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SATURDAY, APRIL 17, 1869.

WE PRINT *on the inside pages of this morning's* GAZETTE—*Second page: Poetry, Religious Intelligence, Clippings. Third and Sixth pages: Financial, Commercial, Markets, Imports, River News. Seventh page: Jack Shooting, Amusements.*

U. S. BONDS at Frankfort, 87⅞.

GOLD closed in New York yesterday at 133¼.

CHICAGO lost but little over half a million of dollars last year by fire. Is this evidence of the efficiency of a paid fire department?

IF we are to have a bit of trouble with Spain, the brave Gen. DAN SICKLES will accept a mission there, but he can't bear to be accredited to any court where there is no trouble brewing, or no prospect for field duty.

THERE is more building enterprise exhibited this spring in these communities than has been observable for the last twenty years. Pittsburgh especially is fairly leaping into position as a great and powerful city.

THE most profound satisfaction is felt in oil circles over the killing, in the Legislature, previous to adjournment, of the odious bill taxing petroleum. The State cannot well afford to cripple that great interest in any manner.

IN THE Street Committee of Councils ordinances were favorably acted upon providing for the laying of Nicolson pavement the full length of Smithfield street and of Fifth avenue from Ross to Dinwiddie street. These are improvements much needed and we hope Councils will not hesitate to endorse the action.

NEW YORK ratifies the XVth Article, being the twenty-first State to give a constitutional assent. Included in the twenty-one, are Louisiana and Kansas, whose Legislatures did not legally perfect their action. These will amend their records at their next sessions. But seven more States are needed, for the Constitutional adoption of the new Article.

A RECENT Report to the Ohio Legislature puts the number of insane persons in that State at 5,000, of whom 950 are confined in the county jails and infirmaries, under circumstances of the greatest exposure and neglect. A very large increase is recommended to be made in the charitable provisions of the State, through its various asylums, for the special treatment of this unfortunate class.

A DISPATCH from Washington, Pa., announces that $242,000, or more than two-thirds of the conditional sum required has been subscribed to the Chartiers Railroad stock. The remainder, $80,000, should be raised without difficulty, more especially, since arrangements are being made for the immediate commencement of work on the road, thus giving ample assurance that the long entertained project has assumed the air of reality.

ADVICES from Washington assert that the somewhat important mission to Portugal was tendered to Mr. SHELLABARGER and by him declined, and that it has again been offered in the hope that he may accept. The name of a very worthy gentleman of this county has been presented for the post by influential gentlemen, and should Mr. S. again decline the honor no doubt the appointment will fall in that direction.

WE recently suggested, that the clamor of certain Eastern journals, in behalf of the speedy recognition by our government, of the Cuban "movement for independence" is generally to be explained, and quite to the public satisfaction, by the notorious venality of those journalists. We specified none of those by name, but we perceive that the Philadelphia *Press* seems to have been badly hit, and indiscreet enough to confess it. We are now more than ever convinced of the literal justice of our suggestion.

UP TILL WITHIN a very late date the importance of canals for the moving of freights was greatly under-estimated, and few there were but believed that they would be entirely abandoned as useless before the march of railway improvements. It has been found, however, that these internal systems of communication have not outlived their usefulness, but as a means for the transportation of heavy freight at cheap rates, are vastly superior to railroads. The disadvantage of slowness is the only great drawback to canals, but it is highly probable that steam will soon take the place of horse power, and that a cheap and comparatively swift water carriage will be established to meet the imperative demands of the times. Pennsylvania, owning nearly a third part of the four thousand miles of canals in the United States, is deeply interested in bringing them to greater perfection and usefulness, and our people would hail with pleasure and satisfaction any improvement in the system which looks towards cheaper transportation.

SINCE WEDNESDAY morning at ten o'clock, up to the present hour (three o'clock A. M. Saturday,) there has been raging a fearful fire at a nest of oil refineries in the XIIId ward. The loss thus far, in the estimation of those posted, will closely approach $300,000, and before the conflagration is ended it is highly probable that it will reach half a million. The refinery where the fire originated was constructed on the most careful plan and thought to be fire proof in every particular. Indeed, one of the owners ventured to wager, on being informed that the place was in flames, that the loss would not be over ten thousand dollars, so certain was he that the shields against the element were sufficiently strong to ensure against its encroachments to any great degree. Thus far two lives are reported to be lost. At twelve last night fresh aid was called to the scene and it is possible that much more damage will be reported to-day.

OUR NATIONAL HIGHWAYS.

The meeting of citizens at the Mayor's office, yesterday, was much the largest yet held in this city, for the discussion of the bridge-question, and included a very full representation of the leading interests in this community. We have satisfactory assurances of the hearty co-operation of all our citizens in the purposes of the meeting, and that, whenever the question shall be brought to a square and practical issue, the friends of every material interest in these cities, will be found acting together, cordially and efficiently, an unit for the protection of the endangered rights of all our people. The laboring oar, in the movement for their vindication, has been for the present committed to the capable hands which have been specially detailed to initiate measures for the general relief, but at the needful moment, we are fully authorized to pledge, from the mining, manufacturing and commercial interests of the Upper Ohio and its tributaries, a long and strong pull altogether, for the re-establishment of the inalienable rights of the people.

We surrender large space to the proceedings of the meeting, in our columns this morning, and invite to this report, and especially to the resolutions which were adopted, the attentive consideration of our readers. These cover a fair and dispassionate statement of the entire case. The natural and legal rights of the people are calmly and clearly presented; how these rights have been invaded, and are still more seriously threatened, is set forth, faithfully in consonance with the facts; no compromise is recognized with existing mischiefs, and no submission is promised to the erection of fresh obstructions, against the absolutely free enjoyment of a right from which no legislation can legally exclude two millions of people.

It is seen that the resolutions frankly and mantully take the broad and impregnable ground that the people, not by specially created privilege, but by the rights of the people, which our constitutions recognize and which no laws can impair, do assert and will maintain this indefeasible title to the utmost freedom in the pursuit of an unobstructed commerce upon this great natural highway.

Our use of this navigable stream cannot be legally impaired, to us or to our children. We claim as clear a right to its unimpeded enjoyment, as that which necessitated the transfer of the lower Mississippi, and of its debouchure with the Gulf of Mexico, from a foreign Sovereignty to the American ownership. It is sixty years since the meagre American population of this Valley of the Great River, and its tributaries, demanded the acknowledgment of their natural and indetessible privilege of transporting their traffic upon its waters, following those from their various sources down to the ocean. The sea, said the American doctrine of 1809, was no more justly the highway of nations "than were the Mississippi, and all of its tributary navigable streams, the natural highways of the populations dwelling upon their banks." Neither Spanish jealousy nor the insolent pride of French power availed them, to resist this claim, or even to refute its equity. A purchase effected what, otherwise, a war would have achieved—the absolute and perpetual removal of the barriers with which a foreign domination, over the lower banks of that great stream, proposed to obstruct its free navigation by the Americans possessing its upper waters.

The acquisition of Louisiana from France was urged, and consummated expressly for the vindication of the simple principle to which the people of this tributary valley once more appeal. The artificial barriers of masonry which are now sought to be protected by Congressional authority in the channel of the Ohio, as clearly conflict with the inalienable popular right, as did the usurpations of an European power in Louisiana, two generations ago. What matters it, whether that right be assailed by hostile guns, or by domestic encroachments? By the espionage of our friendly custom-houses, or by the physical obstacles which private usurpations would now interpose? Now as then, the people of all that imperial territory which these rivers drain, assert the absolute freedom of their right of navigation, against no matter what invasions, from abroad or at home.

This right has been once awarded, and it still stands disputed, in the erection, by a private corporation, of the structure at Steubenville. Our people deny the lawfulness of that erection; they will never consent to it, as long as one stone shall stand upon another in the channel. They pledge themselves, yesterday and to-day, as ever, to the earliest possible abatement of that structure, as an unjustifiable nuisance which no legislature can sanction, which no policy has ever excused, and which no lapse of time shall ever protect. It has been built by Pennsylvania enterprise and promotes a great highway in which Pittsburgh justly feels an interested pride. But that does not justify it in the judgment of our people. It stands a corporate invasion, in the interest of the few, of the clear rights of the many, and that condemns it. Asking no favors for a favorite exception, we ask for no compromises of the one broad principle, which the Steubenville structure denies, and which is again menaced at other points in the same valley.

If the bridges at Bellaire and Parkersburg are to be constructed, this season, in defiance of the public sentiment and of popular right, the corporation which builds them has fair warning that their structures must ultimately be abandoned. We do not propose an attempt to deter the B. & O. Railroad Company by any threats. We wish only to admonish the company that the people of the Upper Ohio Valley are in earnest, and will not rest in their efforts until this navigable stream is once more relieved from these needless and indefeasible encroachments upon navigable rights.

The law of 1862, whether it be unconstitutional or not, *will be repealed.* Fair notice of this has been given to all concerned. And this repeal will be speedy. The popular movement in that direction is organizing and is bound to win. There is a way to reach Senators and Representatives, as well in the interests of the people as of private corporations; that way will be found and followed, to a final popular triumph. There is nothing surer than this!

It is not only Pittsburgh that moves. Behind us stand the people of Western Pennsylvania, of Eastern Ohio, of Southwestern New York, and of nearly one-half of that West Virginia which Senator BOREMAN has been unfaithful to. Two millions of people are yet to be heard in this matter. If they are not heard, and to a good purpose at last, it will be something new in our republican experience. The proposed Convention will be a step in the right direction, and we shall look to its deliberations for the most profitable results.

OHIO RIVER NAVIGATION.

Meeting of Citizens—The Question of Short Span Bridges—Report of Committee Appointed to Visit Washington. —Remarks of General J. K. Moorhead, Col. J. K. Kerr and Hon. T. J. Bigham—Resolutions Adopted.

Friday morning, in pursuance of a published notice, a large number of citizens interested in the navigation of the Ohio River, assembled in Mayor Brush's private office, to hear the report of a Committee appointed to visit Washington City, and ask Congress to pass an act prohibiting the erection of short span bridges over that river.

On motion, at half past eleven o'clock, the meeting was organized by calling Mayor Brush to the chair and electing Simpson Horner, Capt. Jas. Blackmore, Capt. George Miller, Michael Whitmore, William O'Neal Vice Presidents, and Wm. M. Smith and Fred Wilson, Secretaries.

The Chairman having stated the object of the meeting, on motion, John F. Dravo, N. J. Bigley, John C. Risher, William Oliver and William Dunseath were appointed a Committee to prepare resolutions.

REPORT OF THE COMMITTEE.

Capt. M. W. Beltzhoover, chairman of the Visiting Committee, now presented the following report:

GENTLEMEN: Your Committee, appointed to visit Washington City for the purpose of getting Congress to pass the bill authorizing the Secretary of War to appoint a Board of Engineers to survey, examine and report to the next Congress upon the practicability of allowing only three hundred feet spans Rail Road bridges to be built over the channel way of the Ohio river, and prohibiting any bridges being built in the meantime with less than four hundred feet span over the channel, beg leave to report:

That immediately upon our arrival we went to the Congressional Committee Room on roads and canals, in hopes of finding them in session. The time for adjournment having been fixed on Saturday we knew that no time was to be lost in procuring legislation. They were not, however, in session. At the door of the committee room we met the paid agents of the Baltimore and Ohio Railroad Company waiting our arrival, ready as usual to use all means in their power to procrastinate legislation this session upon the bill, in order that they might proceed in building their two bridges this summer under the existing law, passed in 1862, allowing bridges to be built of only three hundred feet span over the channel of the river, and two hundred feet between the other piers. Through the influence of our representative, General Negley, the Chairman of the Committee called them together on Saturday morning that we might be heard. We presented our statements of facts to prove that spans of three hundred feet in width, no matter where they are placed in the river, are a dangerous obstruction to navigation, and under no circumstances could our tows of coal pass through with any degree of safety at night. We called the attention of the Committee to the sworn statements of sixty-one pilots and captains of towboats to this fact, and after presenting many other incontrovertible proofs in support of our side of the question, we urged upon them the importance of their immediate action, as Monday would be the last day of the session for offering bills.

The paid agents of the Baltimore and Ohio Railroad Company, who were present during our examination, insisted on postponement of action, under the plea of being able to offer rebutting testimony, but in fact for the purpose of postponing action until after the morning hour of Monday's session, and although their side of the question had been argued before the Committee by the President and Engineer of the Baltimore and Ohio Railroad Company on the Wednesday previous, nevertheless they granted the postponment until Monday at three o'clock P. M., when the representatives on both sides appeared, made statements and presented facts both pro and con to the Committee, after hearing which they agreed almost unanimously to report the bill through their Chairman, Mr. Ingersoll, who made every effort to do so on Tuesday morning. It being out of the regular order of business, it required a two-thirds vote to get it before the House. The attempt called forth a vote of seventy-five for, and fifty-six against taking it up. There being only three days of the session left for passing upon the unfinished business, it was impossible, under the circumstances, to have taken it up and acted upon. Your Committee on learning that postponement had been granted by the House Committee until Monday afternoon, consequently fearing the fatal result that did occur, went immediately to Governor Morton, of the Senate (who fully appreciates the importance of the subject) and requested him to bring it before the Senate, which he did. He had it referred to the Committee on Post Roads, asking their immediate action. The Chairman of the Committee, Governor Ramsey, called them together to hear us on Thursday morning. The Baltimore and Ohio Railroad Company agents, as usual, were present, and the same game of postponement gone through. Mr. Garrett, their President, telegraphed he could not be present until Friday morning, when both sides were again heard pro and con with the same result. The bill, favorably reported, laid on the speaker's desk twenty-four hours before adjournment, and of course could not be called up for want of time. W. Milnor Roberts, Esq., Engineer in Chief, engaged by the Government in making surveys of and removing obstructions from the Ohio river, and perfectly familiar with the present necessary economical mode of transporting coal in large quantities by towboats and barges down said river, being struck with the stupendous absurdity of the Government's allowing obstructions to be placed in the river of much greater magnitude than any he was authorized to remove, thought it expedient to accompany us before the Committee of the House of Representatives, to whom he gave valuable information, presenting maps of the river where the proposed bridges are to be built this summer by the Baltimore and Ohio Railroad, also drawings of tow-boats with their barges, elucidating clearly the fact that bridges, with their widest span only three hundred feet, would be a dangerous and serious obstruction to navigation on this river, and also that railroad bridges of five hundred feet span could be built as strong and safe as any of three hundred, the question of cost being the only difference.

For Mr. Roberts' earnest and able efforts in endeavoring to prevent obstructions being placed in the river, he has our thanks and we have no doubt will receive the thanks of the millions of people interested in the non-obstruction of this great highway.

This same resolution or bill, asking that the Secretary of War should appoint a Board of Examiners, with authority to report to the last Congress as to a three hundred feet span over the channel of the river being an obstruction or not, was before the Senate Committee of the Fortieth Congress. Those interested in river navigation and others opposed to the obstruction of the river, and those interested in the building of railroad bridges over it, appeared before said committee and presented to them arguments and facts for and against it. The result was that the bill was reported favorably, and passed the Senate. It then went to the House, and was referred to the House Committee on Roads and Canals, where it died.

At the last session of the Fortieth Congress the same routine of evidence was gone through with, both sides appearing before the House Committee on Roads and Canals, with the same result. The bill was reported upon favorably to the House of Representatives, and passed on the Monday previous to adjournment; went to the Senate, was referred to the Committee on Post Routes; and never more heard of that session.

Thus, by the powerfully concentrated, active and overwhelming influences brought to bear upon Congress by the Baltimore and Ohio Railroad Company, just and proper legislation has been prevented until now, when they are ready to build their bridges under the law of 1862.

Your Committee feel assured, from information they have received from members of Congress who have examined this subject, that the law of 1862 has proven to be a great mistake, will be repealed, and all bridges built under it must be taken down.

With this, our report, we leave the matter in the hands of the people for action, to use all honorable and proper influences in their power to prevent any bridges from ever being built over this great and important highway of less than four hundred feet span.

JOSEPH WALTON,
M. W. BELTZHOOVER,
Committee.

The report was read and adopted.

REMARKS OF MR. MOORHEAD.

Following the adoption of the paper General Moorhead, who was present, was called upon and made a few remarks. He said he was interested in the free navigation of the Ohio river equally with those who were engaged in shipping coal and other products to the cities along its banks; and he heartily coincided with the sentiments expressed in the report. He had been for some time acquainted with legislation in reference to this matter, and had been singularly impressed with the fact that whenever the question of bridging any stream of any size was brought up, before Congress, it seemed as if the entire railroad interests of the country were arrayed against the measure, and the present matter was no exception; it had several times been before the appropriate Committee in Congress, in the manner substantially as represented in the report and with a uniform result. He gave a detailed account of his efforts in favor of the passage of the desired act, in Congress and before the Committee. He thought the act of 1862, a very unfortunate one, and on this ground had so pressed the matter before the Committee at one session of Congress, that he felt persuaded that a bill favorable to a repeal would be reported. At the next session, however, a new committee had been appointed, and the battle had to be fought again, and the matter had been undergoing discussion ever since. If the act were repealed, although no bridges now erected could be directly removed, yet no new ones could be built, and the old ones would ultimately be removed. The losses occasioned by these bridges would fall upon the companies owning them, and not upon navigators of the rivers as now. He thought the principal point to be arrived at was the repeal of this law of 1862. Upon this object every effort should be concentrated.

MR. KERR'S REMARKS.

Colonel J. K. Kerr was next called upon. He said he had for a long time entertained similar views to those which had called the citizens together in reference to this matter. He agreed with General Moorhead as to the necessity of aiming particularly at the repeal of the law of 1862. The Ohio river was the great outlet for the commerce and trade of Pittsburgh and surrounding country and the tributary by which the needed supplies of coal and other products were carried to the cities of the Ohio and Mississippi valleys. President Garrett, of the Baltimore and Ohio Railroad, had stated before the Congressional Committee that there was no occasion for bringing in use, by Pittsburgh shippers, the large towboats and other crafts, which demanded a full sweep of the river channel. This was altogether a mistake, and an attempt to infringe upon and circumscribe the rights of navigators of the river. Pittsburghers and others interested should insist upon possessing every needed inch of channel, from this port to New Orleans. Instead of asking Congress simply to protect navigation from further obstruction, he thought Congress should do something toward the improvement of the present navigation of this important stream. It was well enough to talk about railroads, but transportation never could be furnished as cheap by rail as water, a fact to which the great cities along our western rivers chiefly owed their importance. Hence it was but simple justice that these cities and the populous country adjacent, should not deprived of the privileges afforded them by their natural position by the cry of local prejudice which had been raised. The speaker, in conclusion, said he thought the whole matter might be adjusted by an exhibition to Congress that the trade of the upper Ohio could not be conducted, as formerly, with small craft, but demanded the largest sized boats, and the least possible obstruction of the channel.

Thus President Garrett's argument would be answered, and one of the chief objections made by the opponents of the act done away with.

MR. BIGHAM'S REMARKS.

Hon. T. J. Bigham was the last speaker. He said that the matter had already been fully treated upon. He said that he had heard Senator Boreman of West Virginia use the argument that the obstruction of the river at Parkersburg would not inconvenience the residents of lower cities, as the coal-fields of West Virginia, Kentucky and in the Western States would be sufficient to supply every demand. He thought such an argument simply impudent, as it practically urged the closing up of two hundred miles of navigation. He then referred to the damage which would result by the present policy of constructing bridges, and contended that the people should assert their rights and endeavor to prevent the erection of bridges with spans of less than four hundred feet. He said the objection made by companies to the erection of long span bridges was simply because of the increased cost of such structures. He was surprised that so shrewd a man as the President of the Baltimore and Ohio Railroad Company should allow his actions to be controlled by such trifling considerations.

Mr. John F. Dravo, from the Committee on resolutions, now presented the following report, which was unanimously adopted:

WHEREAS, The Ohio river is one of the great National highways of the country, through which the inter-state commerce must flow, in a normal and healthy condition of the country, drained by said river;

AND WHEREAS, Many of the principal centres of population, inland, festoon said river, because it is the great artery through which their daily recurring wants are supplied;

AND WHEREAS, Without its free and unobstructed navigation the immense bituminous coal fields of Western Pennsylvania, and especially the coal and other interests of Pittsburgh and its dependencies, will not only suffer, but languish and perish, and along with them the wants, interests and prosperity of all the cities and towns which represent the large, active, growing, prosperous and rapidly developing States, which aggregate their population, commerce and manufactories in said cities and towns.

AND WHEREAS, It is an act of national injustice for Congress to authorize or permit any rival interests, either corporate or individual, to obstruct the navigation of said river, and thereby injure or destroy either the growth or prosperity of the cities and towns situate on or near said river, or the inhabitants interested therein;

AND WHEREAS, The railroads of the country demand the privilege of constructing bridges across said river, without regard to the natural rights of cities and towns aforesaid, and in direct violation of the good faith of the Government, to assure to them the free and uninterrupted navigation thereof, for the benefit of cities more highly favored, whose waters cannot be obstructed, and also for the benefit of capital which otherwise has acquired privileges sufficiently great without wiping out from the maps and geography of our country, cities, which would to-day be the pride and ornaments of Kingdoms and Empires.

AND WHEREAS, In this country cities, towns, and manufactories are the effects of great and prevailing natural causes, and therefore it is that all our large cities are built on some navigable water;

AND WHEREAS, Congress has and exercises exclusive control and jurisdiction over said river and the commerce carried thereon; therefore,

Resolved, That the erection of bridges across said river with spans covering the main channel less than four hundred feet is a dangerous obstruction to the navigation thereof by steam and towboats, and will greatly increase the dangers and risks of navigation, and tend to destroy the commerce carried thereon.

Resolved, That it is an act of bad faith and gross injustice to the cities, towns and people living along said river, whose prosperity and very existence depend on the free and unimpaired navigation thereof, to destroy or impair it, to aid remote and rival interests.

Resolved, That the neglect of Congress, at its last session, to repeal the act of July 14, 1862, legalizing the bridge at Steubenville, and authorizing similar bridges, to be erected across said river above the mouth of Big Sandy, evinced on the part of that body a flagrant disregard of the rights, interests and welfare of the people living in the great valleys of the Ohio and Mississippi.

Resolved, That the attempt of the Baltimore and Ohio Railroad Company to create in themselves vested rights by the erection of their short span bridges, during the vacation of Congress, is a deliberate, unreasonable, unnecessary and unjust attempt to forestall and prevent action in the premises by Congress, and therefore cannot give them any greater rights than they now have.

Resolved, That we do hereby give notice to all parties proposing to erect narrow-span bridges over the Ohio river, during the present season, before Congress shall have determined the rights of the parties, that we will continue to agitate and appeal to Congress until such nuisances, if erected, shall be abated, and that we will ignore all party fealty, and in casting our votes, vote only for such men and parties as will guarantee to us and the people of the Ohio Valley our rights upon this great national highway.

Resolved, We do hereby denounce this deliberate and wanton attempt to destroy pre existing rights—the rights of trade and travel upon the free waters of a free river, merely to save the expenditure of a few additional dollars by rival routes.

Resolved, That the Committee of Correspondence be authorized to secure legal counsel to carry into effect the objects of this meeting, and also the recovery of losses sustained by the Steubenville bridge, and to inaugurate measures to have the same obstruction abated.

Resolved, That we deeply regret the narrow and illiberal views of Senator Boreman, of West Virginia, which induced him to lend his influence in opposition to our interests and those of his State, thereby betraying the confidence reposed in him by the citizens of the Great West.

Resolved, That a Committee of five be appointed to confer with the citizens of Wheeling, Cincinnati, Louisville and other points along the river, with the view of holding a convention at an early day, to devise ways and means to protect the free navigation of the rivers of the national domain.

Capt. R. C. Gray next read the following resolutions, which were adopted:

Resolved, That John F. Dravo, William H. Brown, Thomas Fawcett, John Willock and John Watson be appointed a committee to open correspondence with the President of the Baltimore and Ohio Railroad Company, with a view of inducing him to accede to the same compromise made between the railroad companies building bridges over the Ohio river at Cincinnati, Louisville and Paducah, and build his bridges with four hundred feet span over the channel way.

Resolved, That the earnest thanks of the commercial interests of the Ohio and Mississippi valleys are especially due to W. Milnor Roberts, Esq., Chief Engineer of Ohio River Improvement under Government, for his persistent efforts and emphatic protest against the obstruction of our great national highway by the erection of three hundred feet span bridges.

The resolutions were adopted, after which the meeting adjourned.

Oil Strikes.

The Titusville *Herald* says: A few days ago a new well was struck near Tionesto in the second sand rock and tested, but it produced only three barrels during twenty-four hours pumping, and the owners concluded to sink it into the third sand rock.

A new forty barrel well was struck last Monday on the black oil belt on the Independent Oil Company's tract, which adjoins the Mill farm on the west. The working interest is owned by Messrs. Harris, of Titusville, and Fleming of Shamburg. This well is the most important one that has been struck in some time. It is located between Shamburg and Pleasantville, and determines the valuable nature of the territory situated between the two places, as it indicates beyond a doubt that the black oil belt underlies it.

Four new wells have been struck on Cherry-tree run within the past ten days. The production of each of them will be reported as soon as it is accurately ascertained.

TRUSSES AND HERNIA.

The sad and deplorable condition of many who are afflicted with hernia or rupture of the bowels, calls loudly for some efficient and unmistakable remedy that will not only in every case give efficient relief, but in many cases effect a radical and thorough cure. These cases of hernia have become so frequent, that it is computed that one-sixth of the male population are said to be troubled, in some way or another, with this terrible ailment; and in very many cases do not know where to apply for an appropriate remedy, oftentimes not knowing whether an appliance is really needed or not; and if it should be needed, they often do not know where or to whom they should make application. The world is full of Trusses for the retention and cure of this lamentable evil, oftentimes an incontestable proof of their total and inadequate fitness to relieve the sufferer. This need not be; Dr. Keyser, at his new medicine store, No. 167 Liberty street, is abundantly supplied with every appliance, needful to the retention and relief of this terrible affliction, so that every one can be properly fitted at a moderate cost, with the full assurance that the appliance is the best that the mechanical department of surgery can afford. The Doctor has pursued the investigation of hernia with more than ordinary care for over thirty years, so that the afflicted can place implicit reliance on his skill and integrity with the full assurance that they will not only get the best truss, suitable to the case, but likewise a thorough and efficient knowledge of its proper application.

There are many persons who not only sacrifice their health, but even their lives, for want of a proper truss, or a truss properly applied. Strangulated and irreducable rupture, is a far more common ailment now than in former years; and may we not justly arrive at the conclusion, that its frequency is often occasioned by the neglect and carelessness of the sufferers themselves. No one would be regarded as sane or excusable who would go for a whole winter without the proper clothing to shield them from the inclemency of the weather, but, at the same time, it is thought a light affair to suffer for years with a protrusion that not only subjects the person to inconvenience, but even places life itself in jeopardy. Those of our readers who may be unfortunate to need appliances of this kind cannot act more wisely than to cut this advertisement out and preserve it, so as to enable them to retain the place where such important preservers of life and health are to be procured.

DR. KEYSER'S NEW MEDICINE STORE, NO. 167 LIBERTY STREET, TWO DOORS FROM ST. CLAIR. CONSULTATION ROOMS, No. 120 PENN STREET, from 10 A. M. until 4 P. M. ap8

THE PUREST AND SAFEST.

The efficacy of HOSTETTER'S CELEBRATED STOMACH BITTERS as a specific for recruiting the enfeebled body and cheering the desponding mind has passed into a proverb. In the United States where this marvelous tonic has borne down all opposition and eclipsed all rivalry, the demand for it has annually increased in a heavier and heavier ratio for years, until, at last, the regular sales of this preparation exceed those of all other stomachics combined. Eminent members of the medical profession and hospital surgeons without number, have candidly admitted that the pharmacopiæ of the faculty contains no prescription that produces such beneficial effects in dyspepsia, general debility and nervous diseases, as HOSTETTER'S BITTERS. To use the language of a venerable physician of New York. "The Bitters are the purest stimulant and the safest tonic we have." But the uses of the great vegetable antidote are much more comprehensive than such praise would imply. As a PREPARATORY ANTIDOTE to epidemic disease, a genial stimulant, a promoter of constitutional vigor, an appetizer, a stomachic, and a remedy for nervous debility, no medicinal preparation has ever attained the reputation of HOSTETTER'S BITTERS. It is the HOUSEHOLD TONIC of the AMERICAN PEOPLE, and in all human probability will be so for centuries to come. The magnates of science recognize its merits; and that it is emphatically the medicine of the masses, is proved by its vast and ever increasing sale