PENNIMAN, REED & CO., Proprietors, P. B. PENNIMAN, JOSIAH KING, OUSTON. N. P. REED. Editors and Proprietors.

streets.

would be reduced to a very low degree.

The new proposition does not include the

trains. This depot was one of the best fea-

tures of the first proposition. Bridges span-

clumsy and ineffectual substitutes for such

of the case, and may be found to aggravate

In conversation another scheme has been

track now extending from the Union Depot

doption of a like expedient on that side.

marvelous augmentation of traffic over the

For these reasons we incline to the belief

an accommodation.

PUBLISHED DAILY, BY

The Nittsburgh Gazette.

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OFFICIAL PAPER Of Pittsburgh, Alleghenyand Allegheny

County. Terms-Daily. Semi-Weekly. Weekly

war...\$0,000 ()ne year.\$2.50 Single copy...\$1.50 month. 75 Six mos.. 1.50 Scopies, esch. 1.2 the week Three mos 75 10 '''' 1.13 ma carrier.) By the week

MONDAY, JANUARY 4, 1869.

THE WEEKLY GAZETTE, issued on Wed nesdays and Saturdays, is the best and cheap. est family newspaper in Pennsylvania. It presents each week forty-eight columns of solid reading matter. It gives the fallest as well as the most reliable market reports of any In that case, the utility of the bridges paper in the State. Its files are used exclurively by the Civil Courts of Alleghensy county for reference in important issues to determine the ruling prices in the markets at the time of the business transaction in dispute. Terms: Single copy, one year, \$1.50; in clube of five, | ning the net-work of railway tracks, are but \$1,25; in clubs of ten, \$1,15, and one free to the getter up of the club. Specimen copies sent free to any address.

WE PRINT on the insule pages of this morning's GAZETTE-Second page: Ephem- rather than remove the evil now endured. eris ; Another Talk with Gen. Grant; Office Tenure and Office Sectors; A Novel Marriage, Etc. Third and Sixth pages : Commercial, Financial, Mercantile and River News, Imports. Seventh page: Interesting to the bridge across the Allegheny river, to Macellanu.

Gold closed in New York Saturday at 1853.

GENERAL SHERLDAN is proving himself the best Peace Commissioner ever sent out by the Government to treat with the untutored savages. He means "to take the starch out of them," a process which long ago should have been applied. It is a new sensation to the Indian to be followed and fought in his mountain recesses in the dead of winter, but SEERIDAN means business, and will not rest till the tribes acknowledge the anthority of the Government and cease to murder and outrage the pionees of civilization in the west.

railroad, are rapidly ushering in a period in HOW TO DO IT. which the cars must cease to cross Liberty Col. G. W. ALEXANDER, late Assessor An article on "Currency and the Public of Internal Revenue for the Reading (Pa.,) and Penn streets, on a level therewith, or Debl," in Hunt's Merchants' Magazine for district, has been sentenced to three years the tide of vehicles and pedestrians must December, will arrest the attention of imprisonment for alleged misconduct in keep out of those highways. It is not difthoughtful men, of a practical turn of office. We use the qualifying term because ficult to apprehend how the dilemma will be mind. Discussing the financial situait is a very general belief among the poople ultimately settled. For the City and the tion, the writer specifies "as practical and inof his late district, that he is really inno. | Company it is better that it should be addispensible measures, to any substantial cent of the charge upon which a jury has justed now, in a spirit of enlightened liberprogress towards the resumption of coin convicted him. The Reading Dispatch uses ality on both sides, and so adjusted that, payment" the following : strong language in condemnation of the few after large expense incurred, it will not need 1. The public debt should be left undismen who have succeeded in closing upon to be done over again in the near future. turbed. It would be well to authorize a him "the door of a felon's cell." We have Of the two plans, we like the first one the five per cent. loan, of definite period, dge of the grounds woon which best, because it provides the largest conveprincipal and interest, expressi the innocence of the convicted ALEXANDER niences for the business of our citizens. payable in coin, to be issued in exchange is asserted. We learn, however, from the This is an important consideration to-day. for the out-standing six per cent. bonds, Philadelphia Bepublic that one TUTTON, of It will grow more consequential with every at the option of the holders. Reading, who holds the latest appointment | departing year. There will never be any 2. All contracts, specifically payable in as Supervisor for the Pittsburgh district, less business here than now to be served, coin, should be made legally binding upon was very active in procuring this convic- but instead, a continual increase thereof. the parties making them. tion: If so, we ought to be much obliged So far, the interests of the City and Company 3. The improvement of our paper currento Hr. BOLIANS for what looks so much are identical. cy by requiring of the National Banks a regu-This prospective increase of business lar and practically operative redemption of Mr. Torron sees any way to make it stick strengthens the argument in favor of sepatheir notes at a central point-say New more than sixty days longer he is sharper rating, by some considerable distance, the York. This should spply not only to the freight from the passenger traffic, and the ordinary financial transactions with the through from the local passenger traffic. public, but to those of the Treasury, which But, the more we reflect upon the subject The city is full of rumors from Harrisshould be directed to assort all notes received the more we are convinced that whether the burg, and we are yet unable to definitely state how the Senatorial contest looks. We first proposition or the last shall be accepted, and forward to the central designated point or neither of them, it will be the part of place but little faith in the announcement that Mr. MARSHALL has thrown his weight | wisdom for the Councils to require as combanks would thus need to become self-supto Mr. MOORHEAD. The dispatches from | plete a liberation of the streets from the anporting, and a very large burthen would be noyance of tracks, trains and locomotives the Capitol are all buncombe so far as the practically removed from the Treasury, making of a Senator is concerned, as it is as the geographical configuration of the diswhich. at present really the endorser of yet much too early for correspondents to trict on which the City is built, and the this \$400,000,000 of circulation. finds therein learn precisely how matters stand. The commercial requirements of our people its most formidable obstacle in the way of a caucus nomination of Mr. CLARE, of Phila- | will allow. We urge this point not in the specie redemption. The measure of coninterest or to the prejudice of any Railroad delphis, for Speakership of the House, traction to result from this process would developes the fact that the CAMERON ele- Company, but as a matter which concerns be marked, and doubtless quite as much as ment has again got a majority of that the rights of every citizen, and involves to the country could bear for a considerable branch, and will possibly have the naming a large degree the prosperity of the City time. Adopting these measures, the next of the successful aspirant for the Senate. It itself. would be:is not beyond the range of possibilities that 4. Provision for the redemption, by fund-COTTON, A REPUBLICAN POWER. the office of State Treasurer may be withing or otherwise, of the legal-tender notes. The South has made a cotton crop which held form General IRWIN and swarded a In this connection, the relative expediency the best judges estimate at 2,700,000 bales. prominent Pitteburgh politician and banker. should be considered, of 1st, a direct cash Our Editor-in-chief, Mr. F. B. PENNI. Of this less than a million bales, the same resumption; 2d, conversion into notes bear-MAN, is now in Harrisburg, and we cohauthority limiting the figure to 950.000 ing a low accumulative interest; and 8d, conbales, are consumed in this country, leaving fidently look for early advices from him reversion into gold bearing five per cent. 1.750,000 bales for shipment abroad. Midgarding the political situation, and in the bonda dling is worth at New Orleans by last remeanwhile sovies our readers to put little These suggestions deserve much weight faith in idle rumors which may fill the port 24c per pound, the market active and in the general discussion which now absorbs air about combinations and withdrawals steadily advancing, as it has since the last the attention of the country. ninety days. Estimating the price realized from the field. by planters, between present rates, and THE NEW PROPOSITION. COST OF THE UNION PACIFIC ROAD. those for which no small part of the crop to We cannot be wrong in concluding that be made had been engaged to the factors in . It appears from the Report of J. L. WILadvance of its preparation for market, the LIAMS, a Government Director of the Union all of the business men of this city who figure will go nearly if not quite 20c, and a Pacific Railway that the actual cost of 1110 have given earnest and mature consideration to the last proposition to Councils by total return of \$270,000,000 enriches the miles of this road, now imperfectly comthe Pennsylvania Railroad Company for | planting States. pleted and actually in operation from Omaha The foreign export, which is full 90,500 westward, has been only \$35,000 per mile, relieving the pressure upon the streets bales more than last year, supplies about including the rolling stock and "telegraphcreated by the multiplication of railway \$175,000,000 to meet our demand upon Eu- line. It also appears that the Company have tracks and passing engines and trains, will rupe for its products, exported to meet the preceived therefor, in bonds of the United concur in the opinion we expressed some necessities and supply the luxury of its States, the sum of \$26,580 per mile, and good and supports millions of buffalces as fat as the bulls of Bashan; but there is do the bar as the bulls of Bashan; but there is do the bar as the bulls of Bashan; but there is do the bar as the bulls of Bashan; but there is do the bar as the bulls of Bashan; but there is do the bar as the bulls of bashan; but there is do the bar as the bulls of bashan; but there is do the bar as the bulls of bashan; but there is do there bar as the bulls of bashan; but there is do there is do there bar as the bulls of bashan; but there is do there bar as the bulls of bashan; but there is do there bar as the bulls of bashan; but there is do there bar as the bulls of bashan; but there is do there bar as the bulls of bashan; but there is do there bar as the bulls of bashan; but there is do there bar as the bulls of bashan; but there is do there bar as the bulls of bashan; but there is do there bar as the bulls of bashan; but there is do there bar as the bulls of bashan; but there is do there bar as the bulls of bashan; but there is do there bar as the bashan; but there is do there bar as the bulls of bashan; but there is do there bar as the bar as weeks ago, when dealing with this general question, that the only rational course to pursue is to remove criting ebutractions the step towards the recovery, for this staple, of sums from the sale of their own first more for building, fencing or fuel; and there is not how fich and beautiful stand of nermitting additional impediments. Its former pre-eminence among American stead of permitting additional impedimente. its former pre-eminence among American gage bonds as to make the total receipts the country is-and it is both-setters can do products, for the supply of the markets of \$51,084 per mile, leaving an actual profit nothing with it. But let this road It is not conceivable that the Railroad Company would offer to be at the cost of erect- the world. The year's crop has been a short to the Company of \$16,000 per mile. To pushed on to the mountains, now so pearly the world. The year's crop has been a short to the Company of \$16,000 per mile. To pushed on and gradually that whole country one and scarcely reaching more than 80 per this must also be added, the vast landed do-cent. of the highest previous production, main comprehended by every alternate sec- millions of domestic animals will take the ing and maintaining two costly iron bridges unless it was fully convinced that the condition of affairs was so perplexing and so but the ruling prices have more than com- tion of land near the line and along its en- place of those buffaloes. The conversion of pensated for this deficiency, since in years tire length. liable to become worse, that something must be done to afford relief. This is the before the war, planters thought themselves . The paragraph appended, from the Cindoing well when an average crop, say of cianati Gazette, presents substantially the repidly from the mountains eastward than literal truth. 当时把将 随行常装法 评 three to three and a quarter million bales, drift of this Report. Its spirit is evidently from the east westward. This will be so In this aspect of the case it becomes essential to inquire whether what is now pro- sold at 11c and 12c. Is it any wonder, unfriendly to the Company, and the inferposed will give the full measure of relief therefore, that so large a measure of materi- ences drawn by the writer should be taken posed will give the full measure of relief therefore, that so large a measure of materi-that sught to be had, or only prove a tem. al prosperity-now regained for the re-with a very large allowance. No one really coal. As for stone; the finest I think? that sught to be had, or only prove a tem. at prosperity new for state that sught to be had, or only prove a tem. at prosperity new for state that the company intends such a ever met with I saw far out in the midst of ever met with I saw far out in the midst of the occassional its natural resources blasted by a fearfully discreditable policy as herein insinuated, but the plains, cropping out of the occassional incline strongly to the latter conclusion. destructive civil war-should exert an in-that legislation which would permit to them stant influence; almost incalculable in its teven a possibility thereof, must be regarded having done to much, at least authorize and degree pion the situation of that property as of the most exceptionable character. The mable that company to peach the mount of that property as of the most exceptionable character. The Their insancial improvement has work of public interests philafy require that the tains, the timber, the coal, and the impor-December 15, 1805. Let us briefly state the reasons that control. our judgment in the premises s it if

PITTSBURGH GAZETTE: MONDAY, JANUARY 4. 1869.

viewed otherwise than as obstructions under | fect, upon their social and political condi- | Company shall be held to a rigidly faithful other conditions. The offer to construct tion. The South finds itself rich, and un- execution of their contract for a first-class these bridges, and to keep them in repair, expectedly so, by the results of its first road, and, fortunately, we have ye under is an admission that very serious hindrances year's dreaded experience of the new sys- our own control the material guarantees to are placed by the Company in the way of tem of labor. The reaction is naturally ensure this. Beside the large amount of the ordinary use and enjoyment of the toward kindlier views of the political con- bonds, the issue of which has been sus-

all persons going to and from the Union De- | order of things. The liberality of Nature, pot, they would not help the case of per- and the fortunate turn of the markets, have sons going elsewhere, on foot or in vehicles, thus contributed more powerfully than any up and down Liberty and Penn streets. What is urgently needed is such a cessation rience to the Southern conviction that free of trains across and along those streets as labor may be compatible with the highest shall allow the common intercourse of the | degree of social prosperity. Let those States pursue faithfully the line which events thus population to go on without risk or delay. If the Railroad Company would stipulate, in addition to constructing the bridges, to fostering wisely the principles of Free Industry, and submitting themselves without send its through freight by way of the Western Pennsylvania Railroad, or, at least, to reservations to the inevitable Equality of Citizens before the Law-and it will need send that way all through freight trains but a few years more until the unmatched. passing this point during business hours, say resources of the Southern soil and climate from five o'clock in the morning to eleven at night, immense diminution of the existwill render those communities more prosing encumbrance would be provided for.

perous and independent than any other agricultural people on the face of the globe. Agriculture and not manufacture

absorb the general attention in that part of the Repulic. But 14 per cent. of the cotton establishment of a passenger depot for local consumed in this country is spun in the Southern States. New England uses 73 vet the facilities of many Southern districts are naturally unequalled for this branch of industry. In Georgia, it has already taken strong root. In a recent address at Charlesthat the bridges will not meet the necessities ton, Senator SPRAGUE, of Rhode Island. (very high authority on such a question). ever seen was one which he had just suggested, which is better than that now under consideration; which is to sink the And he urged upon the Southern people the entire practicability of the "Duration of privilege, ninety-nine idea that, instead of exporting the years, from the day the canal is opened to the depth of eight or ten feet below the present level of Liberty and Penn streets, then fill up those streets and all the subjacent lots, so as to make a

tunnel to cover the track. This would involve a heavy expense in construction, and dustry, so simple and giving an employa still more serious bill of damages to the ment so extensive to that white labor which, djoining properties. Even then our sister city across the Allegheny would be likely field work by the side of black laborers, is n the nature of things, to insist upon the The fact is, the time has arrived when believing that an early and large developoth the Railroad Company and the citiment awaits it. Then, no longer exclusivezens teel that matters cannot long rest as ly agricultural, their prosperity will increase they now are. The natural increase of the while their relative independence will becity in population and business, and the

come vastly more conspicuous.

sequences of the rebel defeat, and to a mark- | pended on a portion of the line, the title to While the bridges would impart a larger | ed increase in the cordiality with which all the lands granted has not yet been condegree of security than is now possible to classes evince their acquiescence in the new veyed. It is, moreover, known that the der consideration the recommendations con-Directors have in good faith already spprothe work up to the requisite standard and to banks in voluntary liquidation, the periodi other elements in the twelve months' expe- the satisfaction of the government. This much by way of preface for the paragraph referred to, which is as follows:

The government, it will be recollected, holds only a second mortgage to secure the U. S. bonds issued. The contractors about mark out for them-adopting cordially and half build the roads; take the U.S. bonds and pocket them; issue first mortgage bonds and sell them; dispose of the public lands and retire with a clear profit of twenty to thirty thousand per mile, leaving the unfinished road to pass into the hands of the holders of the first mortgage bonds, or compelling the government to assume that debt, and finish and run the roads.

THE COLOMBIAN SHIP CANAL.

Next to the Pacific Railroad, to be completed in June, 1869, will be the now much talked of Union of the Atlantic and Pacific Oceans, by a ship canal at Darien, now in serious contemplation, by which the old States of this side will make a short cut to per cent. and the Middle States come next, the Pacific 'States and Territories, to the South American Republics, on the western shore, to China, Japan, India and Australia. A complete survey of the route is provided for, and negotiations relating thereto with the Republic of Colombia are now going on. The estimated cost, says a cotemporary, is declared that the best cotton mill he had one hundred millions, and this can be taken at once. The conditions upon which the nspected at Augusta in Georgia. Republic of Colombia wishes it to be built are these:

raw material, they should themselves spin it public service in whole or in part, and fourand ship the yarns to the European mills, of the concession for its completion. The where they could easily rival and lead the canal shall have breadth and depth suffic-East Indian yarns now largely consumed in | ient for steam or sailing vessels of the high-England and France. This branch of in- est tonnage now used, the 'Great Eastern' excepted. Ports at each end shall be free and open to the commerce of all nations, and no duties on imports shall be collected. for a generation to come, will shrink from except on merchandise for consumption in the Republic of Colombia. Ports and waters field work by the side of black is orers, is one which peculiarly invites the attention of and the passage of war vessels, whose the South, and there are good reasons for purpose is to take part in hostilities, helioving that an early and large develop. is forbidden. Grantees have the exclusive right to fix the tariff of rates; but they shall not exceed 73 cents per ton in ballast. \$2 on each fon of cargo, \$10 for each per-son, and one-half of one per cent. on gold, silver or platinum, coined as money or in bars, and on precious stones. The prices shall be equal on indvidual vessels, merchandise and property of all nations. Ships

and merchandise belonging to or in the ser-vice of the Republic of Colombia shall pass

If this connection of great waters is to be

tant mining district of which Denver is the centre. It is true economy to do so; for then the entire road will be remunerative and be able to pay the interest on the bonds advanced.

The Financial Question in Congress. We learn from Washington that the Committee on Banking and Currency have unpriated a large sum for the completion of the Currency in relation to bank reports, cal stringengency in New York City, panics, specie payments and free banking. It is reported that a majority of the Committee seem to be in favor of the Comptroller's plan of remedying the system of requiring quarterly bank reports to be made on a specified day, by which the letter and not the spirit of the law has been very easily comled with, the banks being careful to exhibit the required amount of reserve at that time. The Comptroller contends that the actual working condition of the banks can hardly be expected to be shown when the day of making the report is known in ad-vance, and recommends that section 34 of the Currency act be so amended as to authorize the Comptroller to call upon the banks for five detailed statements or reports during each year, fixing upon some day that is past, as such a change would bar the preparations now made about the end of each quarter, and prevent outside operators from conspiring against the banks and the honest trade. The evils of the present arrangement mentioned are no doubt true, and the remedy suggested, it is believed, would be adequate to the end. The 'Com mittee, we understand through the same medium, seem favorably inclined to the proposition of the Comptroller that bankng associations going into voluntary liqui dation be required to provide for their out

standing circulation in lawful money, and take up their bonds within three months. under penalty of having their bonds sold a anction in New York city, and to pay such association the excess of the amount required to pay outstanding circulation. This he claims, will remedy the present partial system authorized by section forty-two of the Currency act, by which a banking asso-ciation may go into liquidation, pay off its creditors, do no business, and yet reap all he benefits of a circulation guaranteed by the Government. In some cases two or three have owned a bank, gone into liquidation, done business as private bankers, avoided taxation, evaded the requirements of the Currency act, and still retained the most profitable feature of a National Bank. The establishment of a central redeeming agency is not so generally favored. Pretty much all outside of New York will oppose t. In regard to the periodical stringencies in New York, and the loaning of money by the banks in large amounts on call, by which the reserve fund is handed over to the tender mercies of Wall street and its purlieus, decisive action will be recom nended by the Committee, but exactly what, is unknown. The same may be said of the proposed squelching of the causes that bring about a panic, no theory of the number advanced seeming to carry with it sufficient power of conviction to be called the plan, though Comptroller Hulburd's idea of holding in reserve a certain amount through the canal free of charges. The idea of holding in reserve a certain amount grantees shall have for the uses of the canal a strip of land along its outer bounds, but of money in regular circulation, is the one

land owners along the line shall have the free right of easy access to the canal and its ports. The grantees shall pay the govern-ment of Colombia for the first 25 years 5 per cent., and for the remaining 74 years 8 which the former desirable object may be atper cent. of the clear annual profit of the tained would lead too far into the mazy labyrenterprise; and this per centage shall be inth of financial propositions; while it may guaranteed to be not less than \$600,000 a be safely said that the Committee are disposed

to act favorably upon the most of the re-commendations of the Comptroller, but stion of specie pa achine, which is fully already established. For particulars call at WHIT BROS. & CO.'S Agricultural Warehouse, No. Seventh avenue. a vexed one, it is not at all likely that the report will favor his proposition unamended. -Phila. Ledger.

noved, DR. SAEGENT'S COUGH YRUP is ad-

mirably adapted to promote expectoration, ease the

breathing, loosen the phiegm. abate the fever, and

allay the tickling which occasions the cough, with-

out tightening the chest, or in any way injuring the

system, and for all temporary and local affections.

such as irritation of the throat, hoarseness of the

voice, influenza, &c., it is of incalculable value. Kr-

pecially at this inclement season of the year it

would be well for every family to have this valuable

remedy at hand. Prepared by GEO. A. KELLY.

Wholesale Druggist.corner Wood street and Second

ave nue. Pittsburgh. and for sale by all druggists

THE GREAT PICTORIAL ANNUAL.

Hosietter's United States Almanac for 1869, for

distribution gratis, throughout the United States

and all civilized countries of the Western Hemis

and all who wish to understand the true philosop

phere, will be published about the first of January,

TERS. The BITTERS are sold in every city, town

and village, and are extensively used throughou

MEDICINES

PECTOBAL SYRUP, which at once sets free the

imprisoned matter, removes it e obstruction, and allays the irritability of the nervous system in such a way as to do no injury to health, or interfere with

one's usual avocations. What a bleasing it must be

the entire civilized world.

empraces a large

and dealers in medicine. 50 cents per bottle.

Railroad Affairs.

The Erie Railroad has just effected a comination with Western roads, which will give it entire control of a direct East and West route.

A short time ago it purchased the Atlantic and Great Western, and now that corpora-tion has perpetually leased the Indianapolis, Chicago and Columbus Railway, which gives it control of seven hundred and fifteen miles additional road. It is said that a third tained in the report of the Comptroller of rail will be laid on the road from Urbana, Ohio, to this city; and on the Great Eastern Road to Chicago, which will make a broadgauge road from Boston and New York to Indianapolis and Chicago under the management of one organization. It is also reported that arrangements will be made to bring the Terre Haute and Indianapolis road into the combination, which will give the Erie control of a direct broad guage route from Boston and New York to St. Louis, making it the most gigantic railroad corporation, excepting the Pacific, in the world. The arrangement with the Indian-apolis, Columbus and Central Road goes into effect on the first of February next. The Ohio and Mississippi Company has also been brought into close relations with the Erie, and the gauge is to remain on the broad principle. These negotiations are a

continuation of the progress announced some time since. The Pittsburgh, Fort Wayne and Chicago

Railroad have ordered the immediate con-struction, at their works at Fort Wayne, of six locomotives, four sleeping cars, ten pas-senger cars, and six hundred freight cars, to meet the constantly increasing business of the road.

CHARLES WENTWORTH DILKE, in his recent work, Greater Britain, puts the politi-cal position of this country so pointedly, that it is a pleasure to ourselves as it will be a benefit to our readers to quote the trenchant sentence in which he sums up the vhole question:

"Finally, the Democratic party in the ountry consists of New York City and its oreign element; the Republican represents Americans, pure and true."

KT NOTIOES-" To Let. " "For Sale," "Lost," "Wants," "Found," "Boarding," &c., not en-cutaing FOUR LINES each will be inserted in these olumns once for TWENTY-FIVE CENTS; each additional line IVE CENTS.

WANTED ... HELP.

WANTED-HELP -At Employment Office, No. St. Clair Street, BOY and MEN, for different kinds of emplo Persons wanting help of all kinds can

WANTED SITUATIONS.

XYANTED-SITUATION-By one feady writer, and quick and accurate in figures ress EAKNEST, Gazetie office. WANTED-SITUATION-A gen-

V tleman teacher of exp-rience desires a school. cation immaterial. Address, stating salary, feacher, '' GAZETTE office.

WANTED --- BOARDERS,

WANTED-BOARDERS-Pleas-W ant room, with board, suitable for gentleman ad wife, or two young gentlemen at 68 FUURTH TREET. Alto, a few day or dinner boarders can accommodated. Reference required.

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WANTED - AGENTS-\$50 to \$200 FER M()N TH-To sell a New Book pertailing to Agriculture and the Mechanic Arts, by GEURGE E. WARING, Erg., the distinguished Author and Agricultural Engineer of the New York Central Park, &. Nothing like it; 200 Engra-rings Sells at sight to Farmers, Mechanics and workingmen of all classes. Send for Circulars. A. L. TALCUTT & CO., 58 Market street, Pittsburgh, Penna.

WANTS.

WANTED-PARTNER. - WITH rfected, and th

like paying off his witnesses in this way. If

than people generally believe.

However indispensable bridges are for crossing surrants or cheenes, they crassol be

accomplished as a company enterprise and by individual capital, no one can object, and all will wish the project an early consummation. But if it is to be projected and sus-

tained by the Government subsidies to any extent from the United States, it will certainly and properly meet with decided opposition from tax-payers all over the country.

KANSAS PACIFIC RAILWAY. AT HOME, January 2, 1869.

In my trip westward I went, as near as I could estimate it, just one thousand miles west of Pittsburgh-fifty miles west of the Missouri river at Kansas City. On my retherein in payment of all taxes and otherwise, | turn I traveled from the town of Perry, in Kansas, to the depot in Pitsburgh in exactly for redemption in legal-tenders. The forty-seven hours by the watch; but my watch was an hour behind the local time when I reached home, that being the difference between Pittsburgh and Perry.

I was not a very young man when it re quired two days to reach the shore of Lake Erie, or to get into some of the nearest countles of Ohio; but now we can sweep across great States between meals; and when the railroads now in progress are completed, people can go from ocean to ocean in less time and with less fatigue than it required in my young days to go from Pittsburgh to Philadelphia.

of health should read and porder the ya uable sug-I have travelled to and fro a good deal on gestions it contains. In addition to an admirable the Union Pacific Railroad, Eastern Divi: medical ; catise on the cauces, prevention and cure of a great variety of diseases, it empraces a large amount of information interesting to the merchant, sion, (which is better specified by calling it' the Kansas Pacific) and was surprised to see the amount of travel and business done the mechanic, the miner, the farmer, the planter, and professional man; and the calculations have upon it. The passenger trains, both ex-press and accommodation, are, often so been made for such meridians and latitudes as are most suitable for a correct and comprehensive NA-TIONAL CALENDAR. The nature, uses, and extraordinary sanitary efcrowded that it is difficult to get a seat. This is partly owing to the rapidly growing towns along the first two hundred miles of Then as the start of the strong of the start of the start

the road, and partly to the multitudes of strangers looking for lands in that fertile and beautiful region. The second two hundred miles (the road is finished and operated 405 miles) has but little business, and is operahumerous anecdotes, and other instructive and amusing reading matter, original and selected. Among the Annuals to appear with the opening of ted at a loss to the company; while on the first two hundred the road is doing a very profitable business. The reason of the inthe year. this will be one of the most useful, and may behad for the asking. Eend for copies to the rofitableness of the western half is, that it Central Manufactory, at Pittsburgh, Pa., or to the nearest dealer in HOSTETTER'S STOMACH BITterminates right in the midst of the great plains, some two hundred miles short of the Rocky Mountains, and more than a hundred miles this side of the timber and coal region which covers an extensive, district on the THE GREATEST OF ALL COUGH mountain slopes south-east of Denver. Until the mountains, together with the coal mines and pine forests, are reached the "plains" cannot be settled. The soil is the body become obstructed, and whole communities become affected with coughs and pulmonary and throat allments. One of the very best cures for all these diseases will be found in DR. KEYSER'S place of those buffaloes. The conversion of to have so potent a remedy in the house as DR. that region from its present savage desola. REYSER'S PECTORAL SYRUP, which, for over

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