THE DAILY GAZETTE.

OFFICIAL PAPER
Of Pittsburgh, Allegheny City and Allegheny County.

GAZETTE BUILDING:
Corner of Sixth Avenue and Smithfield Street.

SATURDAY MORNING, MAY 14, 1870.

BONDS in Frankfort, firm.

PETROLEUM in Antwerp, 53½.

GOLD closed in New York yesterday at 114¾.

HON. R. J. HALDEMAN, a Democratic member of Congress from the York district, was married at Harrisburg, on Thursday evening, to a daughter of Senator CAMERON.

THE latest proposition, from the friends of the San Domingo treaty, is to extend a protectorate over the island. We hope and really believe, that this business will prove a failure, in whatever shape it may be presented.

THE route proposed for the Darien Canal is found by the surveyors to be impracticable. An examination is now in progress of the line from the Gulf of San Blas, nearer to Aspinwall, with the promise of a more encouraging result.

THE reporter at Washington who garbles the testimony in the HOWARD investigation to suit his own private purposes, and gets it printed in the Pittsburgh *Commercial* and half a dozen other papers, merits, says the Chicago *Post*, "the indignant condemnation of all honorable journals and of the intelligent public."

WE see the name of a certain George K. Anderson announced as a candidate for the Senate in the Crawford and Erie district. Is he the same George K. Anderson whose due-bill for sundry thousands was included in the items of the "*exult account*," handed over to the incoming State Treasurer in May, 1869? We are anxious to know! Can any one tell us? It *might* be important to the people of that district to know if the man who proposes to serve them had at any time the use of the State funds in contravention of law.

WE regret that our limited space, this morning, precludes us from presenting more copious extracts from the very eloquent and instructive speech of General Negley, on the state of foreign commerce. His remarks have attracted much attention and a general commendation. The Washington *Chronicle* says:

> The speech of Gen. Negley is a most able effort, presenting an array of facts as to the exerting condition of our commerce, and as to the effects upon the course of trade that would be produced by an adequate protection of our shipping interests, which can hardly fail to carry conviction to the mind of any unprejudiced reader.

THE Lancaster *Enquirer* learns that the bolting Republicans who supported "honesty and reform" Irwin, hav'nt all been settled with yet. That is quite true. We hear of one Representative from the Lawrence district who was promised $300 for his vote—and hasn't got the money yet. He is *not* the one who took the $1,000 bill out of the envelope with which an "honesty and reform" Senator was confidenced. That was another Representative from the same district. The man to whom we now refer has been badly used. He voted as agreed upon and when he went for his pay, was told, by each of the two outsiders who ran the Legislative machine, that his name was not on any of their pay rolls. However, it is said that he has a promise from one of the agents to "do what he can for him"—not enough, we fear, to pay for a renomination from the Republican people of his district.

ON account of the respectability of the source from whence coming we publish the following communication. Of the persons commended as candidates for Congress in the Twenty-third District the only one for whom we can speak, with grateful sensibility of the compliment implied, we know disclaims any aspirations for Congressional honors. Of the other it is right to say that he is a gentleman so eminent for intellectual and moral worth, that it would be an honor to any constituency to have such a representative.

EDITORS GAZETTE: The newspaper nominations of Congressman, for the Twenty-third District, having been opened, by the card of Senator Graham, announcing himself a candidate for the position, there will be no impropriety in suggesting other names in this connection that the people to be represented may make a suitable choice; and without making any comparison of claims or qualifications, we would mention the names of Josiah King, Esq., and Felix Brunot, Esq., either of whom would be warmly supported in the Twenty-third District.

May 3, 1870.

IT is barely possible that some friend of the "honesty and reform" ring may invite from our Executive Committee, today, an expression of favor for the popular vote or "Crawford county" plan of effecting nominations. But the Committee are not likely to forget that this fallacious suggestion has been once before in this county heard and decisively condemned. In a Convention three years ago, its adoption was urged by some city delegates and opposed by the country members. And it was properly squelched. For the country districts would, by this plan, be totally deprived of a voice in the nominations. A densely populated city precinct could at any hour send men enough just around the corner to vote, to swamp the adverse choice of all the voters who could be scared up in half a dozen townships to leave their work and ride three or four miles to the polls at a primary election. The "honesty and reform" ring couldn't make it go down the people's throats three years ago, and they won't succeed now. If the Committee think otherwise, however, they would, no doubt, consent to submit the question to the Convention—which is certain to reaffirm its former judgment.

Another question, of more practical value, may perhaps arise. It is that of the apportionment of delegates in the ratio of the actual Republican vote. This question, if it comes up, ought to be thoroughly considered and fairly determined, according to its merits, which are by no means to be wholly denied.

A PRIVILEGE FOR ALL.

Persons who still cling to the idea that the people of Pittsburgh do not want any more means of cheap recreation than they have, and who still assert that if we had a park in some accessible place it would not be used, should stroll over to Allegheny upon a Sunday afternoon or a week day evening, and see how those portions of the Commons, which have been opened to the public, are thronged with quiet, well-behaved people, who seem to know how to use and *enjoy* their new pleasure-grounds. How, on Sundays, the benches are filled with resters, the fountains encompassed by admirers, and the walks, from end to end, a constant ever-changing stream of humanity. How hundreds of working people go out of their way to take in the Commons, or some portion of them, in going home from work, and linger about the flower-beds, almost as if even they could enjoy the beauty and freshness of nature adorned, as well as the more fortunate ones who have such things of their own. How, late in the evenings, numerous fathers and mothers, surrounded by their families, loiter about, and appear to enjoy their new opportunities of breathing fresh air, and looking at the grass, and the sparkling water, although the young trees have not been planted a twelve month, and will not be umbrageous for a decade to come. We have walked there on many an evening, and have noticed many tired men, of all classes from judges and lawyers and ministers to laboring men, resting themselves with their wives or little ones there. And yet it is but a few years since there were hundreds of people in Allegheny who did not see the use of spending money upon the Commons, or who thought they were intended for cow-pastures and should not be taken for any other purpose.

We suppose that it will be many a long year before Pittsburgh has any public pleasure-grounds at all, but they will necessarily come at last, and in the mean time, while we are enjoying the fruits of the wiser forethought of our sister city, let us make haste to get rid of the idea that the people do not need and would not use parks on this side of the river.

HASTEN SLOWLY.

The members of the Republican Executive Committee will hold a meeting in this city to-day. It has been suggested that an effort is to be made to induce the Committee to inaugurate the immediate opening of the political canvass, by fixing a very early day for the assemblage of our Convention. But we incline to think that this proposition will not receive the sanction of the Committee. It is very justly considered that the elections of this year are to be entirely local, there being no State ticket in the field, which fact obviates the usual necessity for such an early organization of the party, as the exigencies of State and National politics always justify. While the local ticket will have due consideration for its importance, and its success will be adequately provided for, our most thoughtful friends deprecate the suggestion that the party lines should be dressed up at this unnecessarily early hour, arraying the people at once for a contest, with its resulting excitements, to be protracted for nearly five months.

The situation, this year, is fortunately such that the people wish to improve it for a temporary rest from needless agitations. It will be time enough by-and-bye to make the county nominations and organize for their success. Were this country in any sense a debatable field for partisans, there would be more propriety in an earlier preparation for the canvass. But since no doubt is felt, in any quarter whatever, of the Republican control of the situation, there is a general desire among the people to be spared, as long as may be expedient, from the exciting labors of an organized canvass.

It is well to give to all candidates the widest latitude in feeling the public pulse, to ascertain their individual strength before deciding to submit their names to the Convention. Let the field be thoroughly gone over by the aspirants themselves, and give time for the latest developments having a political interest for the people! The Conventions would then assemble, to meet all the questions of the day, and with better information as to the wants and strength of the candidates respectively.

Since this is neither a President's nor a Governor's year, it is plain to every judgment that we ought to be as long as possible exempt from the electioneering labors only customary in those campaigns. Pray, gentlemen of the Committee, give to your constituents the leisure which the situation justifies—time to rest, to think, to weigh the merits of candidates, and to assemble, at last, fully posted in all the personal and political questions on which the Conventions are to pronounce. We are thus much more likely to secure good tickets, which we can then run through the October ordeal with a rush.

RELIGIOUS INTELLIGENCE.

The Congregationalists had a grand Convocation at Chicago some days ago. The first service was the inauguration of Professor Hyde, as Professor of Pastoral Theology and Special Studies in the Chicago Theological Seminary. In the evening, Dr. D. O. Haven, the distinguished President of the Northwestern University, under the Methodist Episcopal Church, at Evanston, near Chicago, delivered an exceedingly happily conceived address before the Society of Inquiry, connected with the Seminary. On the next day the Triennial Convention commenced its sittings. The roll showed that four hundred delegates were present from nine States. The afternoon of the day following a grand Memorial meeting took place, taking as its roll the list of members of the Triennial Convention, which was swelled to five hundred and fifty. This meeting was commemorative of the landing of the Pilgrims in 1620, two hundred and fifty years ago. Addresses were delivered by Rev. Dr. Bacon, of New Haven, Connecticut, and Rev. Dr. Post, of St. Louis, recounting the history and success of Congregationalism. The Convention, in a series of resolutions, ordered the erection of a Congregational House in Boston for library purposes, and to be a home for the benevolent societies of the Church, recognized the great value of the Common School founded on the basis of God's holy Word, and recommended the establishment of a National Annual, or Triennial Conference, on the principle simply of fellowship. The report of the Special Committee sets forth the great work accomplished by the Pilgrim Fathers, in the principles they advocated, and illustrated in their lives by patience, humility and obedience. The closing services of "Convention Week" were in connection with the graduate exercises of the Theological Seminary. Fourteen young men graduated, six of whom made addresses.

The Journal and Messenger, of Cincinnati, and the *Central Baptist*, both organs of the Baptists, differ in a matter of some moment. The former declares very positively that "no instance is recorded of a layman's ever baptizing." The latter doubts, and wants to know what evidence "we have that *Deacon* Philip, who baptized the Eunuch, was more than what at present times we call a layman."

The General Assembly of the Cumberland Presbyterian Church, is to meet, May 19, in Waynesburg, Missouri.

The new building of the Catholics in Boston, commenced about the same time as the Methodist building, and to cost about the same amount, is to have a Savings bank. The Methodist structure will cost three hundred thousand dollars. This feature of the Catholics is advocated by *Zion's Herald*, the Methodist organ in that city, and it also suggests the organization of similar institutions at the Book Room, New York, and all over the country.

The annual meeting of the Presbyterian Board of Foreign Missions took place in New York several days ago. The report of the Treasurer shows that over three hundred thousand dollars have been received from May 1, 1869, to April 30, 1870, making a total of over five millions seven hundred and fifty thousand dollars received in aid of missions since 1833. The missions cover nine distinct fields, namely: American Indians, Brazil, Western Africa, India, Siam, Laos, China, Japan, the Chinese in California, and the Jews in this country.

Rev. J. B. Stewart, of the Fifth Presbyterian church, Cincinnati, Ohio, has received into the church, during his six years' pastorate, three hundred and eighteen persons—an average of sixty-four per year. He has received and accepted a unanimous call from the First Presbyterian church of Davenport, Iowa. Rev. Mr. Stewart is the brother-in-law of Rev. Dr. W. A. Davidson, formerly pastor of the Liberty street Methodist Episcopal church of this city, and now residing at Washington, Pa.

Methodist itinerancy is virtually practical by other denominations, without the system and harmony, and consequently the benefits are not realized, to the degree of our Methodist friends—so they claim. A correspondent of the *Examiner* (Baptist) affirms that "the average duration of Baptist pastorates is shorter than that of Methodist pastorates," and that "at least one Baptist church, in every ten throughout the land is at this moment enjoying the pleasureable excitement of having a new pastor."

Bishop Lee, of Delaware, has declined the request that himself and eight other Bishops inquire whether any bishop has taught doctrines contrary to the faith of the Protestant Episcopal Church, on the ground that he does not desire the office of hunter of heresy among his brethren.

At the late meeting of the Evangelical Alliance in New York, Rev. Dr. Tyng, Episcopal, said "that he abhored creeds, and should persistently resist their introduction at the coming meeting. He believed in a great, noble, catholic Christianity. He did not believe in Episcopalianism, or Presbyterianism. It did not make a particle of difference whether a Christian was immersed all over or dipped in up to his knees. He was an Episcopalian because he was born one, and, having never met with anything better outside of it, he had never deserted it. He loved boundless liberty for Christians. He wanted freedom to say what he pleased. He believed that it made no difference about creeds when Christians die. If a soul loves Jesus, Jesus loves that soul."

The Presbyterian churches of Chicago have formed a league "for the more effective promotion of city evangelization," with an executive committee for "united, systematic and aggressive effort."

Beecher has rendered the following opinion, it is stated, and, with some, there is no appeal: A Congregationalist is a dry Baptist, and a Baptist a wet Congregationalist.

There is a small church of Christian Israelites in New York, who have maintained regular worship for more than twenty years. They believe that the twelve tribes of Israel now scattered on the earth are to be gathered together and brought to embrace Christianity. Their dress is like that of the Quakers, and their services are in English and German.

The Rev. John Scott, editor of the *Methodist Recorder and Sabbath School Recorder* at Springfield, Ohio, formerly of this city, has resigned those positions, to take effect on the 15th of next September. He returns to the ministry.

THE Somerset *Herald* says:

> The Democrat not only encouraged but attempted to justify the Legislative bolt of last winter, whereby the regular nominee for State Treasurer was stricken down, and a ring composed of men known to be "openly and undisguisedly corrupt politicians" was placed in power, not only to the injury of the Republican party and the disgrace of the Commonwealth, but to the imminent danger of the coffers of the State.

OUR COMMERCIAL INTERESTS.

Speech of Hon. J. S. Negley.

The bill to revive the navigation and commercial interests of the United States, being under consideration in the House, on Wednesday, the 11th inst., Mr. Negley spoke in its support, and at great length. Our limited space confines us to the republication of only the salient points of his address. He said:

Mr. SPEAKER: The national gravity of the measure under consideration may be readily for the asking, from the fact that the decline of our merchant marine has actually arrested the attention of the entire civilized world, and the magnitude of the public interests involved imposes upon this Congress the imperative duty of seeking a solution of the causes and providing speedy and commensurate remedies of this calamity.

Although the subject has been ably discussed by the eloquent chairman of the committee, Mr. Lynch, I turn to it in obedience to the highest sense of duty devolving upon me as a representative.

I believe in the axiom, "Whatsoever commands the sea, commands the riches of the world, and consequently the world itself."

I also believe and assert that a well-organized and efficient merchant marine is equally as essential to the political control and safety of our national independence as the construction of railroads, canals, and other means of intercommunication.

You can go to the crowded quays of many of the commercial emporiums of the world without beholding the flag of our country at the masthead of a single vessel; and to give greater significance to this deplorable fact, I quote the following extract from a letter I have lately received from his Excellency, Blacque Bey, Envoy Extraordinary and Minister Plenipotentiary of Turkey:

"All that I can tell now for the interest of the maritime power of the United States is this strange fact, which is to be regretted in every respect, that among twenty thousand vessels belonging to all nations which during the last year appeared in the waters of the Bosphorus, only one has been under the flag of the American Union."

He referred to the rapid strides made by England and France within the last few years in the way of augmenting their commercial strength and wealth, and showed that unless powerful steam lines of our own across the Atlantic shall soon be established, those countries will be out of the reach of our competition. The speaker quoted from tables of the tonnage of merchant vessels of the United States during the twenty years ended June 30, 1869, to show that there was a time when our commercial marine was second to none in extent.

According to the official returns the decrease of tonnage in 1869, as compared with 1868, appears to be 207,117 tons.

It is very humiliating for me to find that in 1850, when we had nearly seventy millions less of population, and were greatly inferior in industrial facilities and resources than at present, we built nearly if not quite as many tons of American vessels as we have in 1869.

It is alarming to observe that since 1864 our tonnage is steadily decreasing, so that its decline in the single year from 1868 to 1869 reached the formidable figure of 200,000 tons.

* * * * * *

That we should sustain only 19,000 American ships, carrying not quite seven millions of tons, and employing not more than two hundred thousand American sailors, in our foreign trade, while we actually hire 37,000 foreign vessels, carrying nearly eleven millions of tons, and supporting over four hundred thousand alien seamen, seems utterly incredible to me; and yet it is a stubborn fact; attested by official statistics.

Nor is this all; to-day there is not a single steamer running between the United States and Europe which wears the American colors; whereas there are twelve foreign lines, comprising one hundred and seventeen steamers, with an aggregate tonnage of 268,437 tons.

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From all these glaring facts it becomes manifest that it would be hazardous to hope and imprudent to expect from private enterprise alone a speedy and substantial improvements in our commercial conveyances and shipping facilities. Encouragement and substantial aid from the part of the Government are not only desirable but absolutely necessary. Yet it requires an accurate study and clear observation of the present currents of trade and avenues of profitable commerce to grant such legislative assistance as will meet the emergencies of the times.

By the policy of liberal subsidies, the steam marine of England has increased 417 per cent.; that of France 613 per cent.; and that of Austria 657 per cent., during the past twenty years, while our steam marine, in consequence of our adverse policy, has increased only 210 per cent. during the same period.

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The highest public, social and political considerations are at stake, and I cannot but think that this Government is ready to perform its part in the patriotic work of establishing the supremacy of our flag on the sea, and of recovering all our just commercial advantages.

Animated by this spirit and urged by these views, Mr. Speaker, I advocate prompt and liberal legislative action on the part of the Government and the States in favor of any and all enterprises which tend to revive our ship-building, especially the construction of large ocean steamers, which lead to an early enlargement of our commerce and naval authority.

Now is our time for action!

It would be unwise, however, to enter upon the arena of competition on a point where the forces of our rivals are the strongest; where our hope for success would be the weakest, and our sacrifices and struggles at the beginning of the race the heaviest.

The novelty of the Suez canal has not yet given the European commercial lords time to concentrate their squadrons in that direction. No permanent markets of specific staples have yet been established, and especially the direct route between the Mediterranean and our ports is as yet free. This is the field upon which we can win.

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The value of our imports and exports from and to countries contiguous to the new route exceeded in 1868 and 1869 one-tenth of our entire commerce, and this value will more than tripple itself if we establish a powerful line of first-class steamers plying between the Mediterranean and Eastern markets and our ports.

At present there is but one feeble direct foreign line of twelve small steamers between Gibraltar and New York, and yet these boats, of only twelve hundred and fifty tons each, import weekly thirty-six thousand boxes of lemons and oranges besides other freight, and they have even begun to carry immigrants to America.

The general realization of our naval weakness, of the diminution of our merchant marine, and of the humiliating displacement of our flag, has caused the introduction of several legislative propositions for the consideration of this Congress, and valuable suggestions may be found in most of them, and in all there is a cognate appeal for immediate and substantial aid from Government.

I cheerfully admit that the bills presented by the committee, with others contemplating money subsidies, contain some wise provisions, and have been ably advocated; yet I am constrained to oppose any method calculated to deplete the national treasury by the immense sums required by annual money subsidies. It is clearly the duty of Congress, as it has been the policy of the Administration, to reduce expenditures, and abolish, as rapidly as found consistent with the public interest, all war taxes and imposts.

Let the subsidies be paid in wild land under a system which prevents abuses by speculation and monopoly. Such regulations are provided in the bill "to encourage the establishment of a line of steamships under the flag of the Union, for the conveyance of the mails of the United States to European ports and ports of India and China, and reducing the rates of ocean postage, and for promoting emigration from Europe to the Southern States of the Union," will develop the resources of unproductive Territories. Under this plan the government will be enriched and strengthened, the advantages and proceeds of these land sales will be equitably divided between the producer and consumer, between the North and the South, between the marts of commerce and the wilderness. In this manner the Government will build up a grand enterprise upon a permanent basis, and in a much more economical way than by annual cash appropriations. It is about time that the older States realize a share of the advantages growing out of the necessary disposal of the public domain, and the plan indicated in the bill referred to will effectually do this, and can be carried into effect without delay, without the expenditure of a single dollar, beyond that contributed now to the foreign mail service.

He then enumerated a long list of imports which would be added to our carrying trade and of exports that would be multiplied by the establishment of the proposed lines.

In reference to our cotton exports and the subject of immigration, he said the entire demand of cotton all over the world amounts now to over six and a half millions of bales per annum, and the aggregate supply scarcely reaches six millions. This inadequacy of product has been caused by the short-comings of the Indian and Egyptian article in quantity and quality, and it is but natural that we should supply the deficit by our next crop. Our capacity for raising this staple is unlimited; we could, if necessary, raise the entire six millions of bales, and our crops would still be remunerative, even if such an increase in production would reduce the price of this staple to ante-war figures of eleven and ten cents per pound, provided we could multiply our laboring force by immigration. And here I may consistently introduce the next important feature contemplated in the provisions of the bill proposing to charter the Mediterranean and Oriental Steam Navigation Company.

How the ten millions added to our population within the last fifty years have accelerated the expansion of American civilization and power, and have helped to realize the grandest conceptions of those who commenced the structure of our republic, does not need any demonstration. They have anticipated the wildest dreams of our population and country by not less than forty years, and only the southern section of our vast country, on account of her previous system of labor, has derived no commensurate advantage from this influx. There is no more forced and unrewarded industry in the South now to compete with, or rather exclude, independent labor; still there is as yet but a small current of immigration flowing toward the boundless natural advantages of the Southern States.

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It is contemplated in the bill, which invites your attention and approval Mr. Speaker, that the ships of the proposed line shall be constructed, according to models dictated by the Navy Department, from materials exclusively the production of the United States; that they shall be built in American ship yards and machine shops, and that they shall be adaptable alike for cheap conveyance of passengers, merchandise, and mails in peace, and for defense and aggressive measures in time of war or public danger.

It is further provided that all vessels of this line shall be framed of iron and propelled by steam.

The advantages of iron over wooden vessels consist in their greater rigidity, durability, buoyancy capacity, and strength, and numerically expressed amount to more than fifty per cent.

The cost of building iron vessels in the United States, because of the patronage bestowed upon England, exceeds according to reliable estimates, the ruling prices on the Clyde by about thirty-three per cent.

The Delaware river, near Chester and the Ohio, near Pittsburgh, in Pennsylvania, would afford the most ample facilities for the construction of iron ship yards. All the material required could be found at or cheaply transported to these points, at the same time all needed accommodations for the workmen; or if other localities were found preferable then the iron plates and other metal parts could be made after approved models and shipped without waste and in required quantities from our great workshops to the ship-yards.

The English vessels are inferior to ours in quality of material and construction.

Recent experiments upon the comparative merits of American and English ship-plate have given the following results:

Average tensile strength of English specimen, 41,500 pounds per square inch.

Average tensile strength of American specimen, 45,273 pounds per square inch.

This difference in favor of American material amounts to fully nine per cent., and it is acknowledged that as soon as the revival of our ship-building and construction of iron propellers refurnishes our shops with an ample supply of tools and machinery, the advantage of labor skilled in routine will be so great that our expenses will be reduced by another seven per cent.

On account of these and other additional causes, I do not hesitate to assert that iron vessels can be built on the Delaware even now at not over five per cent. more than in Europe, and that our ship-builders and iron manufacturers in New York, Philadelphia, Chester, Wilmington, Pittsburgh, Wheeling, Cincinnati, and other favorable locations will become willing and, I doubt not, successful competitors with those on the Clyde, Tyne, Mersey, or Thames.

In addition to these advantages, the immediate construction of the contemplated line will substantially and economically augment our naval power.

It is no secret what services the Peninsular and Oriental Company has rendered to England in the Crimean war. This company possessed a fleet of fifty-seven steamers, with an aggregate tonnage of 84,000 tons, and with these means she conveyed 60,000 men, 29,000 officers, and 12,000 horses, besides artillery carriages and other war material, with ease and dispatch to the seat of war.

In the Indian mutiny she has rendered equally important services.

It is also a historical fact of the highest importance what was done by the Cunard line in the impudent "Trent affair." Her steamers were in readiness almost at a day's notice to carry 10,000 men to Canada against our Republic.

We know, also, what services our merchant marine has done in our late war. What would we have done without its magnificent transports? How could we have enforced our blockade without the aid of our armed merchantmen.

It is scarcely possible, Mr. Speaker, that any bill introduced in this House can commend itself by more sound features of political economy and statesmanship than that now under consideration.

I am aware there are opponents to it; some advocate the equipment of our merchant navy on the Clyde, others discountenance subsidies in any shape, and again others sneer at any pioneer movement of industry or commerce. Such men resemble in intelligence and foresight those custom-house officers in Liverpool, who, in 1784, seized the first shipment of American cotton under the belief that the cotton could not be grown except in British West India, or their private interests are so linked with the present prerogatives of the English flag that they are blinded against our public benefit.

I am supported, however, in my views and advocacy of subsidies in favor of the speedy establishment of the Mediterranean and Oriental Steam Navigation Company, not only by legions of our own citizens of all sections and vocations in life, but also by the sympathy and incitement of all nations directly or indirectly interested in the Mediterranean trade—*England alone excepted.*

He introduced letters from distinguished representatives of several commercial powers, highly commending and advising the establishment of the lines in question. He then continued:

Letters from the first commercial houses of Lisbon, Cadiz, Malaga, Barcelona, Marseilles, Genoa, Leghorn, Messina, Brindisi, Trieste, Constantinople, Port Said, Alexandria, and Algiers, have been received by the company of this steamship line, and leading journals of Europe advocate the enterprise.

The Swiss Government is so anxious for the achievement of a line of steamers from this country to Genoa, that she has offered $20,000 as contribution for the transportation of her mails.

Egypt has volunteered either to take stock in the company or to give a direct subsidy.

Greece would, in similar manner, contribute toward organizing a direct and continuous intercourse by steam with our country.

Other countries will use still greater efforts to make this important enterprise a complete success; in fact, the combined interest manifested justifies the expectation that this American steam line not only will be lucrative and highly beneficial, but that it will be the powerful vanguard of similar American ventures on every sea.

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When consummated, this work will become unquestionably a sublime element of onward progress, indicating the genius of the energized millions of free men, who, under the inspirations of Christianity and science, are ushering in a great epoch entering upon a career of material development, which aggregates the sum of individual successes in majestic forms of enterprises unparalleled in the history of the world.

PERRY'S COMEDONE AND PIMPLE REMEDY.

This is the only infallible remedy known to science for that unsightly disease of the secretions known as Comedones's Black Worms on the nose and face. It also cures those disfiguring diseases, Acne and Sycosis, Red, White and Mattrealed Pimples on any part of the body. It leaves the skin soft, smooth and healthy. Sold at

JAMES E. BURNS & CO.'S
DRUG STORE.
Corner Penn and Sixth (old St. Clair) sts.

THE WEAR AND TEAR OF BUSINESS LIFE.

The cares and labors of business life are apt to tell severely upon the health and constitution of the ardent, energetic business man, and when the need of some sustaining agent is felt, stimulants that cause only a temporary exhilaration, and leave the system in a state of partial collapse when their first effect has passed off, are too often resorted to. As certainly as fire leaves behind it a residuum of ashes, the use of the adulterated liquors of commerce produces premature exhaustion and decay. Touch them not. Tone and regulate the overtaxed vital machinery with Hostetter's Stomach Bitters. In that wholesome stimulant, the alcoholic element, which is the purest derivable from any source, is tempered by the choicest tonic, aperient, anti-bilious and anti-febrile vegetable extracts and juices. To strengthen, recruit, solace and purify the system is the mission of the great vegetable specific. When the stomach is in a healthy state, the bile flows regularly, the bowels perform their office properly, and the telegraphic fibres of the nervous system are in perfect working order, an enormous amount of labor can be borne without risk or inconvenience, and the direct effect of the Bitters is to promote this vigorous condition of the functions upon which the nourishment of the body, and the power of endurance mainly depend. The great tonic and alterative is, therefore, emphatically recommended for its remarkable strengthening properties, to all those whom the responsibilities of life press heavily, and who feel like fainting under the burthen. A languid appetite, a sluggish digestion, elastic spirits, and a marvellous ability to withstand fatigue, are among the blessings justly ascribed to the restorative operation of this palatable and powerful cordial. Indeed there is nothing in the materia medica that can be compared with it.

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my17:w61

To Oil Capitalists.
The BRADY'S BEND IRON COMPANY will sell tracts of land, for boring purposes, in near vicinity to the new flowing well on Armstrong Run. They will also SELL LOTS on the bank of the Allegheny River, near the new well, convenient for building sites.
W. D. BLACK, Superintendent.
BRADY'S BEND, May 10th, 1870. my10:w73

WELCOME
HAY AND GRAIN RAKE.
Farmers, look to your interest and buy none but the Welcome Steel Tooth Wheel Rake. It is the simplest in its construction and best in use; examine it before you buy any other; sold as low as the common rakes and can be worked by a child 9 or 10 years old; it is self-operating. The horse does nearly all the work and it can be run backward without danger to rake or driver, an advantage in no other rake. Manufactured in Columbiana, Ohio, and sold there, wholesale or retail, or at $12 and 321 LIBERTY STREET, Pittsburgh, Pa., by
W. W. WALLACE.

NEW ADVERTISEMENTS.

SPECI ALTIES
A T
WILLIAM SEMPLE'S,
Nos. 180 and 182 Federal Street, Allegheny City.
A Large Assortment of the Latest Novelties IN
LADIES' HATS AND BONNETS,
Misses' and Children's Hats.
A BEAUTIFUL ASSORTMENT OF
Ribbons and Flowers.
KID AND LISLE THREAD GLOVES.
Lace Collars and Handkerchiefs.
Linen Collars and Cuffs.
Ladies' Fancy Bows.
Ladies' Fancy Silk Scarfs.
Parasols and Sun Umbrellas.
Ladies' and Misses Fancy Hose.
Men's and Boys' Cotton Socks.
Men's Summer Underwear.
Men's Fancy Bows and Neck Ties.
LINEN SHIRT FRONTS,
Paper Collars and Cuffs,
Wholesale and Retail,
AT
WM. SEMPLE'S,
180 and 182 Federal Street, Allegheny.

THE BEST BARGAINS OFFERED
This Season.
AT 20 CENTS.
Ladies' Heavy British Cotton Stockings.
AT 25 CENTS.
Ladies' Heavy British Cotton Stockings
AT EXTRA BARGAIN.
AT 3 PAIR FOR $1.00.
Ladies' Super British Cotton Stockings.
AT 20 CENTS.
Men's Heavy British Cotton Socks.
AT 25 CENTS.
Men's Heavy French Cotton Socks.
LADIES' AND MEN'S
MERINO GAUZE UNDERWEAR
AT VERY LOW PRICES.
MISSES, BOYS AND CHILDREN'S
COTTON STOCKINGS
AT GREATLY REDUCED PRICES AT
Morganstern & Co's,
SUCCESSOR TO
MACRUM, GLYDE & CO.,
Nos. 78 and 80 Market Street.
mh23
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 KID GLOVES at $1.75.
LONG TOP KIDS, choice shades, at $2.00.
REGULAR MADE BRITISH HOSE, Heavy, 35 cents.
PLAIN AND RIBBED COTTON HOSE, 16 cents and up.
DOMESTIC COTTON HOSIERY, by case or doz.
GENTS' SUPER STOUT HALF HOSE, 25 cents.
GENTS' SUPER FINE HALF HOSE, 25 cents.
Also splendid assortments PARISIAN, 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 AND 79 MARKET STREET.
mh13
On a Par with Gold!
WE NOW OFFER
Our New Stock
OF
DRY GOODS
AND
NOTIONS
AT
EASTERN PRICES.
BUYERS ARE INVITED TO
Examine our Goods & Prices.
ARBUTHNOT, SHANNON & CO.,
No. 115 Wood Street.
BUY THE GENUINE,
CLARK'S
"O. N. T."
SPOOL COTTON.
GEO. A. CLARK,
SOLE AGENT.
Sold Everywhere.
my14-w36
SPECTACLES.
THE EYE.
Dr. FRANKS, the celebrated Lecturer on the Eye, and Manufacturer of Patent and Improved Spectacles, has returned to Pittsburgh, and is now at the ST. CLAIR HOTEL, where he adjusts his far-famed Spectacles to defective vision from an examination of the eye alone, so as to suit equally well by day as by artificial light without failure, from 15 to 25 years. Dr. F. may be professionally consulted on all diseases of the Human Eye, and has a large stock of his Spectacles and Eye Glasses for sale. About 4,000 pairs of these Spectacles were sold on Dr. Franks last visit in the space of three months, giving the most entire satisfaction to all, as the medical gentlemen and citizens of Pittsburgh have by certificate testified.
Be particular and require at the Ladies' entrance on Penn street for Dr. Franks office, ROOM 22 St. Clair Hotel.
ap15:TTTS

NEW ADVERTISEMENTS.

NORTHERN
Pacific Railroad.
To Railroad Contractors.
Sealed Proposals will be received at the office of the NORTHERN PACIFIC RAILROAD COMPANY, No. 120 BROADWAY, corner of Cedar street, New York, until WEDNESDAY, the 1st day of June, 1870, at 12 o'clock, noon, for the Grading, Masonry, Bridging and Ballasting of that portion of the Northern Pacific Railroad in the State of Minnesota, extending from the Dalles of the St. Louis river to the Red river, the western boundary of Minnesota (a distance of about 230 miles), including everything requisite to complete the road-bed for a single track, and necessary side tracks, ready to receive the rail superstructure.
The said Company will also receive proposals, at the same time and place, for the timber cross-ties, and for the iron rails, spikes and fixtures for the road as above. The iron rails to be delivered on the dock at Duluth, Minnesota, or at the crossing of the Mississippi river, and the ties received according to blank forms, which will be ready for distribution on WEDNESDAY, May 4, 1870, at the office of the Company, as above, where plans of the structures, and maps and profiles of the road, with full specifications, can then be seen, and the time allowed for the completion of the contracts made known.
The Company reserve the right to reject any or all bids not deemed to be for the interests of the Company.
Printed circulars containing full information will be furnished on application, by mail or otherwise, to EDWIN F. JOHNSON, Chief Engineer, or to the President of the Company, at the office, No. 120 BROADWAY, as above.
J. GREGORY SMITH,
President Northern Pacific Railroad Co.
NEW YORK, April 26, 1870. my10

DR. WHITTIER
CONTINUES TO TREAT ALL PRIVATE DISEASES. Syphilis in all its forms, all urinary diseases, and the effects of mercury upon the system. Swelling of the testes, Spermatorrhœa or Seminal Weakness and Impotency, resulting from the abuse of other causes, and which produce some of the following effects, as Dizziness, Sudden Forgetfulness, indigestion, Consumption, aversion to society, unnamelikes, dread of future events, loss of memory, Blotches on the cutaneous emissions, and finally so prostrating the mental system as to render marriage unsatisfactory, and therefore imprudent, are permanently cured. Persons afflicted with the consequences of delicate, intricate or long standing constitutional complaints should give the Doctor a call. He never fails.
A particular attention to all Female complaints, Leucorrhœa or Whites, Falling, Inflammation or Ulceration of the Womb, Pain in the Back, Menstruation, Menorrhagia, Dysmenorrhœa, and Sterility or Barrenness, are treated with the greatest success.
It is self-evident that a person who confines himself exclusively to the study of a certain class of diseases and treats thousands of cases every year must acquire greater skill in that specialty than one who attempts all.
The Doctor has published a medical pamphlet of fifty pages, containing a full exposition of these and private diseases that can be had free at office or by mail for two stamps, in sealed envelopes. Every sentence contains instruction to the afflicted, and enabling them to determine the precise nature of their complaints.
The establishment, comprising eight private rooms, is central. When it is not convenient to visit the city, the Doctor's opinion can be obtained by giving a written statement of the case, and medicines can be forwarded by mail or express. In some instances, however, a personal examination is absolutely necessary, while in others daily personal attention is required, and for the accommodation of such patients there are apartments connected with the office that are provided with every requisite that is calculated to promote recovery, including medicated vapor baths. All prescriptions are prepared in the Doctor's laboratory, under his personal supervision. Medical pamphlets at office free, or by mail for two stamps. No matter who have failed, read what he says. Hours 9 A. M. to 8 P. M. Sundays 12 M. to 2 P. M. Office, No. 9 WYLIE ST., (near Court House) Pittsburgh.
GEORGE I. TROUPE,
Silk Hats,
Wholesale and Retail, No. 65 FIFTH AVENUE, Pittsburgh, Pa. Old Hats renovated and replaced, to present style, blocked and repaired. Hats fitted by the American Comforter. All orders promptly attended to.
CHARLES P. STRIGHT,
Carpenter and Builder,
Will promptly attend to all kinds of jobbing work. Office and shop corner of Penn and Fifth avenue, corner Webster street, Allegheny, Pa.
GEORGE HEFLICK,
HARD WOOD WORKER,
No. 47 FULTON STREET, corner of Webster avenue, FIRST and VESTIBULE DOORS made to order. All kinds of Furniture repaired and varnished.
Refers by permission to David Allen, Board Measurer.
my10:w96
CHEAP
STOVES AND TINWARE.
FENDERS, COAL BOXES, FIRE IRONS, &c., &c.
P. C. DUFFY'S,
146 Grant street.
CANE