The Pittsburgh Gazette.

OFFICIAL PAPER
Of Pittsburgh, Allegheny City and Allegheny County.

OFFICE:
GAZETTE BUILDING 84, AND 86 FIFTH AV.

FRIDAY, MARCH 18, 1870.

BONDS at Frankfort, 83¾.

PETROLEUM at Antwerp, 57¾f.

GOLD closed in New York yesterday at 112.

IT is denied that any negotiations are on foot for a lease of the Chicago and Rock Island line of rail to Omaha, to the Pennsylvania Railroad Company.

IT is understood that the Funding bill will not be taken up in the House, until the Tariff bill is disposed of—that is some time in May. It would have been far better to send it to the Committee on Banking and the Currency, within whose province it must naturally have fallen.

THERE was something very soldier like and admirable in the manly frankness with which Gen. Slocum, a Democratic member from Brooklyn, recently vindicated, in a House debate, the President's statement that the War Department has been economically administered. We need not cite the figures by which he conclusively supported the position of the President, in view of his very satisfactory remark in conclusion, that our own government is more economical, in respect of its military establishment, than any other first-rate power of the world.

THE two Senators who supported the Dominican treaty in Committee were Messrs. Cameron and Harlan. Against it were Sumner, Morton, Patterson, Schurz and Casserly. We presume that the first was against it on its merits; Morton and Casserly because they regarded it as prejudicing the cause of "free Cuba," Patterson because he wanted St. Thomas to be first disposed of, and Schurz because he may have some grievances, in the matter of patronage, at the Department. All of these causes will also operate when the Senate comes to act upon the recommended rejection. It will be hardly possible for the treaty to go through now. On the other hand, the separate convention for the purchase of Samana may yet be ratified.

SOUTHSIDE RAILROAD.

A bill to incorporate a company to construct a railroad from Pittsburgh down the south side of the Ohio river to a point at or near the borough of Beaver was introduced into the House of Representatives at Harrisburg yesterday, and referred, after an unsuccessful attempt to pass it under a suspension of the rules.

Who propose to do this thing? is the question that will first arise in every mind upon learning the fact. We have no other clue to the answer of that question than is found in the names of the proposed corporators. They are, James B. Hannah, D. L. Imbrie, D. McKinney, jr., M. B. Quay, Thomas A. Scott, and J. D. Cameron. Then the further questions arise: Are not these gentlemen already connected with the powerful interest now in possession of the north side of the river? What is their object in seeking to get that of the south side? These are perfectly legitimate subjects of inquiry both for the members of the Legislature and the people of Pittsburgh.

TENNESSEE.

In the fact that five different interests, in the affairs of Tennessee, were represented before the House Reconstruction Committee recently, and that there were not more than two of these interests agreed in any particular, viz: of the situation and its requirements, we may read an argument of much practical strength against any form of Congressional meddling with the business. When the case is so far from being a clear one, members will exhibit a wise discretion in letting it absolutely alone. We have already of legislation quite enough to meet any possible contingency in Southern affairs, short of an armed rebellion, and perhaps enough to manage that, should another one occur. All this body of legislation can be enforced by the Federal authority. Our revenue laws can be faithfully administered, and the Civil Rights Act, itself covering all the social and political ground, demands only an equally faithful vigor in its execution. For anything beyond, the peoples of those States ought to have the largest liberty—in reaping all the bad fruits of their own bad self government. We have no call as yet to reconstruct reconstruction.

THE INCOME TAX.

We hear of a wide difference in judgment, touching the continuance of the income tax, between Secretary Boutwell and Commissioner Delano. The first decidedly opposes any reduction, but the second thinks that some concession must be made "to the pressure of public opinion" against the tax. The Secretary is right, and his subordinate is not. If any reductions in the revenue are to be in order, public opinion, the judgment of the masses who do the biggest part of the voting, would clearly prefer that the new policy should favor other points of far more general consequence than this matter of a tax upon incomes. Mr. Delano, on the other hand, allows himself to be deceived by the clamor of a portion of the press. Journals in nearly all the large cities demand the omission of this tax, because the influences which control their columns are directly touched by its continuance. But the provincial press is by no means of that way of thinking. And if the question were submitted to a popular vote, the result would be nine to one in favor of keeping on this tax and relieving something else, of greater popularity, of present burthens. It is possible that the Commissioner reads other newspapers besides those of the larger cities, but it is quite certain that the Secretary has a juster comprehension of the ideas and wishes of the homellet folk. There is more than one district in these States where the sitting member, canvassing for his re-election, will have a hard row to hoe, after he has voted to release this tax, at the expense of a continued impost upon more than one article of prime necessity to all his constituents.

REVELS.

The thirty-minute speech in which the colored Senator from Mississippi made his debut in the debates of that body on the 16th was an effort alike creditable to his own abilities, and in harmony with all the proprieties of the situation. The critic would neither be unkind nor unjust who could specify, if need be, not far from a score of whiter Senators, not one of whom would have done better, and a good many of them not so well as this. Mr. Revels does not appear to have essayed the evolution of any new points in the technical merits of the Georgia question; it is a question upon which nothing new remains to be offered from any quarter. But he knew how to pay a just and striking tribute to the meritorious deservings of a race which some of us have not always been ready to acknowledge. The fidelity with which he has depicted the humble, decent but hopeful patience of the Southern blacks, during that four years of struggle which involved in its final issue their all on earth, must be recognized by such of us as remember the remarkable testimony to the same effect given, a few days since, in a public address, by one of our citizens, a well-known and highly esteemed Democrat.

We shall all of us like this speech of Mr. Revels the better that, avoiding any ambitious flights of oratory and needless repetitions of technical points, he confined himself mainly to a simple but forcible appeal, for his race, to the wise and humane statesmanship of their countrymen. Whether this Mississippian shall be the last or only the first American Senator of color, the figure which was presented in that august Chamber on the 16th of March, 1870, will be hereafter conspicuous in all the annals of the Republic—and that, one which seems destined to be a republic of all mankind.

THE CONSTITUTION—IS IT OBLIGATORY?

On the 15th inst., a bill was presented in the State Senate, to facilitate the construction of the "Jersey Shore, Pine Creek and Buffalo Railway." On the day ensuing, this bill was amended by adding certain provisions in aid of the construction of three other railways projected in the western portion of the Commonwealth. We print elsewhere the bill as thus amended, its first section exhibiting the measure as first offered, while the second section embodies the added amendment.

The original bill proposed a diversion in the form of an "exchange" of securities of six millions in the bonds of the Pennsylvania Railroad, from the Sinking Fund which now holds them—these bonds to be surrendered to the Jersey Shore Company, and its own bonds, to be created for a similar amount, to be guaranteed by existing companies of undoubted credit, and substituted therefor in said fund.

It is evident that the friends of this proposition were fearful of its defeat before the Legislature, and that they seek, by their appeal to the interested good will of western members, to secure a combination which shall triumph over any legislative opposition.

This omnibus scheme, to borrow slang and a half millions from the Sinking Fund, presents a very plain question which must be met on its threshold. Is that diversion or exchange of the property of the Fund to be justified under the letter or spirit of the Constitution? If it be not so prohibited, it would be a mere question of public discretion, as to which we shou'd gladly concur in its generous provision for the special interests of Allegheny and the southwestern counties of the Commonwealth. But, unfortunately, we cannot close our eyes to the solemnly expressed injunctions of the Constitution in all such premises as these. We quote once more its language, (Art. XI, Sec. 4) as follows:

"To provide for the payment of the present debt, and any additional debt contracted as aforesaid, the legislature shall, at its first session after the adoption of this amendment (1857) create a sinking fund which shall be sufficient to pay the accruing interest on such debt, and annually to reduce the principal thereof by a sum of not less than two hundred and fifty thousand dollars; which sinking fund shall consist of the net annual income of the public works, from time to time owned by the State, *or the proceeds of the sale of the same, or of any part thereof*, and of the income or proceeds of sale of stocks owned by the State, together with other funds or resources that may be designated by law. The "said sinking fund may be *increased* from time to time, by assigning to it any part of the taxes, or other revenues of the State, not required for the ordinary and current expenses of government, and, *unless in case of war, invasion or insurrection*, NO PART *of the said sinking fund shall be used or* APPLIED OTHERWISE THAN IN THE EXTINGUISHMENT OF THE PUBLIC DEBT, until the amount of such debt is reduced below the sum of five millions of dollars."

Of the $9,500,000 of securities which this bill proposes to "apply otherwise than in the extinguishment of the public debt," the entire sum, every dollar, has been derived to that fund from "the proceeds of the sale of the public works" of the State. A part of this amount—$3,500,000—is now itself, in its present form, the result of a diversion, two years since, of an equal amount of the fund property, not "in extinguishment of the public debt," but as a loan, in the form of an exchange of securities, to a corporation. That transaction was clearly unconstitutional. Because no steps have been taken to obtain a judicial decision to that effect, we find that fresh operations of the same sort are now undertaken.

There is no dispute upon three facts: 1st, That these funds have been derived from the sale of the public works; 2nd, That the present proposition, like that of two years since, is an "application" of the funds "otherwise than in the extinguishment of the public debt;" 3rd, That such "application" is expressly and solemnly forbidden by our fundamental law.

We offer this simple protest against the pending bill, which the constitutional phraseology expresses with a solid force and indisputable significance vastly beyond anything that other language of our own could convey.

We cannot ignore these plain requirements of the Constitution of the Commonwealth, even if we were willing—which we never can be—to eat our own repeated words of protest heretofore, against more than one kindred scheme. Not for a score of railways, enough to rib every highway and valley of Western Pennsylvania with iron, can we be inveigled, by interest, or wheedled by specious logic, whoever may chop it, into any form of acquiescence, active or passive, in a palpably unlawful and suicidal violation of the Constitution.

Legislators have taken an oath, which we have not, to uphold that Constitution. Let them, each and all, be judges by their fidelity to that solemn obligation. We sincerely thank Senators GRAHAM and HOWARD for their steadfast resolution to be faithful and honest in their high trusts, even among so many faithless and —incapable of resisting temptation.

WM. L. DOUGLASS, convicted of larceny of letters from the Ann Arbor post-office, has been sentenced to two years hard labor in the Detroit House of Correction. "Douglass is a young man of fine manly presence and a prepossessing face and manner. He is apparently about 29 years of age. He served in the army from 1864 until the close of the war. He then studied in an academy in Allegheny, and entered Michigan University in 1866. His aged father—reputed to be a man of means and of the highest standing in the community in which he lives, was in court during the trial, bowed down with sorrow at the spectacle which he was called upon to witness."

SECRETARY BOUTWELL and Commissioner Delano had quite a long conference recently on the income tax. The Secretary was in favor of the continuance of the tax for the present year, but the Commissioner said that the public pressure for its modification or repeal was so great that he was inclined to favor a reduction of the rate, and also an increase of the exemptions. "Both had learned that the Ways and Means Committee were disposed to make a reduction, but not to abolish the tax."

AN ELEVATED RAILWAY.

(From the New World.)

The West Side elevated railway on Greenwich street is now completed for its entire length, from the Battery to Thirtieth street, and it is expected that trains will soon be run on it for the accommodation of the public. There are a few mechanical difficulties yet to be overcome, but they are of a trivial character and will soon be disposed of.

The cars of this road are the same as the ordinary street car, except that they run on eight wheels instead of four, and they are built on coach springs, which rest on a rod at the extreme breadth of the car instead of on the wheels directly. Along the whole length of the car underneath is a series of elliptic springs, the object of which is to catch the first momentum of the rope as it attaches itself to the car, and communicate that motion gradually to it instead of suddenly, which would produce a disagreeable jerk, and would also be liable to break the rope. The attachment has been found to work admirably, the motion of attaching the car being no more than the ordinary motion produced by starting one of the ordinary street cars.

The motive power of the road is supplied by seven engines, with two oscillating cylinders apiece, nine inches in diameter, with fourteen inches stroke, and which are about thirty horse power. These are in vaults underneath the sidewalk, the lower one at the corner of Cortlandt street, and this engine turns a driving wheel, round which passes an endless rope, the other hight of which goes round a cylinder at the Battery. Attached to this rope, at distances of one hundred and fifty feet, are little trucks running on four small wheels and resting on a wooden track underneath the main rails, and in the centre of the space between them. Thus these trucks, passing along the line from the engine to the Battery, right side up, or with the wheels underneath, pass around the cylinder at the Battery and return upside down to Cortlandt street. Then they pass down through an iron pillar having a trace arranged to fit the wheels of the track, around the driving wheel, which is also encircled with a similar track, up through another pillar on to the track toward the Battery again. These trucks are armed with a small slot, to which the car is attached or detached by a lever in front of the car, controlled by the conductor. The rope, with its little trucks, keeps constantly in motion. When it is desired to start the car the conductor moves the lever, and the first truck which comes along catches the car and carries it along with it. If it is desired to stop, a turn of the lever detaches the truck, the brake is applied as in the ordinary street car, except that the brake, instead of being applied to the outer rim of the wheel, is applied to the axle. The wheels of the car are of wood, instead of cast iron, and with a wrought iron tire; this renders the motion of the car nearly noiseless.

Thus it will be seen that there is a certain distance between the two engines where there is no rope, but that distance is not more than fifteen or twenty feet, and the car will readily traverse the distance by its momentum.

One great desideratum will be to have the engines running at exactly the same velocity, so that the trucks in each section may have exactly the same motion, and to effect this a system of governors is to be applied to the engines, and it is the supplying of these governors that is one cause of the present detention. Without these governors, the engine, running only the rope with its small trucks, would require a greater velocity than the one without the car attached.

By an ingenious arrangement the car, as it reaches the extremity of the rope, is detached automatically, or the conductor may, if he chooses, detach it just before it gets to this point, as has been explained, and it then runs on by its own velocity until it passes the other engine, when the other rope comes along and catches it as before; and so easily is this done that a person inside the car, unless his attention is specially called to the fact, is unaware of any change from one rope to the other. The car has been run from one end of the route to the other, and its operation has been highly satisfactory, fulfilling all the expectations of the officers of the company, and running from one end to the other, that is from the Battery to Thirtieth street, in fifteen minutes, which is at the rate of twelve miles an hour, and this is the rate at which it is proposed to run the cars ordinarily.

Another want which the actual working has disclosed, is a connection between the vaults, and wires are now being laid to connect each one with the other along the whole line, and so trifling is the additional strain of the weight of the car upon the engine, that the engineer does not know whether the car has attached or not, nor on what point on the road it is. A system of telegraphic signals will be adopted by which all the engineers will be in communication with each other, so that they may govern their engines in harmony.

The number of stations has not yet been determined on, but it is supposed that one for each quarter of a mile will be sufficient. The company have already had several offers of houses for that purpose, and will in a short time decide where they can best be located to suit the convenience of the public. They are perfectly satisfied with the result of the trials thus far made, and confidently expect that the road will be an entire success.

A Vast Immigration Scheme.

The St. Paul *Press* announces that ex-Secretary McCulloch, Senator Carl Schurz and ex-Governor Marshall, of Minnesota, have been selected, and will be invited by the Northern Pacific Railway Company to go to Europe on a mission to organize and stimulate emigration to the line of the road and the settlement of its lands, on a plan more comprehensive and extended than any heretofore devised. The company have a very extensive section in a belt forty miles wide, from the head of Lake Superior to the Pacific Ocean, equivalent to a strip of twenty miles wide, in all between thirty and forty million acres of land—a territory greater in extent than all New England, and capable of sustaining five millions of people. They have already arranged with German capitalists for all means necessary to the construction of the road with the largest force they can employ. They propose to offer to every immigrant in Europe abundant employment in building the road for first year or two after his arrival. Whether they assist him in his passage here is not stated. When he has finished his work for the company he is to have a farm of forty, eighty, or one hundred and sixty acres, with a neat frame dwelling house ready erected thereon, and a lot of reasonable size fenced in, all at the expense of the company. It is expected that the surplus wages received for constructing the road will stock the farm and provide the tools, so that every person employed in the construction of the road may, as soon as it is finished, go to raising the crops which it will bring to market. The company will manufacture the houses by the thousand, exactly alike, like the parts of a Springfield rifle or Elgin watch, so that each piece of any one structure will fit into the corresponding piece of any other. They expect in this manner, to secure an abundant and immediate supply of cheap labor, and to immediately enhance the value of their lands by the rapid settling up of the line of their road.

The Youghiogheny Coal Fields.

The Greensburg *Herald* says: "That portion of the western Pennsylvania coal which is being worked on the Youghiogheny river, in the vicinity of Connellsville, it may not be generally known, is perhaps the most productive of any yet fully developed. This is certainly true in regard to the depth of stratum, and richness for coking purposes. If we remember right some veins in that vicinity are eight and nine feet thick. We see no coal coked anywhere else that produces so fine a quality of that article as does the Connellsville coal. And but few, away from that vicinity, are aware of the extent and number of coke ovens now in operation in that region, immediately on the line of the Pittsburgh and Connellsville Railroad, and the quantity they produce monthly. From a reliable detailed statement published of the product of the month of February, we gather that there were ten companies or proprietors, who aggregated seven hundred and forty ovens, in use, producing 991,100 bushels of coke. And the business may be considered only begun. When that road shall have been completed through, and an outlet to market opened eastward to Baltimore direct, and other points on the seaboard, by the shortest route, which will not that trade grow to in extent?"

THE Washington correspondent of the Philadelphia *Post* says: "In respect to the floral offering tendered him by a lady at the Government printing office, the President blushed, bowed and retired. But when he got out of sight of the ladies, he remarked, 'If I'd been Johnson I should have made a speech.'

The Railway Omnibus.

An act to facilitate and secure the construction of an additional railway connection between the waters of the Susquehanna and the great lakes of Canada and the north-western States, by extending the aid and credit of certain corporations to the Jersey Shore, Pine Creek and Buffalo Railway Company.

WHEREAS, It is a matter of much public importance to the State at large that a railway should be completed at an early date to form an additional connection between the anthracite and bituminous coal fields of Pennsylvania, and the great chain of lakes and States west, and thereby develop a valuable portion of the Commonwealth, now without such a highway, and add greatly to the taxable values for State and other purposes.

AND WHEREAS, It is believed that these desirable objects may be accomplished by the provisions of the annexed bill, and in order to grant sufficient authority for effective aid as aforesaid, to secure the same, therefore,

SECTION 1. *Be it enacted, &c.* That the Jersey Shore, Pine Creek and Buffalo Railroad Company be and they are hereby authorized to execute a first mortgage to the amount of six millions of dollars, in lieu and substitution of the loan said Company have heretofore been authorized to make, which shall cover all their line of railway to be constructed from Jersey Shore to connect with the Buffalo and Washington Railway, as set forth in their charter, with its extensions, rights of way, equipment, engine houses, machine shops, tools and property of every kind whatsoever, appurtenant, to and requisite for the maintenance, management and operation of said road, together with the corporate rights and franchises acquired, and to be acquired, to secure the payment of bonds, as hereinafter provided, each bond bearing interest at five per centum per annum, payable semi annually from and after the first day of April, Anno Domini one thousand eight hundred and seventy, which shall be payable to the Commonwealth of Pennsylvania, to be deposited in the sinking fund of the Commonwealth with the interest thereon for application only to the payment of the public debt. These bonds to be received by the Commonwealth in lieu and substitution of the existing debt of that amount of five per centum bonds that is contracted to be paid by the Pennsylvania Railroad Company, and all liens and claims arising in connection therewith, and the said six millions of dollars of bonds shall be received in full satisfaction of the said bonds of the Pennsylvania Railroad Company, and of all liens and claims arising thereunder, or therefor.

One hundred thousand dollars of said bonds of the Jersey Shore, Pine Creek and Buffalo railway company shall be payable each and every year, beginning with the first day of April, one thousand eight hundred and seventy-five, and so continue annually thereafter until the first day of April, one thousand eight hundred and ninety.

On the first day of April, one thousand eight hundred and ninety-one one million of dollars.

On the first day of April, one thousand eight hundred and ninety-two one million of dollars.

On the first day of April one thousand eight hundred and ninety-three one million of dollars.

And all the remaining balance of the entire debt with the interest due thereon shall be fully paid and liquidated on the first day of April, Anno Domini one thousand eight hundred and ninety-four.

Upon the delivery of the bonds and mortgages as herinbefore provided, the Commissioners of the Sinking Fund of this Commonwealth are hereby authorized, empowered and directed to deliver to the Jersey Shore, Pine Creek and Buffalo railway company the obligations of the Pennsylvania railway company, now in the sinking fund or in any way belonging to the Commonwealth, to the amount of six millions of dollars of five per centum bonds, and to cancel and fully satisfy all mortgages or claims of every nature and kind whatsoever existing thereof by legislative enactment, contract or otherwise, in favor of the Commonwealth against said Pennsylvania railway company, and thereupon the entire proceeds that may be realized from the said bonds and claims against the Pennsylvania railroad company shall be applied from time to time by the Jersey Shore, Pine Creek and Buffalo railway company only to the immediate construction and equipment of the said line of railway between the points specified in the act incorporating the said company, and the said main line of railway shall be constructed and opened for public use within three years from the passage of this act. *Provided, however*, That no further exchange of bonds shall be made under the provisions or authority of this act by the Commissioners of the Sinking Fund until a contract for the construction and equipment of the Jersey Shore, Pine Creek and Buffalo railway, with responsible parties duly executed, shall be delivered to said Commissioners, and an absolute guarantee for the fulfilment thereof within the time and conditions of this act by the Catawissa and Philadelphia and Reading railroad companies or the Catawissa and Philadelphia and Susquehanna railroad companies or by the Philadelphia and Erie, Northern Central and Pennsylvania railroad companies, and also a guarantee in like manner of the payment by said Jersey Shore, Pine Creek and Buffalo railway company of the said bonds of the Jersey Shore, Pine Creek and Buffalo railway company during the construction of said line of railway and until it is opened for traffic as required by this act.

And said companies or such of them as may join in said guarantee for the purpose of providing additional security to the State as aforesaid are hereby fully authorized and empowered to execute such agreements and obligations under their corporate seals, as may be needful to perfect their said guarantee, as required by this act and as further security to the Commonwealth for the execution of guarantees as hereinbefore provided, the same shall be deemed and taken to be a lien upon the railways, their property and franchises that may enter into the same, and so continue until the conditions thereof are fully complied with.

SECTION 2. That the interest and a half millions of five per centum bonds now in the sinking fund, given by the Allegheny Valley Railroad Company to the Commonwealth of Pennsylvania, together with all the guarantees therewith, be and they are hereby appropriated for aiding in the development of certain districts of this Commonwealth as hereafter provided.

First, To the Pittsburgh, Virginia and Charleston Railway Company, one million six hundred thousand dollars.

Second, To the Clearfield and Buffalo Railway Company, one million, four hundred thousand dollars.

Third, To the Erie and Allegheny Railway Company, five hundred thousand dollars.

For which the Commonwealth of Pennsylvania shall receive their bonds respectively, bearing the same interest and maturing at the same time as the bonds the Commonwealth now holds in proportion to the amount of each company, all of which shall be secured by a second mortgage upon those lines respectively, their property, franchises and equipment, the said companies limiting their first mortgage to an amount not exceeding sixteen thousand dollars per mile, bearing interest at seven per centum per annum; the proceeds of all bonds received from the Commonwealth under this act to be used in the construction and equipment of their roads, all of which bonds and mortgages they are hereby fully authorized and empowered to perfect in the usual form. Upon this being done and the five per centum bonds of said companies delivered to them, the said commissioners of sinking fund are hereby authorized, empowered and directed to deliver to the companies named in this section of this act their respective portions of the bonds of the Allegheny Valley Railroad Company, now in the sinking fund, or in any way belonging to the Commonwealth, to the amount of three million five hundred thousand dollars of five per centum bonds, and to cancel and fully satisfy all mortgages and claims of every nature and kind whatsoever existing thereof in favor of the Commonwealth against said Allegheny Valley Railroad Company, and the guarantors thereof, the consent of said guarantors to said transfer first being filed with the Commissioners of the sinking fund, and to relinquish and transfer all and every claim of the Commonwealth against the Allegheny Valley Railroad Company and the guarantors thereof, to the parties receiving the bonds aforesaid.

And the said lines of railway shall be constructed and open for public use within three years from the passage of this act, as follows:

The Pittsburgh, Virginia and Charleston Railway between such point in South Pittsburgh, Allegheny county, and Greensboro', in Greene county, Pennsylvania, by such route as the Pittsburgh, Virginia and Charleston Railway Company may finally adopt.

The Clearfield and Buffalo Railway, between such point on the line of the Allegheny Valley Railroad extension in Clearfield county, or other point in said county, and a point of connection with the Buffalo and Washington Railway, in the county of M'Kean, by such route as may, after careful survey, be finally adopted by the Clearfield and Buffalo Railway Company.

The Erie and Allegheny Railway between such point on the Atlantic and Great Western Railway, in the counties of Erie or Crawford and the city of Erie, by such route as the Erie and Allegheny Railway Company may finally adopt. *Provided, however*, That no delivery or exchange of bonds shall be made under the provisions or authority of this section of this act by the commissioners of the sinking fund, until a contract for the construction and equipment of said lines of railway respectively with responsible parties duly executed shall be delivered to the said commissioners, and an absolute guarantee for the fulfilment thereof within the time and conditions of this act by a responsible railway company or companies, and also a guarantee in like manner of the payment by the said railway company or companies respectively of all interest as it accrues to the State, on said bonds belonging to the Commonwealth of said companies respectively during the construction of their lines of railway and until they are open for traffic as required by this act; and said company or companies as may join in said guarantee for the purpose of providing security for the said lines are hereby fully authorized and empowered to execute such agreements and obligations under their respective seals as may be needful to perfect their guarantee for the fulfilment of their contract as required by the provisions of this act; and as a further security to the Commonwealth for the execution of the guarantees as hereinbefore provided the same shall be deemed and taken to be a lien on the railway or railways, their property and franchises, that may enter into the same and so continue until the conditions thereof are fully complied with; and the guarantees provided for in this bill shall be taken as an entirety, and no delivery of bonds made until all of the said guarantees are executed in due form for delivery to the Commonwealth.

SOLDIERS who enlisted in 1861 on the first call of President Lincoln, and who were honorably discharged before the expiration of the term of their enlistment, are entitled to $100 each as bounty. Such was the decision of the Supreme Court pronounced on the 16th.

FOR FINE MEDITERRANEAN SPONGES,
GO TO corner of PENN AND SIXTH, and old St. Clair St.
Bathing Sponges, Barbers' Cup Sponges, Fine Toilet Sponges of every description. Also, a full assortment of FRESH DRUGS and CHEMICALS.
Sold at the very lowest prices at
JAMES E. BURNS & CO'S DRUG STORE.
Corner Penn and Sixth Streets, (old St. Clair.)

CONSUMPTION OF THE LUNGS.
If there is any one admonition that needs to be more carefully impressed upon the minds of those subject to the ailments of the lungs and pulmonary organs, it is the important fact that attention should be paid to the first beginnings of those diseases. In the case of a cough such medicines as DR. KEYSER'S PECTORAL SYRUP will be sure to arrest the disease, and restore, not only the healthy functions of the lungs, but also of the whole body. Of all remedies for diseases of the lungs and contingent organs, Dr. Keyser's Pectoral Syrup has stood the test of years of experience, and you cannot find a single person who has ever taken it that will not speak highly of its virtues.
Let any one afflicted with a cough only try one bottle, and as sure as it is taken it will cure them. Dr Keyser has an office attached to his Great Medicine Store, where all manner of chronic diseases are successfully treated, especially those of the lungs and pulmonary organs, and he would respectfully invite those who are suffering and have failed to get relief from other sources, to give his method of treatment a trial.
Not long since, a highly respected gentleman, connected with the newspaper press of the city, called at Dr. Keyser's office and took his medicine, and was cured by less than half a bottle.
Another gentleman, who had coughed all winter, was cured in less than week.
A lady, weakened and attenuated with lung coughing, was soon to bloom into renewed health and vigor, was asked where she got the good medicine that cured her. The answer was, at Dr. Keyser's.
A child, puny and pale and emaciated, was soon cured by a bottle or two of Dr. Keyser's Pectoral Syrup.
A lady on Liberty street, whose lungs were far diseased, was restored to perfect health by the continued use of DR. KEYSER'S LUNG CURE and Dr. Keyser's Pectoral Syrup.
A gentleman next door to Dr. Keyser's Store says he will recommend Dr. Keyser's Pectoral Syrup in all cases: less than half a bottle cured him.
DR. KEYSER'S GREAT MEDICINE STORE AND MEDICAL OFFICE FOR CHRONIC DISEASES, No. 88 FIFTH STREET. Office hours from 10 o'clock, and from 2 to 5 and 7 to 9 at night.
FEBRUARY 26.

SINKING SLOWLY.
Diseases that progress rapidly to a crisis are not the only ones to be dreaded. Canker or dry rot does not blast a tree as suddenly as a stroke of lightning, but unless arrested, it destroys it as certainly; and in the same manner chronic debility, although it does not kill with the swiftness of yellow fever, is as sure to sap the springs of life eventually as any acute disease, if not checked by invigorating medication. There is something inexpressibly touching in the speechless of premature decay. Languor, pallor, emaciation, depression of spirits, and a distaste for exertion, are its ordinary symptoms, and they should be promptly met by tonic treatment. The best invigorant and cordial that can be administered in a case of this kind is Hostetter's Stomach Bitters. The stimulating principle of the preparation rouses the dormant energies of the system, and the strengthening and regulating properties give a permanent and healthful impulse to the vital forces thus brought into play. The failing appetite is re-awakened, the process of digestion and assimilation are quickened, the quality of blood, the secretions become more natural, and every organ that contributes to the nourishment of the body undergoes salutary change. By this means the repair of the physical structure is effected and its health and vigor restored. No class of diseases has the medicine operated so like the Bitters been more marked and satisfactory than in those characteristic of nervous debility, nervous prostration, and dyspepsia. Ladies afflicted with these ailments find in this most wholesome of all tonics and correctives the safest and surest means of relief. It is strong to restore and powerful to injure. Read the uniform testimony of "closed of witnesses."

NOTICES.

AN ELECTION FOR PRESIDENT and SIX DIRECTORS of the MANCHESTER SAVINGS BANK will be held at the Banking House, No. 209 Beaver avenue, on SATURDAY, March 26, 1870, between the hours of 1 and 3 o'clock P. M.
THOS. B. UPDIKE, Cashier.
ALLEGHENY, March 18, 1870. mh18:1t

OFFICE MONONGAHELA BRIDGE CO.—The President and Managers of this Company have declared a dividend of TWO DOLLARS AND SEVENTY-FIVE CENTS per share, payable to the Stockholders of record, free of taxes, at the Banking House of Mr. Thomas Bakewell, on the EIGHTH, instant.
Pittsburgh, March 7, 1870. mh8:6t

NEW ADVERTISEMENTS.

NOTICE.—The time for receiving proposals for the 5th U. S. Church Building has been extended until APRIL 1st, at noon. All bids must be in at that time. Bids can be left at 29 Wood street or 78 Penna. avenue.
mh17:td

C. BARNES,
Sealer of Weights and Measures,
OFFICE:
No. 5 FOURTH AVE., Pittsburgh.
mh16:w5

NOTICE TO SHIPPERS.
NEW ROUTE TO
BUFFALO AND TO THE NORTH!
The ALLEGHENY VALLEY RAILROAD CO. are now prepared to ship Freight direct to BUFFALO, DUNKIRK, and all points in WESTERN NEW YORK.
For rates, apply to
W. W. C. MEREDITH, Freight Agent,
Corner Pike and 11th streets, Pittsburgh.
J. J. LAWRENCE,
General Superintendent.
mh8:w7

HOUSEKEEPERS, ATTENTION.
We wish to call the attention of Housekeepers to our large and varied assortment of Solid Silver and Silver Plated Spoons, Forks, Knives, Cat'ors, Butter Dishes, Ice Pitchers, Cake Baskets, Tea Setts, &c.
Also, a splendid assortment of AMERICAN and IMPORTED CLOCKS, all of which we will sell at a GREAT REDUCTION ON FORMER PRICES.
WATTLES & SHEAFER
Jewelers,
101 FIFTH AVENUE, above Smithfield Street.
mh18.

INDIA RUBBER
BELTING, HOSE AND STEAM PACKING
of the Boston Belting Companies make. A full supply of all sizes. The trade supplied at manufacturers prices.
J. A. H. PHILLIPS,
Agents for this city.
mar11

FISH, FISH.
Fresh Lake Herring,
" " White Fish;
No. 1, 2 and 3 Mackerel—all sizes pkgs.
Labrador Mackerel;
Round Herring;
Cod Fish;
WATT, LAWS & CO.'S,
No. 174 and 176 Wood St.
fs8

NEW ADVERTISEMENTS.

AT
WILLIAM SEMPLE'S,
Nos. 180 and 182 Federal Street,
ALLEGHENY CITY.
At 5c., Short Lengths of Prints.
At 6 1-4c., Dark Prints.
At 8c., Fast Colored Prints.
At 10c., Best Makes Prints.
At 12 1-2c., yard-wide Unbl'd Sheeting.
At 12 1-2c., yard-wide Soft Finish Muslin
Cassimeres, Jeans, Table Linen,
Turkey Red Damask,
Striped and Figured Damasks,
Napkins, Towels,
Shirt Fronts, Handkerchiefs,
Aprons, Kid Gloves,
Neck Ties, &c., &c.,
Wholesale and Retail,
AT
WILLIAM SEMPLE'S,
Nos. 180 and 182 Federal Street,
ALLEGHENY CITY.
CASSIMERES!
Excellent Variety
FINE AND DO MESTIC GOODS.
BELL & MOORHOUSE,
(SUCCESSORS TO BATES & BELL.)
No. 21 Fifth Avenue.
A NEW STOCK.
mh11
AT 75 CENTS,
LADIES' GOOD KID GLOVES.
AT $1.00,
Extra Quality Kid Gloves.
The best in the market at that price.
AT $1.75,
Full Assortment all Colors
ALEXANDRE'S GENUINE KID GLOVES.
JUST OPENED
New Spring Gloves,
New Stockings,
New Embroideries,
AT
MORGANSTERN & Co's,
SUCCESSORS TO
MACRUM, GLYDE & CO.,
Nos. 78 and 80 Market Street.
mh18
AT
HORNE & CO'S.
Hosiery! Gloves!
EXTENSIVE AND CHOICE ASSORTMENTS
AT
Prices Unknown Since 1861!
ALEXANDRE'S KID GLOVES.
A full assortment at $1.75.
COURVOISIER'S KIDS,
At $1.75.
LONG TOP KIDS, choice shades,
At $2.00.
REGULAR MADE BRITISH HOSE,
10 cents and up.
PLAIN AND RIBBED COTTON HOSE,
10 cents and up.
DOMESTIC COTTON HOSIERY,
By Case or Dozen.
GENTS' SUPER STOUT HALF HOSE,
25 cents.
GENTS' SUPER FINE HALF HOSE,
25 cents.
Also, splendid assortments
SASHES,
SASH AND BOW RIBBONS,
LADIES' FANCY HOSE.
LARGE ADDITIONS TO STOCK
Just arriving, to which we invite the attention of Wholesale and Retail Cash buyers.
77 & 79 MARKET STREET.
mh12
PITTSBURGH
WHITE LEAD AND COLOR WORKS,
J. SCHOONMAKER & SON,
PROPRIETORS,
Manufacturers of WHITE LEAD, RED LEAD, BLUE LEAD, ZINCO, LITHARGE, PUTTY and all colors DRY AND IN OIL.
OFFICE AND FACTORY,
450, 452, 454, 456 and 458, Rebecca Street,
ALLEGHENY.
We call attention to the guarantee pasted on our strictly Pure White Lead, and when we say "guaranteed" that is, Pure from Acetate and Nitrate, and therefore is whiter and superior, both in color and covering property.
GUARANTEED to be a purer Carbonate of Lead and whiter than any in the market, and will furnish the price of this package if containing the least adulteration.
UPHOLSTERERS.
Manufacturers of SPRING, HAIR and HUSK MATTRESSES, Feather Renters and Pillows, Church Cushions, Cornice Mouldings and all kinds of Upholstery work. Also, dealers in Window Shades, Gilt Cornices and White Mollasses, Cords, Tassels, &c. Particular attention is given to taking up, cleaning and brushing, slatting and relaying carpets.
One more of cleaning carpet in the on's way in which you can feel assured that the colors are preserved and the goods thoroughly freed from all dust and vermin. The price for cleaning has been greatly reduced. Our express will call for and deliver all goods free of charge.
ROBERTS, NICHOLSON & THOMPSON.
Upholsterers and Proprietors of
Steam Carpet Beating Establishment,
No. 127 WOOD STREET,
mh18:m3 Near Fifth Avenue, Pittsburgh, Pa.
REMOVAL.
GRAY & LOGAN
Have removed from 47 SIXTH STREET, to
89 Fifth Avenue,
Until improvements on old stand are completed.
CHEAP
STOVES AND TINWARE,
FENDERS, COAL SCKES, FIRE IRONS, &c., &c., at
P. C. DUFFY'S,
144 Grant street.
mh18:3t

NEW ADVERTISEMENTS.

GOOD BARGAINS
AT
WILLIAM SEMPLE'S,
Nos. 180 and 182 Federal Street,
ALLEGHENY CITY.
Black Alpacas at 37½c.
Black Alpacas at 50c.
Black Alpacas at 37½c.
Black Alpacas at 50c.
Black Alpacas at 37½c.
Black Alpacas at 50c.
Having purchased over $10,000 worth of the above
DOUBLE WARP ALPACAS,
which for weight, color and finish cannot be excelled, if equalled, the attention of my patrons is invited to them, feeling assured they are the best value I ever had the pleasure of offering them.
The Goods will be received daily until all are delivered
AT
WILLIAM SEMPLE'S,
Nos. 180 and 182 Federal Street,
ALLEGHENY CITY.
CASSIMERES!
STYLES LATEST
ON EXHIBITION.
28 Fifth Ave.
mh17
NEW CARPETS.
Reduction in Prices
TO CORRESPOND WITH
WHOLESALE RATES.
McCALLUM BROS.,
51 FIFTH AVENUE.
ABOVE WOOD STREET.
HARDWARE & CUTLERY.
ESTABLISHED 1831.
LOGAN, GREGG & Co.,
DEALERS IN
HARDWARE,
52 Wood Street,
(Four doors above St. Charles Hotel,