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SATURDAY, DECEMBER 19, 1868.

WE PRINT *on the inside pages of this morning's* GAZETTE—*Second page: Poetry, Religious Intelligence, Miscellaneous Matter. Third and Sixth Pages: Commercial, Financial, Mercantile and River News, Markets, Imports. Seventh page: Interesting Reading Matter Amusement Directory.*

GOLD closed in New York yesterday at 135½@135¾.

THE FRIENDS of a distinguished citizen of Allegheny county, Hon. THOMAS M. MARSHALL, lay our columns this morning under a heavy contribution. This public attestation of their regard is equally honorable to them and the citizen whom they would elevate to a position of great usefulness to his State and country.

A CONGRESSIONAL COMMITTEE have investigated the allegations that corrupt means were used to procure the passage of the Alaska appropriation, the expense thereof having been subsequently paid out of the funds thus realized. The charges are not sustained by the evidence, which shows that the amount appropriated was all paid to the Russian Minister, excepting $26,000, the Attorney's fee, to Robert J. WALKER, who had been retained in behalf of the Russian Government. And so evaporates the last Washington sensation.

This result illustrates the extreme unreliability of the "special dispatches from the Capital", which many journals regard as an attractive feature in their columns, and which have supplied the only authority for the suspicions in the present case. It is also worthy of note that the "special correspondent's" indifference to the precise facts, in any case, is impartially shown, no matter what may be his own official position. For example, this investigation was undertaken in view of positive and specific charges, appearing in a Massachusetts journal edited by a member of Congres who was generally believed to know what he was writing about. He turns out to be no more truthful or reliable than the rest of his non-official brethren of the curb-stone.

THE CONNELLSVILLE RAILROAD.

It was stated, in these columns, two or three days ago, that if the Pittsburgh and Connellsville Railroad officers had exhibited proper amounts of skill and enterprise, immediately following the restoration of their charter they might have formed an advantageous connection with the Pittsburgh, Fort Wayne and Chicago Railroad. Upon fuller information we are satisfied that we were mistaken, and that the connection was not made because of the other reason to which we also referred, which was that the Fort Wayne Managers were fearful of losing their Philadelphia and New York connections if they entered into the arrangement with the Connellsville, which was promptly and earnestly pressed upon them.

We understand, farther, that the Connellsville Company is making the experimental surveys to which we have alluded with a view to ultimate necessities, indeed, but with the hope that their slow freight only will have to take the route which may be disclosed by those examinations, while their through passenger and swift freight may be allowed a channel from their Depot on the Monongahela front, through the city, over to the Allegheny side, taking connections as may be established.

The preference of the Company is to have certain streets assigned for its use, to this end, or to have a certain number of streets set apart to be used, for connections, by all the railway companies in common. Failing to gain either of these points, it desires to have an arrangement made whereby it shall be permitted to extend its road from its Depot up to the mouth of the Pennsylvania Railroad Company's tunnel, and passing through the tunnel, leave it on the other side, going in front of the Grain Elevator and tapping the Fort Wayne track just beyond. The idea is not entertained that the City Councils have power to compel an arrangement, but that they could be influential in bringing it about. The right of the Pennsylvania Company to control the facilities it has paid for with its own money is recognized, and as broadly as we stated it. But, an expectation is indulged in, that the Councils might obtain the concession as an equivalent for privileges to be bestowed by them, or, failing in this, would deem it equitable to permit this independent route across the city, which is the primary object in view.

Now, it is clear that the claim of the Connellsville Company to use the streets of the city is precisely as valid as that of the Pennsylvania Company, or of its own, when it originally came into the city along the Monongahela front. But, it must be remembered that the city is no longer what it was as to the magnitude of its business, and that the railways are no longer what they were as an impediment to personal locomotion and needful wagon transportation between the different quarters.

What we aimed at in all that we have written on this subject was to deliver the streets as far as practicable from the obstructions to ordinary use existing in them by reason of the railways, and at the same time to have furnished to the railways all needful and reasonable facilities for the transaction of their affairs, and particularly such portions thereof as more immediately concern our own people.

If the Councils had now for the first time to deal with this question of the railways in streets, principles might be generalized and a system deduced which would apply with equal stringency or liberality to all. But the beginning is not now. It was long ago. The various railroads have acquired different rights and necessities. Some of them are in harmony, and some of them in antagonism, with each other, according as their interests coalesce or diverge. Attempts on the part of the Councils to induce them to act together will not only fail, but may be productive, through the fresh collisions engendered, of still farther estrangement.

It seems to us, therefore, that each application for the privilege of using streets or of having streets vacated, must be considered and adjudged independently; but with the intention of serving all substantially alike, promioting the dispatch of all legitimate business transacted by the railways, but at the same time guarding as vigilantly as is practicable the rights of the citizens to the unhindered occupancy of the highways. Whatever feuds or rivalries are or may be indulged in by the companies ought not to be countenanced or abetted by the authorities. The City has need of the railways now entering in it, and of more besides. Each one of them is a source of prosperity to our inhabitants, and ought to be dealt with as a friend and helper. In furnishing the railway companies all reasonable facilities for doing business well and expeditiously, the City only accommodates and enriches itself. The railways are the great arteries of the modern commercial system, distributing life and health throughout all the members.

But there are concessions which ought not to be made to railway incorporations. Whatever privileges are conceded them within the city limits ought to be in due subordination to the interests and convenience of the inhabitants in other particulars. In special, we abide by the opinion heretofore reiterated, that instead of having more streets occupied by the railroads, there ought to be less.

RAILWAY NEWS.

MR. SHERMAN has presented to the Senate an "Omnibus" railway bill, chartering four different companies for as many roads, one extending North to Harrisburg, one Southward into Virginia, and the other two to points on the Cheaspeake Bay. Among the corporators named for the first project are Messrs. J. K. MOORHEAD, GEORGE G. WOOD and J. P. VERREE, of this State.

The Monongahela *Republican* remarks, upon the provision made by the Baltimore and Connellsville companies, to secure their Western connections, that the former company owns the Western end of the Hempfield road, and that the Connellsville company are now empowered by law to construct branches. This makes it certain that, at the proper time, a branch from the Connellsville, at East Liberty, will strike the Hempfield at Washington, a distance of thirty-seven miles, thus securing by way of Wheeling the desired connection westward.

The friends of the Monongahela Valley Railroad are also actively at work to get their enterprise on a promising footing, ready for the stockholders' meeting in January. They are now moving to secure such influence as shall commit members of Congress from the two States in favor of a grant of public lands, in aid of their enterprise.

U. S. Senatorship.

We are requested to state that at a meeting of the County Executive Committee of Venango county, Pa., held in the city of Franklin, December 16, 1868, the following resolutions were adopted:

Resolved, That in view of the active and efficient services rendered the Republican party by the Hon. Thomas M. Marshall, of Pittsburgh, we recognize no one as having higher claims to our support for the office of United States Senator.

Resolved, That Allegheny, the Banner County of the Nation, justly deserves the honor of naming the man who shall fill that office, and in the Hon. Thomas M. Marshall she will present a worthy and able candidate. And that the Republicans of Venango county will hail his election as a just tribute to merit and talent of the highest order.

Resolved, That we urge our Representatives at Harrisburg to carry out the wishes expressed in the above resolutions, and to use all honorable means to secure the election of Hon. Thomas M. Marshall.

By the Executive County Committee.
A. MCDOWELL, Chairman.

NEW ADVERTISEMENTS.

☞ **THE FIRST METHODIST** CHURCH, (Hallroad Street, near Depot,) NEW BRIGHTON, Pa. S. F. CROWTHER, Pastor. Preaching EVERY SABBATH, at 10½ A. M. and 7 P. M. Public cordially invited.

☞ **FIRST CHRISTIAN CHURCH** OF PITTSBURGH, W. S. Gray, Pastor, meets statedly in NEVILLE HALL, corner of Liberty and Fourth streets. Services every Lord's Day at 10½ A. M. and 7½ P. M. The public are cordially invited.

☞ **THE FIRST METHODIST** CHURCH, ALLEGHENY.—The Pastorate of this Church is now filled by the appointment of H. B. KNIGHT, formerly of Cleveland, Ohio. Preaching EVERY SABBATH, at 10½ A. M and 7½ P. M. Lecture on Wednesday Evening, and General Prayer Meeting on Friday Evening.

☞ **UNIVERSALIST CHURCH,** CORNER OF GRANT AND THIRD STS. EVERY SUNDAY at 10½ A. M. and 7 P. M. Preaching by Rev. A. BOSSERMAN. Subject for to-morrow morning, "THE POWER OF THE PULPIT." Evening, "FOUR THINGS." Seats free and a welcome to all.

☞ **THE FIRST METHODIST** CHURCH, FIFTH AVENUE, between Smithfield and Grant streets, ALEX. CLARK, Pastor. Preaching EVERY SABBATH, at 10.30 A. M. and 7.30 P. M. Free seats and welcome to all. Sunday School at 9 A. M. and 1.45 P. M. SUBJECT of sermon Sabbath evening, December 20, "THE RESURRECTION BODY."

☞ **SERMON TO YOUNG MEN.**—FIRST CHRISTIAN CHURCH, corner of Beaver street and Montgomery ave., Allegheny, under the auspices of the YOUNG MEN'S CHRISTIAN ASSOCIATION OF ALLEGHENY. The Pastor, JOSEPH KING, will preach a sermon to young men on "CHRISTIAN CHARACTER AND ITS FORMATION." TO-MORROW EVENING, at 7 o'clock. Seats free, and all are invited.

☞ **THE PROPERTY OWNERS** on the hill portion of Allegheny city are requested to meet at the SCHOOL HOUSE, adjoining the place of W. W. McClintock, on SATURDAY EVENING, December 19th, to take into consideration the Sewer Tax. de19:b61

NOTICE.—To all Persons Engaged in Hauling or Wheeling Rubbish or Ashes: You are hereby notified not to place any rubbish or ashes on the wharf. All rubbish or ashes must be taken to the Point. Any person caught violating the above notice will be dealt with to the fullest extent of the law.

ROBERT A. HILL,
de19 Allegheny Wharf Master.

TO LET—Two most Convenient HOUSES—One with eight rooms and the other seven, on Eighth street, near Penn, opposite Christ Church. Inquire at 277 Penn street.

NEW ADVERTISEMENTS.

PITTSBURGH, December 18, 1868.

Hon. THOMAS M. MARSHALL,

SIR:—The undersigned, your associates at the Pittsburgh Bar, members of the Republican party, appreciating your fidelity to its principles and your faithful, unselfish and arduous services in its behalf, as well in the canvass just successfully closed as in all preceding ones since the organization of our great party; and believing that no better or abler exponent of progressive republicanism can be found, do cordially and earnestly call upon you to permit your name to be used by your friends of Allegheny county and throughout the State of Pennsylvania for the position of United States Senator. We ask this of you, knowing that you are the choice for that position of not only the Republicans of our "Banner County," but of the Republican masses of Western Pennsylvania.

Samuel A. Purviance, J. W. F. White, B. F. Lucas, A. M. Watson, John G. MacConnell, Thomas Ewing, David W. Bell, J. R. Morrison, J. W. Hall, Robert Pollock, M. P. Mueller, N. P. Fetterman, Hans B. Herron, Wm. Owens, Jr., S. McMasters, A. Aronson, R. C. Howard, Joseph Fricker, Chas. F. Duff, C. A. W. Redick, Wm. H. McKelvey, Isaac N. Fowler, Allen Means, M. B. Hartzell, R. H. Fife, George M. Dasch, James A. Gray, Wm. H. Campbell, Rev. Cowley, Frank Dull, Wm. F. Price, Wm. Tate, Jr., J. C. Patterson, W. Tate, Sr., John M. Tate, W. S. Hezlep, John McClurg, Alf. M. Pearson, Isaac M. Patterson, James S. Patterson, S. A. Norgrave, M. D. Lydick, M. D., James Torrence, Joseph Torrens, W. Snively, M. D., J. B. Hill, J. H. McKelvy, Wm. S. Taylor, Samuel E. Herron, W. M. McCord, James B. Young, D. S. Patterson, Wm. C. Stockton, Joseph Walton, John English, Abraham Patterson, John Wright, W. H. Shellaby, L. L. Davis, J. B. Garrard, A. Hilands, George Neely, Andrew Bayne, David Aiken, Jr., Columbus Coleman, L. & C. English, Thomas C. Guthrie, Joseph C. Guthrie, John Crider, Andrew English, Andy English, Jr., Samuel English, Audey English, Samuel English, Jr., C. B. Seeley, John Perchment, A. H. Gross, A. J. Davis, John Stewart, H. S. Fleming, George R. Riddle, W. H. Glenn, Mehana & Hespenhide, Thomas McFadden, Jr., H. M. Boyle, Richard Nuttall, Alex. Moore, Joseph McNaugher, J. M. Balph, L. L. Patterson, Johnson & West, John D. Kirkpatrick, John P. Horatah, John Paisley, E. Negraw & Co., James G. Allen, George Raynor, A. M. Brown, M. Swartzweider, Lord Bird Duff, R. Riddle Roberts, James Veech, T. J. Bigham, S. H. Geyer, P. C. Shannon, F. H. Collier, Algernon S. Bell, T. M. Bayne, W. B. Cook, A. L. Pearson, Robert Robb, John Barton, Archibald Blakely, Eb. Williams, Jr., Joseph Forsythe, R. J. Powers, E. P. Jones, H. C. Mackrell, John S. Lamble, J. H. Miller, Thomas B. Hamilton, W. W. Thomson, A. G. Lucas, T. Baird Patterson, Wm F. Graham, Robert E. Stewart, Walter F. Austin, C. Snively, L. P. Stone, C. S. Ammond, R. G. Kirkpatrick, S. A. Johnston, W. A. Shinn, Wm. F. Robb, C. T. Ewing, W. P. Miller, James F. Johnston, Nathaniel Nelson, Joseph M. Gazza s, John Edmundson, N. P. Hatch, W. W. Shafer W. S. Purviance, J. V. Donaldson, D. T. Watson, A. M. Stoltier, R. M. Raymond, George R. Cochran, G. M. McMaster, John J. Case, A. A. Woodward, J. E. Strickler.

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