The Pittsburgh Gazette.

OFFICE:

GAZETTE BUILDING, 84 AND 86 FIFTH AV.

OFFICIAL PAPER

Of Pittsburgh, Allegheny and Allegheny County.

WEDNESDAY, DEC. 22, 1869.

PETROLEUM at Antwerp 60¼f.

U. S. BONDS at Frankfort, 91¾.

GOLD closed in New York yesterday at 120@120¼.

IT SEEMS that witnesses who testify in a legal investigation have no rights which one sort of journalism feels bound to respect. The indecent assault upon a citizen of high character, for testimony given with equal reluctance and candor, in the criminal proceedings against the *Commercial* newspaper for libel, which was made in the editorial columns of that paper yesterday, has excited a very general sentiment of disgust among our citizens.

THE NAME of a Mr. Bradley has several times been presented, by one of our city cotemporaries, as a candidate for the Supreme Bench. The retiring Justice, Otter, also wrote to the President urging the appointment of this Bradley, to succeed him. But the post is better entrusted to a better man. It is hard to tell whether the eulogies of the *Commercial*, or the recommendation of the venerable Grier, have been most fatal to the aspiring but unfortunate Jerseyman.

THE Greensburg *Herald* was quoted, recently, in the columns of one of our city newspapers, as approving the raid of certain disappointed intriguers against the present State Treasurer. It is an act of just simple justice to the *Herald* to print a part of its article which our editor suppressed, mutilating the whole to serve its own purposes. Here is the rest, of what the *Herald* said in that connection, and the readers of the *Commercial* should see it:

For the past few weeks, and even for some months, some of our exchanges, claiming to be Republican papers, have kept up a constant furor on the subject of the "State Treasurership," "unexplained balance," and charges of "bargain and sale" and "corruption," upon those elected to fill official position and others who were their friends. The main drift of these sensational articles is pretended to be aimed at the present incumbent—Hon. R. W. Mackey—of the Treasury. We have failed to see any facts going to show that there was any truth in what has been said on the subject, from that side. On the contrary, Mr. Mackey's official administration, which began in May last, seems to put the lie upon them, if not every item laid to his charge, and fully establishes both his integrity and capacity as a custodian of the public funds of the State. We notice, too, that in some cases these newspapers, which assume the livery of Republican journals that they may the better serve the cause of the Democratic party, have already gotten themselves into trouble. The clubs they were cutting for the Democracy were not well trimmed, and some of the projecting thorns have pierced, in turn, their own editorial scalps, to heal which wounds will take some plasters of greenbacks laid on in the shape of damages in libel suits, brought by sundry individuals.

There is a restless, sensitive uneasiness among the people, begotten in many cases by disappointment, which some persons are only too willing to take advantage of, to still further irritate by poisoning the minds of such with every sort of stuff—true or false—they can gather, and will go out of their way to vituperate, and who do it too, without a legitimate or worthy motive. While this is true, there is the same general sensitiveness in the Republican party, which is not disposed to look with charity upon a *single mistake* made by any official, even though ninety-nine acts in the same official, had been admirably approved and endorsed, previously. While these state of things in some extent may be commendable, whether or not it is one that can't easily be cured. But there is no sort of necessity, nor can the least future good come of intensifying it, as is constantly being done by such journals, in magnifying every trifling circumstance, divesting it of all its surroundings—the time, place, and the reasons, all of which, if before the public, would make it entirely satisfactory. Any official position, has for this reason become to be anything but a bed of roses for its occupant, and it would not surprise us if ere long the men who are fittest and most deserving, may refuse to take them, and they will be left to be filled by the venial, incompetent and reckless of the good opinion of their fellow-citizens.

THE FREE-TRADE ENTERING WEDGE.

Mr. David A. Wells, Commissioner, &c., in his forthcoming Report, recommends the remission of income taxation, to the amount of $34,000,000, as follows:

The reduction of the income tax to three per cent., with a limitation of the allowance for house rent to $200; the repeal of the "special taxes," or licenses, except for dealers in spirits, beer and tobacco; of the taxes on the "gross receipts" of railroads, stages, insurance, telegraph, express and other transportation companies, and of the tax on sales.

He also proposes to remit $14,000,000 from the custom duties, by large additions to the free list—among which we notice hides, leather, coal, copper and barley—by reducing the duty on pig-iron to $3.00 per ton, and that on woollen fabrics to twenty-five per cent. So much for the present.

He also blocks out a "tariff for the future, including still further and large reductions throughout the entire schedule, levying the total revenue from less than two hundred articles, instead of the six thousand articles now held dutiable." This tariff for the future will be very likely to be adopted by any people which shall be verdant enough to approve of his preliminary suggestions.

EXPERIENCE TEACHES.

The very low price of wheat and flour now prevailing are bearing hard upon the advocates of free trade, and playing the mischief with their logic. The people of the great agricultural States lying west of Pennsylvania had become extensively indoctrinated in that political heresy, and swallowed the sophistries of its teachers without examination or scruple so long as wheat ruled above $3 a bushel. They felt that they could feed the world and make themselves very rich by the operation; and so they would, provided the world could all be brought to their own doors. But as the world is very large, and breadstuffs can be cultivated in countries much nearer to the great masses of mankind who have to buy their bread than our western States are, the profit of feeding the world is found to be so small that but little wealth or prosperity can result from it. To furnish bread for the world at the prices now ruling is still, however, a nice business for the middle men and carriers, but not quite so nice for those who cultivate the soil.

Agriculture, although it stands first among human industries, never did and never will make a nation rich and prosperous, when its products were sent abroad for consumption. The history of the world, if carefully examined, proves this position. On the other hand, peoples who have no agricultural products to send away, but some to buy to make up their own deficiency, are almost invariably the most prosperous and the farthest advanced in civilization. England, among European States, and Massachusetts, among the States of this Union, afford examples of this. Diversity of industries, and the proximity of producers and consumers, can alone render any great family of the earth prosperous. We see that the Creator has scattered all the elements of human industry everywhere. He did not put soil alone on one continent and minerals on another. He did not give to one the natural facilities for manufacturing, and deny them to another; but He has given to each great division every one of these soil, minerals, and the various elements of manufacturing power. This fact, if properly considered, would "teach our Senators wisdom."

RAILROAD IMPROVEMENTS.

The railroad companies are now making extensive improvements on their different lines leading from our city. Acute curves are being straightened, distances shortened, and double tracks laid, with the view, no doubt, of securing a higher rate of speed and greater safety in the transportation of freight and passengers, as well as affording increased facilities for the egress and ingress of our rapidly growing manufactures and commerce.

The Connellsville Company are filling up their trestle work, and pushing the completion of their line to Cumberland with commendable vigor and energy.

The Pittsburgh, Fort Wayne and Chicago Company, Pennsylvania Central lessee, are making improvements along their magnificent line on a most extensive scale, and at great expense. A double track has been laid as far as New Brighton, and the tangled "frogs" and switches at Rochester have in consequence disappeared. The work on the new iron bridge over the Big Beaver, at Brighton, is progressing as rapidly as the state of the weather will permit. Large gangs of men are employed between the Beaver river and Homewood in straightening curves and grading for a double track, a good portion of which—between Wallace's Run and Homewood—has already been laid.

We are informed that a corps of engineers are now engaged in making a survey of a portion of the eastern division of the road, with the view, if the report should be favorable, of running the line a few miles farther south of its present location, at the point referred to, thereby shortening the distance. We feel convinced that the able gentlemen who administer the affairs of the road, and whose management of it has proved so satisfactory to all concerned, will canvass with the most careful scrutiny, all the advantages and disadvantages of a change before any decision is made in regard to it.

This Company is sparing no expense in making their road as perfect as it is possible to make it. The whole line from New York and Philadelphia to Chicago is in the best running order.

In addition to the improvements already in progress, there are others which this wealthy and liberal corporation might make that would not only prove satisfactory to themselves, but also to the public.

Without being considered meddlesome in the business of others, we may be permitted to suggest that a new depot is greatly needed in Allegheny city. The present one is not in keeping with the liberal and progressive ideas of the great corporation, and it affords but miserable accommodation to the thousands of travelers who have to pass through it daily on their way to and from the different express and local trains. Some, whose opinion on any subject especially connected with railroads and their management is valuable, have even gone so far as to say that the present depot in our sister city is a disgrace. We feel assured that the proper authorities have only to be appealed to in relation to the matter, and they will soon erect such buildings, and make such improvements as will afford the most luxurious accommodation to their numerous and daily increasing patrons.

On our own side of the river the public safety demands changes and improvements. Gentlemen of the strongest nerves cannot summon courage enough to drive their vehicles within a square of the grain elevator. How must it be, then, with ladies, who are necessitated, owing to the condition of the streets, to ride to the Union Depot in carriages? At this point, at almost all hours of the day, several trains of immense length, are running at different angles and in different directions, at the same time. We are greatly misinformed if even railroad men themselves, whom business requires to cross the track at that point frequently, do not feel nervous, even when they go on foot. The present condition of things in that neighborhood is fraught with danger. The sooner some change is made, the better for the Company and the public. The place is sometimes a perfect jam for the distance of a square, and when the smallest orbit is given the rush of wagons, carriages, drays and pedestrians between trains moving in opposite directions is frightful to behold. In the end it may prove a matter of economy to the Company to make some change, and it would unquestionably be a great relief to the public. Every inducement then, consistent with the enjoyment and protection of municipal and private rights, should be held out in order to secure its accomplishment. It must come, and it would be better that it should take place before some serious injury is sustained.

All the railroads centering here have many natural obstacles to surmount, but they are bending their energies to overcome them. Nowhere that we have been, have we seen such activity displayed by railway managers in improving their roads, as that which we witness on the lines centering in this city. Let the good work go on, it will pay in the end.

THE ERIE CANAL OF NEW YORK.

The report of the Auditor of the Canal Department of the State of New York affords some interesting facts and figures to which it is well to advert in this rushing era of railroads.

The whole amount of tolls received from the canals in the year 1863 was $4,346,063.

The average freight per ton from Albany to Buffalo from 1830 to 1837 was $18 32; from 1838 to 1845, $18 92 per ton; from 1846 to 1853, $6 95 per ton; and from 1854 to 1858, $3 19 per ton. This shows a reduction in the price of freight from Albany to Buffalo, from 1830 to 1858, of $15 13 per ton; and the price of freight per ton from Buffalo to Albany was $6 from 1830 to 1837, and from 1854 to 1858 was $4 39, being a reduction of $2 61. The tolls per ton from 1830 to 1837 were $2 21; from 1854 to 1858 they were $1 64 from Albany to Buffalo; from Buffalo to Albany they were, from 1830 to 1837, $4 01; and from 1854 to 1858 they were $1 97.

From 1837 to 1863 the State received of tolls paid into the Treasury $34,027,844. The cost of repairs, etc., of canals for the same time was $22,021,976, which leaves the State a net profit of $66,605,529; being the sum of $2,051,422 a year for thirty-two years over and above the cost of support and maintainance of the canals. This is an exhibit very gratifying to the people of the State, and shows most clearly the great benefit the canals have been and are to the State.

The number of tons carried on the New York canals in 1853 was 4,247,853; on the New York Central Railroad, 380,000 tons; on the New York and Erie Railroad, 631,039 tons. In 1868 the number of tons carried on the New York canals was 6,442,225; on the New York Central Railroad, 1,846,159 tons; on the New York and Erie Railway, 3,903,243 tons. The Freight paid the New York Central Railroad in 1853 was $1,838,836; in 1868 the freight paid the New York Central Railroad was $6,491,437. The freight paid the Erie Railway in 1853 was $2,537,314; in 1868, $11,425,738.

In England there were numerous canals previous to the introduction of railroads, upon which most of the heavy carrying was done, and generally they had as much as they could do, notwithstanding more tons are carried by rail than canal, the tonnage of the former has largely increased. The tolls and other charges, however, as in the case of the New York canal, have been enormously reduced. Still they pay and are prospering. The two rival modes of transportation do not appear to be mutually injurious, but rather the reverse. Passengers, merchandise, and articles of higher relative value are mostly transported by rail, while coal, ores, building materials, and such like are carried by water where it is practicable, because it is cheaper, and time is less of an object.

In 1841 the average cargo of a boat on the Erie Canal was 41 tons; in 1868 it was 148 tons. This enlargement of the capacity of the canal, and with it of the boats, is what enables it to bear up against its giant competitors, the Central and Erie Railroads, and still continue to pay large revenues into the Treasury of the State. Were that great work in the hands of a well managed corporation it would be immensely remunerative. It ought to be borne in mind, however, that there is not in the country another route reaching from tide water westward so favorable for such a work as that. New York united the Hudson with the lakes, and it has been a great success. Pennsylvania tried to unite the Delaware with the Ohio, not by a continuous water communication, but by a system broken into alternate links of canal and rail. It answered a good purpose in its day; but not being a financial success, it was given up as a through route for transportation, and the great Pennsylvania Central Railroad filled its place.

But we have a route almost as good as that of New York, by which the Ohio and Lake Erie can be united by a continuous canal, large enough to admit the passage of vessels navigating the great lakes. Its length is not much more than one-fourth of that of the New York canal; but as it is intended to make it of at least twice the capacity of the latter, its effect will be virtually to continue and unite into one, if we may so express it, the two great natural navigations which it connects. Its real magnitude, therefore, transcends that of the other.

But, it may be said, it will not reach tide water, as does the other. True; but the time is at hand when to reach tide water will be of less importance than it has been in the past. The New York canal has been made to minister to foreign commerce, and thus to deplete the country, and retard rather than promote the national prosperity; this, on the other hand, will facilitate internal exchanges, and draw forth more latent wealth than any other work that has ever been projected. The mineral treasures of the lake region and those of the valley of the Ohio are so different that each must have part of the other before either can be made fully available.

Internal commerce is more profitable to a nation than foreign, although it may pour no direct revenue into the national coffers.

THE WATER SUPPLY.

EDITORS GAZETTE: Presuming upon your patience on the much vexed question of the *water supply*, which has lately been before Councils, and frequently referred to by writers in the several dailies, I would like to add a few words, to be considered, as it were, "oil upon the troubled water," were such an expression not distasteful to Pittsburghers. And in letter to Mr. Roberts, the engineer who wrote a preliminary report on this subject to Councils, which has several times been misinterpreted, if not misquoted, some words embodied from that report, seeing that it was never very extensively published, may not be uninteresting or out of place.

From an attentive perusal of the whole document, there is in the first place to be found none of the decided recommendations for any *particular* method of supplying the city with water, with which he is credited by his critics.

There is no doubt of the fact that Mr. Roberts states that in his judgment, before a careful analysis has been made, the Allegheny river is the best source to look for a supply of pure water, but then, as was his duty as an inquirer, he gave his views and approximate estimates on several different plans.

First, as to supplying the city by "gravity" or the natural flow of water in pipes or conduits from points on the Allegheny, Monongahela and their tributaries, large enough to supply the demand, and elevated sufficiently to furnish a "head" for carrying the water into distributing reservoirs. He examined the profiles necessary in the consideration of this plan, but found that the distance in any case was too great to make it easily practicable, while the cost was enormous. In this connection he says: "Referring to the mode of supplying the city from a distance by a natural flow, although it may be regarded as impracticable or unadvisable at present to bring its water by gravity on a level high enough to flow into the high service reservoirs, some five hundred feet above the level of the river at Pittsburgh, on account of the great distance and cost, yet it is still possible that water might be brought at comparatively reasonable cost to a reservoir of medium height, or even as high as the present lower basin, which is one hundred and sixty-two feet above the river. More extended surveys than there has yet been opportunity to make will be required to determine with accuracy the cost of bringing the water by gravity to such lower basin, whether of course the water would still have to be pumped up to a high service reservoir, or to a higher one for the supply of the higher portions of the city."

Mr. Roberts then gives considerable attention to the plan of obtaining the water from the Allegheny river, at any point above most of the refineries, meandering the natural pool *above* Lock-and-Dam No. 2, as a favorable site. In this connection he gives interesting information concerning the cost of supplying the city on *two* plans: one by all steam power, the other *water power* aided by steam, the steam to be employed at such times as the Allegheny might be too clear to work turbine wheels at a dam.

In the "*Commercial*" of the 16th inst. A. P. in condemning this plan says: "A brief consideration will show that Mr. Roberts must be in error in his estimate of the power of a *turbine*, and that a dam high enough to do the work he expects from an eight foot dam, must be altogether inadmissable as an obstruction to navigation." Mr. Roberts in his report says: "The chief objection to this plan is that the natural navigation of the stream would be obstructed. This could be remedied in part by a lock of sufficient size to pass the class of steamers and other vessels using the Allegheny river, and by a *chute*, so arranged that the descending rafts, &c. would safely pass." In regard to the power of a turbine Mr. Roberts differs from A. P. But if it would be found according to A. P.'s calculations that sufficient water would not pass at low water to furnish power for pumping all the water required, Mr. Roberts would certainly think it no sacrifice of his plan to turn on a little steam into the powerful engine he proposed to station at the dam. A. P. assuredly does not believe that the available power of dams decreases in a ratio with the increase or hight of the water. That might be true with *one* wheel or turbine, but when there is water sufficient, *numerous wheels* of an aggregate power would be employed. The main facts that Mr. Roberts apparently desired to impress was the capacity of the Allegheny river to furnish large water power during many months of the year, and which he proved, when available, would be more economical than steam. It should be remembered he proposes to put in the dam a lock equal in size to the large one in Dam, No. 1 on the Monongahela, and at low water, there then being no navigation in the Allegheny, all the water in the river would be available for use. There can be little use in gainsaying the merits which this, as one plan, presents for consideration.

If Mr. Roberts, as an engineer, failed to present his views on *other* plans, such as digging in wells for water, &c., he must stand the charge of want of appreciation. No doubt many excellent inventions are patented, the great trouble with some of which is that a sufficient number of people are not persuaded of their merits. Some people would think it funny to dig down for water, when the same can be obtained without that labor by putting a suction pipe into the river. But A. P. stands committed to this plan and says it has its merits—that the water would be naturally "filtered," and always "cool," &c. This idea, frequently referred to as "Bennett's plan," is more especially designed as applicable to the Monongahela, which, according to Mr. Roberts, does not flow enough in seasons of extreme drought to furnish a sufficient supply of water—a wise suggestion, and strengthened by reference to the reports of the navigation company, complaining of a lack of water sometimes to keep up their navigation.

In this statement he has been persistently attacked by the writers, who, looking at the broad deep pools of the Monongahela, cannot understand the statement. Mr. Roberts says it has been known to flow less than 2,000 cubic feet per minute. To this A. P. replies: "Two thousand cubic feet per minute will be delivered by a stream sixty feet wide and less than two inches deep, flowing less than two and a half miles per hour. Did the oldest inhabitant ever see the Monongahela reduced to such dimensions?" We might answer, though not the "oldest," doubtless, never; at least not here, because there is no place where it ever became so narrow. Lake Erie is a big *stream* to look at. Yet the Niagara river delivers all its water save what is not lost by evaporation.

As a statement of facts, after several gaugings, it cannot well be disputed without practical demonstration, showing wherein the error was. Mr. Roberts states in a letter to the *Commercial*, printed about the minddle of September last, that General Moorhead, President of the Navigation Company, gauged the river on the 1st of October, 1856, when the quantity passing per minute was found to be 1,493 cubic feet, (figures easy to recollect.) Mr. Chas. Stewart, the engineer, gauged it at Brownsville bar on the 8th of the same month, and found 1,385 cubic feet per minute. Mr. Charles Ellet, Esq., gave the minute flow of the Ohio river at *Wheeling*, September 20th, 1844—about 70,000 cubic feet per minute. Mr. Roberts himself, on the 80th of September, 1838, found the flow to be 4,500 cubic feet. At the time when another measurement gave 12,000 cubic feet per minute in the Monongahela just above Pittsburgh, the flow of the Allegheny as gauged by Major Sanders gave 150,000 cubic feet per minute.

A. P. says, speaking of the limited dimensions he gave for the passage of such an amount of water, viz: sixty feet wide, two inches deep, &c., that if six inches of gravel were put in this you could walk "dry shod over Mr. Robert's 2,000 cubic feet per minute." A. P. accounts in this way very plausibly for so small a flowage, and reasons thereupon that much more water, perhaps "20,000 cubic feet per minute," passes along at such times through the ten feet of gravel underlying the river, lost, of course, to surface measurements.

It is a most fortunate thing that no unlucky cart-load of gravel was emptied into the river at the times General Moorhead and Mr. Stewart were on hand to measure it. There would have been no Monongahela, save what is distilled, to report upon. There is something mythical about this underground stream, though it is foreign to our purpose to inquire into the matter. The bottom of the Monongahela is solid rock in some places, and dense mud for long reaches in others. We might ask would not the underground flowage at such points spurt up and aid navigation at those points with its ten-fold volume? And where there is a gravel bottom, how would it do to dig trenches across the bed of the river, and fill up with impervious mud? Such species of dam would require no locks or chutes—all boats able to steam through the fountain that would shoot up above them, could navigate without trouble or expense. There may be something in A. P.'s idea, which a *well*, as he intimates, constructed in the faith of its working, from which to pump water for the city, would demonstrate as clearly as the *sinking* of a mud dam would do.

Indeed "Observer," not veteran himself, but some other, who comes to the support of A. P. in the *Commercial* of the 17th instant, says that perhaps the dams at present on the Monongahela were not scientifically built, or they would catch the underground flowage. But after the expense of getting some of their broad foundations down to the rock or "hard pan," the company did not think it worth while to go farther, though they might have benefitted their navigation thereby, by furnishing it with a perennial supply of water—"filtered," of course. T.

ZANESVILLE, O.

The Markets—Railway Facilities—The Courts, &c.

(From our own Correspondent.)

ZANESVILLE, Dec. 18, 1869.

EDITORS GAZETTE: It was estimated by an old citizen that $10,000 worth of meat and produce was sold in the Zanesville market house on last Saturday. Pork brought from 11 to 12 cents per pound, whole hog. A considerable amount of pork is being packed by Neeper, Fox & Co., Bowman, and others. But there has not been for many years sufficient meat cured in this city to last half the following summer. The best beef steaks sell at 15 cents per pound in the market. Dressed chickens 50 and 60 cents per pair. Turkeys from 80 cents to $1.50. Butter at retail, 85 cents. Eggs are high. Many tons of eggs are annually shipped from Zanesville to the manufacturing districts of New England. This I hope to see stopped, when this city has doubled its manufacturing population. Some ten years since nearly all the flour from Zanesville was sold in the eastern cities. It is different now; for some years the great bulk of flour made here was consumed here. Railroad discrimination on shipments of flour from this city and points hundreds of miles further west has been against our millers, and will only be remedied when we have the choice of two or three routes.

Although the subscription to the original stock of the Central Ohio Railroad, (now controlled by the Baltimore and Ohio) was $200,000 by this county, and pretty heavy from individuals, the community has not been benefited by the improvement to the extent that it should have been, and I do not lay the blame to any great extent on the management of the railroad. It is owing more to the fact that Baltimore is a Southern city, that it belongs chiefly to the South and southward tends all the immigration and the capital from that city. For a few years during the war a small current or wave rolled this way, but since the war not anything. If Zanesville had been on a line of road leading from New York or New England to the West, as Cleveland, Toledo and Columbus, then there would in my judgment be found to day a larger population than in either of the Northern cities of Ohio. This advantage is expected now shortly to accrue to Zanesville by the opening of a through route from the East by way of Pittsburgh, Steubenville, Dresden, Zanesville, on to Cincinnati, and from Northern Pennsylvania and Eastern Ohio, starting from Erie, via Youngstown, Salem, Bayard, New Philadelphia, Dennison, and from Oxford, on the Pan Handle Road, direct to Zanesville, which will be a shorter route to Cincinnati from any of the aforementioned points than any now traveled.

In anticipation of the completion of so important a thoroughfare, I suppose that by the opening of spring there will be many persons here looking for sites for manufactories, which can be obtained at reasonable rates in close proximity to valuable beds of coal. In my judgment, accessibility to *coal* generally in other countries, and in some parts of this, determines the points at which, in a few years, will be found the densest population. And when this coal is found contiguous to a fruitful soil, the result is more certain. Coal has made the population of Pittsburgh; the rich soil adjacent to Cincinnati has made it the Queen of the West.

The Courts are still in session for this county. No very important criminal cases has been tried. The jail does not even now hold any very courageous offenders from the time of offending until the Court meets.

There is another rise in the Muskingum River, not sufficient, however, to impede the running of boats.

More anon. GLEANER.

SPICE.

JACOB is said to be the inventor of the practice of watering stock—Laban's *Vide* Genesis, chapter XXX.

A WOMAN too prominent feminine was ousted from a women's rights meeting by a gentleman official. An Englishman present said he supposed the official was a "Hush-her."

How the governess said grace! "For what we are going to receive—elbows, elbows!—the Lord make us—backs in and shoulders down—truly thankful—and no chattering—amen!"

THE "Alexandria limp" is the latest eccentricity of fashion. It is produced by wearing a very high heeled boot on one foot, and a flat heeled boot on the other. The young lady waddles about like a goose.

A LADY teacher was endeavoring to impress upon her pupils the terrible effect of the punishment of Nebuchadnezzar, saying: "Seven years he ate grass like a cow," when a boy asked, "Did he give milk?"

"I WISH you would not give me such short weight for my money," said a customer to a grocer, who had an outstanding bill against him. "And I wish you would not give me such long *wait* for mine," replied the grocer.

AN inebriated man in Lawrence, Kansas, was found clinging to a fence, looking helplessly at a neighboring row of shade trees. "Hallos," said a friend who came up, "what's the matter, Jake?" "Dunno, his," responded Jacob, "that d—d procession's never's goin' to git past."

TO PEOPLE WHO THINK FOR THEMSELVES.

At this season of the year when the human system is under heavy contributions made upon it by reason of the sudden changes of weather, it were wise in all who regard their health and happiness to betake themselves to a timely remedy. That is, if you get a cough or cold do not defer it until overburdened nature sinks under the inordinate load, but at once seek for relief in some sure and perfect remedy like DR. KEYSER'S LUNG CURE or DR. KEYSER'S PECTORAL SYRUP. If people, estimated at its true value, human health and life, the postponements with regard to the use of remedies would rarely occur, and instead of many of the make-believes that are often used, medicines like those of Dr. Keyser, a skillful and scientific physician of nearly half a century's experience, would take their place. You can scarcely find in the City of Pittsburgh a family, some one of which has not been benefited by DR. KEYSER'S PECTORAL SYRUP or DR. KEYSER'S LUNG CURE. Both of these remedies are prepared with the most select and pure medicinal ingredients that are to be obtained, and with a conscientious regard for the health of those who are to use them. Who does not know that to neglect a cough in the beginning is to invite along attack of sickness and peradventure an incurable disease.

We speak in all seriousness to the readers of this article, and if they will reflect over our words they will see that we have more at heart than the mere object to make by it an object which most persons will allow not unworthy of an honorable man, but which stake into comparative nothingness when compared to that of the health and lives of individuals.

We do not believe that the man is born who has made a better medicine for sudden coughs and colds than Dr. KEYSER'S PECTORAL SYRUP. Its sales are daily increasing and hundreds of persons have been snatched from the jaws of death by its use.

The other day a merchant from a distance bought a quantity on the recommendation of a young man who had been cured by it. This is a frequent occurrence, and the merchants of our own vicinity could not fail to profit by his example. Dr. Keyser's Lung Cure and Dr. Keyser's Pectoral Syrup are destined as no distant day to assume a wide range in the treatment of all pulmonary and bronchial diseases.

To be had of most druggists and at the Doctor's Great Medicine Store, 257 Liberty street, where thorough lung examinations are made daily and advice given.

DECEMBER 22, 1869.

UNDEFINED AILMENTS.

There are many ailments, trying in their nature, but the symptoms of which are not sufficiently specific to enable physicians to classify them under any particular head. As a general rule they arise from a general debility of the whole organization, but their primary cause, in at least three cases out of five, is a sick or brisk vital action in the stomach and liver. Stimulate and tone the relaxed digestive and secretive organs, and bodily ease, health and vigor will follow the treatment. Among all the medicines which have been recommended as conducive to this end, none has been administered with such uniform and entire success as HOSTETTER'S STOMACH BITTERS.

Its ingredients were selected from the vegetable kingdom, originally, with a view to the invigoration of the physique and the constitution, and also for their anti-bilious and slightly laxative properties. Twenty odd years of experience has proved these herbal restoratives were wisely chosen and have been judiciously apportioned in the colonorated preparation. Pain is no specific for indigestion and all kindred complaints, but as a household remedy for all minor ailments incident to humanity, it has obtained a reputation based on impeachable testimony which fairly eclipses that of any other proprietary or official medicine in use.

NOTICES.

OFFICE OF THE CONTROLLER OF ALLEGHENY COUNTY, PA., PITTSBURGH, December 20th, 1869.

ALLEGHENY COUNTY PRISON.

The annual election for officers of this institution will be held at the stated meeting of the Board of Inspectors on

January 3d, 1870.

By order of the Board.

dc21:3t HENRY LAMBERT, Secretary.

IRON CITY MUTUAL LIFE INSURANCE CO. OF PENNSYLVANIA.—The annual election for THREE DIRECTORS of this Company, to serve for four years, will be held at the office, on Second street, Pittsburgh, Allegheny City, on MONDAY, January 10th, 1870, between the hours of 10 A. M. and 2 P. M.

ALLEGHENY, Dec. 20, 1869. J. HUSS, Secretary. dc22

BANK NOTICES.

FIRST NATIONAL BANK, PITTSBURGH, PA., (late Pittsburgh Trust Company.)—An election for NINE DIRECTORS of this Bank, will be held at the Banking House, corner Fifth avenue and Wood street, TUESDAY, January 11th, 1870, between the hours of 10 A. M. and 2 P. M.

CHARLES SPEER, Assistant Cashier.

FARMERS' DEPOSIT NATIONAL BANK, PITTSBURGH, PA., Dec. 17, 1869.

THE ANNUAL ELECTION for SEVEN DIRECTORS of this Bank, to serve for the ensuing year, will be held at the Banking House, No. 50 Fourth Avenue, on TUESDAY, the 11th of January, 1870, between the hours of 10 and 3 o'clock P. M.

P. L. STEPHENSON, Cash'er.

THIRD NATIONAL BANK OF PITTSBURGH, PITTSBURGH, December 11, 1869.

THE ANNUAL ELECTION for Directors of this Bank will take place at the Banking House on TUESDAY, January 11th, 1870, between the hours of 10 A. M. and 2 P. M.

JOHN S. LIVINGSTON, Cashier.

EXCHANGE NATIONAL BANK, PITTSBURGH, Dec. 11, 1869.

THE ANNUAL ELECTION for thirteen Directors of this Bank will be held at the Banking House, on TUESDAY, January 11th, 1870, between the hours of 1 and 2 o'clock P. M.

A. LONG, Cashier.

PITTSBURGH NATIONAL BANK OF COMMERCE, PITTSBURGH, December 11, 1869.

AN ELECTION FOR THIRTEEN DIRECTORS of this Bank, to serve during the ensuing year, will be held at the Banking House, corner Wood street and Sixth avenue, on TUESDAY, January 11th, 1870, between the hours of 11 A. M. and 2 P. M.

JOSEPH H. HILL, Cashier.

CITIZENS' NATIONAL BANK OF PITTSBURGH.—An election for Nine Directors of this Bank, to serve for the ensuing year, will be held at the Banking House on TUESDAY, 11th January, 1870, between the hours of 11 A. M. and 2 P. M.

J. E. BRADY, Jr., Cashier.

PITTSBURGH, PA., December 11, 1869.

MECHANICS' NATIONAL BANK, PITTSBURGH, December 11, 1869.

AN ELECTION FOR FIVE DIRECTORS of this Bank will be held at the Banking House on TUESDAY, June 11, 1870, between the hours of 10 A. M. and 2 P. M.

JOHN D. MARTIN, Cashier.

MERCHANTS' & MANUFACTURERS' NAT. BK., PITTSBURGH, December 10, 1869.

THE ANNUAL ELECTION of this Bank will take place at the Banking House on TUESDAY, January 11th, 1870, between the hours of 11 A. M. and 2 P. M.

JOHN SCOTT, Jr., Cashier.

ALLEGHENY NATIONAL BANK, PITTSBURGH, December 11, 1869.

AN ELECTION OF DIRECTORS to serve during the ensuing year will be held at the Banking House, No. 23 Fifth avenue, on TUESDAY, January 11th, 1870, between the hours of 11 A. M. and 2 P. M.

W. McCANDLESS, Cashier.

NEW ADVERTISEMENTS.

NEW GOODS AND Good Bargains AT WILLIAM SEMPLE'S, Nos. 180 and 182 Federal Street, ALLEGHENY CITY.

Poplins, all colors; Plaid All-wool Poplins; Heavy Corded Poplins; Black and Colored French Merinos; Plaid and Striped Delaines; Long and Square Paisely Shawls; Long and Square Plaid Shawls; Long and Square Striped Shawls; Misses Shawls; Small Shawls; White Blankets, Grey Blankets, Crib Blankets, Cradle Blankets, Country Flannels.

LADIES' AND MISSES' FURS, At Very Low Prices, Wholesale and Retail, AT WILLIAM SEMPLE'S, Nos. 180 and 182 Federal Street, ALLEGHENY CITY.

CHRISTMAS PRESENTS AT THE LOWEST PRICES! GREAT VARIETY OF

Ladies' Work Boxes, Writing Boxes, Fancy Boxes: Portmonaies, Ladies' Satchels, Dressing Cases, Watch Stands, Gents' Shaving Cases, Cigar Stands, Fine Wax Dolls, Fancy Dolls, &c., &c.,

Real Lace Collars & Handk'fs, Gents' Handkerchiefs, Ladies' and Gents' Gloves, Children's Gloves, Ladies' Scarfs and Bows, Roman Sashes, Gents' Bows and Scarfs, Children's Stockings, Worsted Patterns, Knit Goods, &c., &c., Ladies' Handkerchiefs.

NEW GOODS IN ALL DEPARTMENTS. Merchants and Dealers Supplied at Eastern Prices, AT MACRUM, GLYDE & CO'S, 78 and 80 Market St. AMERICAN BUTTON HOLE OVERSEAMING AND Family Sewing MACHINE, A Very Valuable Present FOR A HOLIDAY GIFT. Terms Easy. JAMES ESPY, AGENT, Western Penna. and Eastern Ohio.

Salesroom, S. W. Corner Fifth Avenue and Market St., second floor. Entrance, No. 19 Fifth Avenue, one door below Market Street.

FUBS; FURS, FOR HOLIDAY PRESENTS, AT M'CORD & CO'S, 131 Wood St. Will be found the Largest, Best and Cheapest Stock of Ladies', Misses' and Gents' Furs to select from in the City. All the late styles of Hats and Caps Arriving daily. McCORD & CO.

HOLIDAY GOODS. ORR & McCONAHY, Jewelers, 114 FEDERAL ST., corner of Water, ALLEGHENY. Our Goods are Unsurpassed!

H. P. LYON, Sealer of Weights and Measures, Office No. 2 FOURTH AVENUE, Pittsburgh. Capt. JOHN MEEKER, Deputy. R. H. MEEKER, Assist. GEO. R. McNULTY, Deputy for Allegheny County.

NEW ADVERTISEMENTS.

AT WILLIAM SEMPLE'S, Nos. 180 and 182 Federal Street, ALLEGHENY CITY.

At 12½c., extra good 4-4 Bleached Muslin; At 12½c., heavy 4-4 Unbleached Sheeting; At 8½c., good Dark Calico; At 10c., Fast Colored Calico; At 12½c., a good article Canton Flannel; At 12½c., good Dark Delaines; At 12½c., All-wool Scarlet Flannel; At 12½c., Barred Flannels; At 25c., All-wool Rob Roy Flannels; At 40c. each, Men's Undershirts and Drawers, At $1.50 each, Ladies' Gored Cloth Skirts.

An Extra Good Bargain in LADIES' FELT SKIRTS. A Great Variety of FANCY GOODS For the Holidays, AT WILLIAM SEMPLE'S, Nos. 180 and 182 Federal Street, ALLEGHENY CITY.

N. B.—Will be open on FRIDAY EVENING. Being unable to wait on all our patrons who called yesterday, it would be a favor if as many as possible could call this morning (Wednesday) or Thursday.

ELEGANT HOLIDAY GOODS, AT No. 110 Market Street. Comprising an unusually large and fine assortment of PARIS, VIENNA, GERMAN and ENGLISH FANCY ARTICLES, purchased direct from the manufacturers by Mr. C. Yeager on his late visit to Europe. No two profits are paid by purchasing at this house. The stock comprises:

Superb Paris Flower Stands, Card Receivers, Elegant Glove Boxes, Elegant Handkerch'f Boxes, Work Boxes, Writing Desks, Portfolios, Pocket Books, Dressing Cases, Statuary, Albums, Cabas, Vienna Cigar Cases, Russia Leather Sacs, Ladies' Compagnons, Morocco Satchels, Odor Cases, Bohemia Glass and China Vases, etc., etc.

Orders taken for imported goods. C. YEAGER & CO.

ELEGANT HOLIDAY PRESENTS For Gentlemen, Suitable for FATHER, HUSBAND, BROTHER OR FRIEND. DRESSING ROBES Of most beautiful patterns, silk lined and facings of silk quilted. They are decidedly the handsomest goods in the market, and are offered AT MODERATE PRICES. ALSO, A HANDSOME LINE OF GENTS SMOKING CAPS Together with an elegant line of GENTS' FURNISHING GOODS, all suitable for a useful HOLIDAY GIFT. GRAY, POSSIEL & RESS, 62 Fifth Ave., Opera House Building.

DIAMONDS. 96 SANTA CLAUS 96 OPENS HIS PACK ON TUESDAY, AT McFADDEN'S, Federal Street, Allegheny. DIAMONDS, Clusters and Solitaires. WATCHES, all makes and grades. JEWELRY, an endless variety. STERLING SILVER AND PLATED WARE. BOHEMIAN VASES AND VASES, the choicest selections. BRONZE AND PARIAN STATUARY, entirely new designs in groups; figures and busts, classical, antique and modern. CLOCKS, PAINTINGS, etc., etc. All purchasers this week at the SANTA CLAUS BEST GOLD RATES, and will be sold correspondingly low. 96 T. McFADDEN, Jr. 96

SILVER WARE. JEWELRY