usage and careless handling. At his warcroom, No. 106 Wood street, will be found a very fine assortment of elegant Saratoga trunks, traveling trunks chamber trunks, family trunks, and all sorts of valises and travel-ing bags in various styles and at prices to suit all. Content with small profits, Mr. Gilmore offers his stock at very reasonable Gilmore offers his stock at very reasonable figures either to retail or wholesale purchasers. Orders by mail receive prompt attention, and in all cases entire satisfacition is guaranteed. Any of our readers needing anything in this line are cordially recommended to favor Mr. Gilmore with a purchasing visit.

Abused a Boy.

Patrick Early, a boy of twelve years, nade information before the Mayor, yesterday, charging Joha McDonough with assault and battery. He alleges that Mcassault and battery. He aneges that hic-Donough, who is a man about thirty years of age, struck him with his first and knocked him down. The accused was ar-rested, and after a hearing was held to ball for his appearance at Court, in default of , which he was committed to jail.

Assault and Battery. Samuel Humph-reys made information before Alderman MoMasters, yesterday, charging James Henry, Ward, a colored man, with assault and battery. The parties were employed as teamsters by Mr. Campbell, of the Fighth mand and it is allered by Humphreys, who as teamsters by Mr. campben, or the Eignth ward, and it is alleged by Humphreys, who is an Irishman, that he called Wood a "nig-ger," when the latter struck him, knocked him down and kloked him several times.

service done for Christ's poor-the tho two gentlemen. The ladies were particular in the arrangement of the gentlemen's dressing room, and provided full-length mirrors, combs, brushes, hair pins, pearlpowder, perfume, rouge and other articles presumed to be necessary to a gentleman's toilet. The ladies escorted the gentlemen to the hall, and saw them safely home after the party. This is a pretty story, but Liebler, the well known trunk manufacturer, No. 104 Wood street, has of hands a magnificent assortment of trunks, valises, traveling bags, dc., which he offers at as low prices as can be had elsewhere. as can be had elsewhere.

> The Greatest Attraction in Allegheny is not her splendid and well supplied mar-kets, but the "Diamond Front Grocery" and produce establishment of Messrs. Mc-Bride & George, No. 164 Federal sfreet. Purchasers find that they can obtain no where else more decided advantages for the purchase of groceries and produce than at this house es the steal is advantage. at this house, as the stock is always large, fresh and inviting. The firm monopolize a large share of trade, and by close attention to ousness popular prices and great con-sideration for the interests of partrons are daily increasing it. We commend this house in most earnest terms to dealers who buy to sell again or retail purchasers.

> The Pittsburgh Straw Works,-Mr. W The Pittsburgh Straw Works, --Mr. W. A. Kilburn, proprietor of the well known and justly popular straw goods house, No. 31 Fourth street, announces a fresh stock of goods peculiar to his line of trade. This house is conducted on the regular Eastern straw house plan, keeping and making to order straw goods of all descrip-tions, such as hats, bonnets, &c. Altering, repairing, finishing and dyeing promptly done. Beavers and felts finished in the latest styles. Dealers and milliners' fin-ishing done promptly. Read the card on our Fifth page. our Fifth page.

Elegant Display .- Pedestrians on Fifth Elegant Display.—Pedestrians on Fifth street are invariably arrested by the mag-difficent display of new dry goods in the beautiful windows of Messrs. Bates & Bell, No. 21 Fifth street. The firm dally receive fresh involces of all the leading styles of the season, direct from the importers' hands and offer good goods at as low prices as can be obtained elsewhere. Their windows Rive a Door idea of the avcelleme of their give a poor idea of the excellence of their stock,

The lovers of the good things of life frequent Holtzheimer's Continental Dining Rooms, Fifth street, next door to the Post Office. This is one of the best managed dining places in the dty and is kept up in most admirable style. Mr. H. was first to Infroduce the early market vegetables, and his daily bill of fare upmarket that of our his daily bill of fare surpasses that of any hotel in the city. His prices are very rea-

The attendance at the Allegheny Fair last night was very large, and much interest was manifested in the contest for the cane. We could not obtain the vote, but it was rewas slightly ahead of Mayor Blackmore. The contest waxes warm and may the best man win. The Fair closes on Thursday night.

Trix, Trix, Trix .-- Trix is sold by all Trix, Trix, Trix, Trix, Is sold by all druggists. It is the most popular breath perfume of the age. It is deficions to the taste and has wonderful effect in sweeten-ing the breath. It is indispensable. Pur-chase a package at tan cents and give Trix one trial, and you will never be with-out it.

WARBANTED TO IMPROVE THE SIGHT. AT JEWELERS AND OPTICIANS. SPRING GOODS.

N. B.-The ARTIFICIAT. HUMAN EYE insert-ed without pam. 11 184 44 44 45 4925:p8

WALK IN! WALK IN!

AND SEE THE NEW

SPRING AND SUMMER GOODS.

JUST RECEIVED AT

H. SMITH'S Talloring Establishment, No. 98 WYLIE STREET,

out it. The Ladies are directed to the vary ele-maerainge, and peneral fancy goods and frimming, it W, W. Moorhead's No. 81 Market street. New Goods at very low prices, at W. W. Moorhead's . Mahlofabe: retail trimming, notion and straw goods house, No. 81 Mar-ket, street, and with the street in the

## TARABLES OF FEBLES, UNDER-TARERS AND LIVERY STABLES, COMERCI SANDUSKY STREET AND CHURCH AVENUE, Allegheny City, where their COFFIN HOOMS are constantly sopplied with real and imitation Rose-wood, Mahogany and Waluut Coffins, at prices ya-rying from \$4 to 4100. Bodies prepared for inter-ment. Hearses and Carriages furnished; also, all kinds of Mourning GoodS, II' required. Office.open at all hours, day and hight. ROBERT T. BODNEY, UNDER-**CONSTRUCT TO ROBINEY, UNDER-**TAKER AND LEMBALMER, No. 45 OHIO STREET, Allegheny, and No. 60 DIAMOND SQUARE, (by John Wilson & Bross,) keeps always on hands the best Metal, Resewood, Walnut and initiation Reservoid Coffins, Walnut Goffins from all onwards. Rosewood Coffins 430 upwards, all other Coffins proportion. Carriages and Hearses Arrikised as low rates. Crape, Gloves, Plate and Engraving furnished gratis. Office open day and night. The Greatest Attraction in Allegheny is SPECTACLES,

DUNSEATH & HASLETT'S 65 FIFTH ST., OPPOSITE MASONIC HALL. NEW Adapted to a FIRST CLASS MERCHANT TAILOR-JUST OPENED, AT HENRY G. HALE'S, Corner of Penn and St. Clair Streets. ONLY \$10, FOR A COOD SET OF TEETH. WABRANTED FOR ONE YEAR. Something ENTIRELY NEW. Can only be of-DR. SPENCER, 254 Penn St. AP CALL AND EXAMINE.