FINANCIAL.

AMERICAN BANK,

NO. 80 FOURTH AVENUE,

PITTSBURGH.

CASH CAPITAL $200,000

Stockholders Individually Liable.

BANK OF DISCOUNT AND DEPOSIT.

JOHN FLOYD, President. WM. FLOYD, Cashier.

DIRECTORS.

Thos. M. Marshall, Wm. T. Shannon, James W. Arrott, Chas. B. Leech, John Floyd, John M. Martland, Archibald Wallace, Jas. D. Kelly, Wm. Floyd.

This Bank is now fully organized and prepared to do a general Banking business. jel0:d

GOLD,

SILVER AND COUPONS,

Bought at Highest Prices,

PH. R. MERTZ, Banker,

Cor. Wood St. and 5th Avenue.

JAMES T. BRADY & Co.,

(Successors to S. JONES & CO.,)

Corner Fourth Avenue and Wood St.,

BANKERS,

Buy and sell all kinds of

GOVERNMENT SECURITIES,

GOLD, SILVER AND COUPONS,

ON MOST FAVORABLE TERMS.

Interest Allowed on Deposits.

Money loaned on Government Bonds at lowest market rates.

Orders executed for the Purchase and Sale of STOCKS, BONDS and GOLD.

JAMES T. BRADY & CO.

The Pittsburgh Gazette.

FINANCE AND TRADE.

PITTSBURGH MARKETS.

OFFICE OF PITTSBURGH GAZETTE, SATURDAY, Jan. 1, 1870.

Business was pretty generally suspended to-day, and as a consequence there is little to be said about the markets. As noted in our last report, we are in hopes that trade during the year which has just set in will be better and more satisfactory than it was during the one which has just closed. Already one of the most serious obstacles in the way of trade, we refer to the railway discrimination have been partially removed, and another drawback, the stringency in money matters, will, in all probability, soon be remedied, as the money market usually works easier after the annual settlements have been effected. Upon the whole, the indications for the new year, are fully as favorable as could be expected, and there is no good or substantial reason why business, generally, should not be better this year than it was in 1869.

APPLES—The supply is large and the market dull, though prices are unchanged; $2,50@3 per bbl.

APPLE BUTTER—Quoted at 75@85.

BUTTER—Is dull, with a supply considerably in excess of the demand and prices are barely sustained. We continue to quote at 30@35.

BROOM CORN—Sales at 13@14 cts.

BEANS—$2,50@3,00 per bushel.

BUCKWHEAT FLOUR—4@4¼ cts.

CHESTNUTS—Quoted at $4,50.

CRANBERRIES—Continue to be quoted at $12@16 per bbl.

CIDER—Continues dull and nominally unchanged, at $5,00@8,00 per bbl, as to quality.

CARBON OIL—Is dull and unchanged; may be quoted in a jobbing way at 27@27½c, for standard brands.

DRIED FRUIT—There is a steady demand for apples, and we can report round lot sales at 8½@9c. Peaches dull and unchanged—9@10c for quarters and 11@12c for halves.

CHEESE—Is quoted from 17 to 18 for Western Reserve; Ohio Factory, 18½; Ohio Goshen, 19; York State farm Dairy, 19; and York State Goshen 20.

DRESSED HOGS—Sales at 12@13 cts.

EGGS—Arriving pretty freely, and dull, with a drooping tendency; we continue to quote at 35@38.

FEATHERS—In better demand and higher, and we now quote at 85@90 to the trade and the usual advance for small lots in store.

FLOUR—Is quiet and unchanged. The mills are reported as doing a pretty good business, having the largest proportion of the retail trade, which they are enabled to control in consequence of the low price of wheat in this market. We continue to quote at $5,75@6 for winter wheat flour and $5,25@5,50 for spring.

GRAIN—There is a moderate demand for wheat and but little offering; we can report sales to the mills at $1,15@1,18. Oats quiet, notwithstanding the offerings so light; we continue to quote at 47@48c on wharf and track, and 50 in store. Corn is offering more freely, but prices are still maintained, 80 for ear and 85 for shelled. Rye is dull, though there is not much on the market; we continue to quote at 95c@$1. Barley dull and nominally unchanged—$1@1,10 for spring and $1,15@1,20 for fall.

HAY—Sales at Allegheny Diamond Scale of 45 loads at $17@23 per ton, a decline, compared with last week, and the week preceding, when it sold up to $25.

HUSKS—Sales at 3 cents per pound.

HOMINY—Sales at $6,00@6,50 per bbl.

LIME—Sales of Cleveland white lime at $2@2,25 per bbl.

ONIONS—Sales at $2,50@3,00 per bbl, the outside figure for choice.

LARD OIL—No. 1 Extra is quoted firm at $1,50.

PROVISIONS—Market dull and prices a shade easier. We continue to quote shoulders at 15½c. for plain and 16½ for sugar cured; breakfast bacon, 21½c.; and sugar cured hams 21½@22. Lard 18½c for western, and 19c. for city rendered.

POULTRY—Dressed Chickens 12@14, and dressed Turkeys 18@22. Live Chickens, 50@55 c. per pair, by the coop.

PEANUTS—Quoted at 9@10 cts.

PEAS—Dull; $2,50 per bushel.

POTATOES—Sales in store at 55c@60.

SEEDS—Small sales of clover seed at $8@8,25, and timothy at $3,75@4. Flaxseed is weak and drooping and cannot fairly be quoted above $2,10@2,15.

SALT—Is dull, and Allegheny River brands are quoted at $1,80 by the car load, with the usual advance for small lots in store.

STRAW—Sales at $14@15 per ton.

PETROLEUM MARKET.

OFFICE OF PITTSBURGH GAZETTE, SATURDAY Jan. 1, 1870.

REVIEW FOR THE WEEK.

As might have been expected, this has been a very lively week in the oil business, as it was the last one of the year, and, consequently, was the last week of grace for those who were short. Yesterday crude was run up to a price not before reached during the year, and for the time being, it was worth relatively more here than at any other place in the country, and there was a difference of 5½@6c, per gallon, or about $2,50 per barrel as between the price of spot oil, compared with what it would bring for seller this month. Those of the "shorts" who deferred buying or settling differences until yesterday, were certainly most unfortunate, as at no time within the past month or six weeks was oil worth so much. Avoted in our last report, there is still, according to rumor, a pretty heavy short interest unsettled, estimated at 50,000 to 60,000 barrels, and the parties who are behind, refuse to comply with their part of these contracts, alleging that the market has been manipulated; and means resorted to neither fair nor legitimate, to inflate prices, with a view of securing big "differences." How this will terminate, time only will tell; though it is altogether probable that those who have failed to fill or satisfy, in some way or other, their contracts will be "dealt with according to law." So far as we have been able to learn, all of those who were short and who are regularly and permanently in the business, have come up to the scratch, either by delivering the oil or paying their differences, and those who are behind are outsiders; parties engaged in other avocations, who thought, last spring, there was money in going "short" at 12@14 c. seller option all the year.

The year that has just closed has been a hard one on the trade generally, both manufacturers and dealers, and, as a general thing, but a small proportion of them have made any money—while on the other hand, not a few have lost, and that, too, heavily; it is now all attributed to the wild and persistent speculative mania which was kept up during the greater part of the year, and which has so badly injured and demoralized the business. As is the case now, so it has been during the greater part of the entire year, crude much higher, relatively, than refined, and this accounts for so many of our refineries being idle, and the very light manufacture of refined oil. Compared with 1868, our exports east are nearly 130,000 bbls short; we have probably shipped more west and south this year than last, but nothing like enough to make up this large difference.

The new year opens with a very strong feeling on the part of the manufacturers to discourage by all fair and proper means, this speculative mania, which was the leading characteristic of the market during 1869, to promote and encourage trade, and to make the oil business, what it should be, permanent, legitimate and profitable. The practice of a refiner going "short" or "long" of selling double or treble more oil than he could make, or holding his own and buying up all that was on the market, will, it is hoped, be discontinued and discountenanced, and all should labor with a view of placing the oil business on a footing, if possible, similar to that of the iron, or any other legitimate business—the manufacturer should be satisfied with a manufacturers profit, and not attempt to be a manufacturer and a speculator at the same time; These are some of the views and feelings entertained by many who are largely and deeply interested in the business, who have their all invested in it; and who are anxious, as well they should be, to commence with this new year a new era in the oil trade of Pittsburgh.

The receipts of crude during the week were 32,176 bbls against 63,787 last week. We are now enabled to compare the receipts of crude of 1869 with those of 1868, as follows:

1868	1,062,277 bbls.
1869	1,026,902 bbls.
Decrease	35,375 bbls.

The exports of refined east in 1869, compared with 1868, were as follows:

1868	724,991 bbls.
1869	596,475 bbls.
Decrease	128,516 bbls.

The exports this week were again small, 5,583, less than 1,000 bbls per day, against 6,290 last week. From the above it will be seen that we are considerably behind in our exports, compared with 18,68, whereas we should have shipped considerably more.

CRUDE.

To-day there was nothing done, and the only thing we can do is to repeat yesterday's quotations. There is no one wanting spot oil now at 18 or 18½, that time and these quotations, for the time being, have passed away. We now come down to January 1870, which cannot be quoted above 12½ or 13c sellers option, and about ½ a cent more for buyer. Even these figures are too high according to the price of refined, as there is no margin for the manufacturer, and what is wanted now is to get prices established on a manufacturing basis. The idea of crude being 16 or 18c, as has been the case for some time past, with refined down to 29½@31, is simply preposterous, and it is to be hoped it will never occur again.

REFINED.

January delivery may be quoted nominally at 30½@30½; January to March 31, and March to June 31½. Of course there was nothing done to-day, but yesterday future deliveries were reported stronger and tending upward.

Trade of St. Louis.

Statistics of the trade of St. Louis for the past year are given as follows:

	RECEIPTS 1869.	RECEIPTS 1868.	EXPORTS 1869.	EXPORTS 1868.
Flour, bbls	1,119 042	8 058 305	1,049 403	1,496,685
Wheat, bush	6,298,737	4,358,591	1,618,183	541,215
Corn, bush	2,320,712	2,160,277	2,064,434	1,611,618
Oats, bush	8,109,782	3,259,132	1,819,660	1,942,879
Cotton, bales	180,751	19 114	15,267	15 727
Hay, bales	181,149	147,485	93,878	56,124
Tobacco, hhds	10 123	12,364	......	......
Whisky, bbls	41,608	31,419	70 339	3[illegible],862
Lead, pigs	221,817	185,823	......	......
Pork, bbls	78,237	85 127	83,107	130,326
Bacon, sacks	5,979	7,505	......	......
Lard, tierces	23,535	17,872	18,611	22 188
Cattle, head	134 575	115 352	59 457	2[illegible],477
Sheep, head	96 628	79 315	......	......
Hogs, head	844 848	301,640	......	......
Hemp	30,463	28,657	......	......

NASHVILLE, January 1.—Cotton quiet; low middlings 23c, good ordinary 22½c. Wheat: red $1,10, amber $1,15, white $1,20. Corn $1,05. Oats 70c. Rye $1,50. Barley $1,20. Flour: sales at $4,50 to $6 for superfine to fancy. Bacon: clear sides 17½c, shoulders 14½c, hams 21c. Lard 18c. Bulk meats: clear sides 15½c, clear ribbed do. 15c, shoulders 12c. Rump pork $25.

WHOLESALE GROCERS, &c.

WILLIAM MILLER & CO.,

Nos. 221 and 223 Liberty Street,

Corner of Irwin, now offer the trade at low figures, strictly

Prime New Crop New Orleans Sugar and Molasses.

Porto Rico, Cuba and English Island Sugars, New York, Philadelphia and Baltimore Refined do. Golden Drips, Leverings, Brazils, Stuart's Adams' and Long Island Syrups. Porto Rico, Cuba and English Island Molasses. Young Hyson, Japan, Imperial, Gunpowder and Oolong Teas. Carolina and Rangoin Rice. Java, Laguayra and Rio Coffees. Tobacco, Lard Oil, Fish, Nails, Glass, Soaps Cotton Yarns, &c., constantly on hand.

ALSO,

IMPORTERS OF

Fine Brandies, Wines and Segars.

Rhenish, Moselle and Sparkling Hock Wine of Hinkel & Co., in bottles. Sparkling Moselle, Scharsberg and Johannisberg, Hochheimer, Burgundy, &c. Bradenburg & Freres' Fine Olive Oil. do do Clarets, imported in bottles. do do White Wines, in bottles. M. Werk & Sons' Sparkling Catawba. Fine Old Sherry, Madeira and Port Wines. Free Old Monongahela P[illegible]iskies, pure. do Very Superior Old scotch do do.

ALSO,

Sole Agents for Moet & Chandon's Grand Vin Imperial. Verzenay and Sillery Champagne. Brandies of our own selection and warranted.

ESTABLISHED BY A. & T. GORMLY, 1812.

W. M. GORMLY,

WHOLESALE GROCER,

No. 271 Liberty Street,

(DIRECTLY OPP. EAGLE HOTEL,)

PITTSBURGH, PA.

M. STEELE......................J. A. STEELE.

M. STEELE & SON,

Commission Merchants

AND DEALERS IN

FLOUR, GRAIN, FEED, &c.

No. 98 OHIO STREET, near East Common,

ALLEGHENY CITY, Pa.

PETER KEIL..............JAMES F. RICHART.

KEIL & RICHART,

COMMISSION MERCHANTS,

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FLOUR, GRAIN, SEEDS, MILL FEED, &C.

349 Liberty St., Pittsburgh.

MEANOR & HARPER,

FLOUR, GRAIN AND PRODUCE

Commission Merchants,

No. 339 LIBERTY STREET.

Consignments solicited.

W. C. ARMSTRONG,

(Successor to Fetzer & Armstrong,)

PRODUCE COMMISSION MERCHANT,

No. 25 Market Street.

L. J. BLANCHARD,

Wholesale and Retail Grocer,

No. 296 PENN STREET.

LITTLE, BAIRD & PATTON, Wholesale Grocers, Commission Merchants and Dealers in Produce, Flour, Bacon, Cheese, Fish, Carbon and Lard Oil, Iron, Nails, Glass, Cotton Yarns and all Pittsburgh Manufactures generally, 112 and 114 SECOND STREET, Pittsburgh.

JOHN I. HOUSE...EDW. HOUSE....WM. H. HOUSE.

JOHN I. HOUSE & BROS., Successors to JOHN I. HOUSE & CO., Wholesale Grocers and Commission Merchants, Corner of Smithfield and Water streets, Pittsburgh.

JOHN SHIPTON.........................A. WALLACE.

SHIPTON & WALLACE, Wholesale GROCERS AND PRODUCE DEALERS, No. 6 SIXTH STREET, Pittsburgh.

30 CASKS PEARL ASH IN store and for sale, by J. B. CANFIELD.

HENDERSON J. & BROTHERS, 366 Liberty street, Dealers in Drugs, Paint and Patent Medicines.

RIVER NEWS.

The river was about stationary yesterday, with seven feet in the channel by the Monongahela marks. We should not be surprised to see another rise, as there was considerable rain on Saturday night. The weather in the afternoon, yesterday, was boisterous and colder, with frequent snow squalls.

The Carrie V. Kountz left for New Orleans with a good trip and engagements below. Com. W. J. Kountz, Capts. Andrew Oakley and Hartupee, went down on her as far as Rochester, to see how she would perform. Andrew Bunting and Nick Whitten were her pilots.

The Camelia arrived from Nashville on Saturday afternoon with a fair trip.

The St. Charles arrived from Cincinnati on Friday night and departed again on Saturday afternoon.

The Maggie Hays, Capt. B. C. Martin, is up for New Orleans.

The Glendale, Capt. Hare, and the Nellie Rogers, Capt Thos. Rogers, are filling up steadily and will be the first boats out for St. Louis.

The Glasgow, Capt. Andrew Robinson, will be the first boat out for Nashville.

The "Arlington," for this, we understand, has been decided upon as the name for Capt. Dan. Moore's new sidewheeler, will, it is thought, be ready to depart for Cincinnati on Tuesday week.

Capt. H. T. Dexter, of the new steamer City of Evansville, is here.

—A Cairo special to the Cincinnati *Commercial* furnishes the following in reference to the sinking of the Silver Moon: The Thompson Dean bought 500 bales of cotton from the Silver Moon, which boat she found full of water at the Outlets, forty miles above Memphis, yesterday morning. The Silver Moon struck a log, which tore a large hole in her bow, above the high-water line, causing her to fill in ten minutes, but the hold being full of cotton, which buoyed her up, she reached shore, landed her passengers safely, and threw off her deck load, with the assistance of the Thompson Dean. This brought the hole to the surface of the water, when the boat was pumped out, and the hole nearly repaired, when the Dean left. No freight will be lost, as the cotton was rolled into an eddy between the boat and the shore, and on the Thompson Dean. The Silver Moon is expected here in the morning. She would have been a total loss but for her cotton, as she filled so fast that she could not get to the bar, and the water was very deep where the accident occurred. The water was one foot deep on her main deck when she reached shore.

—The Tempest, sunk in Ouachita, was a stern wheeler, built at Pittsburgh, July 1862. Her length was 182 feet, beam 35 feet, hold 4 feet 6 inches. Her value was estimated by insurance men at $15,000, and was insured in St. Louis and Pittsburgh offices—Howe's agencies, for eight or nine thousand dollars. There was no insurance here on her "freight lis," but it is very likely her cargo was insured in open policies in New Orleans offices. The Tempest just previous to leaving St. Louis a short time ago, was extensively repaired at a cost of $5,000.

—The Tennessee river packet, from Pauducah have agreed not to carry freight, after the 1st of January, 1870, the bills of landing of which have purchase bills attached as charges. This is done to prohibit any of the boats from purchasing any heavy articles of commerce, such as salt, lumber, coal, &c., for the purpose of selling to make freight.

—Capt. John Conway writes from New Orleans, on the 27th, that the Wauanita would leave that port on the following day with a full cargo of sugar, molasses and coffee. Business for the Ohio good.

—Capt. C. S. Peck has got the Last Chance over the shoals in Tennessee river, and proposes to carry 10,000 bushels of corn at a time between Knoxville and Chattanooga.

—The Kate Putnam left St. Louis on Friday for Pittsburgh, and the R. C. Gray was advertised to leave Cincinnati for this port on Saturday.

—The Messenger, New Orleans to Pittsburgh, and the Nick Wall, from the same point, enroute for this port, was at Evansville the same day.

—The total number of steamboats enrolled at St. Louis during 1869—passengers, freight, tow and ferry, was 166, aggregating 73,000 tons.

—The Dick Fulton and Mary Alice were at Cairo on Friday, and the Lorena and Grand Lake were at Memphis the same day.

—The St. Francis is now open to Wittsburg, and increased receipts of cotton are expected at Memphis from that direction.

—A Vicksburg telegram says that the Richmond Arbitrators allowed Capt. Neal $19,800 salvage money on the Wagner.

—The Mollie Ebbert arrived at New Orleans on Friday, and the Sallie left there the same day for Pittsburgh.

—The tow-boats N. J. Bigley, Little Alps, Hornet No. 2, and Ironsides, were at Cairo on Thursday.

RIVER PACKETS.

MEMPHIS AND NEW ORLEANS.

FOR CAIRO, MEMPHIS AND NEW ORLEANS.—The fine passenger steamer MAGGIE HAYS....B. C. MARTIN, Commander, James C. Drave, Clerk, will leave for the above and intermediate ports on WEDNESDAY, Jan. 5th, at 4 P. M. For freight or passage, apply on board or to GHRIEST & PORTER, or FLACK & COLLINGWOOD, Agents.

NASHVILLE.

FOR EVANSVILLE, CLARKSVILLE AND NASHVILLE.—The splendid passenger steamer GLASGOW.....A. ROBINSON, Commander, will leave for the above and intermediate ports WEDNESDAY, Jan. 5th, at 4 P. M. For freight or passage, apply on board or to JAMES COLLINS, or FLACK & COLLINGWOOD, Agents.

LOUISVILLE, CAIRO and ST. LOUIS.

FOR CAIRO AND ST. LOUIS.—The fine passenger steamer NELLIE ROGERS.....THOS. ROGERS, Master, Will leave for the above and intermediate ports on THIS DAY, January 3d. For freight or passage apply on board or to GHRIEST & PORTER, Agents. Through receipts given to Nashville on steamer Nellie Rogers, by GHRIEST & PORTER, No. 93 Water street.

FOR LOUISVILLE, CAIRO AND ST. LOUIS.—The fine passenger steamer GLENDALE.....J. M. HARE, Commander, James Melon, Clerk, will leave as announced above, on TUESDAY, Jan. 4th, at 4 P. M. For freight or passage apply on board or to FLACK & COLLINGWOOD, Agents.

STEAMSHIPS.

TO LIVERPOOL AND QUEENSTOWN.

THE INMAN MAIL STEAMSHIPS, Numbering sixteen first-class vessels, among them the celebrated CITY OF PARIS, CITY OF ANTWERP, CITY OF BOSTON, CITY OF BALTIMORE, CITY OF LONDON. Sailing EVERY SATURDAY, from Pier 45 North River, New York. For passage or further information apply to WILLIAM BINGHAM, Jr., 143 SMITHFIELD STREET, Pittsburgh.

PROFESSIONAL.

G. W. DeCAMP,

ATTORNEY AND COUNSELLOR AT LAW.

Office, No. 137 FOURTH AVENUE, Pittsburgh, (formerly occupied by Hon. Walter H. Lowrie,) will practice in the U. S. Circuit and District Courts, in the State Supreme and all the Courts of Allegheny county, and make collections in most of the adjacent counties.

ARCHIBALD BLAKELEY,

ATTORNEY-AT-LAW,

No. 96 FIFTH STREET,

PITTSBURGH, PA.

JOHN A. STRAIN,

ALDERMAN,

EX-OFFICIO JUSTICE OF THE PEACE AND POLICE MAGISTRATE.

Office, 118 FIFTH STREET, opposite the Cathedral, Pittsburgh, Pa. Deeds, Bonds, Mortgages, Acknowledgments, Depositions and all Legal Business executed with promptness and dispatch.

WM. B. NEEPER,

ALDERMAN AND EX-OFFICIO JUSTICE OF THE PEACE.

OFFICE, 69 FIFTH AVENUE.

Special attention given to conveyancing and collections. Deeds, Bonds and Mortgages drawn up, and all legal business attended to promptly and accurately.

APPLE PARERS.—I have a full assortment of Apple Paring, Coring and Slicing Machines, which I invite all to call and see them tried. The PARING, CORING AND SLICING MACHINES, takes only three turns of the crank to pare, core, and slice an ordinary sized apple. It will pare without slicing or coring required.

Dried Apples sell much higher when sliced with this machine than when quartered by the old process.

Also, a full assortment of

Lightning & Turn Table Apple Parers.

For sale, wholesale and Retail, by

JAMES BOWN,

No. 136 WOOD STREET.

H. B. LYON,

Sealer of Weights and Measures,

Office—No. 3 FOURTH AVENUE, Pittsburgh. Capt. JOHN MESSNER, Deputy, Pittsburgh Market. Lieut. GEO. B. McNULTY, Deputy, Allegheny Market.

SPECIAL NOTICES.

CONSUMPTION.

DR. SCHENCK'S PULMONIC SYRUP for the cure of Coughs, Colds and Consumption.

DR. SCHENCK'S SEAWEED TONIC for the cure of Dyspepsia and all the Debilitated Conditions of the Stomach.

DR. SCHENCK'S MANDRAKE PILLS, for Diseases of the Liver or to act as a Gentle Purgative.

All of these three Medicines are often required in curing Consumption, though the Pulmonic Syrup alone has cured many desperate cases. The Seaweed Tonic and Mandrake Pills, assist in regulating the Stomach and Liver, and help the Pulmonic Syrup to digest and search through the blood vessels, by which means a cure is soon effected.

These Medicines are conscientiously offered to the Public as the only safe, certain and reliable remedy for Pulmonary Consumption, and for all those morbid conditions of the body which lead to that fatal disease. Liver Complaint and Dyspepsia are often forerunners of Consumption, and when they manifest themselves they require the most prompt attention.

The Pulmonic Syrup is a medicine which has had a long probation before the public. Its value has been proved by the thousand cures it has made through a period of more than thirty-five years, in all of which time its reputation has increased, and the most obstinate skepticism can no longer doubt that it is a remedy which may be used with confidence in all cases which admit of a cure.

If the patient will perseveringly follow the directions which accompany each bottle, he will certainly be cured, if his lungs are not too much wasted to make a cure possible. Even in cases supposed to be incurable, when friends and physicians have despaired, the use of this Medicine has saved the life of the patient and restored him to perfect health.

Dr. Schenck does not say that all cases of Pulmonary Consumption are within the reach of medicine, but he emphatically asserts that often when patients have the most alarming symptoms, such as a violent cough, creeping chills, night sweats, general debility, even to such a degree that they are obliged to lie in bed, and when they are given up by their physician they may still be cured. No medical treatment can create new lungs, but when the lungs are very badly diseased and to some extent destroyed, a cure may be effected by Dr. Schenck's medicines.

Also, in Scrofulous Diseases, these medicines are equally efficient. Dr. Schenck has photographs of a number of persons who have been nearly covered with running sores and now all healed up. This shows its purifying properties, which must be able to heal cavities in the lungs.

In the treatment of Consumption it is of the utmost importance to give vigor and a healthy tone to the system. Hence it is necessary to strengthen the appetite of the patient and improve the digestion. Proper nourishment is required together with such means as will make the food easily digestible. The articles most suitable for the diet of Consumptive patients are designated in Dr. Schenck's Almanacs, which are distributed gratuitously. In general, the most highly nutritious articles are to be preferred, but the digestive organs must be strengthened in order to make either food or medicine serviceable. This requirement is met by the Seaweed Tonic, and for this purpose it was designated.

When the digestive powers are put in good order, the food has its proper effect; the system of the patient is invigorated and the lungs begin to exercise their functions in a normal and healthy manner. Then the healing powers of Pulmonic Syrup will effect the cure.

Pulmonary Consumption is almost always complicated with Dyspepsia and Liver Complaint. Schenck's Mandrake Pills are intended to remove obstructions from the Liver and restore its healthy action. They have all the efficacy which is ascribed to calomel or "blue mass," and are warranted not to contain a particle of any mineral poison. These Pills cure the most obstinate costiveness, sick headache, piles, bilious affections, and all other diseases which arise from a torpid or obstructed condition of the Liver. One box of these pills will prove the efficacy of the medicine.

In Consumption the Sea Weed Tonic and Mandrake Pills are invaluable auxiliary medicines. They relieve the sufferings of the patient and assist the Pulmonic Syrup in effecting a cure. They have been found useful in advanced stages of Consumption, where the lungs are almost entirely destroyed and all symptoms according to the judgment of the physician indicated a speedy death. The lives of patients who were actually in a dying condition have been preserved for months by the use of Schenck's three great remedies.

Dr. Schenck's Almanac contains a full treatise on the various forms of disease, his mode of treatment, and general directions how to use his medicine, can be had gratis, or sent by mail by addressing his Principal Office, No. 15, North Sixth street, Philadelphia, Pa.

Price of the Pulmonic Syrup and Seaweed Tonic each $1,50 per bottle, or $7,50 a half dozen. Mandrake Pills 25 cents a box. For sale by all druggists. de27:d&F

DOCTOR WHITTIER CONTINUES TO TREAT ALL PRIVATE DISEASES. That numerous class of cases resulting from self-abuse, producing unmanliness, nervous debility, irritability, eruptions, seminal emissions, and finally impotency permanently cured. Persons afflicted with delicate, intricate and long standing constitutional complaints are politely invited to call for consultation, which costs nothing. Experience, the best of teachers, has enabled him to perfect remedies at once efficient, safe, permanent, and which in most cases can be used without hindrance to business. Medicines prepared in the establishment, which embraces office, reception and waiting rooms; also boarding and sleeping apartments for patients requiring daily personal attention, and vapor and chemical baths, thus concentrating the famed mineral springs. No matter who have failed, state your case. Read what he says in his pamphlet of fifty pages, sent to any address for two stamps in sealed envelope. Thousands of cases treated annually, at office and all over the country. Consultation free, personally or by mail. Office No. 9 Wylie street, (near Court House) Pittsburgh, Pa. Hours 9 A. M. to 8 P. M. Sundays 12 M. to 2 P. M. Pamphlet sent to any address for two stamps.

JUST OUT. "CHERRY PECTORAL TROCHES," FOR COLDS, COUGHS, SORE THROAT AND BRONCHITIS. None so good. None so pleasant. None Cure as Quick. DUSHTON & CO., 10 Astor House, New York. Use no more of those horrible tasted nauseating "Brown Cubeb things."

BATCHELOR'S HAIR DYE. This splendid Hair Dye is the best in the world; the only true and perfect Dye; harmless, reliable, instantaneous; no disappointment; no ridiculous tints; remedies the ill effects of bad dyes; invigorates and leaves the Hair soft and beautiful, black or brown. Sold by all Druggists and Perfumers; and properly applied at Batchelor's Wig Factory, No. 16 Bond street, New York.

OILS.

DIAMOND OIL WORKS,

H. M. LONG & CO.,

Office, DALZELL'S BUILDING.

Duquesne Way, Pittsburgh, Pa.

TACK BROTHERS,

COMMISSION MERCHANTS

AND DEALERS IN

Petroleum and its Products.

Pittsburgh Office—DALZELL'S BUILDING, corner of Duquesne Way and Irwin street.

Philadelphia Office—137 WALNUT ST.

WARING & KING,

Commission Merchants and Brokers in

Petroleum and its Products,

DALZELL'S BLOCK, DUQUESNE WAY,

PHILADELPHIA ADDRESS,

Room 17, Chamber of Commerce,

123 SOUTH SECOND STREET.

ECLIPSE PETROLEUM REFINERY.

HERBERT W. C. TWEDDLE,

MANUFACTURER OF

Lubricating & High Test Burning Oils.

Eclipse Railroad Axle Oil, stands great heat without change; remains limpid at lowest temperatures. Special oil for tropical climates or hot weather.

Locomotive, Engine, Machine Shop, Willcut screws.

Saw Mill and Planing Mill Oils, Adapted for high speed.

Spindle Oil, Wool, Head-Light Oil, Oil, Tanners' Stuff, Benzole, ing and Finishing Gasoline, Oil, Harness Oil. Paraffine.

ARMOR VARNISH, to preserve Bright Iron Work and Machinery from Rust.

These products are manufactured under Dr. Tweddle's patent by Superheated Steam in Vacuo. The Lubricating Oils are almost odorless, perfectly pure, uniform, and mostly light colored, stand a high temperature unchanged, and remain limpid during extreme cold. The Railroad Oils are unequalled, and are in constant use on many of the principal Railroads. Samples can be examined and orders left at 174 WOOD STREET. Works at Sharpsburg Bridge.

LEGAL.

U. S. MARSHAL'S OFFICE, W. D. of Pennsylvania, PITTSBURGH, December 14, 1869.

THIS IS TO GIVE NOTICE that on the 13th day of December, A. D. 1869, a Warrant in Bankruptcy was issued against the Estate of JOHN STEIN, of Allegheny City, in the County of Allegheny, and State of Pennsylvania, who has been adjudged a Bankrupt on his own petition; that the payment of any debts and delivery of any property belonging to such Bankrupt to him or for his use, and the transfer of any property by him are forbidden by law; that a Meeting of the Creditors of the said Bankrupt, to prove their Debts and to choose one or more assignees of his Estate, will be held at a Court of Bankruptcy, to be holden at 116 Federal street, Allegheny city, Allegheny county, Pa., before JOHN N. PURVIANCE, Esq., Register, on the 25th day of JANUARY, A. D. 1870, at 10 o'clock A. M.

A. MURDOCH, U. S. Marshal, as Messenger.

IN THE MATTER OF THE application of the FREEHOLD BANK and BUILDING ASSOCIATION for a Charter of Incorporation.

No. 1120, December Term, 1869.

Notice is hereby given that an application has been made to the Court of Common Pleas Allegheny, at No. 1120, December Term, 1869, by the Freehold Bank and Building Association for a Charter of Incorporation, and that the same will be granted by the Court at the December Term, unless sufficient reason be shown to the contrary.

JACOB H. WALTER, Prothonotary.

PITTSBURGH, Dec. 7, 1869.

ASSESSMENTS.

HIGH STREET.—The undersigned, appointed Viewers to assess damages and benefits for opening High street, from Kale street to City line, will meet on THURSDAY, January 6th, 1870, at 3 o'clock P. M., to attend to the duties of their appointment.

SIMEON BULFORD, ANDREW DAVIDSON, JAMES MORGAN.

ALPERT & KOHLER,

Manufacturers and Dealers in BOOTS, SHOES AND GAITERS, No. 38 Market street, Pittsburgh, Pa.

Particular attention given to Custom Work. We beg leave to direct the attention of the public to the fact that we are now prepared to manufacture Boots and Shoes for persons troubled with Corns, Bunions, or deformed feet, under the personal supervision of our Mr. ALPERT, formerly of Allegheny City, who will be pleased to see his old customers again. We have adopted Mr. Alpert's mode of measuring the foot, by which we can be safe in warranting easy and comfortable Boots and Shoes for the tenderest feet. Give us a trial and be convinced.

ALPERT & KOHLER, 38 Market street Pittsburgh, Pa.

75 TONS BEST BRANDS Soda Ash, for sale by J. B. CANFIELD.

NEW ADVERTISEMENTS.

SEALED PROPOSALS WILL be received at the office of the Chief Quartermaster, Military Division of the Missouri, Chicago, Illinois, until 12 M., on TUESDAY, February 1, 1870, for the transportation of Government troops, military, Government and Indian supplies between the following points, as indicated during the time from March 20, 1870, to October 31, 1870, viz.:

From St. Louis, Mo., to Sioux City, Yankton Agency, Fort Randall, Whetstone Creek, Lower Brules and Crow Creek Agencies, Fort Sully, Big Cheyenne and Grand River Agencies, Forts Rice, Stevenson, Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell river, and Fort Benton.

From Wyandotte, Kan., to Sioux City, Yankton Agency, Fort Randall, Whetstone Creek, Lower Brules and Crow Creek Agencies, Fort Sully, Big Cheyenne and Grand River Agencies, Forts Rice, Stevenson, Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell river and Fort Benton.

From Fort Leavenworth, Kan., to Sioux City, Yankton Agency, Fort Randall, Whetstone Creek, Lower Brules and Crow Creek Agencies, Fort Sully, Big Cheyenne and Grand River Agencies, Forts Rice, Steve son, Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell river and Fort Benton.

From Omaha, Neb., to Sioux City, Yankton Agency, Fort Randall, Whetstone Creek, Lower Brules and Crow Creek Agencies, Fort Sully, Big Cheyenne and Grand River Agencies, Forts Rice, Stevenson, Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell River and Fort Benton.

From Sioux City, Iowa, to Yankton Agency, Fort Randall, Whetstone Creek, Lower Brules and Crow Creek Agencies, Fort Sully, Big Cheyenne and Grand River Agencies, Forts Rice, Stevenson, Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell river, and Fort Benton.

From Yankton Agency to Fort Randall, Whetstone Creek, Lower Brules and Crow Creek Agencies, Fort Sully, Big Cheyenne and Grand River Agencies, Forts Rice, Stevenson, Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell river, and Fort Benton.

From Fort Randall to Whetstone Creek, Lower Brules and Crow Creek Agencies, Fort Sully, Big Cheyenne and Grand River Agencies, Forts Rice, Stevenson, Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell river, and Fort Benton.

From Whetstone Creek Agency to Lower Brules and Crow Creek Agencies, Fort Sully, Big Cheyenne and Grand River Agencies, Forts Rice, Stevenson, Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell river, and Fort Benton.

From Lower Brules Agency to Crow Creek Agency, Fort Sully, Big Cheyenne and Grand River Agencies, Forts Rice, Stevenson, Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell river, and Fort Benton.

From Crow Creek Agency to Fort Sully, Big Cheyenne and Grand River Agencies, Forts Rice, Stevenson, Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell river, and Fort Benton.

From Fort Sully to Big Cheyenne and Grand River Agencies, Forts Rice, Stevenson, Buford, Camp Cooke, or any post that may be established at the mouth of Musselshell river, and Fort Benton.

From Big Cheyenne Agency to Grand River Agency, Forts Rice, Stevenson, Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell river, and Fort Benton.

From Grand River Agency to Forts Rice, Stevenson, Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell river, and Fort Benton.

From Fort Rice to Forts Stevenson, Buford, Camp Cooke or any post that may be established at the mouth of Musselshell river and Fort Benton.

From Fort Stevenson to Fort Buford, Camp Cooke, or any post that may be established at the mouth of the Musselshell river and Fort Benton.

From Fort Buford to Camp Cooke or any post that may be established at the mouth of the Musselshell river and Fort Benton.

From Camp Cooke or any post that may be established at the mouth of the Musselshell river, to Fort Benton.

Proposals are also invited for the transportation of troops and supplies, during the season from March 20, 1870, to October 31, 1870, from Chicago, Illinois, via Sioux City, Iowa, on through bills of lading, to all the points above Sioux City that are above specified.

Bidders will state the rate, (separately for each month from March 20th to October 31st, 1870, inclusive, the date of starting to determine the rate to be paid, at which they will perform the service from each of the starting points to the several points of destination above-named, as follows:

1st. The rate at which they will transport each officer and soldier (cabin passage to be provided for officers, and for soldiers necessary facilities for cooking their rations, which will be supplied by the Government).

2d. The rate per 100 pounds at which they will transport supplies.

3d. The rate at which they will transport horses, mules, cattle, ambulances, carts, wagons, etc., (troughs for feeding the animals to be provided by steamboat.)

A just preference will be given to parties who own and control boats. Boats will be expected always give the Government freight the preference, and in no case will be allowed to carry private to the exclusion of Government freight.

The contractor will be required to transport stores by land in the event of failure by water; and all stores received by the contractor for transportation must be delivered at their destination within the year 1870.

Bidders will please give the rate at which they will furnish transportation down stream—though for that exclusive purpose no boat will be required to go up stream unless to bring down at least 150 tons of Government freight. The contractor for transportation from Chicago will not be required to furnish any down stream transportation.

In case the contracting party fails to carry freight as required, the Government reserves the right to furnish the transportation at the expense of the contractor: and nothing herein contained shall be so construed as to prevent the Government from transporting its supplies on any of its own boats.

Bidders are informed that no boat loaded with Government stores will be allowed to go above Sioux City, Iowa, drawing over three and one-half feet water. As no boats will be required to go to points above Sioux City with less than one hundred tons, bidders will state the rate at which they will transport detachments of troops of 100 or more without freight.

Bidders should give their names in full, as well as their places of residence, and each proposal must be accompanied with a bond in the sum of $10,000, signed by two or more responsible persons, guaranteeing that, in case the contract is awarded to the person proposing, it will be accepted and entered into, and good and sufficient security furnished by said party, in accordance with the terms of this advertisement.

The contractor will be required to give bonds in the sum of ($100,0.0) one hundred thousand dollars.

The party to whom the award is made, must be prepared to execute the contract at once, and to give the required bond for its faithful performance.

The Government reserves the right to reject any or all bids that may be offered.

Copy of blank form of contract both for transportation from St. Louis, Mo., and Chicago, Ill., to be entered into in the event of award, and blank forms of proposals, can be had by application to this office, to the office of the Chief Quartermaster, Department of the Missouri, St. Louis, Mo.; Chief Quartermaster, Department of the Platte, Omaha, Neb.; to Brevet Lieutenant Colonel James M. Moore, Quartermaster, Fort Leavenworth, Kan., and to Captain James Gillis, Assistant Quartermaster, Sioux City, Iowa.

Proposals for transportation from St. Louis, etc., should be indorsed, "Proposals for Army Transportation on the Missouri River, from St. Louis, Mo., etc.," and those for transportation from Chicago, "Proposals for Army Transportation from Chicago, Ill., to points on the Missouri River," and addressed to the undersigned.

By order of the Quartermaster General:

D. H. RUCKER,

Assistant Quartermaster General, United States Army and Chief Quartermaster Military Division of the Missouri.

AN ORDINANCE

To Provide for the Arrest and Punishment of Persons Guilty of Riots and other Offences Under the 12th Section of the Act of Assembly, Approved April 6, 1867, Entitled a Further Supplement to the Act Incorporating the City of Pittsburgh, &c.

SEC. 1. *Be it ordained and enacted by the Select and Common Councils of the City of Pittsburgh, and it is hereby ordained and enacted by the authority of the same,* That it shall be the duty of the police of the City of Pittsburgh, upon view or upon information made and warrant issued, to arrest all persons who may be found engaged in, or charged with violating the public peace disorderly conduct, lewd, indecent or lascivious behavior on the streets or other public places, creating riots or gambling, and all vagrants, common street beggars, common prostitutes, habitual disturbers of the public peace, known or reputed pickpockets, burglars, thieves, watch stuffers, persons who practice any trick, game or device with intent to swindle, persons who abuse their familiar, and suspicious persons who can give no reasonable account of themselves, and bring the same before the Mayor of the city, and upon conviction of any of said offences said persons shall be punished by fine, or imprisonment at hard labor, or both, at the discretion of the Mayor. Provided, no such person shall be fined for the first offence to exceed fifty dollars, nor for the second offence to exceed one hundred dollars, and that such imprisonment, for the first offence, not exceed thirty days; for the second offence, sixty days.

SEC. 2. That any ordinance or part of ordinance conflicting with the passage of this ordinance at the present time, be and the same is hereby repealed so far as the same affects this ordinance.

Ordained and enacted into a law in Councils, this 27th day of December, A. D. 1869.

JAMES McAULEY, President of Select Council.

Attest: E. S. MORROW, Clerk of Select Council.

W. A. TOMLINSON, President of Common Council.

Attest: H. McMASTER, Clerk of Common Council.

L. B. FULTON..................O. J. M'GANN.

FULTON & M'GANN,

PRACTICAL PLUMBERS,

GAS AND STEAM FITTERS,

Fifth Avenue, Near High Street,

PITTSBURGH, PA.

Lead Pipe, Gum Hose, Gas Fixtures, Sinks, Bath Tubs and Wash Stands, Iron Pipe and Fittings, Ale and Beer Pumps, and Steam Cocks always on hand. Public and Private Buildings fitted up with Gas, Water and Steam Heating Apparatus. Jobbing promptly attended to.

FINANCIAL.

TRADESMEN'S NATIONAL BANK,

Wood St., cor. Second Avenue.

INTEREST PAID ON DEPOSITS.

Gold, Coupons, Bonds and Stocks

BOUGHT AND SOLD.

A. BRADLEY, President. W. VANKIRK, Vice President. CYRUS CLARKE, Jr., Cashier.

N. HOLMES & SONS,

BANKERS,

57 MARKET STREET.

PITTSBURGH, PA.

Collections made on all the principal points of the United States and Canadas.

Stocks, Bonds and other Securities

BOUGHT AND SOLD ON COMMISSION.

Particular attention paid to the purchase and sale of

United States Securities.

HART, CAUGHEY & CO.,

BANKERS AND BROKERS,

Corner Fourth and Wood Streets,

PITTSBURGH, PA.,

(SUCCESSORS TO HANNA, HART & CO.,)

DEALERS IN

Exchange, Coin, Coupons,

And particular attention paid to the purchase and sale of

GOVERNMENT BONDS.

Sight Drafts on London.

CITY BANK.

112 Fifth Avenue, Pittsburgh, Pa.

CAPITAL, $100,000,

STOCKHOLDERS INDIVIDUALLY LIABLE.

INTEREST PAID ON DEPOSITS.

FOREIGN EXCHANGE Bought and sold, and when desired remitted to Europe. Collections made on all the principal points of the United States and Canada.

DOMINICK INMAN, President. JAMES McCABE, Vice President. W. N. MORGAN, Cashier.

DIRECTORS.

D. Inman, Thomas Rourke, J. Dunlevy, Jr., Patrick Kane, Chas. B. Barr, Jno. Jos. Hermann, James McCabe, Hugh Keating, Terence Campbell, James Phelan, R. A. Freyvogle, Thomas Barnes.

JOS. M. GAZZAM, Solicitor.

POSTOFFICE DEPARTMENT, WASHINGTON, October 18, 1869.

PROPOSALS FOR MAIL LOCKS.

SEALED PROPOSALS for furnishing Mail Locks and Keys of new kinds, to be substituted for the Locks and Keys now used on the United States mails, will be received at this Department until 9 o'clock A. M., the 3d day of FEBRUARY, 1870. It is desirable to obtain Locks and Keys of a new construction for the exclusive use of the United States mails, and, if practicable, invented expressly for that purpose. As the exposure of a model Lock and Key to public examination would impair, if not destroy, its utility for the mails, the Department prescribes no model for bidders, but relies for its selection on the specimens of mechanical skill and ingenuity which a fair competition among inventors, hereby invited, may develop. It is sufficient to describe the principal requisites of a Mail Lock, as follows: Self-Locking uniformity, security, lightness, strength, durability, novelty of construction and facility of use. Two kinds of Locks and Keys, one of brass and the other of iron, different in exterior form and interior construction or arrangement, are required; and Proposals should specify separately the price of each brass Lock, each Key for the same, each iron Lock and each Key for same. Duplicate samples of each kind of Locks and Keys proposed, are required to be submitted with the Proposals; one of each sample Lock to be riveted up and finished, and another to be open or unriveted, so that its internal structure and arrangement may easily be examined. Every sample should be plainly marked with the bidder's name, and, if the same or any part of it be covered by a patent, the date of such patent and the name of the patentee must be also attached thereto.

The internal plan or arrangement of the Locks offered, and the particular shape of the Key requisite to open them, must not be like any now or heretofore in use.

They must be warranted not to infringe upon or conflict with any patented invention of which the bidder is not the patentee. Preference will be given to a Lock, the Key of which has not been exposed to general observation or been publicly described, disclosed or suggested.

A decision on the various specimens and Proposals will be made on or before the 3d day of MARCH, 1870; and unless the Postmaster General shall deem it to be for the interests of the Department to reject all the Proposals and specimens submitted under this advertisement, the right hereby expressly reserved to him,) contracts will be entered into as soon thereafter as practicable, with the successful bidder whose Locks shall be adopted, for furnishing similar Locks and Keys for four years, as they may be required and ordered. If mutually agreed in writing by the contractor and Postmaster General, for the time being, not less than six months before its expiration, the contract may be extended and continued for an additional term of four years. But on and after the expiration of either term of the contract, or on and after its rightful annulment at any time, the Postmaster General shall have the right to contract with or employ any other party to furnish the same, or any other kind of Locks and Keys; and if he shall deem proper to demand and receive from the late or defaulting contractor all finished or unfinished Keys and the internal parts of the Locks contracted for, and all dies, gauges and designs, (which would enable others to make or forge such Locks and Keys) in the possession of such contractor, who, after their surrender to the Department shall be paid for the same, at such price as may be ascertained by fair appraisement.

The contractor must agree and be able to furnish, if required and ordered, 20,000 Brass Locks and 3,000 Brass Keys within three months from the time of entering into contract, and 60,000 Iron Locks and 60,000 Iron Keys within ten months from such time. But the Postmaster General will reserve the right to increase or diminish, as the wants or interests of the service may demand, the quantities of the Locks and Keys above specified, with a proportionate allowance of time to furnish them.

All the Locks furnished by the contractor must be warranted to keep in good working order for two years in the ordinary use of the service when not subjected to obvious violence; such as become defective within that time to be replaced with perfect Locks without charge. All the Locks furnished under contract are to be, each, distinctly marked "U. S. Mail," in either sunk or raised letters, and all the Keys are to be numbered in the natural order; each Key having its appropriate number distinctly stamped upon one side of the bow and "U. S. Mail" on the opposite side.

The contractor will be required to deliver the Locks at his expense at the Postoffice Department, Washington, D. C., put up on sticks, forming separate bundles of five Locks each, and securely packed in wooden boxes containing not more than two hundred Locks each. The Keys are to be delivered to an agent of the Department duly and specially authorized in each case, to take charge of and convey the same from the contractor's manufactory to the Department, where both Locks and Keys are to be inspected and approved before they shall be paid for.

The contractor will be required to give bond with ample security in the sum of Fifty Thousand Dollars, to be forfeited to the United States as liquidated damages, in case of his failure to faithfully perform the contract, either as to furnishing the supplies ordered within a reasonable time, or as to guarding the manufacture of the Mail Locks and Keys with due privacy, integrity and care.

No proposal will therefore be accepted if not accompanied with a bond of the penal sum of Twenty Thousand Dollars, duly executed by the proposed sureties, (whose responsibility must be certified by a Judge of a Court of Record nearest to their place of residence, attested by the Clerk of such Court under the seal thereof,) and conditioned for their becoming responsible as sureties on the required bond for the fulfillment of the contract, in case such Proposal shall be accepted. The manufacture of Mail Locks and Keys is, of necessity, a highly important and delicate trust, which the Department will confide to no bidder whose Proposals are not also accompanied with testimonials of good character.

In deciding on the Proposals and specimens the Postmaster General may deem it expedient to select the Brass Lock of one bidder and the Iron Lock of another. He, therefore, reserves the right of contracting with different individuals for such different kinds of Locks as he may select.

Proposals should be carefully sealed and addressed to the "Second Assistant Postmaster General," and endorsed on the envelope "Proposals for Mail Locks."

JOHN A. J. CRESSWELL, Postmaster General.

PUBLIC NOTICE.

Having been appointed GAS and GAS METER INSPECTOR for Allegheny County, notice is hereby given that until the necessary office a Mechanical Testing Machinery can be provided, I will be found at the OFFICE OF THE NATIONAL FOUNDRY AND PIPE WORKS, Twenty-third street, near Penn, Pittsburgh.

R. M. SMITH, Gas and Gas Meter Inspector.

100 BARRELS CLEVELAND Lime. 100 bbls Tremont Lime. 500 bbls Eastern White Lime. For sale by J. B. CANFIELD.

IRON AND STEEL.

DUQUESNE WORKS.

COLEMAN, RAHM & CO.,

Manufacturers of

IRON, NAILS STEEL,

AXLES AND SPRINGS.

DUQUESNE, FX AND JUNIATA,

FLAT BAR, ROUND AND SQUARE IRON, BAND, HOOP SHEET AND TANK IRON, BOILER PLATES AND HEADS, GUARD IRON, DRAG and DROPPER BARS, FLANGES, CUTTER BARS, CYLINDER IRON, T AND FLAT RAIL, for Coal Roads, CROWBARS, WEDGES & HARROW TEETH, SPRING, PLOW AND CULTIVATOR STEEL, STEEL WINGS AND MOULDS cut to pattern, STEEL TIRES, STEEL SHAFTING, A. B. STEEL, COACH, BUGGY and WAGON SPRINGS and AXLES, CUT NAILS AND SPIKES.

All Goods First Class and Warranted.

OFFICES AND WORKS: Sixteenth Street and Allegheny River and 77 Water Street, Pittsburgh.

MILLER, BARR & PARKIN.

GENERAL PARTNERS: WM. METCALF, GEO. W. BARR, REUBEN MILLER, CHAS. PARKIN.

SPECIAL PARTNER—S. M. KIER.

CRESCENT STEEL WORKS,

MILLER, BARR & PARKIN,

OFFICE, No. 330 Liberty Street,

PITTSBURGH, PA.

PITTSBURGH STEEL WORKS.

ESTABLISHED IN 1845.

ANDERSON & WOODS,

MANUFACTURERS OF

BEST REFINED CAST STEEL

Of every description. Also, best

Refined German Plow and Spring Steel.

CORNER ROSS AND FIRST AVENUE, Pittsburgh, Pa.

DUQUESNE FORGE.

WILLIAM MILLER,

(Successor to JOS. HAIGH & CO.,)

Has facilities co-extensive with the leading Forges in the East, and is prepared to promptly and satisfactorily fill all orders for STEAMBOAT SHAFTS, CRANKS, PISTON RODS, LEVERS, PITMAN JAMS, WRISTS, RAILROAD AXLES, LOCOMOTIVE FRAMES, together with every description of SHAPE WORK. Office and Forge

Corner of Duquesne Way and First Street.

ELLERSHAUSEN PROCESS.

The Trustees are now prepared to grant licenses for the use of the ELLERSHAUSEN PROCESS.

The superior quality imparted to good iron, the great improvement in inferior iron, and the reduced cost, commend it to all manufacturers of iron.

Parties wishing to use it can obtain licenses by applying to

JAMES P. SPEER,

Attorney for the Trustees,

ROOMS 1 and 2 English's Building, 96½ Fourth avenue.

Parties interested are invited to visit the SHOENBERGER WORKS, where the process is now in successful operation.

SHEFFIELD STEEL WORKS.

SINGER, NIMICK & CO.,

PITTSBURGH, PA.,

Manufacturers of every description of

CAST AND GERMAN STEEL.

RAILWAY SPRINGS, ELLIPTIC AND PLATFORM SPRINGS, AXLES, STEEL TIRE, &c., &c.

Warehouse, 83 Water and 100 First Sts.

BLACK DIAMOND STEEL WORKS.

PARK, BROTHER & CO.,

Manufacturers of all descriptions of

STEEL.

Office and Warehouse, THIRTIETH, THIRTY-FIRST and RAILROAD STREETS,

PITTSBURGH.

STOVES, CASTINGS, &c.

COOK STOVES.

GET THE BEST.

BISSELL & CO'S

TRIUMPH,

FOR BITUMINOUS COAL,

Warranted to Cook, Bake or Roast as well as any other Stove in the Union.

BISSELL & CO.,

No. 235 Liberty Street.

Also, on hand and for sale, PARLOR STOVES, HEATING STOVES, GRATE FRONTS, FENDERS, COOKING RANGES, &c.

GRAFF, HUGUS & CO.,

MANUFACTURERS OF EVERY VARIETY OF

STOVES,

BOSTON COOKING RANGE,

"THE FIERY FURNACE,"

FOR WARMING BUILDINGS.

THE NEW ANTI-DUST COOKING STOVE, "REGULATOR," "COLUMBIA COOK STOVE," VAN'S (Cincinnati Pattern) PORTABLE RANGE, CAST IRON MANTLES, WELLMAN'S REFLECTOR, GRATES, free from dirt and dust; GRATE FRONTS, FENDERS, &c.

208 and 208 Liberty Street,

PITTSBURGH, PA.

A. BRADLEY & CO.,

NO. 80 WOOD STREET,

Manufacturers of the Greatest Variety of

Cook, Parlor and Heating Stoves,

TO BE FOUND.

In our assortment will be found all the LATEST PATTERNS AND IMPROVEMENTS, and the reputation of our Stoves is such that any one in want of a good article should purchase none but those manufactured by us, as they will be found the most durable as well as economical. Would call particular attention to our new VOLCANO STOVE, for churches, halls and stores. Over 800 sold in three months. Intended for with or without casing. All who have used them pronounce them superior to any other and far cheaper. Send for Catalogue and Price List.

BRASS FOUNDERS.

HENRY BIER.....................GUSTAVE BASCH.

HENRY BIER & CO.,

SUCCESSORS to

JOHN M. COOPER & CO.,

Bell and Brass Founders.

BRASS CASTINGS

MADE PROMPTLY TO ORDER.

Maleable and Grey Iron Fittings,

GAS PIPE AND TUBING,

THROTTLE, SAFETY AND CHECK VALVES,

ALL GLOBE PATTERN.

IRON COCKS,

Brass Work of every description for Steam, Water and Oil.

MANUFACTURERS OF J. M. COOPER & CO'S Improved Balance-Wheel Steam Pump,

Agents for Dreyfus' Patent Oilers, the best in the Market.

Office and Works, corner Thirteenth and Pike Streets.

ATWOOD & McCAFFREY,

Corner Liberty street and Third Avenue, Pittsburgh, Pa.,

BRASS FOUNDERS AND IRON PIPE FITTERS, and AGENTS for A. S. CAMERON & CO'S STEAM PUMPS AND BLOWERS.

ARCHITECTS.

BARR & MOSER,

ARCHITECTS,

FRUIT HOUSE ASSOCIATION BUILDINGS, Nos. 3 and 4 St. Clair Street, Pittsburgh, Pa. Special attention given to the designing and building of COURT HOUSES and PUBLIC BUILDINGS.

FOUNDERS, MACHINISTS.

NATIONAL FOUNDRY

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Corner Carroll and Smallman Streets,

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CAST IRON BOWL PIPE

FOR GAS AND WATER WORKS.

My Pipes are all cast invariably in Pits, in dry sand and 12 feet lengths. Also, full assortment of general

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Engines, Rolling Mill Machinery, Nail Machines, Retorts, and Castings generally.

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Manufacturers of IRON HOUSE FRONTS, WINDOW LINTELS and SILLS, and

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Special attention paid to ARCHITECTURAL CASTINGS and to Castings for Window Glass Houses.

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Successors to ROBINSON, MINIS & MILLER,

WASHINGTON WORKS.

FOUNDERS AND MACHINISTS, PITTSBURGH,

Manufacturers of Boat and Stationary Steam Engines, Blast Engines, Mill Machinery, Gearing, Shafting, Castings of all descriptions; Oil Tanks and Stills, Boiler and Sheet Iron Work. Office, No. 12, corner First and Smithfield streets.

Agents for GIFFARD'S PATENT INJECTOR for feeding Boilers.

THOMAS CARLIN & CO.,

Fourth Ward Foundry and Machine Works,

SANDUSKY ST., ALLEGHENY CITY, Pa.,

Manufacturers of Stationary and Portable Steam Engines, Oil Presses, Pulleys, Shafting, Grist and Saw Mill Work, Rolling Mill and Machine Castings, Grate Bars, Weights, Wagon Boxes, &c. Built to order and have on hand Engines of all sizes.

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Chill Rolls, Mill Castings, Roll Lathes, &c.

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MANUFACTURERS OF

TUBULAR, DOUBLE-FLUED TUBULAR FIRE-BOX AND CYLINDER STEAM BOILERS. OIL STILLS AND OIL TANKS, CHIMNEYS, BREECHING AND ASH PANS, SETTLING PANS, SALT PANS AND CONDENSERS, STEAM PIPES, GASOMETERS AND IRON BRIDGES, PRISON DOORS AND COAL SHUTES.

Office and Warehouse, corner Second, Third, Short and Liberty Street,

PITTSBURGH, PA.

Orders sent to the above address will be promptly attended to.

HUGH M. BOLE & CO.,

Cor. Point Alley and Duquesne St.,

(NEAR THE POINT,)

Engine Builders, Founders and Machinists,

Manufacture STEAMBOAT ENGINES and STATIONARY ENGINES, of all sizes. Special attention invited to our new STATIONARY OIL WELL ENGINE AND PORTABLE BOILER, of 15 horse power. CASTINGS, of every kind, made to order at our Foundry, on THIRD STREET, below Market. RIGS for Oil Wells, SHAFTING, PULLEYS, HANGERS, HOUSE and TOBACCO SCREWS and IRON TOBACCO PRESSES, on hand and made to order, at the

INDUSTRIAL WORKS,

Fronting on the Allegheny River, near the Point,

PITTSBURGH, PA.

All orders promptly filled. TRY US.

RIESICK & BRO.,

FIRE & BURGLAR-PROOF

SAFES AND VAULTS.

NO DAMP, NO MOULD.

ENGINES AND MACHINERY,

BREWERY WORK, REPAIRING AND FITTING-UP MACHINERY,

Cor. 17th and Pike Sts., Pittsburgh, Pa.

O'HARA BOILER WORKS.

F. REPHAN & CO.,

Manufacturers of

STEAM BOILERS, OIL TANKS, STILLS, AGITATORS, SALT PANS, GASOMETERS, SETTLING PANS, PRISON DOORS, CHIMNEYS, BRIOHEN FIRE BEDS, &c.,

Cor. of Second Avenue and Liberty St.,

PITTSBURGH, PA.

Repairing done promptly. Orders sent to the above address will be promptly attended to. F. REPHAN, formerly Manager at CARROLL & SNYDER'S.

WM. BARNHILL & CO.,

BOILER MAKERS

AND SHEET IRON WORKERS,

NOS. 30, 32, 34 AND 36 PENN ST.

Having secured a large yard and furnished it with the most approved machinery, we are prepared to manufacture every description of BOILERS in the best manner, and warranted equal to any made in the country. Chimneys, Breeching, Fire Beds, Steam Pipes, Locomotive Boilers, Condensers, Salt Pans, Tanks, Oil Stills, Agitators, Settling Pans, Boiler Iron, Bridges, Sugar Pans, and sole manufacturers of Barnhill's Patent Boilers.

Repairing done on shortest notice.

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Steam Boilers, Oil Stills, Tanks,

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NOVELTY WORKS.

Founded A. D. 1832.

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KEYSTONE STANDARD, (FAIRBANK PATENT,) PLATFORM AND COUNTER

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James Pand Patent Door Locks and Latches, Paint and Coffee Mills, &c.

CORNER OF FIRST AVENUE & GRANT STS. Pittsburgh, Penn'a.

STONE.

WEST COMMON

Machine Stone Works,

Northwest corner of West Common, Allegheny.

FREDK AYVATER & CO.

Have on hand or prepare on short notice Hearth and Step Stones, Flags for Sidewalks, Brewery Vaults, &c. Head and Tomb Stones, &c. Orders promptly executed. Prices reasonable.

RAILROADS.

PENNSYLVANIA CENTRAL RAILROAD. On and after 11 P. M. Sunday NOV. 14th, 1869, Trains will arrive at and depart from the Union Depot, corner of Washington and Liberty streets, as follows:

Arrive.		Depart.	
Mail Train	1:30 am	Southern Ex.	[illegible]
Fast Line	1:49 am	Pacific Ex.	[illegible]
Wall's No. 1	6:50 am	Wall's No. 1	[illegible]
Brinton Ac No 1	7:50 am	Mail Train	[illegible]
Wall's No. 2	8:50 am	Brinton Ac.	[illegible]
Cincinnati Ex	9:30 am	Bra'ks Ac No 1	[illegible]
Johnstown Ac	10:50 am	Cincin'ti Ex.	[illegible]
Bra'ks Ac No 1	7:00 pm	Wall's No. 2	[illegible]
Pittsb'gh Ex.	1:30 pm	Johnstown Ac	[illegible]
Pacific Exp's	1:50 pm	Bra'ks Ac No 2	[illegible]
Wall's No. 3	2:50 pm	Phila. Express	[illegible]
Bra'ks Ac No 2	5:55 pm	Wall's No. 3	[illegible]
Wall's No. 4	5:50 pm	Wall's No. 4	[illegible]
Brinton Ac No 2	11:10 pm	Fast Line	[illegible]
Way Pass'r	10:20 pm	Wall's No. 5	[illegible]

These trains make close connection at Harrisburg for Baltimore.

The Church Train leaves Walls Station every Sunday at 9:05 a. m., reaching Pittsburgh at 10:05 a. m. Returning, leaves Pittsburgh at 12:50 p. m. and arrives at Walls Station at 3:10 p. m.

Cincinnati Express leaves daily. Sea Express leaves daily except Monday. All other trains daily except Sunday.

For further information apply to W. H. BECKWITH, Agent.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for wearing apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

WESTERN PENNSYLVANIA RAILROAD.—On and after NOV. [illegible], the Passenger Trains on the Western Pennsylvania Railroad will arrive at and depart from the Federal Street Depot, Allegheny City, as follows:

Arrive.		Depart.	
Springd'e No 1	6:40 am	Mail	[illegible]
Freeport No. 1	9:30 am	Freeport	[illegible]
Express	10:40 am	Express	[illegible]
Sharpsb'g No. 1	12:[illegible] pm	Springd'e	[illegible]
Freeport No. 2	4:05 pm	Freeport	[illegible]
Mail	3:20 pm	Sharpsb'g	[illegible]
Springd'e No 2	6:20 pm	Springd'e	[illegible]

Above trains run daily except Sunday.

The Church Train leaves Allegheny Junction every Sunday at 7:45 a. m., reaching Allegheny City at 9:30 a. m. Returning, leaves Allegheny City at 1:30 p. m. and arrive at Allegheny Junction at 3:40 p. m.

The train leaving Allegheny City at 7:00 a. m. make direct connection at Freeport with Walker's line of Stages for Butler and Kittanning.

Through tickets may be purchased at the Office, No. 12 St. Clair street, near the Suspension Bridge, Pittsburgh, and at the Depot, Allegheny.

For further information apply to JAMES LEFFERTS, Agent, Federal Street Depot.

The Western Pennsylvania Railroad will not assume any risk for Baggage, except for wearing apparel, and limit their responsibility to One Hundred Dollars in value. All baggage exceeding this amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

1869. PITTSBURGH, FORT WAYNE & CHICAGO R. W. and CLEVELAND & PITTSBURGH R. R. From NOV. 14th, 1869, trains will leave and arrive at the Union Depot, north side, Pittsburgh city time, as follows:

Leave.		Arrive.	
Chicago Ex.	3:05 am	Chicago Ex.	[illegible]
Erie & Y'n Ex.	7:35 am	Pacific Ex.	[illegible]
Cl. & Wh'g Ex.	6:35 am	Wheeling Ex	[illegible]
Chicago Mail	6:55 am	C. & St. L. Ex	[illegible]
Fast Line	9:55 am	Chi'go Ex.	[illegible]
Cl. & Wh'g Ex.	2:05 pm	Cleveland Ex	[illegible]
Chicago Ex.	3:35 pm	Erie & Y'n Ex	[illegible]
W's & Erie Ex	4:05 pm	Cl. & Wh'g Ex	[illegible]
Depart from Allegheny.		*Arrive at Allegheny.*	
Bea'r Falls Ac.	6:25 am	Leetsdale Ac.	[illegible]
Leetsdale	10:15 am	Bea'r Falls	[illegible]
"	11:53 am	New Castle	[illegible]
Rochester	2:25 pm	Enon	[illegible]
Enon	4:25 pm	Leetsdale	[illegible]
Leetsdale Ac	5:15 pm	Bea'r Falls	[illegible]
Bea'r Falls	6:15 pm	Leetsdale	[illegible]
Leetsdale	10:45 pm		
Fair Oaks Sunday Church	1:12 pm	Fair Oaks Sunday Church	[illegible]

3:35 p. m. Chicago Express leaves daily. 6:35 a. m. Chicago Express arrives daily.

F. R. MYERS, Genl. Pas. & Ticket Agent. J. N. McCULLOUGH, Genl. Manager.

CHANGE OF TIME. ALLEGHENY VALLEY RAILROAD. THE ONLY DIRECT ROUTE TO THE OIL REGIONS WITHOUT CHANGE OF CARS. On and after MONDAY, Nov. 22, 1869, TWO THROUGH TRAINS DAILY (except Sunday) will leave Pittsburgh Depot, corner of Eleventh and Pike streets, for Franklin, Oil City, Buffalo, and all points in the Oil Regions.

LEAVE PITTSBURGH.		ARRIVE IN PITTSBURGH.	
Day Ex.	7:15 am	Day Ex.	[illegible]
Night Ex.	8:00 pm	Night Ex.	[illegible]
1st Hulton	6:20 am	1st Hulton	[illegible]
2d Hulton	11:50 am	2d Hulton	[illegible]
3d Hulton	3:00 pm	3d Hulton	[illegible]
4th Hulton	11:05 pm	4th Hulton	7:15 pm
Freeport Ac	9:30 am	Soda Works	7:55 am
Soda Works	6:20 pm	Freeport Ac	6:15 pm
Brady's B Ac	3:15 pm	Brady's B Ac	10:05 am
Church	1:00 pm	Church	10:10 am

Express trains stop only at principal points. Accommodation trains stop at all stations.

J. J. LAWRENCE, Gen'l Sup't. THOMAS M. KING, Ass't. Sup't.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY.

PAN HANDLE ROUTE.

CHANGE OF TIME.—On and after SUNDAY, Nov. 14th, 1869, trains will leave and arrive at the Union Depot, Pittsburgh, as follows: Pittsburgh Time.

	Depart.	Arrive.
Mail	2:05 a. m.	12:30 p. m.
Southern Express	2:0[illegible] p. m.	5:00 a. m.
Fast Line	9:45 a. m.	7:[illegible] p. m.
Mixed Acc'n	5:[illegible] a. m.	8:[illegible] p. m.
McDonald's Acc'n, No. 1	11:25 a. m.	8:[illegible] a. m.
Steubenville Accommod.	4:30 p. m.	9:[illegible] a. m.
McDonald's Acc'n, No. 2	3:25 p. m.	2:[illegible] p. m.
Sunday Church Train	12:35 p. m.	9:[illegible] a. m.

3:25 P. M. Express will arrive daily. 12:13 P. M. Mail will arrive daily.

S. F. SCULL, General Ticket Agent, Columbus, O. W. W. CARD, Sup't., Dennison, O.

PITTSBURGH & CONNELLSVILLE RAILROAD.

On and after TUESDAY, November 17th, 1868, trains will arrive at and depart from the Depot, corner of Grant and Water streets, as follows:

	Depart.	Arrive.
Mail to and from Uniontown	7:00 A. M.	6:00 P. M.
McKeesport Accomdt'n	11:00 A. M.	2:05 P. M.
To and from Unit'n	3:00 P. M.	10:[illegible] A. M.
West Newton Accom'd	4:30 P. M.	8:[illegible] A. M.
Braddock's Accomdt'n	6:10 P. M.	7:50 P. M.
Night Ac. to McK'sport.	10:30 P. M.	6:[illegible] A. M.
Sunday Church Train to and from West Newton	1:00 P. M.	10:[illegible] A. M.

For tickets apply to E. M. RAYMOND, Agent.

W. B. STOUT, Superintendent.

SMOKY HILL ROUTE.

UNION PACIFIC RAILWAY,

Eastern Division.

The SHORTEST AND MOST RELIABLE ROUTE from the East to all points in

Colorado Nevada,

California Utah,

Arizona Washington,

New Mexico, Idaho,

Oregon.

Two Trains leave State Line and Leavenworth daily, (Sundays excepted,) on the arrival of trains of Pacific Railroad from St. Louis, and Hannibal and St. Joe Railroad from Quincy, connecting at Lawrence, Topeka and Wamego with stages for all points in Kansas. At end of track west of Ellsworth with the UNITED STATES EXPRESS COMPANY'S DAILY LINE OF OVERLAND MAIL AND EXPRESS COACHES FOR

DENVER, SALT LAKE,

AND

All Points in the Territories,

And with ANDERSON'S TRI-WEEKLY LINE of COACHES for Fort Union, Bent's Fort, Pass, Albuquerque, Santa Fe, and all points in Arizona and New Mexico.

With the recent additions of rolling stock and equipment, and the arrangements made with responsible Overland Transportation Lines from its western terminus, this road now offers unequalled facilities for the transmission of freight to the Far West.

Tickets for sale at all the principal offices in the United States and Canadas.

Be sure and ask for tickets via THE SMOKY HILL ROUTE, UNION PACIFIC RAILWAY EASTERN DIVISION.

A. ANDERSON, General Superintendent.

J. M. WEBSTER, General Freight and Ticket Agent.

2,000,000 ACRES OF

CHOICE LANDS FOR SALE,

BY THE

Union Pacific Railroad Company,

EASTERN DIVISION,

Lying along the line of their road, at

$1,00 TO $5,00 PER ACRE,

And on a CREDIT OF FIVE YEARS.

For further particulars, maps, &c., address

JOHN P. DEVEREUX,

Land Commissioner, Topeka, Kansas,

Or CHAS. B. LAMBORN, Sec'y,

St. Louis, Missouri.

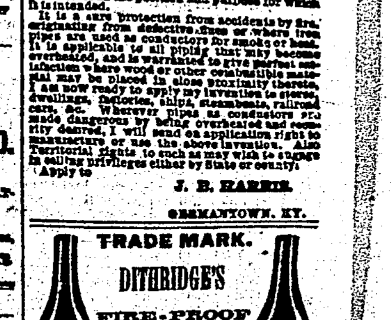
SECURITY AND COMFORT for the traveling community.

J. B. HARRIS

Safety Fire Jacket, Car Heater and

MODERATOR.

For Smoke and Hot Air Flues, dispensing with the use of stoves and fires in or about the Passenger or Baggage Cars, with the attachment to graduate the heat to any temperature that may be desired without the possibility of firing the car or cars to which the Jacket may be attached. Having obtained of the United States Letters Patent for a Safety Jacket, which is warranted to resist the most intense heat that may be applied to it in its position and purpose for which it is intended.

It is a sure protection from accidents by fire, originating from defective flues or where iron pipes are used as conductors for smoke or heat. It is applicable to all piping that may become overheated, and is warranted to give perfect satisfaction where wood or other combustible material may be placed in close proximity thereto. I am now ready to apply my invention to stores, dwellings, factories, ships, steamboats, railroad cars, &c. Wherever pipes as conductors are made dangerous by being overheated and necessity deemed, I will send on application right to manufacture or use the above invention. Also Territorial rights to such as may wish to engage in selling privileges either by State or county.

Apply to J. B. HARRIS, GERMANTOWN, KY.