The Pittsburgh Gazette.

A Magnificent Programme.

From the New York Tribune.

We trust none of our readers will have their breath taken away by the following outline of a scheme of National Internal Improvement which throws into the shade all that has hitherto been devised. We are not at liberty to give the name of the author, nor is it material. Suffice it that such views are gravely entertained in influential quarters, and may ultimately be realized, though not now. We must re-establish Order and Solvency in the National Finances by returning to Specie Payments and funding our National Debt at a lower rate of interest, before we can think of embarking the National Credit in any such stupendous undertaking. Meantime it will do us no harm to take a look at the mastodon. Here is the skeleton:

WASHINGTON, D. C., Nov. 25, 1868.

The demand for a cheaper method of transportation of agricultural products and other heavy freights than the absolute cost even of that by railroad, is one of most urgent and constantly increasing necessity. There is but one method by which this imperious demand can be met—that by *water*: viz. the *improvement of existing water courses and their connection by canals.*

1. All rivers are susceptible of being made navigable by husbanding their natural supplies of water.

2. The connection of the rivers of the West by canal with the great lakes.

3. The connections of the great lakes by canals with the Atlantic, through the St. Lawrence, Hudson, Delaware and Chesapeake.

4. The connection of the rivers of the West by canals with the Atlantic, south of the Chesapeake.

5. The connection of the whole seaboard, from Boston to the Rio Grande, by canal and improved channels along the coast. Of these, Nos. 2, 3 and 5 form one system, giving the very cheapest transportation for the largest amount of material moved in the country.

The necessity for water transportation is shown by the fact that last year the freight on wheat from San Francisco to New York by ship was less than from Chicago to New York by rail. Steam propellers can transport freight along the coasts of Great Britain at one-sixth the cost by parallel railroad. The first immediate demand is undoubtedly canals, from the Mississippi to the lakes, and thence to the Atlantic. The second, almost equally urgent, is safe interior navigation from the New England coast to the Rio Grande, for which wonderful advantages exist in the almost continuous bays, sounds, creeks and bayous which border our coast.

The whole distance from Boston to the Rio Grande, along the coast and across the head of Florida, is 2,375 statute miles. Of this distance, 650 miles are in deep water of bays and sounds; 1,450 in creeks, bayous and sounds requiring improvement; and 275 miles of cutting, varying from three to fifty feet above the water. These distances are approximations only, and have been measured off hurriedly. Such water channels should be not less than 16 feet deep and 200 feet wide, capable of floating vessels carrying 3,000 tons. This may appear extravagant; but we must consider the great fact that, as our population *doubles*—which it does every thirty years—our wealth quadruples, (as shown by statistics since 1790). The business of that quadrupled wealth is also, probably, *doubled;* so that it is safe to assume that in *thirty* years the *business* of the country increases *eight*-fold.

The several enlargements of the Erie Canal—even now demanding another—demonstrates how useless it is to try to measure the business of even *ten* years in advance.

There is no question that the sea losses—and pre-eminently in our coasting trade—would far exceed 6 per cent. net on the amount required to construct a coastwise channel of the size named, requiring but an occasional tide-lock fed from the ocean, absolutely free from sea dangers, giving unrivaled means for national defense, and through which the transportation and freight could be as accurately timed as now upon the Hudson River. The main cause of present delays is the totally inadequate size of the canals for the amount of business.

Nature points to these links in the great system as immediate necessities:

1. To connect the Mississippi with Lake Michigan, via the Illinois River.

2. The construction of the Niagara Canal, and enlargement of the Erie.

3. To connect the Mississippi River, by coastwise channel, with the Rio Grand. Of these, it is difficult to say which is the most important.

Cheap and healthy meat is certainly a most instant necessity to the population of New York, and immediate vicinity. Estimated at 2,000,000, and that the average consumption of meat is a quarter of a pound per day each, we should have 500,000 pounds. If this meat can be reduced in cost three cents per pound, there would be a saving of $15,000 per day, or $5,475,000 per annum—the interest on $100,000,000. What amount would be saved to this increased metropolitan population thirty years hence? The graziers of Texas, with safe water transportation all the way, can afford to do this, and double the present value of cattle at home at that.

That railroads are of more importance to the general interests of the country than canals, there can be, of course, no question; but they have so absorbed the attention and capital of the country, that the importance of water channels, for agricultural interests, and free to full competition, have been entirely drowned out of sight.

The time has now arrived when these interests—more important than all others combined, and upon which all others rest—demand the means of reaching the markets of the world, at a cost which will enable Capital and Labor to obtain the returns now monopolized by Commerce and Manufactures. No greater reward can be obtained from any work than from that of which cheap and healthy meat can be delivered to the laboring masses; and probably no work would accomplish this more effectually than the connection of the Mississippi with the Rio Grande by a water channel, open and absolutely free from danger, and secure at all seasons of the year. Of the lumber, salt, cotton, sugar, and other products of this prolific region, I say nothing—their amount would necessarily be enormous.

As a means of National defense, for concentrating Iron-clads, &c., at the shortest notice, at any given point, entirely free from the attack or knowledge of the enemy, the importance of such a system of water canals is self-evident. With such channels, also, every consideration of economy and nationality would demand that the great constructing-yard for iron vessels for the navy should be upon the Mississippi—absolutely secure from the enemy as is the great arsenal on Rock Island. In addition, private yards would be established at the points where material and labor were most available; and not only would the transportation of ship material to Eastern ports be saved, but cargoes could be taken in the vessels built, and thus the vessel make profit on her own transportation. By a proper system of national *drawback* upon *exported* vessels, the Mississippi Valley could become the great center of the iron shipping-building interest of the world.

Information should be collected under the following heads:

1. Cost of construction of Canal to connect the Mississippi River and Lakes;

2. Cost of construction of Canal to connect the Lakes with Hudson and St. Lawrence;

3. Cost of construction of Canal to connect the Ohio with Delaware and Chesapeake;

4. Cost of construction of Canal to connect the Tennessee and Savannah Rivers.

5. Coastwise Channel from Boston to Rio Grande, in sections;

6. Absolute annual losses of and premiums paid on coasting trade;

7. Economy in delivering of Meat and Salt by secure water channel from Texas to the seabord from Washington north;

8. Amount of all values, foreign and domestic, received at New York in 1858 and 1868, to show increase of business in ratio to increased population, even with war intervening;

9. Amount of value of foreign trade;

10. Amount of value of coastwise trade, along the Atlantic and Gulf coasts.

THE REPORT of the Dead Letter Bureau of the Postoffice Department always contains much curious information. During last year 4,162,144 letters were received, of which number 167,078 were from foreign countries. Of the remainder about forty-nine per cent. was classified and returned to the owners. The others were not susceptible of being returned, or were unimportant. 18,340 letters contained $95,169 51, in sums of one dollar and upwards, of which 16,061 letters, containing $86,638 66 were delivered to the owners, and 2,124 letters, containing $7,862 35, were filed or held for disposition; 14,082 letters contained $3,436 68, in sums of less than one dollar, of which 12,513, containing $3.120 70, were delivered to the owners; 17,750 letters contained drafts, deeds and other papers of value, representing the value of $3,609,271 80; of these, 16,809 were restored to the owners, and 821 were returned and filed; 13,964 letters contained books, jewelry and other articles of property, of the estimated value of $8,500; of these 11,489 were forwarded for delivery, and 9,[illegible] were delivered to their owners; 125,221 contained photographs, postage stamps and articles of small value, of which 114,666 were delivered to their owners; 2,068,842 were without inclosures. Thus, of the ordinary dead letters forwarded about eighty-four per cent. were delivered, and of the valuable dead letters, classed as money and minor, about eighty-nine per cent. were delivered. The decrease of money letters received, about three thousand, is probably owing to the growing use of money orders for the transmission of small sums.

THE Himalaya Mountains are the subject of a course of lectures now being delivered in New York, by Prof. Robert Von Schlagintweit, who, with his brothers, has thoroughly explored these regions. The approach to the Himalayas lies over a marshy tract, covered with a wilderness of luxuriant vegetation, and the haunt of ferocious wild beasts. The miasmatic exhalations are fatal to strangers, and the fever-smitten inhabitants are obliged to live in huts built several feet above the ground. After this region, called "Tarai," is passed, the traveller suddenly stands before the Himalayas. This chain of mountains rises to an average height of 16,000 to 18,000 feet, though 45 of the peaks are over 23,000 feet in altitude. The highest point at which a continually inhabited village is to be found is 11,746 feet above the level of the sea.

DEATHS ON SHIPBOARD.—It is asserted that the laws of France forbid the bringing into a port of that country the body of any person who may have died at sea. The captain of one of the French line of steamers between New York and Havre, was recently with great difficulty dissuaded from burying at sea the body of an American who had died when the vessel was within three days sail of the French port of destination. The existence of such a law as the one mentioned, was alleged as a reason for the burial at sea.

ACCIDENTS.—The Supreme Court of New Jersey has recently decided that a passenger on a ferry boat, who, when in the act of stepping from the boat to the shore, with other passengers, had his foot caught and badly crushed between the boat and the wharf, was not guilty of want of ordinary care, although at the instant of stepping from the boat he did not examine particularly to see if there was a vacant space between the boat and the shore. A verdict of $2,500 damages in favor of the sufferer was therefore affirmed.

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FOR SALE.

A FARM OF 30 ACRES, on the line of the Connellsville Railroad, 27 miles from the city, in Elizabeth township, Allegheny county, Pa. The improvements are a fine two-story brick house, with ten large rooms and hall. A large frame bank barn, with No. 1 stabling, and all other outbuildings in complete order. One of the best of orchards, of all kinds of fruit. The soil is rich new bottom. This property adjoins the village of Buena Vista, and has the advantage of churches, schools, mills, stores, &c., and will be sold at the low price of $15,000. The improvements alone are worth at least all that is asked for the property, to say nothing about the land, which is worth for garden purposes at least $10,000. For full particulars call at my office, or WILLIAM A. BELL, Esq., on the premises.

ALSO, A FARM OF 40 ACRES, situated in Elizabeth township, Allegheny county, Pa., on the line of the Connellsville Railroad, about 18 miles from the city. The improvements are a new stone dwelling, with eight rooms; a good barn and other outbuildings. This property is offered at a very low price. Call and secure yourself a good bargain.

ALSO, A FARM OF 120 ACRES, situated in Elizabeth township, Allegheny county, Pa., 12½ miles from the city, on the Connellsville Railroad, opposite Elrod's Station, within 20 minutes' walk of the Station. The improvements are a frame house containing four rooms and kitchen, with a good cellar underneath; very good barn and other outbuildings. A No. 1 orchard, containing about 200 fruit bearing trees, all in good condition. 90 acres cleared land, the residue is good timber, underlaid with 23 acres of coal.

ALSO, A TWO-STORY BRICK HOUSE adjoining the Borough of Elizabeth, Allegheny county, Pa., containing 4 rooms and kitchen. Lot 90 feet front by 126 back to an alley. A good Stable, wash house, bake-oven and other outbuildings. I am authorized to sell it at the low price of $1,800, on good terms.

ALSO, in the Borough of Elizabeth, a good two-story BRICK HOUSE, containing 4 rooms. Lot 120 feet square. Will be sold at the exceedingly low price of $2,500, on easy terms.

ALSO, My Farm, known by the name of "Willow Banks," situated on the Connellsville Railroad, 12 miles from the city, containing 79 ACRES, all in good condition. The improvements are a No 1 brick House, two stories high, newly painted, containing six rooms, two halls running full length of the house. The house is situated on a beautiful knoll, is surrounded by fruit trees, shrubbery, vines and flowers, with a graded avenue running to the Yough River. Also, a large frame bank barn, smoke house, wash house, coal house, bake-oven and other outbuildings, and a never-failing well of water. Two large orchards, containing from six to seven hundred fruit trees, nearly all in good bearing condition. This farm abounds in small fruits, viz: Currants, raspberries, gooseberries, and a fine large strawberry patch, which, in connexion with the richness of the soil and nearness to the city, makes it very desirable for gardening purposes. Very convenient to schools, churches, stores and blacksmith shop.

ALSO, A FARM OF 158 ACRES, situated in Elizabeth township, Allegheny county, Pa., 31 miles from the city of Pittsburgh, on the Connellsville Railroad, at Suter Station. The improvements are a common log house, a good frame barn, with stabling for ten horses; a corn crib and wagon shed; good orchard of fruit trees; fencing very good. 120 acres cleared, the residue in heavy timber land. This farm is valuable—first, for its excellent soil; secondly, its timber; and thirdly, it contains more limestone than any other farm in Pennsylvania, all accessible. The lower vein of limestone is 40 feet thick; several other veins ranging from 3½ to 6 ft. in thickness, lie under the whole farm. For particulars enquire of ELI SUTER, Esq., at Suter Station, or at my office.

ALSO, 17½ ACRES, situated in St. Clair township, Westmoreland county, Pa., near the line of the Pennsylvania Railroad, at Hoeston Station. The improvements are a two-story frame house, with six rooms and good cellar, a frame bank barn 40 by 50 feet, and other outbuildings. There is on the place a young apple and peach orchard; one hundred and twenty acres cleared land, divided into fields of convenient size, a large portion of which are well set in clover and timothy; the residue of said tract covered with good timber. It is well watered, and underlaid with coal and limestone, and is convenient to churches, schools, stores, mills and blacksmith shops. A real good bargain is offered in this excellent farm.

ALSO, A beautifully situated tract of 60 ACRES of valuable land, under good fencing, situated in McCandless township, Allegheny county, Pa., on a township road, 7 measured miles from the Market House, Allegheny City. This tract is well adapted for a garden or dairy farm, being convenient and of easy access to either city, and near enough to the line of the Mahoning Railroad to make it very desirable for country seats, for persons doing business in the city.

ALSO, The best farm in Young township, Indiana county, Pa., 4 miles from Western Penna. R. R. at Livermore station, containing 300 ACRES—225 acres cleared and under No. 1 fencing, as well as fine farming condition; the balance in good white oak timber. The improvements are 2 two-story frame houses, nearly new, of eight rooms each and finished basements and attics; a large bank barn 50 by 80 feet, a two-story spring house and other necessary outbuildings, all in good order; 5 acres of orchard of choice varieties of fruits; 4 feet vein of coal (now open,) underlying the whole tract, and limestone in abundance, with plent of springs of never-failing water. Taken all to gether—houses, fencing, soil, nice lying surface, public highway, churches, schools, mills, &c.—I know of no more inviting and desirable tract of land in Western Pennsylvania.

ALSO, FARM AND MILLS. A small tract of 60 ACRES of very valuable land in Derry township Westmoreland county, Pa.; well fenced and in high state of cultivation, with new frame dwelling and other outbuildings; a new grist and saw mill complete, with two run of burrs, two bolting cloths, and all the needed fixtures, in good order, and a young orchard of choice fruits; lane is all underlaid with a six foot vein of coal, now opened and worked, at the back of the mill, and limestone in abundance. Call soon and secure a good bargain.

ALSO, FARM OF 160 ACRES, situated immediately upon the line of the Pennsylvania Railroad, at Blairsville Intersection, 54 miles east of the city. The improvements are a two-story stone house of 9 rooms, a No 1 barn, 45 by 65 feet, the best of stabling and other outbuildings. The land lies well, is well fenced, is in good farming order, and will be sold very cheap if applied for soon.

For further particulars enquire of

G. H. TOWER, Real Estate Agent,

No. 164 FOURTH AVENUE.

oc17:

FOR SALE.

1 Acre at Woods Run.
4 Acres and House in East Liberty.
8 Acres, unimproved, on Troy Hill.
2 Acres on Greensburg Pike.
5 Acres on Four Mile Run Road, 1½ miles from P. C. R. R.
70 Acres near P. F. W. & C. R. R.
118 Acres near Pa. R. R., Westmoreland county.
90 Acres at Hill Side Station, Pa. R. R.
4 Farms in Preston county, West Virginia.
185 Acres in Armstrong county, underlaid with Coal.
108 Acres and good improvements, in Trumbull county, Ohio.
900 Acres of Timber land, with Saw Mill and dwellings.
House and Lot on Center Avenue, near Kirkpatrick.
House and Lot on Vicroy street.
House and Lot in East Liberty.
House and Lot in Mansfield.
House and Lot on Carroll street, Allegheny.
House and Lot on Beaver avenue.
2 Houses and 4 Lots, very cheap, on Vine street.
2 Lots, very cheap, on Vine street.
2 Houses and Lot on Franklin street.
1 House of 9 Rooms and 2 Lots on Roberts St.
Farms in Illinois, Missouri and West Virginia.
Coal Lands in Allegheny, Westmoreland, Fayette and Beaver counties in Penna.

TO-LET.

2 Houses of 9 Rooms in the 17th ward: rent $300
3 do. of 3 do. do. 17th do. do. 144
2 do. of 3 do. do. 12th do. do. 156
2 do. of 6 do. do. 8th do. do. 360
1 do. of 6 do. do. 8th do. do. 300
1 do. of 9 do. do. 2d do. do. 600
1 do. of 2 do. do. 6th do. do. 192
1 do. of 5 do. do. 6th do. do. 240
1 do. of 4 do. do. 17th do. do. 108
1 do. of 7 do. do. 2d do.
1 do. of 6 do. Grant street.

The Houses that I have for rent will be rented very low to good tenants for the balance of the rental year.

APPLY AT

D. P. HATCH'S REAL ESTATE OFFICE,

No. 91 Grant St., Pittsburgh.

no7:n18

FOR SALE.

A GOOD BRICK STORE-ROOM,

with dwelling on same lot, for sale on good terms, Also, a small lot of DRY GOODS, GROCERIES, &c. The location is first rate for a business of $10,000 to $15,000 a year; good Wheat country surrounding the village; good flouring mill in the village. The above property is on the line of the Cincinnati, Sandusky and Cleveland railroad. For further information address NEWMAN & CO., New Richmond, Clermont county, Ohio. no30:n76 d&T

FOUR BRICK HOUSES AND LOT.

ORPHANS' COURT SALE.

By virtue of an order of the Orphans' Court of Allegheny County I will expose at public sale on the premises, on WEDNESDAY, December 16th, at 10½ o'clock, A. M., that COURT OF FOUR BRICK HOUSES, situate off WYLIE STREET, a few doors above Elm street, (entrance to Court from Wylie street.) Lot 22 by 72 feet extending back to an alley, the property of the late William Mostooth, deceased. Terms at day of sale.

THOMAS S. STEWART, Guardian.

For particulars enquire of H. C. MACKREELE, Esq., Attorney at Law, 89 Grant street, or PALMER & PHILLIPS, Auctioneers, 60 Fifth Avenue.

no25

FOR SALE & TO-LET.—Houses and Lots for sale in all parts of the city and suburbs. Also, several FARMS in good locations. Also, a small WOOLEN FACTORY, with 20 acres of land, and good improvements, which I will sell cheap and on reasonable terms. Business Houses and Dwelling Houses for rent; particulars inquire of WILLIAM WARD, 110 Grant street, opposite Cathedral. ja29

BUSINESS, BUSINESS.—For sale the lease, fixtures, and good established Produce Commission House, good business, and having a large area and consignments. The warehouse is the best stands in the city for the business, or address S. CUTHBERT, 58 Smithfield street. de5

AMUSEMENTS.

NEW OPERA HOUSE.

Lessee.....WM. HENDERSON.
Manager.....M. W. CANNING.

Engagement for six nights only of the popular favorite

MISS MAGGIE MITCHELL,

Assisted by the talented actor, Mr. JAMES W. COLLIER.

MONDAY EVENING, December 14th, 1868, will be presented the exquisite play of

FANCHON.

Fanchon, the Cricket.....Miss Maggie Mitchell.

In preparation a new play written expressly for MISS MITCHELL entitled LORLE.

MAGGIE MITCHELL Matinee on Saturday.

TRIMBLE'S VARIETIES

THEATER.

H. W. WILLIAMS.....Lessee and Manager
GEO. R. EDESON.....Stage Manager.

The great Sensational Drama THE WAY OF THE WORLD.

The Female Minstrels, Louise Payne Wray, Ada Wray, Clara Burton, Lucy Clifton, Marie Therese, Lucie Starr, in new songs, witty sayings, &c.

On Thursday evening, December 17th, Complimentary Testimonial to GEO. R. EDESON.

BURNELL'S MUSEUM AND PARLOR MENAGERIE

The Great Family Resorte.

FIFTH AVENUE, between Smithfield and Wood streets, opposite Old Theatre.

Open Day and Evening, all the year round. Admission, 25 cents; Children, 15 cents.

ACADEMY OF MUSIC.

PAREPA ROSA CONCERTS.

D. DEVIVO.....MANAGER.

M'ME PAREPA ROSA,

The acknowledged QUEEN OF SONG, on her return from California by overland route, after a triumphant and unparalleled successful season of Opera, etc. performances, will appear in this city in only ONE GRAND CONCERT,

WEDNESDAY EVENING, DECEMBER 16,

M'ME. PAREPA ROSA will be assisted by
MR. BROCKHOUSE BOWLES.....Tenor.
SIG. F. FERRANNI.....Baritone Brilliant.
MR. CARL ROSA.....Violinist.
MR. GEO. W. COLBY.....Pianist and Accompanist.
MR. J. LEVY, The greatest Cornet-a-Piston player of the world, engaged at great expense expressly for Parepa Rosa's Concert season—1868 and 1869.

Admission to Parquette and Dress Circle, $1. Reserved seats $1.50. Gallery, 50 cents.

The sale of tickets will commence on MONDAY at 9 A. M. at C. C. Meller's Music store, No. 82 Wood street. de10

KEYSTONE SKATING RINK.

SEASON 1868-69.

Gents' Season Tickets.....$ 7 50
Ladies' Season Tickets.....5 00
Children's Season Tickets.....3 00
Coupons, 25 admissions.....5 00
Double admitting lady and gent.....12 00
Single admission, Gents.....50
Double admission, Lady and Gent.....50
Children under 12 years of age.....15

Tickets can be had at Hewn's Skate Depot, the Rink, or from the Treasurer at No. 66 Wood street, Pittsburgh.

Dancing will be given when the "Rink" will be opened. de10:n20

PROF. CARPENTER'S

FASHIONABLE DANCING ACADEMY.

No